

13. CYCLE PROJECT PLANNING FOR HAGLEY/FERRYMEAD 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 Hagley/Ferrymead 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 Hagley/Ferrymead 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.

HAGLEY/FERRYMEAD 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 Hagley/Ferrymead 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:

Ferry Road – Main Road: The majority of the City to Sumner cycle route is completed. The missing sections of the route – between Moorhouse Ave and Aldwins/Ensors intersection, and the Ferrymead Bridge area, are under design and planning action and will be completed within the next year.

Central City Routes: It is intended to finish cycle lane markings on Antigua Street within a month or so. Armagh and Manchester Streets will be marked in the next financial year. Bealey Ave, Fitzgerald Ave, Moorhouse Avenue and Victoria Street will all be upgraded to cycle-friendly status in the 2001 to 2003 financial years.

Colombo Street: While very high on the network priority list for cycle facilities, the implementation of cycle facilities is (ideally) being incorporated with all of the bus interchange works. Completion dates are uncertain.

Buckleys – Aldwins – Ensors Roads: It is intended to improve the cycle friendliness of these roads in the 2002-04 financial years.

Avonside Drive: The original intention in the Avonside Drive programme was to incorporate cycle facilities. However, as the status and timing of the project is undetermined at this stage, the proposed cycle route is also in doubt.

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:

Tuam Street: Existing cycle lanes meet modern standards, but there is an opportunity to more clearly define the parking areas, and develop a car-door safety strip in the section Colombo-Manchester.

Linwood Avenue: There is cycleways capital to improve the Linwood Avenue route in 2002/03, but if sections of it can be done earlier, they will be.

Gasson Street: A number of cyclists have indicated that the cycle lanes on Gasson Street are too narrow. There will be an opportunity to widen them when they are next repainted.

Linwood Drain: Currently under investigation for improvements.

Parks and Water Services Units are currently looking at various developments in the Charlesworth and Humphreys Drive areas. It is likely cycle pathways will be provided as part of this work.

No further action is as yet programmed for cycle facilities in the Hagley/Ferrymead 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.

**Chairman's
Recommendation:** For discussion