

11. STRICKLAND STREET CYCLE LANES

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The purpose of this report is to refer back to the Sustainable Transport and Utilities Committee the report on the provision of cycle lanes in Strickland Street.

At the Council meeting on 28 August 2003 the Council **resolved**:

“That a decision on this matter be deferred for one month, to allow an updated plan for future cycleways proposed for the Spreydon/Heathcote wards to be provided to the Spreydon/Heathcote Community Board.”

A plan of the proposed cycleways in the Spreydon/Heathcote Community Board area will be considered by the Board at its meeting on 9 September 2003.

Detailed below is the original report considered by the Committee at its meeting on 12 August 2003.

“The purpose of this report is to inform the Council of the consultation outcome to the above project, the project team’s responses to the community’s concerns and to seek approval to proceed with the marking of cycle lanes in Strickland Street from Milton Street to Somerfield Street. This report was also presented to the Spreydon Heathcote Community Board and their comments are included at the end of the report.

BACKGROUND

Strickland Street is a minor arterial running from Brougham Street to the Somerfield Street/Colombo Street intersection and carries approximately 5,200 vehicles per day (25 September 2002).

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 a 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.

To install cycle lanes in a street and retain parking on 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 for cycle facilities in Strickland Street.

Three options were considered:

- *Option one - removal of the parking along the west side of Strickland Street from Milton Street to 100 metres south of Dunn Street.*
- *Option two - to cater for the business (Hairdresser - No 47) and the property on the corner of Penrith Street (bus tours - No 71) a second option was looked at. This involved the indenting of a parking bay of two spaces at the hairdresser and would add \$10,000 to the project cost.*
- *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 budget for this work is \$10,000 and the estimated cost of option three is \$17,000.

DISCUSSION

A concept plan showing option three, which catered for the businesses was distributed to the community for comment.

Some 57 replies were received and the majority were in favour. Thirty-six circled the "yes" indicating "Generally agree with the proposed concept", nineteen circled "No" and two responses indicated neither Yes nor No.

Those who indicated that they were against the proposal have concerns about the lack of parking directly outside their property. They did not consider that parking being available across the street was sufficient. They also indicated that as there appeared to be only a small number of cyclists compared with other vehicles using the street there was not a need for cycle lanes.

Those supporting the proposal agreed there is a need for cycle lanes, they will provide a safer cycling environment, remove some of the fears of cycling on this street, and provide a linkage from Brougham Street to Colombo Street. Many of these responses were from cyclists who use Strickland Street regularly. They also indicated that they would like some additional work carried out at the Somerfield Street/Colombo Street intersection.

Several replies both for and against the proposal would like to see an off-road facility, perhaps instead of grass berms, along similar lines to Tennyson Street. There was also a suggestion that Council consider a clearway rather than marking cycle lanes and removing parking.

CONCLUSION

The proposal for cycle lanes in the section of Strickland Street from Milton Street to Somerfield Street should proceed as is indicated by the majority of replies from the community. Those opposed have concerns about the lack of parking directly outside their homes - this is mitigated by there being parking across the street and there is not a regular seven day demand for parking through this section of the street. By alternating the 'no stopping' restriction from the west to the east and back to the west side, parking has been provided for the business in this section of the street.

The Parking Strategy approved by the Council last month states that on a minor arterial (network road) safety, traffic flows, pedestrian or cycle facilities and landscaping have priority before on-street parking.

Network Roads*	Local Roads
Safety	Safety
Traffic Flow	Landscaping
Pedestrian or Cycle facilities	Traffic Flow
Landscaping	Pedestrian or Cycle facilities

The cycleway is part of the approved cycle network and does have a medium level of cycle numbers. It will complete the link from the City to Colombo Street. This link has fewer cross intersections for cyclists to negotiate and creates a safe cycling environment.

The installation of an off-road cycle facility, similar to Tennyson Street, would be cost prohibitive, create safety concerns because of the older residential nature of properties and reversing movements from these properties and the up and down nature of the route due to driveways is not conducive to commuter cycling.

Consideration has been given to creating a clearway along one side of this section of Strickland Street as there is not a high parking demand. However, it has been found that clearways are time consuming to enforce, are frequently not adhered to, and are unlikely to be successful for a cycleway. This would also mean the cycleway would only be a part-time facility which does not encourage out of peak hour cycling.

As the majority of replies to the consultation support the proposal, there is parking available across the road or outside all properties, and the parking for businesses in the area has been accommodated, Council officers recommend that the proposal to provide on-street cycle lanes, as shown on the attached plan, in Strickland Street from Milton Street to Somerfield Street proceed.

**COMMENTS FROM SPREYDON HEATHCOTE COMMUNITY BOARD MEETING
- 29 SEPTEMBER 2003**

The Board recommends to the Sustainable Transport and Utilities Committee that before any decision is made the Board receive an updated plan for all future cycleways proposed for the Spreydon/Heathcote wards."

Chairman's

Recommendation:

1. That the proposal based on option three, to place cycle lanes in Strickland Street from Milton Street to Somerfield Street proceed.
2. That the parking of vehicles be prohibited at the following locations:
 - (a) On the west side of Strickland Street commencing at its intersection with Milton Street and extending in a southerly direction for a distance of 270 metres.
 - (b) On the east side of Strickland Street commencing at its intersection with Milton Street and extending in a southerly direction for a distance of 70 metres.
 - (c) On the east side of Strickland Street commencing at a point 25 metres north of Devon Street and extending in a southerly direction for a distance of 175 metres.
 - (d) On the west side of Strickland Street commencing at a point 6 metres north of Leitch Street and extending in a southerly direction for a distance of 225 metres.