

6. CYCLE LANES FOR STROWAN ROAD/ROSSALL STREET

RR 9364

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Corporate Plan Output: Cycleways 9.5.text.57	

The purpose of this report is to seek the Community Board's support for the proposal to mark cycle lanes on Strowan Road and Rossall Street.

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

PROJECT PROPOSAL

There are five diagrams **attached** to this report which illustrate the proposal to mark cycle lanes along Strowan Road and Rossall Street, from the rail line crossing at Strowan/Wairakei, to the cycle crossing signals on Carlton Mill/Rossall.

Strowan Road and Rossall Street have been designated as cycle route streets for many years, and they carry approximately 500 cyclists during the peak hours combined only – the daily total would be higher. The route is designated as a second priority network element. It has a low rate of cycle collisions reported during 1992-96 – mainly focused just south of the rail lines and at the intersection with Glandovey and Heaton.

Once these cycle lanes are installed, it is anticipated that the level of cyclist comfort and perceived safety will increase, and the route will be more attractive to a greater range of cyclists. In addition, this route will connect directly to the southern end of the Railway Cycleway stages being built this year. The combination of cycle lanes and cycle path will add approximately 3km of dedicated cycle facilities to the cycle network. It is also planned to upgrade the Harper Avenue cycle crossing which connects directly to the Strowan/Rossall lanes through Little Hagley Park. All in all a fairly significant and attractive improvement and addition to the cycle network.

PROJECT DESCRIPTION

The following descriptions indicate the work and other considerations that are necessary to implement the cycle lane project. It is considered in 5 stages:

Stage 1: Carlton Mill Crossing to Rhodes Street

Introduces new cycle lane marking on the north side of the road (inside of the curve) from the signalised cycle crossing on Carlton Mill Road, to the intersection of Rossall/Rhodes. A cycle lane is already marked on the south side.

New no stopping lines to be marked for approximately six metres at each end of the edge-line taper on the north side.

Stage 2: Rhodes Street to Merivale Lane

This section of Rossall Street is having the kerb and channel replaced at the moment. The marking plan shown is that which will occur after the road work is done. It is included only for completeness of information.

Stage 3: Merivale Lane to Fulton Avenue

It is proposed, in this section of the road, to remove the flush median currently marked between Rugby Street and Office Road. This will allow parking, cycle lane and traffic lane on both sides of the road. If the flush median remains, parking would need to be removed on the east side of the road, outside properties 124 to 148 Rossall Street.

An investigation into turning movements and collisions at the intersection to Office Road shows the introduction of the flush median has not reduced collisions or increased the numbers of turning vehicles (both are very low), hence it is anticipated that it can be removed without any detrimental effects on vehicle movements or safety.

No stopping restrictions are limited to an extension of the existing no stopping lines for an additional ten metres from the adjoining intersections.

Stage 4: Fulton Avenue to Glandovey/Heaton Intersection

This section of the project retains the flush median from Fulton Avenue to just short of the intersection. It also proposes to greatly extend the length of the double-lanes and merge length for traffic travelling south from the Glandovey/Heaton intersection. This will have the effect of significantly improving the capacity of the intersection for south bound (morning peak) travel, and eliminating the long queues at the signals. However, in order to fit in a cycle lane with the median and extended merge, it is proposed to remove parking from most of the south-west side of the road, and some of the north-east side of the road.

It is believed that the flush median should remain as this road has a number of curves – a flush median is a functional traffic separator in these circumstances. In addition, the median allows the introduction of a pedestrian island adjacent to Leinster Road – a common crossing point for school cyclists and pedestrians in both directions.

The north bound bus stop south of the Glandovey intersection will be relocated to the north side of the intersection

Stage 5: Glandovey/Heaton Intersection (included) to the Railway Line

The proposed work at this intersection realigns and remarks the intersection approach lanes providing for cycle lanes on both the Strowan and Rossall approaches. The south-bound straight through lanes are extended further back from the intersection to improve its capacity and prevent the early morning queues.

Some no parking restrictions are extended northwards from the intersection on both sides of the road, with some additional no stopping proposed opposite the service station on the corner of Normans and Strowan Roads. The typical road cross section allows parking, cycle lane and traffic lane in both directions.

The cycle lanes connect into the new crossing signals to be installed as part of the Railway Cycleway.

PROJECT STATUS

At this stage, the project is merely in concept form. The proposed designs have not yet been out to publicity. The comment of the Board is sought prior to any further action because it is a longer section of cycleway than any other individual cycle lane project, involves larger no-parking restrictions than most projects and also has impacts on traffic efficiency – namely capacity improvements.

If the project receives Board support, the publicity leaflets will be distributed, and the local community consulted, particularly over the parking issues relevant to their section of the road. The results will be reported back the Community Board's May meeting for approval of parking restrictions and any necessary design changes.

If the project is to proceed, all efforts will be made to have the project completed so that it can be opened in conjunction with the Railway Cycleway project.

Recommendation: That the Community Board support the proposal for cycle lanes on Strowan Road and Rossall Street.

Chairman's

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