

12. STRICKLAND STREET – CYCLE LANES

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The purpose of this report is to seek approval from the Board to go to public consultation on the proposal to install cycle lanes in Strickland Street from Milton Street to the Somerfield Street/Colombo Street intersection (see attached plan).

BACKGROUND

Strickland Street is a minor arterial running from Brougham Street to Somerfield Street/Colombo Street intersection and carries approximately 5,200 vehicles per day (25/9/02).

The overall cycle count programme shows Strickland Street as having a medium (average) demand as a route for cyclists. Cycle figures for the one and one half hour morning and evening peak in March 2002 were 79 and 60 respectively.

Strickland Street is part of the cycle network for the city. At present there are cycle lanes in Strickland Street from Brougham Street to Milton Street. This proposal will connect Milton Street to Colombo Street.

DISCUSSION

To install cycle lanes in a street and retain parking both sides of the road there needs to be a minimum of 14 metres of carriageway. In Strickland Street from Milton Street to about 100 metres south of Dunn Street the carriageway is only 12 metres wide. Therefore there will be a need to remove parking on one side of the street to provide cycle facilities in Strickland Street.

Three options have been considered:

Option one – removal of the parking along the west side of Strickland Street from Milton Street to 100 metres south of Dunn Street. This option removed the minimum of parking and for some properties there was the opportunity to park in the adjoining side streets.

Before finalising this concept plan 38 letters were delivered and nine posted (total 47) to residents and owners on the west side of Strickland Street between Milton Street and No. 21. Fifteen replies were received with four supporting the cycle lanes, eight against the installation and the other three not stating one way or the other. The objections were from the Hairdresser, who felt a need for parking because of the business; the restored old property on the corner of Penrith Street that caters for bus tours; the main concerns being that they had limited off-street parking for visitors and elderly relatives.

Option two – to cater for the business (Hairdresser) and the property on the corner of Penrith Street (bus tours), a second option was considered. This involved the indenting of a parking bay at the Hairdresser's property. It would provide two parking spaces and would add \$10,000 to the project cost. It would only cater for two spaces and there is possibly a need for more than this number. The property on the corner of Penrith Street can be accommodated by providing a tour bus drop-off zone across the frontage.

Option three – because of the cost of option two, a third option was considered. It involves the shifting of the no parking restriction, for a portion of the Strickland Street, from the west side to the east. The parking restriction would be on the west side from Milton Street to Devon Street, the east side from Devon to Boon Street, and then back on the west side from Boon Street to about 100 metres south of Dunn Street.

The deviation within this option has been designed to ensure a safe and mild transition to traffic flows through out the length of Strickland Street.

Six letters were delivered and four posted (total 11) to residents and owners in the section of Strickland Street from Devon Street to Boon Street. Five replies were received and all replies were against the proposal. The concerns were similar to those received from residents on the west side of the street.

As parking is the major issue with this project, observations have been carried out to ascertain how much on-street parking is required. Most times when the site has been visited there have been vehicles parked outside the hairdresser on the corner of Leitch Street, but the rest of the section of street affected by all the options has been clear.

The estimated cost for this project is:

Option one	\$17,000
Option two	\$27,000
Option three	\$17,000

and the budget is \$10,000.

CONCLUSION

Council officers recommend that option three, with the parking restriction alternating from the west side of Strickland Street, to the east and back to the west, be put to the community for comment. This option will cater for the hairdressing business without increasing the cost of the work, and can also address the concerns of the property at the corner of Penrith Street that caters for bus tours.

Staff

Recommendation: That the cycle lane proposal for Strickland Street from Milton Street to Somerfield/Colombo Street intersection be distributed for public consultation.

Chairman's

Recommendation: For discussion.