

19. ROSSALL STREET - STROWAN ROAD CYCLE LANE PROJECT

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Corporate Plan Output: Pages 9.5.37 & 38	

The purpose of this report is to seek the Committee's approval to proceed with the project to mark cycle lanes on Rossall Street and Strowan Road, and associated road works. A copy of the report has been referred to the Fendalton/Waimairi Community Board for its comments.

RATIONALE FOR CYCLE LANES ON STROWAN ROAD AND ROSSALL STREET

Selection as cycle routes: Strowan Road and Rossall Street were identified as cycle routes in the early 1980s due to the very high number of cyclists on them, and the access they afforded to four high attendance schools and the centre of the city. Strowan Road is one of the few roads crossing the rail line from the northwest, and one of the even fewer roads that head from the crossing, directly toward the centre of the city. Cyclists and vehicles are directed on to Strowan Road (and therefore Rossall Street) by the limited number of rail crossing points.

Strowan Road and Rossall Street are in the top five roads in the city for cycle volumes and are identified as second priority cycle routes in the network plan.

Cycle movement patterns along Rossall and Strowan have been assessed by counts taken at the rail lines, at the Glandovey/Heaton/Rossall/Strowan intersection, and at the Holmwood/Merivale/Rossall intersections. The counts show that there is a heavy cycle volume on Strowan Road, which is slightly reduced south of Glandovey/Heaton. Further cyclists bleed off the main road into Office, Rugby and Merivale, but there is still a high volume of cyclists on Rossall, south of Merivale.

The general pattern of movements strongly suggests the two roads are, and will remain very strong cycle routes. Cycle lanes were proposed for these two roads.

Consideration of alternatives: Alternatives to using Strowan Road and Rossall Streets as cycle routes are limited to the yet to be completed railway pathway, and the potential through-Merivale route.

- Cyclists who may choose to use the **Railway Pathway** option instead of Strowan-Rossall will exit onto Fendalton Road. They will have an additional journey length of well over 800m if heading for the centre of the city. A low proportion of commuters may choose this route, a higher proportion of into-town school students will use it. It will not be effective enough in removing cyclists from Strowan and Rossall to make cycle lanes on these roads unnecessary.
- The **Merivale Cycle Route** (when completed) will only pick up cyclists coming from the northwest after they have crossed the railway lines at Strowan Road, and travelled on Strowan Road to the Heaton Street intersection. It will be totally impractical for cyclists to cross the lines at Strowan and try to pick up the Merivale route immediately after.

- Cycle counts at Holmwood/Merivale show high volumes of cyclists still on Rossall Street. It is unlikely this volume of cyclists will change from Rossall Street when the Merivale route is operating (because they already have the opportunity to leave Rossall Street via part of the Merivale route).
- When it is completed, the Merivale route will allow a cycle link between Heaton Street and Rugby Street. When choosing to access this route from the Heaton/Rossall intersection, cyclists will either need to travel on Heaton Street or Rossall Street then Leinster. As it is wider, cyclists will most likely choose Rossall Street.

In summary, even when the two alternative routes are fully completed, the access requirement of Merivale and the general direction and deviation of the Railway route will ensure that there will always be high numbers of cyclists on both Rossall and Strowan. This project is intended to provide cycle facilities to improve the safety of cyclists on these roads.

PROPOSED PROJECT DESIGN UP TO 30 JUNE 2000

To meet the cycle demand, cycle lanes have been proposed for the full length of Strowan Road and Rossall Streets.

The initial project proposal sought the removal of some on-street parking at the north and south ends of Strowan Road, and for considerable lengths of on-street parking removal at the north end of Rossall Street. From Office Road south, no other changes to road layout were proposed, other than the marking of cycle lanes.

Modifications to the plans have resulted from residents' feedback. In mid-June 2000, a set of plans was posted to all residents along Rossall and Strowan for latest comments. The plans are attached - they are the latest set of proposed designs. The designs include the following details:

- Layout changes at the north-end of Strowan Road require short lengths of no-parking restrictions, but the frontage of 43 Strowan (small business) is retained for parking as requested by resident.
- Indented parking area between 13 and 19 Strowan increases on-street parking provision as requested by residents/church.
- Parking removal outside properties 12-16 Strowan, to improve intersection layout.
- Two options are available for the north end of Rossall, including smaller indented parking area and retention of median, or larger indented parking area and no median. Indented parking areas opposite 184, and outside 103 to 119 provide parking where there is currently on-street parking as requested by residents.

The project also improves the flow into, and merge from the southbound lanes through the Glandovey/Heaton intersection, and eliminates the inside lane northbound into Strowan. Both measures are expected to improve the safety and traffic flow patterns between Rossall and Strowan.

Alternatives to the cycle lanes have been considered, including the use of clearways at the north end of Rossall. They are considered to create more of a road safety hazard than improvement in this environment (immediately downstream of a busy intersection), and are actively and strongly resisted by the City Streets unit,

Independent Verification: A full report outlining cycle volumes, design features, technical options and alternative routes was submitted to an independent transport planning engineer. The engineer's report supported all of the technical, volume and routing recommendations made in the report.

Residents Feedback: As indicated previously, the latest plans, including the options for the north end of Rossall Street were circulated to all residents between the rail lines and Merivale/Holmwood intersection. Their comments are summarised in the attachment, and include all responses received.

ROSSALL-STROWAN CYCLE LANE CONSULTATION STATUS PRIOR TO 30 JUNE 2000

The original project publicity pamphlets were distributed in March 1999. The residents who responded to the early consultation were primarily in three groups:

- **Strowan Road:** At the north end of Strowan Road, residents were concerned about parking changes, due to operation of a small business. Layout was changed to meet the requests of residents. At the south end, an indented parking area is now proposed to meet parking demands of residents and the St Thomas church.
- **Rossall Street:** At the north end of Rossall Street on-street parking demands from residents have been responded to with proposed indented parking areas. A number of residents were still concerned with the reduction in on-street parking, and questioned the need for the cycle route. The independent assessment of the project was sought in response to this. In addition, two options for parking areas are presented.
- The residents at the south end of Rossall Street were concerned with kerb and channel issues, and have not objected to the cycle lane project *per se*.

As over a year had passed since the original project proposal was distributed, a new set (of large scale drawings) was distributed to all properties along Rossall and Strowan, with a response date of 28 June.

ACTIONS FROM 30 JUNE 2000

Attached are the plans that show the cycle lane project in its latest form, including the two options for the north end of Rossall Street. The plans consider as comprehensively as possible, the desire of the residents to retain on-street parking while meeting the road safety needs of other users. No issues other than on-street parking appear to be of concern to the residents, in the responses received.

The City Streets Unit is satisfied that the both options for Rossall Street, as well as the plans for Strowan and the remainder of Rossall, offer a good balance between competing road space demands and maintain the effective safety actions for all road user groups. The City Streets Unit's preference is for Option 1, smaller indented parking area with central median, however the unit is comfortable with the second option - the road safety aspects are not unacceptably compromised by the median loss.

However, members of the public still had an opportunity to present their views to the Community Board after this report was written. A clear preference for a particular option had not yet emerged, therefore the specific project layout to be recommended cannot be included in this report.

COMMUNITY BOARD COMMENTS

This matter was considered at the 4 July meeting of the Fendalton/Waimairi Community Board and the Board supported the recommendation as set out below.

- Recommendation:**
1. That the Committee approve the recommended plans for the Rossall-Strowan cycle lane project, from the rail crossing to the intersection of Holmwood/Merivale/Rossall.
 2. That the following parking restrictions be recommended to the Council for formal approval:

The parking of vehicles be prohibited at all times as follows:

Strowan Road.

- On the western side of Strowan Road, commencing from a point 95m northwest of the intersection with Lloyd Street, and extending in a northwesterly direction for a distance of 15m.
- On the eastern side of Strowan Road, commencing from the intersection with Normans Road, extending in a southwesterly direction for a distance of 35m.
- On the eastern side of Strowan Road, commencing from a point 67m northwest of the intersection with Heaton Street, extending in a northwesterly direction for a distance of 45m.

Rossall Street

- On the western side of Rossall Street, commencing from a point 95m northwest of the intersection with Fulton Avenue and extending in a northwesterly direction for a distance of 45m.

- On the western side of Rossall Street, commencing from a point 45m northwest of the intersection with Wairarapa Terrace, and extending in a northwesterly direction for a distance of 45m.
- On the eastern side of Rossall Street, commencing from the intersection with Leinster Road, extending in a southeasterly direction for 25m.
- On the eastern side of Rossall Street, commencing from a point 55m southeast of the intersection with Leinster Road, extending in southeasterly direction for 15m.
- On the eastern side of Rossall Street, commencing from a point 55m southeast of the intersection with Aikmans Road, extending in a southeasterly direction for 20m.
- On the eastern side of Rossall Street, commencing from a point 140m southeast of the Heaton Street intersection, extending in a southeasterly direction for 70m.

Chairman's

Recommendation: That the above recommendation be adopted.