

30th April 2009

Cycle Aware Manawatu
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Dear Julie

ROAD MARKINGS FOR CYCLISTS ON TE AWE AWE STREET

Cycle Aware Manawatu wrote to Council in August 2008 regarding the new road markings in Te Awe Awe Street. The letter stated that the following advantages had been realised:

- For the most part the new road markings are a vast improvement over the prior arrangement, especially where there are defined lines for cyclists where they can feel safe (e.g. the stretch of road from Victoria Avenue to Lincoln Terrace on the Victoria Avenue side of Te Awe Awe Street).
- The green slurry regions are especially useful.
- Increased safety for cyclists negotiating a left turn into Fitzherbert Avenue.
- Improved driver awareness of cyclists. This has been directly noted by CAM members.

Several improvements were suggested in the letter which I have discussed in the following table.

CAM Suggested Improvement	PNCC Suggested Approach
Targeted removal of car parks at the Jickell Street 'T' intersection and at the Victoria Ave / Caccia Birch Lane 'X' roads.	I have developed a plan showing areas where pinch points exist when parked cars are present; these are areas where there are less than 3.1m inside (to the left) of the edge line. This is considered the safest approach for all moving traffic. It in particular addresses the Awatea, Jickell Street and Victoria Ave intersections as requested. The only exception suggested is adjacent the park where parking seldom occurs in peak times, is only occasionally used and traffic moves slower when it is particularly busy. The removal of parking will be subject to consultation and there will no doubt be pressure from residents to retain parking.
Have a 'clearway' during commuter times or reduce parking to one side of the road only.	It is proposed to install permanent no stopping restrictions where possible as this is the safest treatment. Clearways could be considered where there is need for a compromise, for example adjacent the park or where there is limited or no alternative parking.
Clearly define the cycle lane from the car parks.	Drivers can be encouraged to park near to the kerb using parking marks which are typically 2 to 2.1m from the face of kerb. These are generally only used where there is a high demand for parking.
Advance stop box on Te Awe Awe at the Fitzherbert Ave intersection.	This has been identified on the attached plan and can be installed.

The fundamental design of the recent markings on Te Awe Awe Street includes an edge line which is 3.1m from the face of kerb. Ideally there would be an extra 800mm inside, or to the left of, the edge line however this would require a total redesign. It would potentially mean shifting kerbs and/ or the loss of parking on one complete side of Te Awe Awe Street. This has been contentious in the past and would more than likely require consultation and a separate budget and would consequently take quite some time to resolve.

It is therefore suggested we focus on getting the best out of the recently implemented changes with the removal of the pinch points as previously discussed and outlined in the attached concept plans. These works could be completed in a relatively short time frame (several months) and within existing budgets.

The removal of parking and / or implementation of controls will be subject to consultation with affect parties so can in no way be taken as a fait accompli.

I am keen to get an indication of support from CAM to ensure a collaborative approach and avoid any needless rework in terms of design and / or consultation. I am aware that you may wish to advocate for improved facilities on Te Awe Awe Street in the future; the suggested improvements however I expect will better service cyclists' needs until such time as more extensive cycle facilities can be agreed and implemented.

Please feel free to contact me if you have any further questions or wish to further discuss this matter.

Yours Sincerely



Glenn Connelly
SENIOR TRANSPORTATION ENGINEER