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The purpose of this report is to seek the Community Board’s support for the proposal to mark cycle lanes on Fendalton Road.

This matter will also be referred to the City Services Committee for its approval.

PROJECT PROPOSAL

The **attached** scheme plan shows a proposal to mark cycle lanes on Fendalton Road, from the rail crossing to the intersection with Deans and Harper Avenues.

For the most part, the scheme shows little change from the existing road markings along this stretch of Fendalton Road. For most of their length, the kerb side traffic lanes are wide enough to include a marked cycle lane without altering the position of the dividing lane line. Slight alignment changes are necessary at the peaks of the curves.

The most noticeable difference occurs at the intersection with Deans and Harper Avenues. On the approach to the intersection, the existing cycle storage box (which also doubles as a cycle lane between the two traffic lanes, extends back from the intersection by an additional 60 to 70 metres. This recognises the existing movement pattern of cyclists which is to position themselves between the traffic lanes at the earliest opportunity – sometimes this is up to 150 metres prior to the intersection.

In addition, some overlap is provided between the kerbside cycle lane and the mid-lane cycle lane to allow cyclists a more defined cross-over point.

These new lane markings match up to, and are consistent with the intersection redevelopment which will be occurring in April.

This project does, however, require the marking of some no stopping lines. No stopping restrictions are proposed in front of properties Nos.10 to 16 Fendalton Road. The removal of parking from this area allows the extension of the mid-lane cycle lane. Additional no-stopping is proposed in front of 46 Fendalton Road to allow a smoother deceleration approach to Holmwood Road and cycle lane transition across the intersection.

It is standard practice for the Community Board to recommend to Council to implement the no-stopping restrictions, hence the recommendations of this report request the Board to do so.

At present, a publicity leaflet has been distributed and responses are awaited.

REASON FOR CYCLE LANE MARKINGS

In the cycle network planning programme, Fendalton Road has been identified as a medium priority route. Cycle counts at Deans/Fendalton/Harper in 1998 show the combined totals of cyclists moving along Fendalton Road as over 270. This section of the road will also have a direct connection to the Railway Cycleway generating an important strategic connection for the city's cycle network.

Cycle lanes are considered the most appropriate cycle facility for this stretch of road. The road has a generally open aspect, and the frequency of parked vehicles is not high, hence the motorists visibility of cyclists typically is good.

The option of a cycle path on a widened berm for an extended length is unattractive as the potential for cyclists to be hit by vehicles entering/exiting driveways and at crossing intersections is higher than when cyclists are on the road. The types of cyclist in the area – typically teenage boys (Christ's College) and commuters - would predominantly stick to the road rather than paths to the side even if they were provided.

Additionally, the roading infrastructure (road surface, berms and kerbs) is relatively new and in excellent condition – developing wider berms would result in expensive and disruptive works that would ultimately be of little value. There would also be damage to the existing road surface that would be of concern to cyclists who would choose to remain on the road.

The cost of marking cycle lanes on Fendalton Road is \$5,000.

ANCILLARY ISSUE

The matter of how Christchurch Girls' High School cyclists move through the area to school was raised in discussions over the Deans/Fendalton/Harper intersection changes. Generally, the development of cycle lanes on Fendalton Road will not affect the movement from either Hagley Park, or Fendalton Road, to Christchurch Girls' High School.

A provision has been made for cyclists to ride on to the footpath at the cut-down for the property at No.8 Fendalton Road (provision simply means cycle symbols on the path allowing pedestrian and cycle combined use). Cyclists can travel on the footpath to the intersection where they would cross the slip-lane and signalised crossing as per normal. There is a widened path along Deans Avenue, from Fendalton Road to Christchurch Girls' High School for cyclists and pedestrians to share.

- Recommendations:**
1. That the Board support the proposal for cycle lanes on Fendalton Road
 2. That the Board recommend to the Council that the parking of vehicles be prohibited at all times as follows:
 - On the northern side of Fendalton Road commencing from a point 120 metres north-west from the intersection of Fendalton Road and Harper Avenue, and extending in a north-westerly direction for a distance of 68 metres, becoming continuous with existing no-stopping lines extending from the intersection of Fendalton/Harper.
 - On the northern side of Fendalton Road, commencing from a point at the intersection of Fendalton and Holmwood Roads, and extending in a westerly direction for 40 metres.

Chairman's

Recommendation: That a Board decision on this proposal await a report back on the outcomes of the public consultation.