

## 11. FERRY ROAD – MAIN ROAD: CYCLE LANES AT FERRYMEAD BRIDGE

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The purpose of this report is to advise the Community Board of the outcomes of the proposal to mark cycle lanes on Ferry Road and Main Road, between Humphreys Drive intersection, and Scott Park.

### RECENT HISTORY

The project to mark cycle lanes on Ferry Road was initiated, as there has been a long-standing intention to complete a cycle route from Sumner to Hagley Park. The cycle lanes 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 project proposal was presented to the 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.

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. 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). Despite the club receiving a publicity leaflet, it is appropriate that this no stopping restriction be discussed with the club directly. This will occur prior to the Community Board meeting. No difficulty is anticipated as vehicles seldom appear to park outside the club.

### PROJECT COSTS

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

### 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. 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 proposed to proceed with the project.

### PROJECT PROCESS

In accordance with standard process, the Community Board is requested to recommend to full Council the required parking restrictions.

The City Services Committee will be receiving a similar report to this. As Ferry and Main Roads are arterial roads, this is the appropriate Committee to consider this project.

**Recommendation:**

1. That the information be received.
2. That the parking of vehicles be prohibited at all times, as follows:
  - i. On the northern side of Main Road, commencing from the eastern end of Ferrymead Bridge and extending in an easterly direction to the western end of the existing bus stop.
  - ii. On the northern side of Main Road, commencing from the eastern end of the existing bus stop, and extending in an easterly direction for a distance of 100m.

**Chairman's**

**Recommendation:**

For discussion.