

20. MANCHESTER STREET PROPOSED CYCLE ROUTE

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The purpose of this report is to advise the Committee of plans to develop cycle facilities along Manchester Street from Bealey Ave to Moorhouse Ave and seek approval to proceed to public consultation.

MANCHESTER STREET BACKGROUND

Manchester Street has a collector road status within the roading hierarchy. It carries approximately 14,000 to 21,000 vehicles and an absolute minimum of 300 cyclists per day. School aged children make up less than 5% of the cyclist.

Pedestrian numbers are relatively high and are only catered for at signalised intersections. The section of Manchester Street from Lichfield to St Asaph Streets will soon be utilised by all westbound buses leaving the bus exchange in Lichfield Street.

The adjacent land uses vary from residential/apartments to commercial/offices retail and restaurants. Vehicle parking facilities also vary from un-metered on street parking in both the Northern & Southern areas and metered on street parking centrally. The parking demands along Manchester Street is high.

PROPOSAL TO INSTALL CYCLE FACILITIES

Along with Armagh, Tuam, Colombo and Victoria, Manchester Street is one of the key cycling streets in the central city. The majority of Manchester Street is identified within the network plan as a high priority route. In early 1997, both City Services and Central City Committees approved a recommendation to investigate all of these roads for cycle facilities.

In considering making Manchester Street a cycle route, specific consideration was also given to maintaining or improving pedestrian safety and maintaining or improving clearance times for buses.

In addition, consideration was given to not increasing delays or congestion at the signalised intersection and minimising the impact on roadside parking.

The options for cycle facilities are either:

- Do nothing option: not considered appropriate as Manchester Street is currently used by reaching high numbers of cyclists to enter or travel through the central area, but it currently affords them no cycle facilities (other than parking) to improve their safety or encourage this mode of transport. The Council has the objective to make Christchurch the friendliest cycling city – Manchester Street has the potential to improve and contribute towards this objective.
- Cycle lane option: can meet the needs of most cyclists, will have benefits for pedestrians, and minimal to no impact on congestion, maintain or improve public transport whilst having contained loss of car parking to two sites – both losing three spaces.
- Cycle path option: two possible options – wide path on one side or two narrow paths on either side. Both may meet the needs of cyclists and will be neutral in relation to impacts on pedestrians, but will significantly impact on intersection congestion, which will have repercussions on both bus transit times and coordination of one way systems and probably involve major reductions in car parking spaces.

Considering the above factors and the likely type of cyclists usage, the recommended option has therefore been to consider on road cycle lanes.

DETAILS OF PROPOSED DESIGN

The proposed cycle lane design (see attached diagrams) includes the following:

- Retention of single vehicle traffic lane in each direction.
- 1.5m wide cycle lane on both sides. In high turnover parking areas the cycle lane is positioned approximately half a metre out from the parking area. The half metre is known as a safety strip and is designed to reduce the likelihood of doors opening in front of cyclists.
- Introduction of central medians in three sections. One from Eaton Place to Allen Street one from Southwark Street to Welles Street and the other along the length of the Avon River bridge primarily to accommodate pedestrian movements.
- Reconfiguration of lane divisions with an emphasis on the intersection and mid sections between Lichfield Street and St Asaph Street to allow priority passage to west bound buses leaving the bus exchange building. This will involve the loss of some on street car parking spaces within the Tuam Street to St Asaph Street block.
- Removal of on street car parking on the west side from Moorhouse Ave to Dundas Street and inclusion of an indented on street car parking area near the Dundas corner.
- Use of cycle lane surface colouring at the approach to several intersections.

The benefits of the proposed design are primarily that cyclists have lanes exclusively for their own use and added protection, adjacent to high turnover (higher risk) on street parking in the form of safety strips.

Pedestrians will gain benefits from both adding flush medians and cycle lanes. Westbound buses leaving the bus exchange will benefit from improved travel times. Changes to the general lane configurations, particularly at intersections will improve the street function with an emphasis on safety.

PROPOSAL RECOMMENDATIONS

The overall proposal has yet to be released for public consultation or discussion by the Community Board, although businesses next to the proposed removal of on street car parking have been approached. The option (detailed in the attached diagram) is recommended for consultation.

- Recommendation:**
1. That the Committee support the Manchester Street cycle route project in principle.
 2. They approve the release of the Manchester Street cycle route plan for public and Community Board consultation.

Chairman's

Recommendation: That the above recommendation be adopted.