

## 6. FERRY ROAD - MAIN ROAD: CYCLE LANES AT FERRYMEAD BRIDGE

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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 and Main Road, between Humphreys Drive intersection, and Scott Park.

### REQUIREMENT FOR CYCLE ROUTE FACILITIES

As the board will be aware, the Council has a long-standing intention to complete a cycle route from Sumner to Hagley Park.

The cycle facilities proposed complete the link between the cycle lanes over the Causeway ending at Scott Park, and the cycle lanes that start again west of the Humphreys Drive intersection.

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.

Minimum daily cycle volumes on this stretch of Ferry Road are approximately 150 (count in Feb 99). Vehicle volumes approximately 15,000 per day (1998 count).

### EXISTING 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.

There are some existing cycle facilities existing in this area. Cyclists coming from the city to Sumner are expected to ride up onto the wide bridge pathway on the north side, then follow the path around, behind the Cob Cottage, through the Bowling Club car park and remain on the pathway until reaching Scott Park.

Cyclists coming from Sumner are expected to *cross* Main Road prior to Scott Park, ride on the pathway past the Bowling Club, deviate through the car park and around the cottage, remain on the north side of the bridge, then *cross back* over Ferry Road to resume.

This cycle facility is far from intuitive to use (road crossings and travelling on the wrong side of the road for the direction of travel), and offers considerable risks to cyclists - neither of the crossing points are marked, and there are no crossing facilities. Additionally the pathways are too narrow for combined cycle/pedestrian use.

At a count done in 1998, less than 5% of all cyclists used the facilities as they were intended.

It is reasonable to assume that the intended use of this facility has not met the requirements for a good facility, and that some improvement is needed.

#### **PROPOSED CYCLE ROUTE FACILITIES**

Continuing the cycle lanes and including a minimal-deviation off-road path were considered the logical choice for this project, to offer the best use of the limited road space, ensure risk reduction for cyclists and vehicles, and match the facilities to existing and likely cycle movement patterns.

The constraints on this section of Ferry Road were:

- narrow kerb to kerb road space over the bridge.
- a number of local residents requiring on-street parking between Bridle Path Road and Scott Park.
- important intersection at Main Road and Bridle Path Road.

The proposed cycle facilities include:

##### **South side of road (heading west):**

- cycle lanes commence from 28 Main Road.
- cycle lanes and on-street parking are retained to the intersection of Bridle Path Road.
- at Bridle Path road, cyclists have the option to use a traffic island cut-through to cross the slip lane and move onto the bridge pathway OR they can continue along a cycle lane marked between the two traffic lanes
- cyclists moving between the two traffic lanes will need to merge left, to the kerb-side cycle lane, at a point that is comfortable for them to do so.
- the kerb-side cycle lane is continued to connect to the cycle lane already marked from property #1026, westward.

Notes: There is no additional no-stopping restriction required on the south side. All required restrictions are in place.

The concept of a cycle lane marked between two traffic lanes may, at first glance, be considered a safety risk to cyclists. However it should be noted that the lane marking only emulates movements that cyclists are currently forced to do. This lane marking allocates marked space to a current movement pattern. The additional cut-through on the island provides an alternative to this movement. Both options are distinct improvements over the current situation.

##### **North side of road (heading east):**

- from the “Give Way” at Ferry Road, cyclists use the island cut-down to cross Humphreys Drive, and onto the path on the north side of the road (in front of Ferrymead Tavern).
- path markings guide cyclists onto the road approximately opposite Maritime Place (path is shared use).
- on-road cycle lanes to the bridge where an improved cut-down allows cyclists onto the widened path

- cyclists exit the path, onto the road, adjacent to St Andrews Hill Road.
- cycle lane continues kerb-side to connect to the existing markings adjacent to Scott Park.

Notes: No-stopping restriction is required on the north side of Main Road, from St Andrews Hill Road to Scott Park. This restriction is believed to be practical because there is residential parking on the other side of the road, and the bowling and sailing clubs have large, off-street parking provision, including the Scott Park area.

No other no-stopping restrictions are required that are not already in place.

#### **PROJECT COSTS**

This project involves road marking and minor kerb and island shaping work. It is anticipated to cost \$20,000.

#### **INTEGRATION WITH OTHER PROJECTS**

The Community Board will be aware of the future proposals to improve the Ferry/Humphreys intersection, and upgrade the Ferrymead Bridge. At this stage, the timing of those projects is not confirmed - likely timing is within 5 years.

This cycle lane project is one of two remaining sections of the Sumner to City link to be completed. As the work involved is mainly road markings, with only minor island shaping and kerb-cut down work, it is proposed to proceed with the project as soon as the appropriate consultation process can be worked through.

#### **PROCESS FROM THIS MEETING**

The Community Board is asked to support the project. If this support is given, normal publicity leaflets will be distributed to the adjoining residents and businesses. After discussions/negotiations as necessary, the final recommended plan will be reported back to the Community Board for approval.

**Recommendation:** That the Community Board support the proposal for cycle lanes on Ferry and Main Roads, between Humphreys Drive and Scott Park, and approve the scheme plan for public consultation.

#### **Chairman's**

**Recommendation:** That the Officer's recommendation be adopted.