

12. VICTORIA STREET CYCLE LANE PROJECT

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Corporate Plan Output: Pages 9.5.37 and 38	

The purpose of this report is to advise the Committee of the status of the project to develop cycle facilities along Victoria Street and seek approval to proceed.

VICTORIA STREET BACKGROUND

Victoria Street is a collector road. Between Kilmore and Salisbury intersections it has a normal two lane configuration with on street parking both sides and a central (painted) median. Between Salisbury and Bealey it has an unusual 3-lane configuration, parking both sides and no central median.

The cycle lane project has been initiated because Victoria Street has high cycle volumes (one of the top 5 in the central city). The three-lane configuration is uncomfortable for cyclists and has been the subject of many complaints to the Council. In addition, all traffic lanes are narrower than standard, placing cyclists closer to car doors than other streets (say Tuam St). In addition, the flush median for much of the remaining section of Victoria Street generates narrower than normal traffic lanes.

Victoria Street is generally a boutique style retail area, with the city's casino at its southern end. There are good pedestrian numbers at most times of the working day. It carries approximately 13,000 vehicles per day and is a significant out-bound bus route.

In each section, Victoria Street carries approximately 200 cyclists per day (constant between 1999 and 2000) of which less than 4% are school aged.

The Bealey/Papanui/Victoria intersection has had 16 reported collisions over the last five years, the majority of which are involving right-turners from Bealey into Papanui or Victoria. These have been noticeably reduced by the installation of right-turn arrows from Bealey into Papanui and Victoria. The remaining collisions (bar two) still involve right-turners from all directions.

PROPOSAL TO INSTALL CYCLE FACILITIES

In considering making Victoria Street a cycle route, specific consideration was also given to maintaining or improving pedestrian safety, and maintaining good clearance times for buses. In addition, consideration was given to trying to not increase delays or congestion at the signalised intersections, and minimising the impact on roadside parking.

The treatment considered most appropriate to meet cyclists needs, plus the other factors mentioned above is cycle lanes, with reconfiguration of the traffic lanes at the Bealey/Papanui/Victoria intersection.

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

- Single vehicle traffic lane in each direction (removal of 3 lane configuration);

- 1.5m wide cycle lane positioned approximately half a metre out from the parked vehicles. The half metre area is known as a safety strip and is designed to reduce the likelihood of doors opening in cyclists' faces;

- Retention of central median for lower section of Victoria Street (in front of Casino) to accommodate pedestrian wanderings to and from the Casino;

- Reconfiguration of lane division at Bealey/Papanui/Victoria to remove the right turn Victoria-Bealey. Eliminating this turn will noticeably improve the capacity and clearance time of the intersection (particularly important for bus transit) and reduce collision risk to other turning vehicles in the intersection.

- Use of cycle lane surface colouring at the approach to and discharge from intersections;

- Close off the left-turn "slip" lane into Peterborough Street (heading east) to improve landscape amenity of the area and add extra taxi waiting areas.

PROJECT CONSULTATION

The project proposal was put out to public consultation through the normal City Streets process - publicity leaflet followed up by meetings, phone calls and letters.

Twenty-three responses to the leaflet were received - the responses are as follows (note some respondents spoke to more than one point).

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| • Positive responses to project proposal | 15 |
| • Negative responses to project proposal | 2 |
| • Not bothered as long as parking not affected | 4 |
| • Opposed to right turn restriction | 1 |
| • Support right turn restriction | 2 |

Three people also spoke of traffic congestion matters that cannot be addressed by this project, and one person sought some parking limit changes that were subsequently supported by the adjoining properties and form part of the recommendations below.

PROJECT CONCLUSIONS AND RECOMMENDATIONS

Overall, the project has received a reasonable level of support, and clearly received more support than negative comment from adjoining property owners and users. Generally feedback has indicated that property owners and users are generally unconcerned as long as on-street parking is not affected. This project makes no changes to on-street parking other than that requested by the owners/occupiers themselves.

Victoria Street will be a particularly useful addition to the City's cycle network, and it is therefore recommended that the project proceed.

- Recommendation:**
1. That cycle lanes be marked on both sides of Victoria Street, between Kilmore Street and Bealey Avenue, generally in accordance with the attached plans.
 2. That the two lanes north on Victoria Street be reduced to one.
 3. That a P5 Loading Zone be created on the south-western side of Victoria Street commencing at a point 44m south-east of the intersection with Bealey Avenue, and extending in south-easterly direction for a distance of 13m.
 4. That the existing metered parking restriction in the above described area be deleted.
 5. That no vehicles be permitted to make the right-turn from Victoria Street to Bealey Avenue, and that the right-turn lane markings be removed.

Chairman's

- Recommendation:** That the above recommendation be adopted.