

STAFF REPORT

TO: Chairman and Members, Golden Bay Community Board

FROM: Steve Elkington, Transportation Projects Engineer

REFERENCE: R886

DATE: 9th February 2010

SUBJECT: **POHARA SEAWALL – SHARED PATH – RGB10-02-02**

1 PURPOSE

The purpose of this report is to inform the Golden Bay Community Board of the proposed road layout and separation treatment between the live traffic lane and shared path including discussion on the options considered for the Pohara Seawall shared path.

2 BACKGROUND

Council has approved funding through its Ten Year Plan to fund the reconstruction of the existing seawall in natural rock to allow widening of the road to facilitate a combined pedestrian/cycle shared path on the seaward side. This work is programmed for the current financial year and due to the Penguin mating season is required to be undertaken within a three month window between April and June. Consents for this work were granted in 2004.

Several outstanding issues remain from the original road and path design layout which required further consultation with the community board. These issues included the path construction with kerb and channel and any proposed alterations to the Band Rotunda.

3 COMMENT

3.1 Road Layout & Lane Separation

In 2004 Council reviewed the design to make the seaward side cycle lane and footpath a combined facility with this being constructed at grade with the existing road, thereby eliminating the raised concrete footpath. However, instead of kerb and channel this was changed to a slotted kerb to allow sea water to drain freely off the road back into the sea - this redesign eliminated the need for sumps and outlet pipes.

In 2009 Council staff reviewed the 2004 design and have made amendments to the project. These changes will see the road lane widths remain at the current dimensions. The cycle/walking facilities have been combined and widened to provide a safe and more pleasant path for these users.

Attached is a copy of the plan showing the revised road layout with the cycle lanes and footpath combined to create a shared path.

The Engineering Department has recently reviewed other options for separating the live traffic lane from the shared path, these include:

- Painted line;
- Painted Vibra-line;
- Bollards;
- Timber & Post Rail;
- Concrete Nib; and
- Log Rail

The remaining main issue with the painted line and painted vibra-line is that neither prevents traffic from either straying on to or parking on the shared path. Whilst both cycle lanes and footpaths have legal recognition under law, this does not prevent drivers from inadvertently swerving into this area whilst admiring the views or blatantly parking over the path causing pedestrians and cyclists then having to use the live traffic lane. In either case pedestrians and cyclists are put at greater risk and law enforcement to keep the path free of parking at all times cannot be provided. Therefore a physical barrier is the only sensible and least risk option.

The use of either a timber and post rail or log rail are options that have been discounted due to difficulty of cleaning particularly with machinery or debris left on the path and road after a high sea. The cost of the log rail (estimated to cost approximately \$50,000) would provide the greatest protection to path users.

Bollards can restrict vehicle parking. The issue of gaining access to clean the path would be limited unless some of these were removable. This can create problems through lack of maintenance or damage.

Council's preferred option is a low kerb with regular drops in it to allow sea water and rain runoff to directly discharge into the sea, but allowing the contractors machinery to access the path for maintenance purposes. An edge line and reflective paint on the concrete kerb would negate the need for edge marker posts.

3.2 Band Rotunda

The path has been designed to reduce in width to 1.4metres over an approximate length of 3.5m to pass the band rotunda. On the edge of the path opposite the band rotunda opening will be a hand rail to prevent pedestrians stepping on to the road.

It is Council's preferred option to slightly alter the walls of the band rotunda to allow it to be included with the new facility. This can be done without affecting the integrity of the rotunda and could be argued that it would improve the look and accessibility of this important space.

3.3 Pohutakawa Tree (Southern end)

The Pohutakawa tree near the southern end of the path and close to the reserve will be retained. A board-walk will be constructed over its roots to reduce damage and assist in the health of the tree, similar to that built on the SH60 shared path near Staple Street Motueka.

4 RECOMMENDATION

THAT this report be received.

Steve Elkington
Asset Engineer Roads