

Officer responsible City Streets Manager	Author Alix Newman: Transport Planning: Cycling
Corporate Plan Output: Pg 9.5.37 & 9.5.38	

The purpose of this report is to advise the Community Board of the proposal to mark cycle lanes on Ferry Road, between Moorhouse Avenue and Aldwins Road, and to seek a recommendation to the Council prohibiting parking in selected parts of Ferry Road.

REQUIREMENT FOR CYCLE ROUTE FACILITIES

As the board will be aware, the Council has had a long-standing intention to complete a cycle route from Sumner to Hagley Park. The development of a cycle route along Main Road has been proposed at least since 1979. 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 in this project remains at 2.4m.

There are two areas of no-stopping restriction proposed.

- On the south side of Ferry Road, between Barbour St and Wilsons Rd. 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 Bordesley 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 Osborne 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

The proposed facilities involve paint work only, and will cost approximately \$5,000

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 low cost and the additional safety benefits which accrue to other road users, it is recommended that this project proceed. The necessary parking restrictions are listed below.

The Board is requested to support the cycle lane project, and to recommend the parking restrictions detailed below.

This report will also be presented to the City Services Committee on 11 May 1999.

- Recommendation:**
1. That the Board support the proposal to remark Ferry Road between Moorhouse/Wilsons and Aldwins/Ensors, in accordance with the plan attached.
 2. That the board recommend to Council that the parking of vehicles be prohibited at all times as follows:

- (a) on the southern side of Ferry Road, from the intersection with Barbour Street, extending westward for 80m to the intersection with Wilsons Road.
- (b) on the northern side of Ferry Road, from the intersection with Bordesley Street, and extending in an easterly direction for 150m, to 20m east of the intersection with Ryan Street.

Chairman's

Recommendation: That the above recommendation be adopted.