

**14. CYCLE LANE MARKINGS ON ANTIGUA AND STRICKLAND STREETS RR 10396**

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Corporate Plan Output: Pg 9.5.37 & 9.5.38	

The purpose of this report is to seek the Committee’s approval for the marking of cycle lanes on Antigua and Strickland Streets. The report has been referred to the Community Board.

**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 basically due to the fact that 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.

**CYCLE FACILITIES PROPOSED**

Antigua and Strickland Streets have been designated cycle routes for over 10 years. 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. As is standard practice, the parking restrictions have been submitted to the appropriate Community Boards for recommendation to Council.

Community Board comment will be reported to the meeting. 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 on both sides of Moorhouse Avenue; and
- a small section on the east side of Antigua Street, north of Moorhouse Avenue.

#### **COMMUNITY CONSULTATION**

The standard City Streets leaflet identifying the proposed work and the reasons why 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 was from the CRC concerning bus-stop positions (which are subsequently unaffected);
- one was from a cyclist seeking changes 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. The business operator will be visited and the results of the meeting orally reported to the Committee;
- two responses were positive, one from a large business on Antigua Street.

No negative responses from residential properties were received.

#### **PROJECT COSTS**

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

#### **CONCLUSION**

Given the low level of responses, 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 Committee approve the cycle lane markings.

**Recommendation:** That the Committee approve the introduction of cycle lanes on Strickland Street and Antigua Street.

#### **Chairman's**

**Recommendation:** That the above recommendation be adopted.

#### **CYCLE LANE MARKINGS ON ANTIGUA AND STRICKLAND STREETS**

Further to clause 14 on the Committee's agenda the Spreydon/Heathcote Community Board resolved at its meeting on 3 August:

1. That the Council support the introduction of cycle lanes on Strickland Street and Antigua Street.

2. That the Council adopt the following no-stopping restrictions:
- (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.