

#### 4. CYCLE LANES FOR STROWAN ROAD – ROSSALL STREET

RR 10291

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The purpose of this report is to advise the Community Board of the consultation process for the project to complete a cycle network link on Rossall Street and Strowan Road.

##### PROJECT PROPOSAL

In March, five diagrams were presented to the Board outlining the initial plans to mark cycle lanes on Strowan Road and Rossall Street, to connect the railway cycleway to the crossing signals into Hagley Park. The five stages were :

- Stage I - from Carlton Mill crossing signals to the southern end of the new kerb and channel work;
- Stage II - the section of Rossall Street including the new kerb and channel work;
- Stage III - Rossall Street from Merivale Lane to Office Road
- Stage IV – Rossall Street from Office Road to Glandovey/Heaton intersection
- Stage V – Strowan Road, from Glandovey/Heaton to the railway line.

##### REASONS FOR THE PROJECT

The proposal to mark cycle lanes on Rossall Street and Strowan Road originated for two reasons:

- Strowan Road and Rossall Street have been designated as a cycle route for many years. “Designated” means there are blue cycle disks attached to power poles indicating a cycle route, but there are no physical works or markings to reduce the risk to cyclists. The popularity of the route even without any cycle facilities is beyond question - the combined morning and afternoon peak counts of cyclists taken at three intersections show on average 350 movements. It is one of the six most heavily trafficked cycle routes in the city.
- The recent connection of the Railway Cycleway to Strowan Road is expected to increase the numbers of cyclists who use the road.

There have been three cycle-vehicle collisions reported on the Rossall-Strowan route in the last five years. It is likely this is under-reported.

As traffic volumes increase (as they are projected to do), without development of lower risk cycle facilities, it is likely both cycle volumes will decrease, and cycle collisions will increase.

Cycle lanes are considered the most appropriate cycle treatment for this type of road. They provide a reduced safety risk to cyclists, and allocate road space to cycle use - both strong motivating factors for increasing cycle use. Increasing cycle use and reduction in cycle collisions are the primary objectives of the Council's Cycle Strategy for Christchurch City. Rossall Street and Strowan Road are high priority elements on the cycle network plan.

#### **CONSULTATION PROCESS SO FAR**

Stage II of the project involves marking cycle lanes on the section of road undergoing kerb and channel work. Stage I develops cycle lanes between the Carlton Mill cycle signals and the Stage II work. The approval for the cycle lane markings was given by the Community Board and the City Services Committee meetings in July.

The leaflets describing Stages III, IV and V were specifically mailed to all property occupants and property owners adjacent to the relevant stages. The information delivered included the plan, the reasons for the plan, relevant cycle and traffic data and specific reasons for the design features of the project.

The following paragraphs outline the response to the letters, and the discussions from that point:

#### **Stage V - Strowan Road**

- **43 Strowan Road** - owner/occupier concerned about proposed parking removal in front of his property. He owns a small dance studio which relies on student drop off and pick up. Met on site to view his concerns.  
**Action taken:** Marking design modifications have allowed parking to extend to include his property frontage.
- **17 Strowan Road** - St Thomas' Church. Church curate and staff concerned about proposed loss of parking immediately outside church - it would 'seal off' the church from its (mainly elderly) clientele. Met on site to discuss.  
**Action taken:** Kerb line alterations will allow parking to be maintained in front of the church.
- **8a Strowan Road** - property already has no-stopping restriction in place. Owner/occupier supports the overall project, but was reluctant to have no-stopping restriction extended. Wrote letter in response to resident.  
**Action taken:** This property is immediately adjacent to the Glandovey/Heaton intersection, and the proposed parking restriction would improve the operating efficiency of the intersection, and improve intersection cycle safety. It is unlikely the parking restriction will be avoided, but the increased parking on the other side of the street (see 17 Strowan Road) should compensate slightly.
- **Anonymous** - there were anonymous responses supporting the project, and one other person concerned generally about the parking restrictions, but did not indicate any specific location concern.

#### **Stage IV - Rossall Street - north end**

- **190 Rossall Street:** Residents from 190, 188, 186, 184, 182, 129 and 113 Rossall Street met with me at 190. They were concerned that outside their properties parking on both sides of the road was proposed for removal. They also doubted the need for a cycle route, and suggested that cyclists be made to travel further south on the railway cycleway to exit at Fendalton Road. These people did indicate that if there were no parking restrictions, that they would be quite happy to see cycle lanes marked.  
**Action taken:** Design revision generates parking bays outside nos 190, 188 and 103 - 119 Rossall Street
- **166 Rossall Street:** Telephone call from a resident at 166 Rossall Street concerned about proposed parking restriction. 166 is a block of 4 flats, 160 (next door) is a block of 10 flats - parking is always at a premium. The proposed plan only removed one on-street parking position.  
**Action taken:** The proposed one parking position removal is necessary, due to the location of a pedestrian island. However, development of a parking bay across the road at nos 103-119 should provide some parking relief.
- **Address unknown:** Two residents communicated by email that they were concerned about the traffic island opposite Fulton Avenue, and wanted to ensure the turning manoeuvres into Aikmans, Office and Leinster Roads were unimpeded. They are unimpeded, and the suggestion to signalise Aikmans/Rossall has not been looked at further. One resident was supportive of the proposal.

#### **Stage III - Rossall Street - mid-section**

- **116 Rossall Street:** A number of residents adjoining 116 Rossall Street do not oppose the cycle lane marking plan as it stands - they are primarily concerned that their section of Rossall Street still has old kerb and channel. They are also concerned that a number of power poles are badly located with regard to turning into/out of driveways.  
**Action taken:** I informed the residents that I was unable to change the kerb and channel replacement timetable (work programmed for 2001/02), but that a submission from them to the Annual Plan process may be more effective. They were sent a copy of Draft Annual Plan, and a submission form was identified. I believe submissions were made.

The power pole positions will be changed during kerb and channel work. However, it is possible to widen the bridge crossings at some properties to make access easier. Two properties have indicated that they would like this work done.

- ***Other residents:*** Three other residents close to the Merivale Lane intersection raised concerns on the position of the island which is being built as part of the kerb and channel project.  
***Action taken:*** The island position was moved approximately 6m north to accommodate the concerns as best as possible.

#### **ADDITIONAL CONSULTATION**

MP Gerry Brownlee sent a letter, indicating that he had been contacted by the local residents at 190 Rossall Street (see above), indicating that they were concerned with the project and that the Council does not appear to be listening to the residents. I summarised the proposals and the level of liaison with the residents, and have heard nothing back at this stage.

#### **CURRENT STATUS**

The plans for the indented parking areas and changes to the marking configuration were completed immediately prior to this report being written. As yet, the residents have not yet been contacted and shown the changes. If this occurs prior to the Community Board meeting, I shall report verbally. If not, the responses will be reported in a subsequent report.

**Recommendation:** That the information be received.

#### **Chairman's**

**Recommendation:** That the foregoing recommendation be adopted.