

11. COLOMBO STREET PROPOSED TRAFFIC IMPROVEMENT MEASURES: BEALEY AVENUE TO ARMAGH STREET

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The purpose of this report is to introduce the Hagley/Ferrymead Community Board to the proposal to develop cycle facilities along Colombo Street from Bealey Avenue to Armagh Street. This proposal offers the opportunity to create a new balance between cyclists, pedestrians, public transport and general motor traffic along this stretch of Colombo Street.

COLOMBO STREET BACKGROUND

Colombo Street has a collector road status within the roading hierarchy. It carries approximately 11,000 vehicles and an absolute minimum of 320 cyclists per day (cyclists counted at morning and afternoon peak hours only). School aged children make up less than 5% of the cyclists.

Pedestrian numbers are relatively high and are only catered for at signalised intersections.

The adjacent land uses vary from residential/apartments to commercial/offices, retail/restaurants, parkland and a hospital. Parking demands along Colombo Street are high.

PROPOSAL TO INSTALL CYCLE FACILITIES

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

In addition, any proposal will give consideration to not increasing delays or congestion at the signalised intersection and minimising the impact on roadside parking.

The options for future cycle facilities are either:

- Do nothing option: not considered appropriate as Colombo Street is currently used by 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 – Colombo 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, will maintain or improve public transport and have a minimal impact on car parking.
- 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.

NEXT STAGES OF THE PROPOSAL

If we can move forward based on a decision in principle, the next stages of the proposal are to investigate concepts and costs, then bring a preferred option back to the Board before looking to put that option out for public consultation.

PROPOSAL RECOMMENDATIONS

This report seeks the support of the Hagley/Ferrymead Community Board, to support the Colombo Street cycle route project in principle, prior to plans being developed for public consultation.

Recommendation: That the Board supports the Colombo Street cycle route project in principle.

**Chairman's
Recommendation:** For discussion