

## 2. CYCLE LANE MARKINGS ON ANTIGUA AND STRICKLAND STREETS

RR 10287

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Corporate Plan Output: Pg 9.5.37 & 9.5.38	

The purpose of this report is to seek the Council's approval for the marking of cycle lanes on Antigua and Strickland Streets, and approval for the necessary associated parking restriction. The report was submitted to the City Services Committee which supports the Board in its recommendation.

### INTRODUCTION

When Strickland Street (from Milton Street, north) was widened earlier this year, cycle lanes were marked on the road as part of the new road configuration. Unfortunately, approximately 50m of the road was left without cycle markings, immediately south of the Brougham Street intersection. This omission was because the road marking plan only covered the section of rebuilt road.

This report recommends completion of the cycle lanes to Brougham Street, and the introduction of cycle lanes on Antigua Street from Brougham Street to St Asaph Street, however Board approval is sought only as far north as Moorhouse Avenue.

### CYCLE FACILITIES PROPOSED

Both Antigua Street and Strickland Street have been designated as cycle routes for over 10 years. Cycle counts at the intersections of Strickland/Bletsoe/Deyell and Antigua/Moorhouse show over 230 cyclists using the roads during the combined morning and afternoon peak periods (the Strickland Street count was done *during* the road reconstruction work).

Antigua Street carries approximately 8300 vehicles per day, and Strickland Street carries approximately 6400 vehicles per day. There have been seven reported cycle accidents on Antigua Street in the last five years, all of which occurred at intersections.

The proposed cycle facilities are cycle lanes. This is the style of treatment appropriate for the parking, cycle and traffic volumes on this kind of road, in accordance with Austroads 14 (the minimum design standards manual for cycle facilities). The cycle facilities proposed can be seen in the attached diagram. The intersection treatments proposed, both for major and minor intersections, will improve the visibility of cyclists and raise the awareness of drivers to cycle presence.

### PARKING RESTRICTIONS PROPOSED

To provide the marking plan as proposed, it will be necessary to introduce some areas of no-stopping restrictions.

In general the stopping restrictions are proposed:

- at the north end of Strickland Street – both sides;
- at the south end of Antigua Street – both sides;
- on the west side of Antigua Street, south of Moorhouse Avenue.

The relevant section of Strickland Street is fully within the Spreydon Ward. Antigua Street is on the boundary between Spreydon and Hagley Wards as far north as Moorhouse Avenue. Therefore the Spreydon/Heathcote Community Board is requested to recommend to the Council the no-stopping restrictions on Strickland Street and the west side of Antigua Street as far as Moorhouse Ave. The Hagley/Ferrymead Community Board will be asked to recommend the no-stopping restrictions on the east side of Antigua Street to Moorhouse, and both sides further north.

### **COMMUNITY CONSULTATION**

The standard City Streets leaflet identifying the proposed work and the reasons for it was distributed to all properties along Antigua Street and the affected section of Strickland Street, and to the standard Council mail list. Seven responses were received:

- One response was from the Canterbury Regional Council concerning bus-stop positions (which are subsequently unaffected).
- One response was from a cyclist seeking road marking changes that are not part of this plan.
- Three business operators were upset about the proposed no-stopping restrictions (one seeking a corresponding rates reduction), however only one business operator gave a name or address. This person will be losing only one parking space.
- Two responses were positive, one being received from a large business situated in Antigua Street.

No negative responses were received from occupants of residential properties.

### **PROJECT COSTS**

The new markings, and removal of the existing markings will cost approximately \$8,000.

### **CONCLUSION**

Given the low level of response, the fact that only seven parking spaces in front of businesses and eleven in front of residential properties will be removed, and the advantages the cycle lanes will give to the already high cycle volumes, it is recommended that the Council support the cycle lane markings and recommend the following parking restrictions to the Council.

**Recommendation:**

1. That cycle lanes be installed on Strickland Street and Antigua Street as shown on the attached plan.
2. That the following no-stopping restrictions be introduced to facilitate the cycle lanes:
  - (a) On the east side of Strickland Street, from the intersection with Brougham Street, extending south for 30m.
  - (b) On the west side of Strickland Street, from a point commencing 17m south of the Brougham Street intersection, and extending south for 15m.
  - (c) On the west side of Antigua Street, from the intersection with Brougham Street, extending north for 11m.
  - (d) On the west side of Antigua Street, from a point commencing 21m north of the intersection with Brougham Street, and extending north for 7m.
  - (e) On the west side of Antigua Street, from a point commencing 15m south of Moorhouse Avenue and extending south for 23m.