

## 9. NEW BRIGHTON ROAD - NO STOPPING

<b>Officer responsible</b> Transport and City Streets Manager	<b>Author</b> Tamsin Page, Consultation Leader, DDI 941-8662
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### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to implement a 41 metre no-stopping restriction on the north side of New Brighton Road outside 317 and 319 New Brighton Road (see attachments).

### EXECUTIVE SUMMARY

2. The proposed no-stopping will form part of the cycleway improvement project in New Brighton Road (Avondale Road to Wainoni Road) that was approved for final design, tender and construction by the Council Sustainable Transport and Utilities Committee on 7 September 2004.
3. The short section of proposed no-stopping was not included in the original scheme (as approved in September 2004). At this location, the original scheme provided for parking on the north side, two cycle lanes, two traffic lanes, a no-stopping line along the south side, along with a footpath on either side of the road. However, during the recent final detailed design, problems relating to the available width at this section of the road have been identified.
4. The key issue is that under the original scheme layout, there is insufficient width between the south-side kerb and the riverbank for a safe asphalt footpath without the need for retaining on both the kerb and river sides of the footpath. The need for retaining raises a number of issues, including pedestrian safety, riverbank stability, and the need for resource consent for works on the bank of the river.
5. These issues prompted consideration of the alternative options available along this section. As a result, implementing a section of no-stopping along the inside of the curve (north side) outside 317 and 319 New Brighton Road was identified as the recommended preferred option. This option is consistent with the clear indication in the Council's Parking Strategy that, on arterial roads, residential parking has a lower priority than road space for cyclists and other road users. The project team is confident that the recommended option provides the best balance between the need for road space for cycle and traffic lanes, and on-street parking, and the costs associated with implementing a solution along this section of New Brighton Road.
6. Four options were identified and assessed. These included: Option 1 - implementing no-stopping on the north side outside 317 and 319 New Brighton Road (the recommended preferred option); Option 2 - adjust the south-side kerb to the north and divert the west-bound cycle lane off-road through this section; Option 3 - realignment of both kerbs to the north; and Option 4 - proceeding with the original scheme. Each of the options, and an assessment of their respective advantages and disadvantages are summarised below.

#### **Option 1 - No-stopping on north side (recommended preferred option)**

7. This option involves changing the kerb alignment on the south (riverbank) side to provide sufficient width for the footpath without the need for retaining, and implementing 41 metres of no-stopping on the inside of the curve (north side outside 317 and 319 New Brighton Road) to provide sufficient on-road space for the cycle and traffic lanes.
8. Advantages of this option are:
  - (a) Minimal additional costs (approximately \$2,500).
  - (b) Allows a safe footpath on the riverbank without the need for retaining.
  - (c) Provides continuity of the on-road cycle lanes, which is consistent with the rest of the project, and contributes to a continuous and consistent on-road cycleway on New Brighton Road from Pages Road to Burwood School.
  - (d) Retains the existing curve alignment of the traffic lanes, which has been assessed to be acceptable, and provides a relatively smooth ride.
  - (e) Parking is retained beyond the curve, within approximately 20 metres of the property entrances on the bend. Currently, the edge line around the inside of the bend tapers to 1.4m from the kerb face so that parking is really only acceptable in one space at the east end of the bend outside 319 New Brighton Road.
  - (f) Provides for consistency of driving conditions on a minor arterial, as no-stopping on curves such as this is not unusual.

- (g) Prevents vehicles parking up against narrow entranceways on the curve, and creates some on-road space for residents to manoeuvre into their driveways.
- (h) Creates on-road space for cyclists to avoid cars cutting the corner.
- (i) Consistent with Parking Strategy policies in relation to provision of space for cyclists and pedestrians, and in relation to parking priorities on arterial routes.

9. Disadvantages of this option are:

- (a) Loss of three on-street car parking spaces on the north side when compared to the original scheme. Currently the bus stop outside 313 New Brighton Road and the edge line alignment around the inside of the bend restrict parking on the north side, but parking is allowed on the south side. The original scheme realigns the inside edge line to provide sufficient space for parking, includes no-stopping along the south side, and removes the bus stop at this location. The net result would be six parks lost on the south side and five gained on the north side. Under Option 1, no-stopping will still be implemented on the south side and the bus stop removed. However the section of no-stopping proposed on the north side would mean only two parks would be added on the north side, instead of five.
- (b) The riverbank here is susceptible to erosion and so additional maintenance on the footpath may be required within the lifetime of the footpath.
- (c) Opposition from owners of one of the two directly affected properties.

#### **Option 2 - Off-road cycle lane**

10. This option would involve moving the south kerb alignment northwards, and diverting the west-bound on-road cycle lane off-road behind the kerb through this section. This would create a shared cycle and pedestrian path through this section that does not require retaining.

11. Advantages of this option are:

- (a) Maintains on-street parking as per the original scheme.
- (b) Allows footpath on the riverbank without the need for retaining.
- (c) Provides some cycle security as an off road facility.

12. Disadvantages of this option are:

- (a) Moderate additional costs (approximately \$10,000).
- (b) Does not provide an on-road cycle facility through this section, which is inconsistent with the rest of the project length, and the existing on-road cycle lanes at either end of the project.
- (c) A power pole and sign will remain in the middle of the path between the cycle side and the pedestrian side. Additional warning devices will be needed to minimise the risk of cyclists hitting the poles.
- (d) Creates a sharper bend and therefore motorists are more likely to cut the corner into the cycle lane on the northern side.
- (e) Creates a pinch point for cyclists on the north side with parked cars and cars negotiating the bend (possibly cutting the corner).

#### **Option 3 - Realign kerbs northward**

13. This option would involve realigning both the north and south-side kerbs to the north. This would reduce the width of the grass berm between the kerb and footpath on the north side, but would provide sufficient space for on-street parking on the north side, two on-road cycle lanes, two traffic lanes, no-stopping on the south side, and footpaths on both sides without the need for retaining the footpath on the south side.

14. Advantages of this option are:

- (a) Maintains on-street parking as per the original scheme.
- (b) Allows footpath on the riverbank without the need for retaining.
- (c) Retains the existing curve alignment of the traffic lanes, which has been assessed to be acceptable, and provides a relatively smooth ride.
- (d) Provides continuity of the on-road cycleway, which is consistent with the rest of the project, and contributes to a continuous and consistent on-road cycleway on New Brighton Road from Pages Road to Burwood School.

15. Disadvantages of this option are:
  - (a) High additional costs (approximately \$19,000).
  - (b) Potential for unforeseen design problems and additional costs relating to underground utilities within the berm area on the north side.

#### **Option 4 - Retain original scheme**

16. This option involves proceeding with the original scheme, which provides for on-street parking on the north side, two on-road cycle lanes, two traffic lanes, no-stopping on the south side, and footpaths on both sides, but will require retaining on both sides of the riverside footpath.
17. Advantages of this option are:
  - (a) Maintains on-street parking as per the original scheme.
  - (b) Provides continuity of the on-road cycleway, which is consistent with the rest of the project, and contributes to a continuous and consistent on-road cycleway on New Brighton Road from Pages Road to Burwood School.
  - (c) Retains and strengthens the riverbank which is susceptible to erosion in this area.
18. Disadvantages of this option are:
  - (a) Significant additional costs (approximately \$45,000).
  - (b) Need for resource consent for work on riverbank. This is likely to result in additional costs and delays due to investigation work required, and obtaining the relevant approvals.
  - (c) Potential for unforeseen design issues associated with excavation and construction along riverbank where the structure and integrity of underlying material is unknown.
  - (d) As with option 2, creates a sharper curve than the existing curve, and therefore motorists are more likely to cut the corner into the cycle lane on the northern side.
  - (e) Creates a pinch point for cyclists on the north side with parked cars and cars negotiating the bend (possibly cutting the corner).
19. The project designers and the Council Cycle and Pedestrian Transport Planner have been consulted in relation to the options outlined above. These parties have supported Option 1 as the preferred option, as it ensures that the treatment at this curve is consistent with the project as a whole, ensures a safe, consistent and continuous on-road cycle facility and off-road pedestrian facility, is a cost-effective solution, and does not compromise the objectives of the overall cycleway project.
20. The owners of 317 and 319 New Brighton Road, who are considered to be directly affected by the proposed no-stopping have been consulted and their views taken into account in the assessment of the options. Off-street parking is available on both properties. Both landowners have been contacted by telephone, outlining the proposal and inviting them to express their views. The owner of 317 New Brighton Road indicated that she does not have any concerns with the proposal, and supports the overall cycle lane project. The owners of 319 New Brighton Road, however, are opposed to the proposal due to the loss of on-street parking outside their property.
21. Both landowners have subsequently been advised by letter of the recommendation being made to the Community Board, the date of the Community Board meeting at which it will be considered, and of their right to request a deputation with the Community Board to present their views.

#### **FINANCIAL AND LEGAL CONSIDERATIONS**

22. The pre-tender construction estimate for this project is \$174,000.
23. This project is part of the Cycleways Programme and is programmed for construction in the 2005/06 year. The annual budget for Cycleways is around \$1.2 million. Design costs are provided for in the 2004/05 budget and the 2005/06 draft budget provides sufficient funding to construct this project.
24. The estimated additional cost to the overall project of the recommended preferred option (Option 1) is \$2,500, which is a minimal cost and significantly less than the costs of the other options considered, and can be accommodated from within the Cycleways budget.
25. There are no legal considerations associated with the preferred option aside from the resolution outlined in the Recommendation below.

**STAFF RECOMMENDATION**

It is recommended that the Board approve that the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 125 metres east of its intersection with Bassett Street and extending 41 metres in an east direction.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.