



17. CYCLE PROJECT PLANNING FOR SHIRLEY/PAPANUI AREA

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The purpose of this report is to advise the Community Board of the range of cycle projects proposed for the Shirley/Papanui area.

CYCLE NETWORK PLANNING PROCESS

As a result of the cycle network planning process conducted over the last couple of years, a number of projects have been identified for the Shirley/Papanui Community Board area. A plan is included in a package of network information with this report that identifies a number of possible routes and indicates the planning process used.

The routes identified on the Potential Routes Map are differently coloured - each colour indicates a need or priority that would be appropriate for that route's development.

Red Routes: are high priority, based on high cycle counts and high numbers of cycle collisions over the research period.

Blue Routes: are medium priority, based on either high counts or high collision rate over time.

Green Routes: are moderate priority routes, based on moderate combinations of numbers and collisions.

Broken Green Routes: either have low usage and collisions, or are potential growth, tourist or recreational routes.

SHIRLEY/PAPANUI ROUTES AND THEIR IMPLEMENTATION

Cycleways capital funding has been allocated according to the priorities listed above, however it should be noted that a number of projects lie on roads that are programmed for upgrading or kerb and channel work. Regardless of cycle route priority, where such work is programmed, cycle facilities or provision will be incorporated.

The following list identifies a number of routes in the Shirley/Papanui area and the likely time-frame for their implementation. This information is derived from the Implementation Plan and includes some updated information that is yet to be included on the plan:

St Albans - English Park - Warrington Cycle Route:

- English Park is being redeveloped over the next few years. A cycle connection will be developed through from Sheppard to Cranford. Other facilities will be developed in conjunction to provide a continuous route from St Albans Road to Warrington Street. This work is due for completion in 2004.

Shirley Schools:

- Plan for work in the Shirley Schools area is undergoing the latter stage of consultation work at the moment. Work in conjunction with kerb and channel replacement on North Parade will be started this financial year. Work in conjunction with kerb and channel on Shirley Road will be started next financial year. Other work will be programmed over the next two financial years.

Hills Road:

- An extended section of Hills Road, from Shirley/Warrington to Akaroa, will have cycle facilities developed in conjunction with kerb and channel work, due for completion in 2002.

Innes Road:

- Sections of Innes Road will have cycle provision built in as kerb and channel is replaced. Linking the sections into a continuous cycle route will happen before Jul 2004.

Papanui High School and Casebrook Intermediate:

- These schools will be surveyed to determine most frequent cycle routes to school and difficulties encountered on them. Work will be programmed to try to treat all safety and access difficulties within 500m of the schools. Completion due Papanui - 2003, Casebrook -2004.

Papanui Road:

- Over the next few months, Papanui Road will be undergoing a major safety audit. Appropriate cycle treatments may arise from this process. Work on Papanui Road cycle facilities is programmed over 4 years.

Manchester Street:

- Northern section of Manchester Street will receive appropriate cycle treatment as part of the NIPs work programmed for 2000/01.

The following routes have some cycle facilities already created, but they are in need of upgrading to bring them up to modern facility standards. The work on these routes is not programmed, but will be undertaken on an opportunity basis - i.e. when there is spare planning, design or cycleways capital capacity:

Marshland Road:

- Existing cycle lanes on Marshland Road need clearer marking, especially in the more rural elements.

QEII Pathway:

- The pathway on the south side is under-width by modern standards, including the path extension on to Innes Road. Width and crossing points could do with improvements.

Northcote Road:

- The Northcote Road extension of the QEII pathway is supposed to be a "designated cycle street", however the nature of the road does not support this. Treatment improvements are required.

Railway Cycleway:

- The northern end of the railway cycleway is underwidth by modern standards, and the crossing points and barriers are in need of improvement. Future crossing signals may be options.

No further action is as yet programmed for cycle facilities in the Shirley/Papanui area over the next five years, although cycle provision, or cycle safety matters will be considered on all kerb and channel, LATMS or NIPs work occurring.

Recommendation: That the information be received.

Chairperson's

- Recommendation:**
1. That the officer's recommendation be adopted.
 2. That Papanui Road and the Papanui High School/Casebrook cycleway works be bought forward for completion.
 3. That the Board meet with the Fendalton/Waimairi Community Board to discuss the shared intersections, Papanui Road and the cycleways.