

# 1. MANCHESTER STREET PROPOSED CYCLE ROUTE

<b>Officer responsible</b> City Streets Manager	<b>Author</b> Brent Ferigo, Cycle Planning Officer, DDI 371 1925
Corporate Plan Output: Pages 9.5.37 & 38	

The purpose of this report is to advise of the results of the public consultation process and to seek approval from the Council to proceed with the implementation of cycle facilities along Manchester Street from Bealey Avenue to Moorhouse Avenue.

## PROPOSAL TO INSTALL CYCLE FACILITIES

Along with Armagh, Tuam, Colombo and Victoria, Manchester Street is one of the key cycling streets in the central city. The majority of Manchester Street is identified within the network plan as a high priority route. In early 1997, both City Services and Central City Committees approved a recommendation to investigate all of these roads for cycle facilities.

The Council has the objective to make Christchurch the friendliest cycling city – Manchester Street has the potential to improve and contribute towards this objective.

The Committee approved in principle the proposal to provide cycle lanes in Manchester Street at its November meeting.

## MANCHESTER STREET BACKGROUND

Manchester Street has a collector road status within the roading hierarchy. It carries approximately 14,000 to 21,000 vehicles and an absolute minimum of 300 cyclists per day. Pedestrian numbers are relatively high, but crossing movements are only catered for at signalised intersections

The section of Manchester Street from Lichfield to St Asaph Streets will soon be utilised by all westbound buses leaving the bus exchange in Lichfield Street.

The adjacent land uses vary from residential/apartments to commercial/offices retail and restaurants. Vehicle parking facilities also vary from un-metered on street parking in the northern areas and metered on street parking elsewhere. The parking demand along Manchester Street is high.

## DETAILS OF PROPOSED DESIGN

To recap - the proposed cycle lane design (see attached diagrams) includes the following:

- Retention of single vehicle traffic lane in each direction.

- 1.5m wide cycle lane on both sides. In high turnover parking areas the cycle lane is positioned approximately half a metre out from the parking area. The half metre is known as a safety strip and is designed to reduce the likelihood of doors opening in front of cyclists.

- Introduction of central medians in three sections. One from Eaton Place to Allen Street, one from Southwark Street to Welles Street and the other along the length of the Avon River bridge. Collectively the medians will primarily provide for safer pedestrian movements but also cater for vehicle turning manoeuvres.

- Re-configuration of lane markings at intersections will assist with the flow of traffic. The re-configuration of the intersections and sections between Lichfield Street and St Asaph Street will allow priority passage to all westbound buses leaving the bus exchange building. This will involve the loss of some on street parking spaces within the Tuam Street to St Asaph Street block. All the Bus stops in these two blocks are already planned to be removed as part of a bus service review.

- Removal of on street car parking on the west side from Moorhouse Ave to Dundas Street and inclusion of an indented on street P5 loading zone near the Dundas corner. Improvements made to this intersection have created a demand for the space currently utilised by the four parking spaces.

- Use of cycle lane surface colouring at the approach to several intersections.

A number of bus stops are being removed as part of a bus service review that is independent of this proposal. However these changes have been included into the proposed design.

The benefits of the proposed design are primarily that cyclists have lanes exclusively for their own use and added protection, adjacent to high turnover (higher risk) on street parking in the form of safety strips.

Pedestrians will gain benefits from both adding flush medians and cycle lanes which improve access and safety whilst crossing the street.

Westbound buses leaving the bus exchange will benefit from improved travel times.

Changes to the general lane configurations, particularly at intersections will improve the street function with an emphasis on safety.

## **PUBLIC CONSULTATION**

Along with the usual internal and external circulation of publicity pamphlets all properties fronting Manchester Street from Bealey Avenue to Moorhouse Avenue were included.

There were 17 written responses to the proposal. The majority of these were in favour of the proposal. Several suggested minor variations, and where appropriate, these have been included into the proposal.

The only negative responses relate to the two blocks where parking spaces are proposed to be reduced in number. The first of these is the Moorhouse Avenue to Dundas block on the west side of Manchester Street. Here it is proposed to remove four parking spaces and to indent the existing loading zone. In addition to these changes a bus stop is due to be removed as part of a the western bus services review, (as are a number of other bus stops currently in Manchester St).

Pak 'n Save's property manager has advised that they object to the loss of kerbside parking. He states that removing the four metered parking spaces will place more pressure on their own parking by neighbouring businesses' customers.

A survey undertaken in early December 1998 showed the average occupancy for these parks was 42% and for the whole of Dundas Street it was only 52%, which indicates that the pressure on Pak n' Save's parking is unlikely to be for the full four vehicles at any one time.

The loss of parking spaces in the St Asaph Street to Tuam Street block is generating concern from some of the retailers. The publicity proposal suggested the removal of three metered parks on the west side of the street, removal of one metered park and the reduction of half of the motorcycle park area on the east side. The plan also proposes changing two metered parks on the west side into P10 spaces thus increasing their turnover rates.

Businesses at 109, 115 and 125 Manchester Street have registered their objections to the loss of the parking. The concerns expressed included doubt as to the benefits gained by providing anything for cyclists on the road, an expected increase in double parking and a preference for the status quo. The primary concern they stressed however was the harm they believe it will do their businesses due to customers having less convenient access to them. They suggest that good parking is the main asset the area has and that the parking loss goes against the Council's central city re-vitalisation initiative. They stress that the proposal reduces too large a proportion of the total number of parks in the block.

Taking into account the level of concern expressed by the retailers the current proposal suggests the removal of two rather than three metered parking spaces in the front of the businesses objecting. This will still give an acceptable road treatment in terms of safety when coupled with the reduction in the length of the intersection lane markings. Any further concessions on these specific parking removals will seriously affect the intended function and safety of the street.

In addition to this we have been able to create two more metered parking spaces within this block. One is on each side of the street, both replacing the two motorcycle parking areas which have little usage. In effect this results in this block loosing one metered parking space and two motorcycle parking spaces.

## **CONCLUSION**

The public consultation response has been largely positive for the proposal to develop cycle facilities on Manchester Street. The project was driven both by the need to provide a lower risk road environment for cyclists, and provide noticeable improvements to traffic flow to accommodate buses from the new interchange.

The proposed facilities will offer benefits to not only cyclists but also the other modes of transport using Manchester Street including pedestrians and bus patrons. Concern was raised in the responses over the number of parking spaces proposed to be removed within two blocks. In one of these blocks we have adjusted the proposal so that we are now proposing to take away less parking spaces. Essentially the remainder of the proposal to develop cycle facilities on Manchester Street, from Bealey Avenue to Moorhouse Avenue remains unchanged from the proposal approved in principle by the Committee last November.

It is the City Streets Unit view that the proposal as it now stands achieves an appropriate balance between the competing demands for road space. The proposed plan improves the road's function and safety for all users while meeting the changing demands on the road due to the bus interchange.

- Recommendation:**
1. That the Council approve the proposal to develop cycle facilities in Manchester Street generally in accordance with the attached diagrams.
  2. That a P5 loading zone be created on the western side of Manchester Street commencing at a point 9m south of the intersection with Dundas Street and extending in a southerly direction for a distance of 20m.
  3. That a no parking restriction be created on the western side of Manchester Street commencing at a point 29m south of the intersection with Dundas Street and extending in a southerly direction for a distance of 30m.
  4. That the existing metered parking restriction , bus stop and loading zone in the area described within recommendations 2 and 3 be deleted.
  5. That a no parking restriction be created on the western side of Manchester Street commencing at the intersection of Tuam Street and extending in a southerly direction for a distance of 33m.
  6. That two P10 parking restriction spaces be created on the west side of Manchester Street commencing at a point 33m south of the intersection with Tuam Street and extending in a southerly direction for 13m.
  7. That a no parking restriction be created on the eastern side of Manchester Street from the intersection of St Asaph Street and extending in a northerly direction for a distance of 51m.
  8. That the existing metered parking restrictions in the area described in recommendations 5, 6 and 7 be deleted.
  9. That one metered parking restriction be created on the eastern side of Manchester Street commencing at a point 51 m north of the St Asaph Street intersection and extending in a northerly direction for 6 m.
  10. That the motorcycle park existing in the area described in recommendation 9 be deleted.
  11. That one metered parking restriction be created on the western side of Manchester Street commencing at a point 4 m north of the St Asaph Street intersection and extending in a northerly direction for 6 m.
  12. That the existing no parking restrictions and motor cycle parking restrictions in the area described in recommendation 11 be deleted.
  13. That a bus stop be created on the east side of Manchester Street commencing at a point 48 m south of the Bealey Avenue intersection and extending in a southerly direction for 15 m.
  14. That a no parking restriction be created on the eastern side of Manchester Street commencing from the Bealey Avenue intersection and extending 48 m in a southerly direction.

15. That the existing bus stop in the area described in recommendation 14 be deleted.
16. That a P5 loading zone be created on the east side of Manchester Street commencing at a point 13 m south of Cashel Street intersection and extending in a southerly direction for 25 m.
17. That the existing bus stop in the area described in recommendation 16 be deleted.
18. That metered parking be created in the area on the west side of Manchester Street commencing at a point 45 m south of the Cashel Street intersection and extending in a southerly direction for 19 m.
19. That the existing bus stop in the area described in recommendation 18 be deleted.
20. That two metered car parks be created on the west side of Manchester Street commencing at a point 60 m south of the Lichfield Street intersection and extending in a southerly direction for 12 m.
21. That the cycle park existing in the area described in recommendation 20 be deleted.
22. That a P5 loading zone be created on the west side of Manchester Street commencing at a point 72 m south of the Lichfield Street intersection and extending in a southerly direction for 8 m.
23. That a no parking restriction be created on the western side of Manchester Street commencing at the Tuam Street intersection and extending in a northerly direction for 29 m.
24. That the bus stop and P5 loading zone existing in the area described in recommendation 23 be deleted.
25. That one metered parking restriction be created on the western side of Manchester Street commencing at a point 80 m south of the Welles Street intersection and extending in a southerly direction for 6.4 m.
26. That the bus stop on the western side of Manchester Street commencing at a point 75 m south of the Welles Street intersection and extending in a southerly direction for 12 m be deleted.
27. That staff report as soon as practicable on short term parking in Manchester Street.
28. That staff report in approximately six months on the effects of removal of the bus stops.