

South Express Major Cycle Route – changes following consultation

Sheet 1 – Jones Road

Key design changes to the proposed cycleway on this section of Jones Road:

1. The shared path will be extended to Dawsons Road to join the future Selwyn District Council shared path.

Sheet 2 – Jones Road and Railway Terrace

No changes are proposed to the design of the cycleway on this sheet.

Sheet 3 – Railway Terrace, Kirk Road and Waterloo Road

Key design changes to the proposed cycleway on this section of Railway Terrace, Kirk Road and Waterloo Road:

1. The signalised crossing over Kirk Road has been removed to move the cycleway away from between these busy intersections. The shared path will stay on the southern side of Waterloo Road and cross Kirk Road at a 2.5 m wide refuge island to the north of the railway.
2. Keeping the shared path on the southern side of Waterloo Road means that the crossing over Waterloo Road and the shared path on the northern side are removed, as they are no longer required. This change also results in two parking spaces on the eastern side of Waterloo Road and six parking spaces on the northern side of Waterloo Road being retained.

Sheet 4 – Waterloo Road

No changes are proposed to the design of the cycleway on this sheet.

Sheet 5 – Waterloo Road

No changes are proposed to the design of the cycleway on this sheet.

Sheet 6 – Waterloo Road

No changes are proposed to the design of the cycleway on this sheet.

Sheet 7 – Waterloo Road

No changes are proposed to the design of the cycleway on this sheet.

Sheet 8 – Waterloo Road

No changes are proposed to the design of the cycleway on this sheet.

Sheet 9 – Waterloo Road

Key design changes to the proposed cycleway on this section of Waterloo Road:

1. The width and alignment of the shared path around Islington Avenue has been improved, to make it easier for cyclists to navigate.
2. Existing and future accessways in the Waterloo Business Park will be improved with signage and markings where appropriate.

Sheet 10 – Waterloo Road

Key design changes to the proposed cycleway on this section of Waterloo Road:

1. Existing and future accessways in the Waterloo Business Park will be improved with signage and markings where appropriate.

Sheet 11 – Waterloo Road

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Sheet 14 – Waterloo Road

No changes are proposed to the design of the cycleway on this sheet.

Sheet 15 – Waterloo Road

Key design changes to the proposed cycleway on this section of Waterloo Road:

1. Cycle stands will be provided outside Islington shops. The location of stands will be agreed with business owners during the detailed design phase.
2. The parking lane opposite the Islington shops has been widened to 2.5 m to make it easier for larger vehicles to stop at the shops. The parking lane outside the shops will be approximately 2.8 m wide.

Sheet 16 – Waterloo Road (Gilberthorpes Road intersection)

Key design changes to the proposed cycleway on this section of Waterloo Road:

1. The pedestrian refuge island to the west of Gilberthorpes Road has been shifted towards the intersection to improve access to and from the garage forecourt.
2. Both Waterloo Road approaches to Gilberthorpes Road have been widened to allow two cars to sit side-by-side at the intersection.

Sheet 17 – Waterloo Road

No changes are proposed to the design of the cycleway on this sheet.

Sheet 18 – Waterloo Road and Hei Hei Road

Key design changes to the proposed cycleway on this section of Waterloo Road and Hei Hei Road:

1. The proposed refuge island outside the access to Kyle Park has been removed; the existing refuge island to the west of Taurima Street will remain. This creates easier vehicle access into Kyle Park, and retains three additional parking spaces - two on the northern side and one on the southern side of Waterloo Road.
2. Parking on the northern side of Waterloo Road outside Hornby Primary School and Hornby High School has been designated P3 for school pick-up/drop-off parking between 8:15am-9:15am and 2:30pm-3:30pm.
3. A connection will be provided to the future library and service centre in Kyle Park.

Sheet 19 – Hei Hei Road

Key design changes to the proposed cycleway on this section of Hei Hei Road:

1. The intersection of Wycola Avenue with Hei Hei Road has been widened from the original design to make turns easier for delivery vehicles.
2. The cycleway has been narrowed to 3 m for approximately 50 m opposite Wycola Avenue to create a 1.5 m wide refuge in the separator for people to stand in whilst waiting to cross the road or the cycleway.

Sheet 20 – Hei Hei Road

Key design changes to the proposed cycleway on this section of Hei Hei Road:

1. The refuge island outside St Bernadette's School has been removed and replaced with kerb buildouts and a "kea" school crossing. This adds six additional parking spaces on the western side of Hei Hei Road.
2. The existing school bus stop has been converted to a P5 loading zone, which can be used for school and church pick-up and drop-offs when not occupied by a bus.
3. Seven parking spaces have been added on the eastern side of Hei Hei Road adjacent to the St Bernadette's School playing field.

Sheet 21 – Hei Hei Road

Key design changes to the proposed cycleway on this section of Hei Hei Road:

1. The intersection of Aurora Street and Hei Hei Road has been widened from the original design to make turns easier for buses. The buildout for the pedestrian crossing point on the southern side of Hei Hei Road has been removed to allow for the intersection widening. The extent of no stopping on the southern side of Aurora Street has also been extended to the driveway of No. 1 Aurora Street.
2. The cycleway has been narrowed to 3 m for approximately 50 m opposite Aurora Street to create 1.5 m wide refuges in the separator for people to stand in whilst waiting to cross the road or the cycleway.

Sheet 22 – Hei Hei Road and Buchanans Road

Key design changes to the proposed cycleway on this section of Hei Hei Road and Buchanans Road:

1. The bus stops on Hei Hei Road have been shifted onto Buchanans Road. This creates two parking spaces on the western side of Hei Hei Road and three on the eastern side adjacent to No. 126, however it does result in the loss of five parking spaces at the new bus stop locations further down Buchanans Road.
2. The kerb buildout on Buchanans Road has been modified to create two parking spaces outside No. 171 Buchanans Road.
3. The cycle and pedestrian crossing over Buchanans Road has been re-designed to make the crossing easier for pedestrians to use. As a result of this, the crossing has also been narrowed to 4 m in order to keep the traffic signal poles a safe distance from driveways.

Sheet 23 – Buchanans Road

Key design changes to the proposed cycleway on this section of Buchanans Road:

1. A raised platform has been added at the cycle and pedestrian crossing over Vanguard Drive to slow vehicles, making it safer for people walking and cycling. A “give way” control has also been added to the intersection.
2. The alignment of the footpath crossing point over Buchanans Road has been improved by shifting it away from the corner, making it safer for pedestrians.
3. The bus stops adjacent to and opposite Vanguard Drive are removed following the relocation of the Hei Hei Road bus stops to Buchanans Road, approximately 120 metres away. A new bus shelter will be located beside 148 Buchanans Road.

Sheet 24 – Carmen Road

No changes are proposed to the design of the cycleway on this sheet.

Sheet 25 – Transmission Corridor

Key design changes to the proposed cycleway on this section of the transmission corridor:

1. The shared path has been realigned to be further from the southern residential property boundaries.

Sheet 26 – Transmission Corridor

Key design changes to the proposed cycleway on this section of the transmission corridor:

1. The shared path is realigned to be further from the property boundaries to the south.

Sheet 27 – Transmission Corridor

Key design changes to the proposed cycleway on this section of the transmission corridor:

1. The shared path is realigned to be further from the property boundaries to the south.

Sheet 28 – Transmission Corridor and Paparua Stream Reserve

No changes are proposed to the design of the cycleway on this sheet.

Sheet 29 – Paparua Stream Reserve and Epsom Road

Key design changes to the proposed cycleway on this section of Paparua Stream Reserve and Epsom Road:

1. The layout of the shared path at the entrance to Paparua Stream Reserve has been improved by widening it at the transition between the reserve and the road.
2. A flush median has been provided on Epsom Road, to make it safer and easier for drivers to turn into properties along this road. The road has been widened by a further 0.6 m around the pedestrian and cycle crossing.
3. The cycle and pedestrian crossing over Epsom Road has been re-designed to make the crossing easier for pedestrians to use. As a result of this, the crossing has also been narrowed to 4 m in order to keep the traffic signal poles a safe distance from driveways. The position of the crossing is such that manoeuvre space into and out of driveways is maximised.
4. The footpath and berm have been rearranged to provide adequate space for rubbish bins.

Sheet 30 – Epsom Road and Middlepark Road

Key design changes to the proposed cycleway on this section of Epsom Road and Middlepark Road:

1. A flush median has been provided on Epsom Road, to make it safer and easier for drivers to turn into properties and side roads along the road.
2. The intersection of Epsom Road and Middlepark Road has been redesigned to make the turn easier for buses and other large vehicles. The radius of the cycleway is also eased at this location, making it easier for people cycling to negotiate. The pedestrian waiting space between the cycleway and road is maintained.

Sheet 31 – Middlepark Road

No changes are proposed to the design of the cycleway on this sheet.

Sheet 32 – Middlepark Road

Key design changes to the proposed cycleway on this section of Middlepark Road:

1. The raised platform crossing point has been widened from 4 m to 6 m to make it easier for cyclists to use.

Sheet 33 – Middlepark Road and Craven Street

Key design changes to the proposed cycleway on this section of Middlepark Road and Craven Street:

1. The pedestrian refuge island on the western side of the Middlepark Road approach to the roundabout has been relocated to make property access easier.
2. The cycleway has been widened around the corner of Middlepark Road and Craven Road to make it safer for cyclists.

Sheet 34 – Craven Street and Main South Road

Key design changes to the proposed cycleway on this section of Craven Street:

1. The crossing point has been moved away from Main South Road, closer to Algidus Street. This avoids the cycleway running past the vehicle access to Our Lady of Victories School.
2. A 3 m wide two-way separated cycleway now runs along the eastern side of Craven Street from the new crossing point to Main South Road.
3. A parking space outside No. 15 Craven Street has been removed to accommodate the road alignment and allow good visibility from the cycleway crossing.
4. The amount of on-street parking on the eastern side of Craven Street has been reduced to ensure good visibility at driveways with the cycleway being on that side of the road, however the amount of parking on the western side is increased. This effectively makes this alternative design neutral for parking along the street.
5. The bus stop outside Our Lady of Victories School has been removed and replaced with a loading zone, which can still be used for buses for school trips. The Metro bus stop opposite Algidus Street is less than 150 m away.
6. The road has been widened and kerb lines have been eased at the intersection with Main South Road to allow two cars to sit side-by-side at the intersection and to make turns easier for larger vehicles.
7. The radius of the cycleway around the corner has increased, making it easier for people on bikes to negotiate.

Sheet 35 – Main South Road

Key design changes to the proposed cycleway on this section of Main South Road:

1. The cycleway has been widened to 2.75 m on the northern side of Main South Road to make it more comfortable for people cycling.
2. The shared path space on the northern side of the crossing has been widened to allow more space for the different path users.
3. The kerb buildouts around Colman Avenue have been extended. This allows an additional parking space to be provided outside No. 82 Main South Road.

Sheet 36 – Main South Road

No changes are proposed to the design of the cycleway on this sheet.

Sheet 37 – Main South Road (Curletts Road intersection)

Key design changes to the proposed cycleway on this section of Main South Road:

1. A P120 (two hour) parking time restriction has been added to the northern side of Main South Road, between Curletts Road and Riccarton Road. All parking time restrictions apply between the hours of 8am and 6pm, seven days a week, unless otherwise stated on the sign.
2. The raised median island has been extended further to the east on Main South Road.

Sheet 38 – Main South Road and Riccarton Road

Key design changes to the proposed cycleway on this section of Main South Road and Riccarton Road:

1. A P120 (two hour) parking time restriction has been added to the northern side of Main South Road, between Curletts Road and Riccarton Road. All parking time restrictions apply between the hours of 8am and 6pm, seven days a week, unless otherwise stated on the sign.

Sheet 39 – Ballantyne Avenue and Haynes Avenue

Key design changes to the proposed cycleway on this section of Ballantyne Avenue:

1. Parking is now permitted on most of the eastern side of Ballantyne Avenue south of Haynes Avenue overnight (6pm-8am) and on weekends, retaining 14 parking spaces during these times.
2. The raised platform north of Haynes Avenue has been removed. This creates two additional parking spaces.
3. The raised platform south of Owens Terrace has been removed. This creates two additional parking spaces.

Sheet 40 – Ballantyne Avenue and Suva Street

Key design changes to the proposed cycleway on this section of Ballantyne Avenue and Suva Street:

1. Parking is now permitted on the eastern side of Ballantyne Avenue between 6pm-8am and on weekends.
2. The width and alignment of cycleway connection between Ballantyne Avenue separated cycleway on Suva Street has been improved to make it safer and easier to use for cyclists.
3. Direct access on and off the cycleway from the western end of Suva Street has been created.
4. The cycleway along Suva Street has been widened to 2.8 m width to make it safer and more comfortable for cyclists.

Sheet 41 – Suva Street

Key design changes to the proposed cycleway on this section of Suva Street:

1. The cycleway along Suva Street has been widened to 2.8 m to make it safer and more comfortable for cyclists.

Sheet 42 – Suva Street

The South Express MCR will follow the approved Nor'West Arc MCR cycleway through this section of Suva Street.

Sheet 43 – Suva Street, Middleton Road and Middleton Park

The South Express MCR will follow the approved Nor'West Arc MCR cycleway through this section of Suva Street.

Key design changes to the proposed cycleway on this section of Middleton Road and Middleton Park:

1. Cycle stands will be installed at the corner of Suva Street and Middleton Road.
2. The tree on the western side of Middleton Park (near the crossing) will be retained.

Sheet 44 – Middleton Park and Lochee Road

Key design changes to the proposed cycleway on this section of Middleton Park and Lochee Road:

1. Cycle stands will be provided at Middleton Park near the playground and near Lochee Road.

Sheet 45 – Lochee Road

Key design changes to the proposed cycleway on this section of Lochee Road:

1. The crossing point has been moved closer to where the path through Middleton Park joins Lochee Road, retaining a tree that was to be removed outside the park and reducing the length of shared path along Lochee Road. This results in the loss of three additional parking spaces compared to the original design.
2. With the relocated crossing point, the cycleway on the northern side of Lochee Road would commence further west than with the original design, however the design of the remainder of the cycleway is otherwise unchanged.
3. The two trees outside No. 44 and No. 46 Lochee Road have been retained. This results in the loss of four on-street parking spaces.
4. The tree outside No. 52 Lochee Road has been retained. This results in the loss of two on-street parking spaces.

The original design resulted in the loss of approximately 12 of the 37 existing on-street parking spaces on Lochee Road between Golden Elm Lane and Wharenui Road. The revised design to avoid removing any trees along Lochee Road would result in the removal of 21 of the 37 existing on-street parking spaces.

Sheet 46 – Lochee Road, Wharenui Road and Peverel Street

Key design changes to the proposed cycleway on this section of Lochee Road, Wharenui Road and Peverel Street:

1. The no stopping lines outside 58 Wharenui Road have been removed, creating two additional parking spaces.

Sheet 47 – Peverel Street

Key design changes to the proposed cycleway on this section of Peverel Street:

1. Two new pedestrian crossing points have been added between Tika Street and Harrington Park, alongside a garden area between the cycleway and the road at this location.
2. One additional parking space has been added on Peverel Street to the east of Tika Street.

Sheet 48 – Peverel Street, Centennial Avenue and Elizabeth Street

Key design changes to the proposed cycleway on this section of Peverel Street, Centennial Avenue and Elizabeth Street:

1. The cycleway will have priority over road traffic at the intersection of Huia Street with Centennial Avenue to reduce delay for people cycling.

Sheet 49 – Elizabeth Street

Key design changes to the proposed cycleway on this section of Elizabeth Street:

1. A parking space has been created outside No. 110 Elizabeth Street.

Sheet 50 – Elizabeth Street (Matipo Street intersection)

Key design changes to the proposed cycleway on this section of Elizabeth Street:

1. The traffic lanes on Elizabeth Street have been altered to allow additional parking to be provided on both sides of Elizabeth Street.
2. The two parking spaces created on the northern side, outside the Matipo Street Food Market and Hamilton Motors. These are P10 spaces; designated for 10-minute parking.
3. The two parking spaces designated P10 in the original design are now designated P120, two-hour parking.
4. Two parking spaces have been created on the southern side, outside the seating area by the Wharenui Pool. The P5 Loading Zone is shifted west into these spaces, with two P120 spaces created in the resultant space.
5. Two-hour parking has been provided on one side of Elizabeth Street and Matipo Street..
6. The grass berm on Matipo Street has been removed, and the footpath widened between Elizabeth Street and the Wharenui School pedestrian entrance.
7. 2.8 m wide cycleways are provided on both approaches to Matipo Street, making the cycleway safer and more comfortable (the east approach was previously 2.5 m wide).
8. 8. A 40km/h speed zone on Matipo Street, between Blenheim Road and 57 Matipo Street, has been put in place to make it safer for school children. The 40km/h speed restriction will operate for 30 minutes during the morning school drop off and afternoon pick up times. Outside of these times, the existing 50km/h will apply.

Sheet 51 – Elizabeth Street (Division Street intersection)

Key design changes to the proposed cycleway on this section of Elizabeth Street:

1. An additional parking space has been created on the southern side of Elizabeth Street, opposite the Division Street Dairy. This is designated as a P10 space.

2. Two P10 parking spaces have been provided on the eastern side of Division Street outside the Division Street Dairy – these were P120 spaces in the initial design.
3. Two-hour parking has been provided on one side of Elizabeth Street, Division Street and Clarence Street to help ensure on-street parking is available for people visiting the area. Refer also to the Central Riccarton area parking time restrictions consultation plan for further details.

Sheet 52 – Elizabeth Street (Clarence Street intersection)

Key design changes to the proposed cycleway on this section of Elizabeth Street:

1. Two-hour parking has been provided on one side of Elizabeth Street, Division Street and Clarence Street to help ensure on-street parking is available for people visiting the area. Refer also to the Central Riccarton area parking time restrictions consultation plan for further details.

Sheet 53 – Elizabeth Street and Picton Avenue

Key design changes to the proposed cycleway on this section of Elizabeth Street and Picton Avenue:

1. The footpath and cycleway have been re-designed to create a better path alignment for pedestrians and people cycling.
2. Two trees will be replaced outside No. 32 Picton Avenue. Note that this relies on onsite verification of the location of underground services.

Sheet 54 – Picton Avenue and Blenheim Road

Key design changes to the proposed cycleway on this section of Picton Avenue and Blenheim Road:

1. Three trees will be replaced opposite Lyndon Street. Note that this relies on onsite verification of the location of underground services.

Sheet 55 – Blenheim Road, Mandeville Street and Lowe Street

No changes are proposed to the design of the cycleway on this sheet.

Sheet 56 – Old Blenheim Road

No changes are proposed to the design of the cycleway on this sheet.