

10. ARMAGH STREET PROPOSED CYCLE ROUTE

Officer responsible City Streets Manager	Author Brent Ferigo, Cycle Planning Officer
Corporate Plan Output: Page 9.5.40 and 9.5.88	

The purpose of this report is to seek approval from the Hagley/Ferrymead Community Board to develop a cycle route on Armagh Street over the length spanning from Madras Street to Fitzgerald Ave and its associated banning of three car parking spaces.

REQUIREMENT FOR CYCLE ROUTE FACILITIES

Armagh Street has long been considered part of the central city's primary cycle route. It was the first street with attempts made of cycle lanes and cycle crossing facilities. As part of the network plan it has been identified as a high priority route and funding has been allocated from this financial year to bring Armagh Street up to modern standards as a cycle route.

The City Services Committee have given approval to develop cycle facilities on the section of Armagh Street from Park Terrace to Madras Street. To complete the project up to Fitzgerald Ave now requires approval from the Hagley/Ferrymead Community Board.

Average daily cycle volumes on Armagh Street are in the vicinity of 400. Average daily vehicle volumes vary on the different sections with estimates of 4000 to over 6000.

PROPOSED CYCLE ROUTE FACILITIES

The significant factors on this section of Armagh Street are:

- Relatively high vehicle usage compared to its local road status.
- Current high cycle usage rates.
- 12m carriageway.
- High demand all day parking – Monday to Friday.
- Bus route usage from Manchester Street to Fitzgerald Ave.
- Residential environment.

The significant details of the proposal are:

- Inclusion of cycle facilities and/or appropriate re-configurations at all intersections.
- Intersection re-configurations will require the removal of:
 - One non-metered car parking space on the north east side at the Madras Street intersection immediately to the east of the bus stop. This is next to a commercial car park property.
 - Two non-metered car parking spaces on the north westerly side approaching Fitzgerald Ave intersection. Both immediate residential properties have off street parking. There is a stained glass studio on this corner of the intersection with parking available on Fitzgerald Ave.

CONCLUSION

It is considered prudent to develop cycle facilities on this section of Armagh Street to complete the cycle route from Park Tce to Fitzgerald Ave. The current high volumes of both cyclists and vehicles using the street give good cause to upgrade the existing cycle facilities and general street configuration especially when coupled with the tram presence.

Given this proposals importance to the cycle network, the additional benefits which will accrue to other road users and the minimising of necessary parking restrictions in the interest of expediency, it is recommended that this project proceed directly rather than be processed through publicity.

- Recommendation:**
1. That approval be given to proceed directly with the implementation of the Armagh Street cycle route from Madras Street to Fitzgerald Ave.
 2. That parking of vehicles at any time be prohibited on the north side of Armagh Street commencing from the northwest corner of the intersection with Fitzgerald Ave and extending in a westerly direction for 45m.
 3. That parking of vehicles at any time be prohibited on the north side of Armagh Street commencing from a point 30m west of the intersection with Madras Street and extending in an easterly direction for 8m.

Chairman's Recommendation: For discussion.