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| <p>Officer responsible City Streets Manager</p> | <p>Author Alix Newman: Transport Planning: Cycling</p> |
| <p>Corporate Plan Output: Pg 9.5.37 & 9.5.38</p> | |

The purpose of this report is to advise the Committee of the proposal to mark cycle lanes on Ferry Road, between Moorhouse Avenue and Aldwins Road, and seek approval for the project. This report has been referred to the Hagley/Ferrymead Community Board.

REQUIREMENT FOR CYCLE ROUTE FACILITIES

As the Committee will be aware, the Council has had a long-standing intention to complete a cycle route from Sumner to Hagley Park. The completion of this cycle route complies with one of the objectives of the Council’s Cycle Strategy, to complete strategic routes throughout the city as part of the Principal Cycle Network. Ferry Road is a second priority cycle route on the new network plan.

Average daily cycle volumes on this stretch of Ferry Road are approximately 300, with a quarter of those being school students. Vehicle volumes approximately 22,000 per day.

PROPOSED CYCLE ROUTE FACILITIES

In the development process for a cycle facility, it is imperative that the overall route is continuous, intuitive and easy to use with minimum deviation from the most direct path. Facilities that fail to meet these criteria are poorly used. Continuing cycle lanes was considered the logical choice for this project for the continuity, and to offer the best use of the road space for cyclist and vehicle safety.

The constraints on this section of Ferry Road were:

- the flush median which needed to remain as there are pedestrians crossing the road frequently,
- a number of businesses that rely on on-street parking.

This section of Ferry Road has covered dish channels. Vehicles parking along the road often park straddling the channel, partly on the footpath, partly on the road. The proposed cycle lanes take advantage of this practice.

The proposed road layout includes a marked parking area that straddles the covered channel. With vehicles parked further to the outside of the roadway, there is adequate room for cycle lanes, traffic lanes and flush median. The attached diagram shows the proposed lane marking configuration. Legal services advise no problem with formalising a parking area that utilises some of the current footpath. The minimum available footpath width is 2.4m.

There are two areas of no-stopping restriction proposed.

- On the south side of Ferry Road, between Barbour Street and Wilsons Road. There is inadequate road space to retain parking and mark cycle lanes and traffic lanes. In addition, this section of the road is on the approach to the busy Ferry/Moorhouse/Wilsons intersection. Parked vehicles are a hazard to cyclists here. The businesses adjacent to the no-stopping have a large, off-road parking area.
- The second is on the north side between Bordersley and Ryan Streets. A parking survey in the area showed very infrequent parking. No negative comments have been received from the property residents here.

The cycle and parking markings terminate at Ryan Street and Osbourne Street. While this is not ideal from a cycle perspective, it is necessary to terminate the lanes at a sensible point until the Aldwins/Ensors/Ferry intersection can be reworked for cycle lanes.

PROJECT COSTS

With vehicles parking over covered dish channels, and with one wheel on the footpath, the Council has responsibility to ensure that:

- The covered dish channel will not break up and damage parking vehicles:
- The footpath surface can support the parked vehicle without becoming excessively damaged in the near future.

The costs of undertaking the footpath and channel covering repairs had not been fully assessed at the time of writing this report. The costs will be reported to the meeting directly.

CONSULTATION PROCESS

Publicity leaflets have been distributed. There were few responses. Most were happy to see work for cyclists on this stretch of road. One business in the Barbour to Wilsons Roads blocks was unhappy to see parking removed.

CONCLUSION

Given the level of support for the project, its importance in the cycle network, and the additional safety benefits which accrue to other road users, it is recommended that this project proceed. The necessary parking restrictions have been advised to the Hagley/Ferrymead Community Board as per standard practice. The Board comments will be reported to the meeting.

The Committee is requested to approve the cycle lane project.

Recommendation: That Ferry Road be marked between Moorhouse Avenue/Wilsons Road and Aldwins Road/Ensors Road in accordance with the attached plan.

**Chairman's
Recommendation:** That the above recommendation be adopted.