

7. ARMAGH STREET PROPOSED CYCLE ROUTE

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Corporate Plan Output: Page 9.5.40 and 9.5.88	

The purpose of this report is to inform the Hagley/Ferrymead Community Board of the proposed details to develop a cycle route on Armagh Street over the length spanning from Park Terrace to Fitzgerald Ave and seek approval to commence its implementation directly.

This proposal will also be presented to the City Services Committee at its September meeting.

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 at 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.

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. Although from Park terrace east to Cranmer Square, the vehicle volumes are considerably less.

PROPOSED CYCLE ROUTE FACILITIES

The proposed plan will be tabled and presented by the Cycle Planning Officer at the meeting. In the development of cycle facilities, it is imperative that the overall route is continuous, intuitive and easy to use with minimum deviation from the most direct path. Facilities that fail to meet these criteria are poorly used. As such an emphasis is being placed on providing continuous cycle lanes to offer the best use of street space for cyclist and other users' safety.

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.
- Tram track crossing points, alignment and tram usage from Park Terrace to New Regent Street.
- Incorporation and improvement of intermittent existing cycle facilities.
- 12m carriage way between Madras Street and Fitzgerald Ave with the remainder primarily the typical 14m.
- High demand in metered and all day parking – Monday to Friday.
- Bus route usage from Durham Street to Colombo Street and Manchester Street to Fitzgerald Ave.
- Variations in environment of cultural, business and residential.

The significant details of the proposal are:

- Inclusion of cycle facilities and/or appropriate re-configurations at all intersections.
- Development of standard 1.5m cycle lanes on both sides to achieve continuous lane markings from Cranmer Square east to Madras Street.
- The inclusion of a .5 metre cycle lane safety strip alongside the parking side of cycle lanes passing high turnover vehicle parking areas. These are included to provide a safety buffer zone to reduce a significant existing potential hazard for cyclists.
- Provision of or upgrading of markings warning cyclists approaching oblique angle crossings of the tram track.
- 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.
- The proposal as presented is expected to remain under the budgeted allowance of \$40,000.

CONCLUSION

It is considered prudent to develop cycle facilities on this section of Armagh Street. 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 the importance to the cycle network of this proposal, 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: That approval be given to proceed directly with the implementation of the Armagh Street cycle route as detailed in the proposal presented.

Chairman's

Recommendation: For discussion