



6. CYCLE PROJECT PLANNING FOR SPREYDON/HEATHCOTE AREA

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Corporate Plan Output: 9.5.text.57	

The purpose of this report is to advise the Board of the range of cycle projects proposed for the Spreydon/Heathcote 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 Spreydon/Heathcote area. A plan and a package of network information has been sent under separate cover and 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 rates 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.

SPREYDON/HEATHCOTE 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 Spreydon/Heathcote 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:

Lincoln Road: As part of the four-laning of Lincoln Road, cycle lanes are being included. It is likely that cycle lanes will be continued through the shopping centre and continued to Moorhouse Avenue.

Colombo Street: Cycle lanes are programmed for marking in the near future for the section of Colombo Street south of Tennyson. The section further north will be examined in the year 2001/02.

- Tennyson Street:** Cycle facilities on Tennyson Street will be included as part of the kerb and channel project which is under design action currently.
- Lyttelton Street:** Cycle facilities on Lyttelton Street will be included as part of the kerb and channel work. The southern section of this work (from Rose Street) is under design action currently.
- St Martins Road:** Cycle facilities are programmed for completion in 2004.
- School Zones:** It is intended to survey child cyclists at Hillmorton/Manning (2002), Cashmere (2001), and Christchurch South (2003), and assess the difficulties they have on their cycle routes to schools. Corrective works will then be taken.

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:

**Heathcote River
Scenic Route:**

The route needs little improvements, such as barrier removal and better signage. It is likely that this route will benefit from kerb and channel improvements along its streets.

Halswell Road:

Although already marked with cycle lanes, the marking styles are not the currently accepted type, and the lanes disappear at squeeze points. Improvements will address these issues.

No further action is as yet programmed for cycle facilities in the Spreydon/Heathcote area over the next five years, although cycle provision, or cycle safety matters will be considered on all kerb and channel, Local Area Traffic Management Schemes or Neighbourhood Improvement Plans work occurring.

Recommendation: That the information be received.