

9. VICTORIA STREET CYCLE LANE PROJECT - BEALEY/PAPANUI INTERSECTION

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The purpose of this report is to advise the Council of options relating to the Victoria Street cycle lane project at the intersection of Bealey/Papanui, and seek approval for a preferred design.

VICTORIA STREET PROJECT BACKGROUND

The Victoria Street cycle lane project was originally proposed in October 2000. Through the inception and consultation process the overall project has been well received. This report therefore assumes that the project is substantially acceptable, and that the only point of debate is the Bealey/Papanui/Victoria intersection layout. The overall cycle lane plan is attached in two parts.

At the initial City Services meeting, two options for the design of the Bealey/Papanui/Victoria intersection were presented with the full plan. One involved eliminating the right turn from Victoria into Bealey. The other retained the right turn. The meeting supported going out to consultation with the right-turn removed. The overall Victoria Street cycle lane project was referred back to the Committee following the full Council meeting of 22 February 2001, pending more information on the right-turn removal options. The two options are illustrated on the attached plan.

The consultation process returned positive comments for the overall cycle lane project, with two responses each for and against the right turn removal.

At this stage, it is only the right turn removal (or not) that remains unresolved. The key points of the two intersection options are:

Eliminating the right turn from Victoria into Bealey

- Advantage: Will improve overall intersection safety (of 14 recorded collisions in five years, 4 involve vehicles right turning out of Victoria Street)
- Advantage: Will retain all existing on-street parking.
- Advantage: Will improve clearance time of intersection (assistance for bus transit times)
- Advantage: Will reduce overall complexity of intersection for all users.
- Disadvantage: Will inconvenience vehicle drivers visiting properties on north side of Bealey Avenue between Victoria and Montreal.

Retaining the right turn from Victoria into Bealey

- Advantage: Will retain all existing turning movements and access that currently exists.
- Advantage: Will not inconvenience any of the Victoria Street traffic.
- Disadvantage: Will require removal of 3 existing on-road parking spaces.
- Disadvantage: Offers no safety improvements to vehicle movements.

Points to Note

- Statistics - approximately 5% of vehicles heading north-west on Victoria Street turn right onto Bealey Avenue.
- Statistics - there are only 9 properties on the north side of Bealey Avenue between Victoria and Montreal which have a total of approximately 25 on-road and off-road parking spaces between them.

PROJECT DISCUSSION AND RECOMMENDATIONS

It is the City Streets Unit opinion that the advantages offered by the right-turn restriction outweigh the disadvantages. Essentially the balance comes down to weighing safety improvements against inconvenience to property access and on-street parking removal.

It is recommended that the overall cycle lane project proceed as per the attached plans, which includes the right-turn removal.

Should it be determined that the existing right-turn is to be retained, an additional recommendation will need to be included:

- “That parking be restricted at any time on the north-eastern side of Victoria Street, commencing at the intersection of Bealey Avenue and Victoria Street, and extending in a south-easterly direction for 45m.”
- “That the three existing metered parking spaces, and motorcycle parking space in the above described area be removed.”

Recommendation:

1. That cycle lanes be marked on both sides of Victoria Street, between Kilmore Street and Bealey Avenue, generally in accordance with the attached plans.
2. That a P5 Loading Zone be created on the south-western side of Victoria Street commencing at a point 44m southeast of the intersection with Bealey Avenue, and extending in south-easterly direction for a distance of 13m.
3. That the existing metered parking restriction in the above-described area be deleted.
4. That the existing right turn be retained and parking be restricted at any time on the north-eastern side of Victoria Street, commencing at the intersection of Bealey Avenue and Victoria Street, and extending in a south-easterly direction for 45m.
5. That the three existing metered parking spaces, and motorcycle parking space in the above described area be removed subject to consultation with the affected businesses.