

12. TRAVIS ROAD CYCLE PATH

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The purpose of this report is to inform the Community Board of the progress in design of the pedestrian/cycle path alongside Travis Road, and obtain the Board's comment on the proposal.

RECENT HISTORY

In August last year the Board was approached for initial comment on a cycle and pedestrian path alongside Travis Road from Burwood Roundabout intersection, to Woolston/Burwood roundabout. The Board approved the concept in principle and public consultation was started. The preferred concept was for a path on the south side of Travis Road, but the options for a path on the north were kept open during the consultation process.

Consultation Process

All residents along the south side of Travis Road, and houses down Baynes, Parnwell and Bassett Street were contacted by letter. Local schools (as far as Shirley Boys High), scout groups and Residents Groups were advised that a path was proposed (60 letters sent out). They were asked to comment on:

- what issues are important to a possible pathway;
- was there an expressed preference for a path on the north or south side, and is the path a good idea
- any other road safety issues in relation to Travis Road.

Consultation Feedback

The following summarises the responses:

- Only one comment opposed a path.
- Seven were in outright support.
- A multitude of other comments made suggestions concerning design features of a path. It is considered that this type of comment offers implicit support to a pathway.
- Two people suggested the path should be on the north side.
- A multitude of comments on the behaviour of existing pedestrians and cyclists.

The feedback above was taken as general support for the concept of a path on the south side of Travis Road.

Path Design

City Streets, after consideration of the consultation feedback, has proceeded with an early design scheme for a path on the south side.

DETAIL PATH DESIGN DESCRIPTION

The path design detail is in two parts: Rural and Residential sections. It should be noted that at the time of report preparation, only a hand-drafted sketch of the Residential section is available (*see page 39*). Fully drafted drawings will be available for the meeting.

Rural Path

The rural section of the path runs from the Woolston/Burwood Expressway roundabout to the first property fronting Travis Road, near the Basset St intersection.

In conjunction with the Woolston/Burwood development, City Streets and Water Services units have agreed to joint fund a path extension from the Woolston/Burwood roundabout to the bus stop adjacent to Corsers Stream. A new bus-bay facility will be developed, including a repositioned shelter. A crossing island is also being developed to assist movement to and from the bus stops and the pathway through Travis Wetland.

The above work has been added to the Woolston/Burwood contract.

The remaining section of the rural path, from Corsers Stream to 88 Travis Road is in the design process. It is intended that it should be 2.2 to 2.5m wide depending on the immediate conditions and built to an appropriate level to prevent flooding. The width is appropriate for combined cycle/pedestrian usage.

As the concept for this section of the path is fundamentally very simple, it is proposed that no further consultation should take place - the path should proceed through the normal Committee processes to be constructed as soon as practically possible. Once complete, this section of the path will link the Travis Road properties with the Woolston/Burwood path.

Residential Section

The urban section of the new path runs from 88 Travis Road to the Burwood Road roundabout. In keeping with the initial project philosophy, it will remain on the south side of Travis Road. In keeping with the consultation feedback, the effort will be made to separate cyclists and pedestrians (appropriate at this section of the path due to likely higher pedestrian and cycle numbers).

The initial design of the path raised some concerns over cyclists' safety when the path crosses adjoining side streets. Also raised, in the consultation process, was the issue of residents parking. Subsequently some fairly radical design ideas have been raised. It should be noted that although the ideas for these designs came from the need to develop the cycle and pedestrian path, they also develop a number of advantages for the area, outside the scope of just providing a path.

Mid-block Sections

The proposed mid-block section has the following cross-section, starting at the resident's property boundary: footpath; berm and kerb; cycle path and separator; carriageway; painted median; carriageway.

The two-way cycle path is on the existing carriageway surface, separated from the vehicles by a kerb-block type separator. The footpath is retained in its present location.

It is proposed that some of the grass berms are to be removed to allow the equivalent of resident's on-street parking. It is further proposed that Travis Road residents be given the choice as to whether they would like berm parking outside their property, or improved landscaping such as tree or shrub planting - parking demand is typically low, so not all houses may want on-berm parking.

Allowing the residents choice go toward meeting some of their expectations for the project, while also creating the option for increased "greening" of the south side of Travis Road.

Intersections

The most innovative proposals for this project come from a consideration of the crossing safety of cyclists and pedestrians at the intersections of Baynes, Parnwell and Bassett Streets. Attempting to run a two-way cycle path across a normal side street intersection creates problems with movement priorities, driver/cyclist/pedestrian awareness of other users/traffic and issues of responsibility if conflicts do occur. In running through options to improve cycle and pedestrian crossing safety the following proposal is considered:

- that Bassett and Baynes Streets are made left-in, left-out only.
- that Parnwell/Travis intersection is signalised.
- it is further proposed to develop a path from the signals, on the north side of Travis Road, connecting to the Travis Estates and the Travis Wetland border path.

Advantages

The main advantages of the proposed intersection changes, in addition to cyclist/pedestrian crossing safety, are as follows:

- Parnwell is a collector road, Bassett and Baynes are local roads. With turn restrictions on Bassett and Baynes, fewer vehicles will use them, supporting the local function. Intersection safety will be improved.
- Signalising Parnwell will reinforce the collector function. Traffic wishing to turn right onto Travis will need to divert from Bassett and Baynes to Parnwell.
- Turning safety risks, particularly turning right into and out of Parnwell Street will significantly reduce.
- The path connection into Travis Estates and Travis Wetland will provide a focused, reduced risk crossing point for children crossing Travis Road going to or from school (as requested in the consultation process).

- Travis Road vehicle speeds through the residential section will be significantly reduced.
- The flush median and solid islands on Travis Road will provide additional (if informal) crossing points.
- The signals will create improved opportunities for vehicles to exit Travis Estates road.
- Vehicle speeds for the left-turns into Bassett Street will be significantly reduced.
- Cycle and pedestrian crossings of all intersections will be simplified.

Disadvantages

Changing the configurations of the intersections will have some adverse impacts on the area.

- There will be some efficiency loss on Travis Road due to signal installation.
- No-right-turn restrictions on Baynes and Bassett will mean inconvenience for some drivers, with minor increases in their driving distances from the only right-turn available at Parnwell.
- Traffic volumes will increase on Parnwell (increase will be to compensate for those who can't turn right into/out of Baynes and Bassett).

PROJECT PROCESS

The Community Board is asked to consider the various parts to this path proposal. If the Rural section of the path project is acceptable, it is intended to proceed through design and tender as soon as possible, to complete a path link through the non-residential section of Travis Road.

If the proposed Residential section is considered worth progressing further, the following further consultation is proposed:

- A letter to all Travis Road properties with a sketch outlining the concept for berm parking and the intersection changes.
- A letter to the properties in the area bounded by Burwood Road and Bassett Street (including Vivian St) outlining the proposed intersection changes and their impacts.
- Depending on the level of response to these letters, it may be appropriate to hold either one or two public meetings to further discuss the projects and obtain public feedback.
- The results of the letters and meetings will be communicated back to the Board.

Recommendation: That the Board considers the design proposals and supports the development of the Rural section of the pathway, and supports the Residential section of the pathway project for further consultation.

Chairperson's

- Recommendations:**
1. That the Board support the development of the rural section of the pathway.
 2. That the Board support the City Streets Unit undertaking consultation for the residential part of the pathway and the suggested changes to improve safety for all road users on Travis Road.