

14. COLOMBO STREET CYCLE IMPROVEMENTS

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The purpose of this report is to advise of the results of the public consultation for a proposal for improvements to Colombo Street between Carlyle Street and Hutcheson Street and to gain approval for implementation.

BACKGROUND

At the 2 July 2002 meeting the Board adopted the resolution of its Transport Committee to progress the proposal to public consultation.

This section of Colombo Street is within the Spreydon/Heathcote Community Board's boundary and is subject to the delegated authority of the Board.

The project is identified within both the cycle network plan and the cycleways budget in the 2002/03 capital works programme.

The current proposal (attached) is compatible with the Sydenham Town Enhancement Strategy and was included into early discussions with the Sydenham Business and Residents' Association in conjunction with the Strategy. However it is a separate project from the Strategy, with a separate time frame and hence this project is presented to the Board now for progressing to implementation within this financial year. The general roading concerns of the local community and stakeholders were canvassed within a publicity pamphlet in August 2001 and the feedback has been used in developing this proposal.

This section of Colombo Street will link with existing cycle facilities at both ends. A further section of Colombo Street is planned for cycle facility provision to complete an arterial style cycle route continuous from Centaurus Road to Cathedral Square.

EXISTING CONDITIONS

Colombo Street historically and currently carries a high number of cyclists. It is the only road that runs directly from the southern suburbs to the centre of the city.

The cycle network research programme identifies Colombo Street as one of the top four roads for development of cycle facilities. This priority allocation is based on known cycle volumes, identified collisions, perceptions of risk for cyclists and cyclists stated needs for this as a main cycling route.

Currently this section of Colombo Street, which is an arterial road, has no cycle facilities provided and does not meet the best practice guidelines to achieve the Council's cycling vision and its associated safety or volume targets.

- The peak 1.5 hour period cycle counts show over 100 cyclists using this route.
- The vehicle volumes are approximately 15,000 per day.
- It services a number of bus routes, both public and tourist.
- The prevalent adjacent land use is commercial with most retail businesses providing pedestrian frontages onto Colombo Street.

Demand for local on-street parking is relatively high, as is its turnover rate throughout the business day.

CONSIDERATION OF CYCLE ROUTE OPTIONS

Colombo Street is an arterial road servicing direct cycle travel needs.

Alternative arterial-style cycle routes would require considerable detours to the east or west. Non-arterial alternatives would require detoured travel over a number of uncontrolled intersections. Such intersections subject cyclists to higher risks of accidents as evidenced within cycle accident registers.

The fact that Colombo Street has high current cycle usage, offers a direct journey north/south, and that no alternative roads offer better journey opportunities it is considered the best option to develop cycle facilities on.

PROPOSAL

The Council's Cycling Strategy vision is to develop Christchurch into the friendliest cycling city. Part of this necessitates providing safe and convenient cycle routes throughout the city. The proposal will help the Council towards honouring its commitment to this vision for the whole of the Christchurch community.

Essentially the proposal provides for the marking of on road cycle lanes on both sides of Colombo Street for the length of the project. Marking of cycle lanes will provide a visual narrowing of the traffic lanes (compared with the existing widths), which tends to reduce the higher speeds of traffic and provides for safer existing pedestrian movements.

At the Brougham Street intersection both the Colombo Street approach lanes on the kerb side have been changed to left turn only and advanced cycle lanes added. This has also allowed for the two Colombo Street departure lanes to be developed as single lanes therefore removing the need for lane merges and keeping the continuity of one lane with the two linking sections of Colombo Street.

No parking has been affected by the proposal.

The proposal will provide a safer environment for cyclists, pedestrians and all other road users.

CONSULTATION TO DATE

Consultation 2001 – July 2002

Consultation was initiated with the Sydenham Business and Residents Association and in mid 2001 a pamphlet was distributed locally. The pamphlet essentially trawled for roading concerns, issues and ideas to find out what people thought was working well and what was not. The feedback contained a range of issues that could be generally categorised into the following areas:

- Strong concern was expressed at the "hoon" presence and at the high levels of litter and the need for better security in the evenings. These issues are largely outside the scope of this project but were actively addressed and are continuing to be pursued by the Council as appropriate.
- On-street parking and local parking were emphasised as being highly desirable and wanted to be retained or increased. A study of parking in the area has been requested.
- More pedestrian and cycle facilities were requested.
- General enhancements such as more outdoor seating and tree planting areas. These suggestions fall outside the direct scope of this project, but will be considered through other more appropriate initiatives, such as when the Enhancement Strategy's implementation plan is developed.

Current Consultation July 2002

Publicity pamphlets were delivered to all businesses on Colombo Street from Moorhouse Avenue to Hutcheson Street, in addition to the usual public pamphlet circulation. This resulted in four responses – three from local businesses and one unknown source.

One response was unsupportive of the proposal. It suggested that Sydenham is dangerous to drive through and hence cyclists should not be encouraged to travel through.

Officer's Response

Alternative cycle route developments were considered but none offered as practical or as safe an option as the route contained in the proposal. Cyclists are currently using this as their preferred route and it is considered appropriate to make their passage safer.

Three responses were supportive of the proposal to make the road environment safer for cyclists.

CONCLUSION

To meet the Council's Cycling Strategy vision there is a strong need to provide adequate cycling facilities along this identified and well-used cycle route on Colombo Street. No better alternative north/south route exists or can be practically developed. The proposal's impact on the existing roading environment is positive for all road users and will assist with general road calming.

Consultation has shown a quiet and mainly supportive response to the changes.

Staff

Recommendation: That the Spreydon/Heathcote Community Board resolve that the proposal as presented within the report be implemented.

Chairman's

Recommendation: That the officer's recommendation be supported.