

19. NEW BRIGHTON ROAD - AVONDALE ROAD TO WAINONI ROAD CYCLEWAY IMPROVEMENTS

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The purpose of this report is to seek the approval of the Committee to proceed to final design, tender and construction of the proposed cycle facility improvements in New Brighton Road from Avondale Road to Wainoni Road. Approval is also required to firstly revoke, then reinstate a number of no stopping restrictions at intersections along New Brighton Road; to install new no stopping restrictions along the south side and parts of the north side of New Brighton Road; to remove two existing bus stops; to revoke, and then reinstate two existing bus stops; and to install give way signs at the intersections with Waygreen Avenue, Brooker Avenue, Dunair Drive, and Stour Drive.

This report was considered by the Burwood/Pegasus Community Board on 16 August 2004, the Board has made several recommendations to the Sustainable Transport and Utilities Committee as a result. See later in this report.

BACKGROUND

The Council proposes to improve cycle facilities on New Brighton Road by installing on-road cycle lanes between Avondale Road and Wainoni Road. In addition, improvements to pedestrian and bus facilities are proposed.

New Brighton Road is a minor arterial road that carries approximately 9,000 vehicles per day. It forms the primary link between New Brighton and Shirley. It forms part of the designated cycle network and is a bus route. Cycle lanes already exist along New Brighton Road up to both Avondale Road and Wainoni Road.

The proposal meets the policy for cycle facilities and traffic management on arterial roads, the cycle strategy and the parking strategy.

The kerb and channel between Anzac Drive and Wainoni Road has recently been constructed. The remaining kerb and channel work, from Avondale Road to 345 New Brighton Road will be constructed in conjunction with the proposed cycle facility improvement works, but will be funded separately.

RECOMMENDED IMPROVEMENTS

The Council proposes to install on-road cycle lanes in New Brighton Road from Avondale Road to Wainoni Road, which will link into existing cycle lanes at either end of the project length. In addition, a shared off-road path along the river from Wainoni Road to the existing off-road path opposite Barkers Road is proposed, along with the indentation of several bus stops, and the construction of a small build out for pedestrians crossing the road at Corsers Stream (just west of Brooker Ave). It is also proposed to rationalise the bus stops along this stretch of New Brighton Road by removing the existing stops at 311A New Brighton Road, and relocating the existing stops just west of Wattle Drive to Bower Park.

To improve the safety of cyclists by ensuring motorists do not use the cycle lane as the default limit line at side road intersections, it is also proposed to install Give Way signs at the intersection of Waygreen Avenue, Brooker Avenue, Dunair Drive, and Stour Drive.

As a consequence of the installation of the cycle lanes and the limited carriageway width, it is proposed to implement no stopping along the entire south side of the project length, with the exception of an indented parking bay between numbers 362 and 370 New Brighton Road. This parking bay will provide for approximately seven car parks. On-street parking will generally be retained along the north side, with the exception of intersections, at the approaches to roundabouts, and in proximity to bus stops.

CONSIDERATION OF OPTIONS

There is an existing off-road path that runs through the Amelia Rogers Reserve (the Reserve), which is located on the south side of New Brighton Road, west of Corsers Stream. Several options were considered for the provision of cycle facilities through this portion of the route, with Option Three chosen as the preferred option.

Option One: Off-road cycle path through the Reserve

There is currently an unpaved off-road shared path that runs through the Reserve. This option would involve upgrading this path and linking it to the on-road facilities at either end of the Reserve. However, internal consultation during the scheme development process has identified a number of issues associated with this option:

- Plantings at the eastern end of the pathway and along the river bank will require extensive trimming and some removal to open up the area to improve perceived safety through the reserve.
- The existing path could be realigned away from the river bank more centrally along the reserve area. This would mean less tree removal required, however, more expense associated with the path realignment.
- No illumination should be provided at night, in order to deter use of the path during dark hours.
- An on-road cycle facility would still be required for cyclists during dark hours and for commuters not willing to travel the extra distance through the Reserve.

Option Two: Off-road cycle path along house frontages

A number of houses are located between New Brighton Road and the Reserve, and a 5m wide grass berm separates the houses from the road. The width of this berm would allow for the development of a new off-road cycle path, separate from the footpath and not against the kerb. The path would have some width between the property boundary fences, which would allow cyclists some warning of accessing vehicles. However, a risk of collision with accessing and exiting vehicles would remain, particularly in relation to commuter cyclists travelling at higher speeds. Furthermore, the Draft Transit Design Guidelines for cycle facilities strongly recommend against off-road cycle facilities along berms where there are accessways, due to the high collision risks. Given these safety issues, it is considered that an on-road cycle facility is the best treatment in this location.

Option Three: On-road cycle facility

This option involves the provision of an on-road cycle facility only, with no alteration to the existing path through the Reserve. Due to the relatively narrow carriageway, this option will result in lanes being at a minimum width for all users, and the removal of on-street parking on the south side of the road. There are essentially two cross sections along the route, being 10.8m and 11.5m. Under this option, the 10.8m section would have 2m parking (north side), 1.6m cycle lane against the parking, two 2.9m traffic lanes and a 1.4m cycle lane against the kerb (south side). The 11.5m section would have 2m parking, 1.7m cycle lane against the parking, two 3.1m traffic lanes and a 1.6m cycle lane against the kerb.

Given that an on-road facility would still be required under both Options 1 and 2, Option 3 is considered the preferred option.

CONSULTATION

Following the Burwood/Pegasus Community Board's approval at its April 2004 meeting for consultation to be undertaken with the community, a publicity leaflet outlining the proposal and inviting feedback about it was delivered or sent to interested parties, the schools, businesses, property owners, and residents in the vicinity of the proposed works at the beginning of June 2004. The properties on the south side of the road, from number 352 to 392, were visited by the author to explain the proposal in person.

Approximately 380 publicity leaflets were distributed, and a total of 11 responses were received. Of these, two were supportive of the proposals, but with some comments and suggestions regarding possible improvements to the proposed works; six objected to the proposed project; and three did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal.

A summary of the consultation feedback received is attached to this report.

The issues raised have been given consideration by the project team, and all respondents have been contacted. As a result of the issues raised, the following changes have been made to the proposal:

1. Incorporation of a section of on-street parking on the north side of New Brighton Road approximately 40 metres east of Brooker Avenue.
2. Clarification of shared path signage.

3. Improvement of the shared path exit treatment at Wainoni Road.
4. Installation of Give Way signs at the intersection with Waygreen Avenue, Brooker Avenue, Dunair Drive and Stour Drive.

These changes are shown on the amended concept plan attached to this report.

The above report was presented to the Burwood/Pegasus Community Board meeting on 16 August 2004. The Board resolutions were as follows:

The Board decided to recommend to the Sustainable Transport and Utilities Committee:

- “1. That a public meeting be held to hear concerns of residents.*
- 2. That the Chairperson seek speaking rights.”*

The Board did not make any resolution as to whether to progress the project or not.

In response to the first resolution above, the project team acknowledges that there are some residents and occupants of premises on New Brighton Road who are unhappy about the limitations to on-street parking. Design options have been considered, both in the initial investigation, and as a result of the consultation. The project team are also confident that they have identified the relevant issues through the consultation process and addressed them as best they are able within the scope of the project.

The project team note that the Council's policy is very clear on priorities for the use of road space on an arterial road. The Council's Parking Strategy indicates that, on minor arterial roads, residential parking has a lower priority than road space for cyclists and other road users. Further, the Council's Cycle Strategy and Network Plan have indicated the need for New Brighton Road as a cycle route for a number of years. This project is also consistent with the goals in the MCTS for development of integrated transport modes.

The project team is confident that the best balance has been struck between the need for road space for cycle and traffic lanes, and on-street parking, and the costs associated with implementing the project.

The estimated cost of this work is \$108,000, and funding is available in the Cycleways Budget. The work is programmed for the 2005/06 financial year, but could be constructed earlier if other projects in the programme are delayed.

Staff

- Recommendation:**
1. That the proposed improvements to cycle, pedestrian and bus facilities in New Brighton Road be approved for final design, tender and construction.
 2. That all existing no stopping restrictions in New Brighton Road between Avondale Road and Wainoni Road be revoked.
 3. That the following stopping restrictions be approved:
 - (a) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at its intersection with Wainoni Road and extending 104 metres in a west direction.
 - (b) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at a point 129 metres west of its intersection with Wainoni Road and extending 340 metres in a west direction.
 - (c) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at its intersection with Anzac Drive and extending 133 metres in an east direction.

- (d) That the stopping of vehicles be prohibited at any time on the east side of Anzac Drive commencing at its intersection with New Brighton Road and extending to a point 42 metres to the south.
- (e) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at a point 25 metres west of its intersection with Anzac Drive and extending 289 metres in a west direction.
- (f) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at a point 62 metres west of its intersection with Brooker Avenue and extending 249 metres in a west direction.
- (g) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at a point 68 metres east of its intersection with Stour Drive and extending to its intersection with Bassett Street.
- (h) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Bassett Street and extending 54 metres in an east direction.
- (i) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Stour Drive and extending 25 metres in a west direction.
- (j) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Stour Drive and extending 21 metres in an east direction.
- (k) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Dunair Drive and extending 20 metres in a west direction.
- (l) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Dunair Drive and extending 15 metres in an east direction.
- (m) That the stopping of vehicles be prohibited at any time on the west side of Dunair Drive commencing at its intersection with New Brighton Road and extending 22 metres in a north direction.
- (n) That the stopping of vehicles be prohibited at any time on the east side of Dunair Drive commencing at its intersection with New Brighton Road and extending 22 metres in a north direction.
- (o) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing 75 metres east of its intersection with Dunair Drive and extending 19 metres in an east direction.
- (p) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Brooker Avenue and extending 53 metres in a west direction.
- (q) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Brooker Avenue and extending 43 metres in an east direction.

- (r) That the stopping of vehicles be prohibited at any time on the west side of Brooker Avenue commencing at its intersection with New Brighton Road and extending 16 metres in a north direction.
 - (s) That the stopping of vehicles be prohibited at any time on the east side of Brooker Avenue commencing at its intersection with New Brighton Road and extending 16 metres in a north direction.
 - (t) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 32 metres west of its intersection with Anzac Drive and extending 145 metres in a west direction.
 - (u) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Anzac Drive and extending 238 metres in an east direction.
 - (v) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Waygreen Avenue and extending 8.5 metres in a west direction.
 - (w) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Waygreen Avenue and extending 7 metres in an east direction.
 - (x) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Wattle Drive and extending 27 metres in a west direction.
 - (y) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Wattle Drive and extending 18.5 metres in an east direction.
 - (z) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 67 metres west of its intersection with Wainoni Road and extending 12 metres in a west direction.
 - (aa) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Wainoni Road and extending 32 metres in a west direction.
4. That the existing bus stop be removed from the north side of New Brighton Road at its present position commencing 94 metres to the east from the intersection with Bassett Street and extending for 16 metres in an east direction.
 5. That the existing bus stop be removed from the south side of New Brighton Road at its present position commencing 64 metres to the east from the intersection with Bassett Street and extending for 15 metres in an east direction.
 6. That the existing bus stop be revoked from the north side of New Brighton Road at its present position 32 metres west of the intersection with Wattle Drive, and reinstated on the north side of New Brighton Road commencing 52 metres from its intersection with Wainoni Road and extending 15 metres in a west direction.

7. That the existing bus stop be revoked from the south side of New Brighton Road at its present position 36 metres west of the intersection with Wattle Drive, and reinstated on the south side of New Brighton Road commencing at a point 104 metres from its intersection with Wainoni Road and extending in a west direction for a distance of 25 metres.
8. That a 'Give Way' sign be placed against Waygreen Avenue at its intersection with New Brighton Road.
9. That a 'Give Way' sign be placed against Brooker Avenue at its intersection with New Brighton Road.
10. That a 'Give Way' sign be placed against Dunair Drive at its intersection with New Brighton Road.
11. That a 'Give Way' sign be placed against Stour Drive at its intersection with New Brighton Road.

**Chairman's
Recommendation:**

For discussion.