

## 8. VICTORIA STREET CYCLE LANE PROJECT

The Committee considered a report from Alix Newman, Transport Planner Cycling, City Streets Unit, on the plans to develop cycle facilities along Victoria Street and to seek public consultation on these.

The report noted that currently Victoria Street, between Salisbury Street and Bealey Avenue, has a three lane configuration with two outbound lanes and one inbound. The additional inside lane had been intended to function as a bus lane but had not worked in practice. The report identified three possible improvements to provide for a cycle lane.

### POSSIBLE OPTIONAL IMPROVEMENTS

These were identified as:

1. At the intersection with Bealey Avenue, it is possible to remove the right turn from Victoria into Bealey. It is a very low volume manoeuvre at the moment, and serves very little practical purpose, as those right turning could/should have travelled up Montreal Street and turned as appropriate there.

Eliminating the right turn will undoubtedly improve intersection safety and reduce overall collision numbers. It will also allow the retention of approximately 5 parking spaces on the eastern side of Victoria Street, immediately south of the Bealey intersection.

2. The second option is to close off the left-turn "slip" lane into Peterborough Street (heading east). This will mean left turning vehicles will need to slow significantly to make the left turn, and will increase the area of the "island" zone, which may be landscaped and otherwise enhanced.

Both the slowing of vehicles and the additional landscape space are considered improvements to the safety and aesthetics of Victoria Street.

3. The option of installing pedestrian crossing signals, or kerb-buildouts somewhere along Victoria Street is a possibility. Both would have the effect of reducing crossing risk to pedestrians. However, crossing signals would have an impact on vehicle and bus travel times.

At present, pedestrian movement patterns are not defined enough to identify a practical position for crossing signals and/or kerb build-outs. The pedestrian advocate suggests that neither occurs in the immediate future, but are revisited after the configuration changes have taken place, so that pedestrian movement patterns can be determined.

The Committee **decided** to:

1. Support the Victoria Street cycle route project in principle.
2. Approve the release of the Victoria Street cycle route plan for public consultation.
3. To include optional improvements 1 and 2 only in the initial consultation.