

21. FERRY ROAD – MAIN ROAD CYCLE LANES AT FERRYMEAD BRIDGE

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The purpose of this report is to seek the Committee's approval to proceed with the development of cycle lanes on Ferry Road and Main Road in the proximity of the Ferrymead Bridge.

RECENT HISTORY

The project to mark cycle lanes on Ferry Road was initiated because there has been a long-standing intention to complete a cycle route from Sumner to Hagley Park. The cycle lanes proposed partially 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 project proposal was presented to the Hagley/Ferrymead Community Board in February of this year, and was approved for public consultation. A formal scheme plan publicity leaflet was distributed to all properties bordering the proposed road changes, and for some distance up side streets.

In response to the proposal, twelve responses were received. One was whole heartedly in support and four others made comments relating to cycling - a number of the points made have either been incorporated, or given serious consideration. All other submissions disregarded the cycle-nature of the proposal and indicated that intersection controls, congestion and bridge capacity were the issues that should be focussed on. It is not appropriate to address all of these in this project, but the future bridge project will address all of these issues.

PROPOSED CYCLE ROUTE FACILITIES

Continuing the cycle lanes and including a off-road path segments on the bridge 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. In addition, most of Main and Ferry Roads also have cycle lanes marked on them, and it is appropriate to continue the cycle facility style over the length of a specific route.

The proposed cycle lane layout is shown in the attached plan. This particular cycle lane project has been in design debate for over two years because the cycle and traffic movement patterns are particularly complex. The resultant design is that agreed to by City Streets and the Cycle Steering Group and will offer appropriate risk reductions for all cyclists until the new bridge development occurs.

- It is worth a specific comment to say that the concept of a cycle lane marked between two traffic lanes (going west over the bridge) 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, and does so with coloured surfacing. The additional cut-through on the island provides an alternative to this movement - cyclists can move to the bridge pathway. Both options are distinct improvements over the current situation.
- A no-stopping restriction is required on the north side of Main Road from opposite St Andrews Hill Road to the eastern end of the footpath (outside the bowling club). The Hagley/Ferrymead Community Board is being asked to recommend this stopping restriction to Council, as per standard practice.

PROJECT COSTS

This project involves road marking and minor kerb work. It is anticipated to cost a maximum of \$25,000

INTEGRATION WITH OTHER PROJECTS

The Committee will be aware of the future proposals to improve the Ferry/Humphreys intersection, and upgrade the Ferrymead Bridge. The Ferry/Humphreys work will happen within 18 months. This project fully integrates with the plan for that work. The timing of the bridge project is not confirmed.

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 kerb-cut down work, it is recommended to proceed with the project.

Recommendation: That the Committee approve the Ferry Road – Main Road cycle route project.

Chairman's

Recommendation: That the project be redesigned to remove the cycle lane between vehicle lanes on the bridge and place it instead to the left of the bridge carriageway (with appropriate changes to the islands and limit lines and give way facilities at the Bridge Path Road intersection).