

9. ARMAGH STREET PROPOSED CYCLE ROUTE

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Corporate Plan Output: Page 9.5.40 and 9.5.88	

The purpose of this report is to seek approval from the Council to develop a cycle route on Armagh Street from Park Terrace and Fitzgerald Avenue.

This report has been presented to the Hagley/Ferrymead Committee Board at its September meeting.

REQUIREMENT FOR CYCLE ROUTE FACILITIES

Armagh Street has long been considered part of the central city's primary cycle route. It has limited cycle lanes at present. Within the cycle network plan it has been identified as a high priority route and funding has been allocated from this financial year to bring Armagh Street up to modern standards as a cycle route.

Average daily cycle volumes on Armagh Street are in the vicinity of 400. Average daily vehicle volumes vary on the different sections from 1000 to over 8000.

PROPOSED CYCLE ROUTE FACILITIES

A proposed plan of the route is attached. In the development of cycle facilities, it is desirable that the overall route is continuous, intuitive and easy to use with minimum deviation from the most direct path. Facilities that fail to meet these criteria are generally poorly used. Consequently an emphasis is being placed on providing continual cycle lanes.

The significant factors on this section of Armagh Street are:

- Relatively high vehicle usage compared to its local road status.
- Current high cycle usage rates.
- Tram track crossing points, alignment and tram usage from Park Terrace to new Regent Street.
- Incorporation and improvement of intermittent existing cycle facilities.
- 12m carriage way between Madras Street and Fitzgerald Ave with the remainder primarily the typical 14m.
- High demand in metered and all day parking – Monday to Friday.
- Bus route usage from Durham Street to Colombo Street and Manchester to Fitzgerald Ave.
- Variations in environment of cultural business and residential.

The significant details of the proposal are:

- Inclusion facilities and for appropriate reconfigurations at all intersections.
- Development of standard 1.5m cycle lanes on both sides to achieve continuous lane markings from Cranmer Square east to Madras Street.

- The inclusion of a .5 metre cycle lane safety strip alongside the parking side of cycle lanes passing high turnover vehicle parking areas. These are included to provide a safety buffer zone to reduce a significant existing hazard for cyclists.
- Provision of or upgrading of markings warning cyclists approaching oblique angle crossings of the tram track.
- Intersection re-configurations will require the removal of:
- One non-metered car parking space on the north east side at the Madras Street intersection immediately to the east of the bus stop. This is next to a commercial car park property.
- Two non-metered car parking spaces on the immediate north west side at the Fitzgerald Ave intersection. Both residential properties have off street parking. There is a stained glass studio on this corner of the intersection with parking also available in the Fitzgerald Avenue side.
- The proposal as presented is expected to remain under the budgeted allowance of \$40,000.

CONCLUSION

The development of a cycle route on Armagh Street as proposed is seen as a positive contribution towards the Council meeting its cycle objectives. The existing cycle markings are incomplete and need to be developed to further enhance the route for cyclists.

The proposals impact, apart from the removal of three parking spaces, will have either none, or a minimal impact, on adjacent property owners/occupiers. Apart from the adjacent properties to the no stopping restrictions no further public consultation is proposed.

HAGLEY/FERRYMEAD COMMUNITY BOARD COMMENTS

This clause was considered by the Hagley/Ferrymead Community Board at its September meeting, which resolved:

“That the Board indicate that it does not support this proposal.”

The Board believes that the Council should be seeking cycle routes which are segregated from other road users wherever possible and will be inviting the Cycle Planning Officer to its next seminar meeting to discuss its views.

Recommendation: That the plan for the proposed cycle route in Armagh Street be approved subject to cycle stop boxes being placed in the intersections of Armagh Street/Colombo Street and Armagh Street/Manchester Street as soon as possible after approval of the existing trials by the LTSA.