

Congestion and lane reduction

The preferred design of the cycleway proposes reducing Harewood Road from four lanes to two and adds traffic signals in several places along the route.

We're expecting it to take slightly longer to get from one end of Harewood Road to the other – we estimate it would take an extra one minute to travel its full length in peak hour.

Our modelling shows that one traffic lane in each direction is adequate for the current and future traffic volumes on Harewood Road. We expect traffic delays at intersections rather than mid-block. Journey times for routes including Breens Road, Gardiners Road, Farrington Road, Highsted Road and Greers Road would improve.

There's further work planned in the wider area to help with traffic flow. For example, the intersection of Northcote/Sawyers Arms/Greers roads is due to be upgraded (see map on the next panel).

What you've said

"I don't think you should be taking away one of our road lanes, it is a busy road and we need all those lanes. Traffic is getting busier due to more housing being built, in this area. A section is sold and 3 townhouses are put on it. Three cars as opposed to one!"

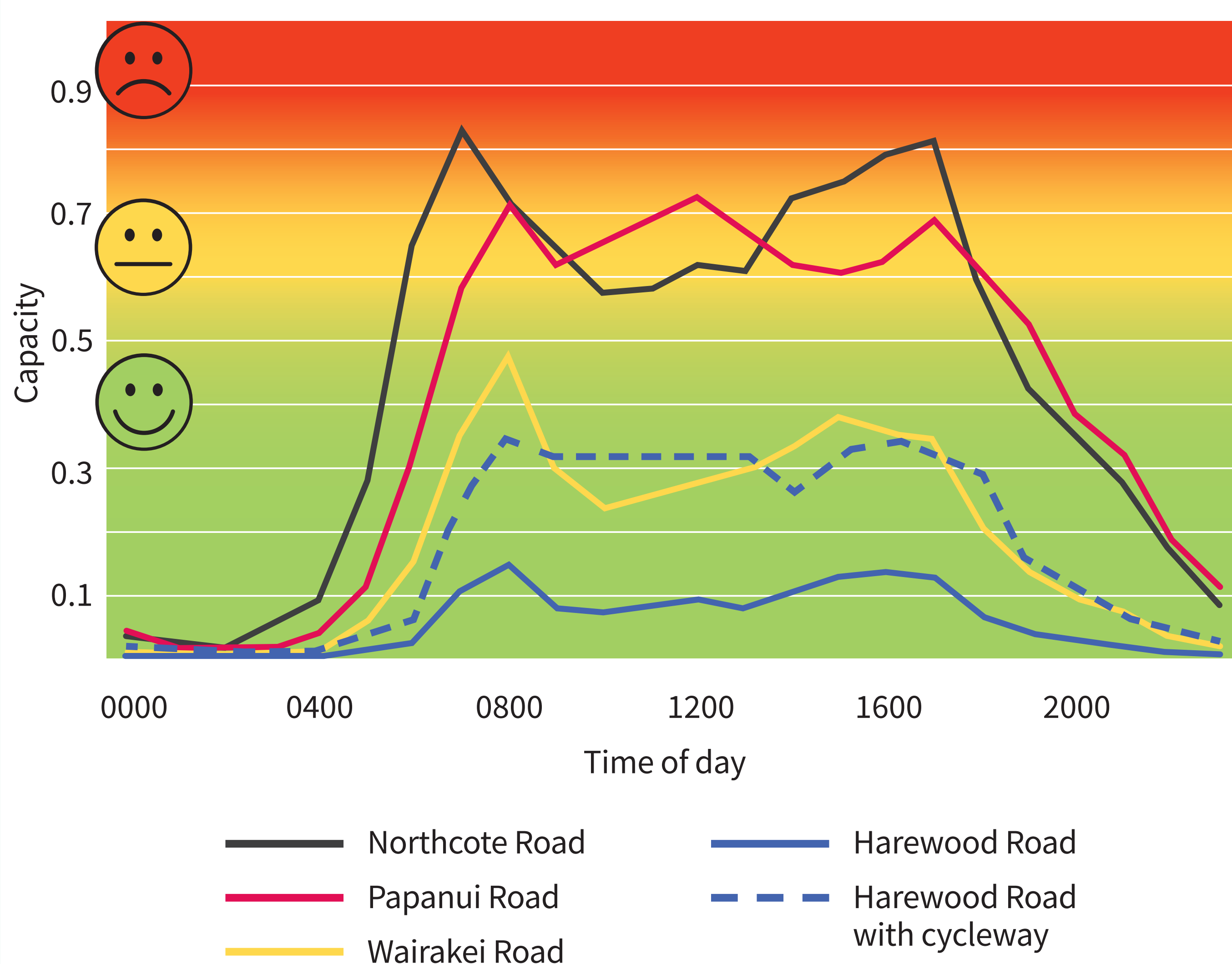
"The second lane in either direction simply encourages traffic to exceed the 50 km/h speed limit and would seem unlikely to increase congestion problems. Not all of Harewood Road is dual carriageway anyway. Speeding motorists are a regular problem along the dual carriageway section of Harewood Road and beyond Nunweek and more enforcement is needed."

Travel times

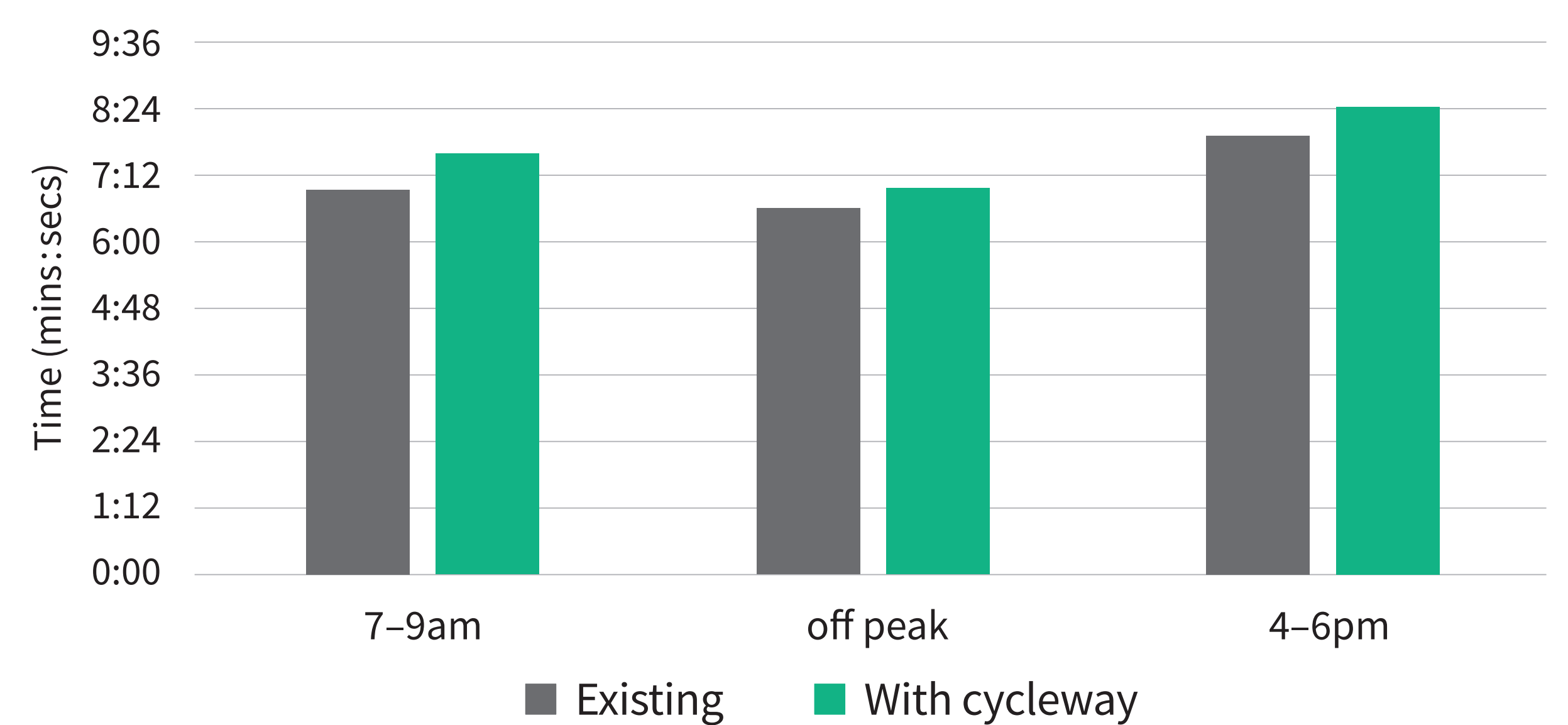
In the morning, traffic travelling from Johns Road to Papanui Road is estimated to be on average 3km/h slower. This is mostly due to new signals at the Harewood/Gardiners/Breens intersection and safety improvements at the Harewood/Greers intersection.

In the evening, traffic travelling from Papanui Road to Johns Road is estimated to be on average 4km/h slower. There would be additional delay travelling through the Greers Road intersection with the safety improvements and at the new Harewood/Gardiners/Breens signals.

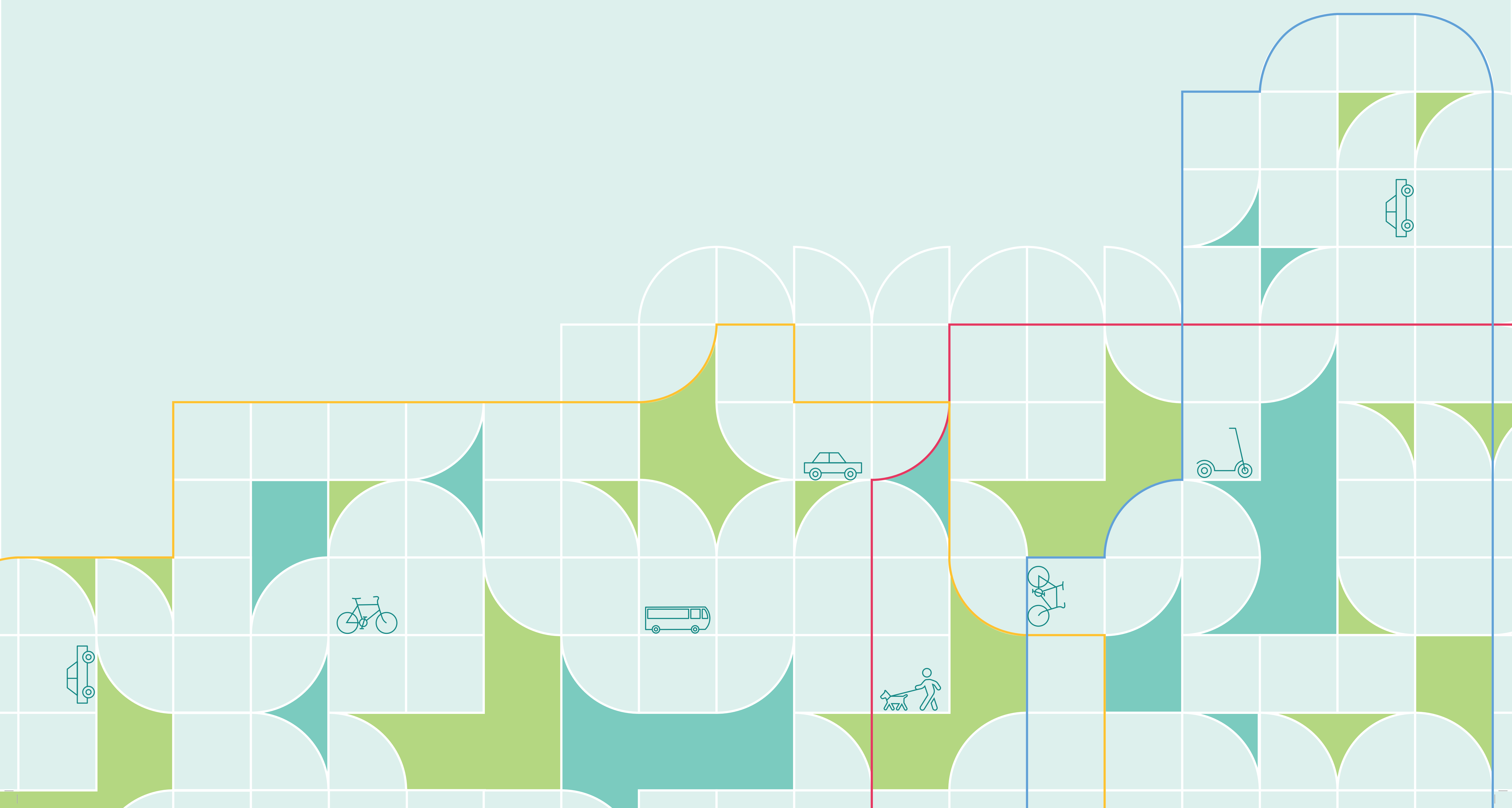
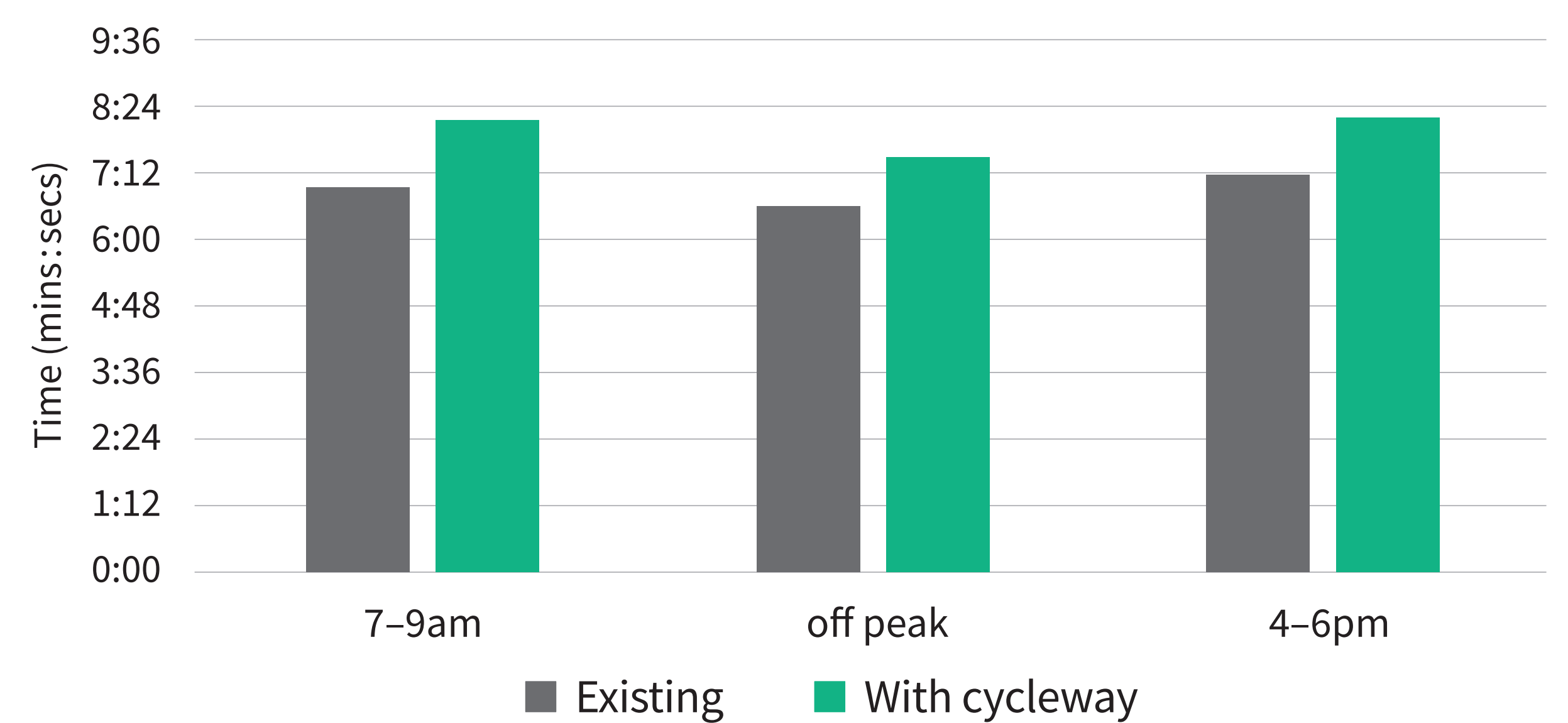
Average mid-block congestion levels by hour: comparison



Eastbound journey times on Harewood Road, between Johns Road (SH1) and Papanui Road, with and without cycleway



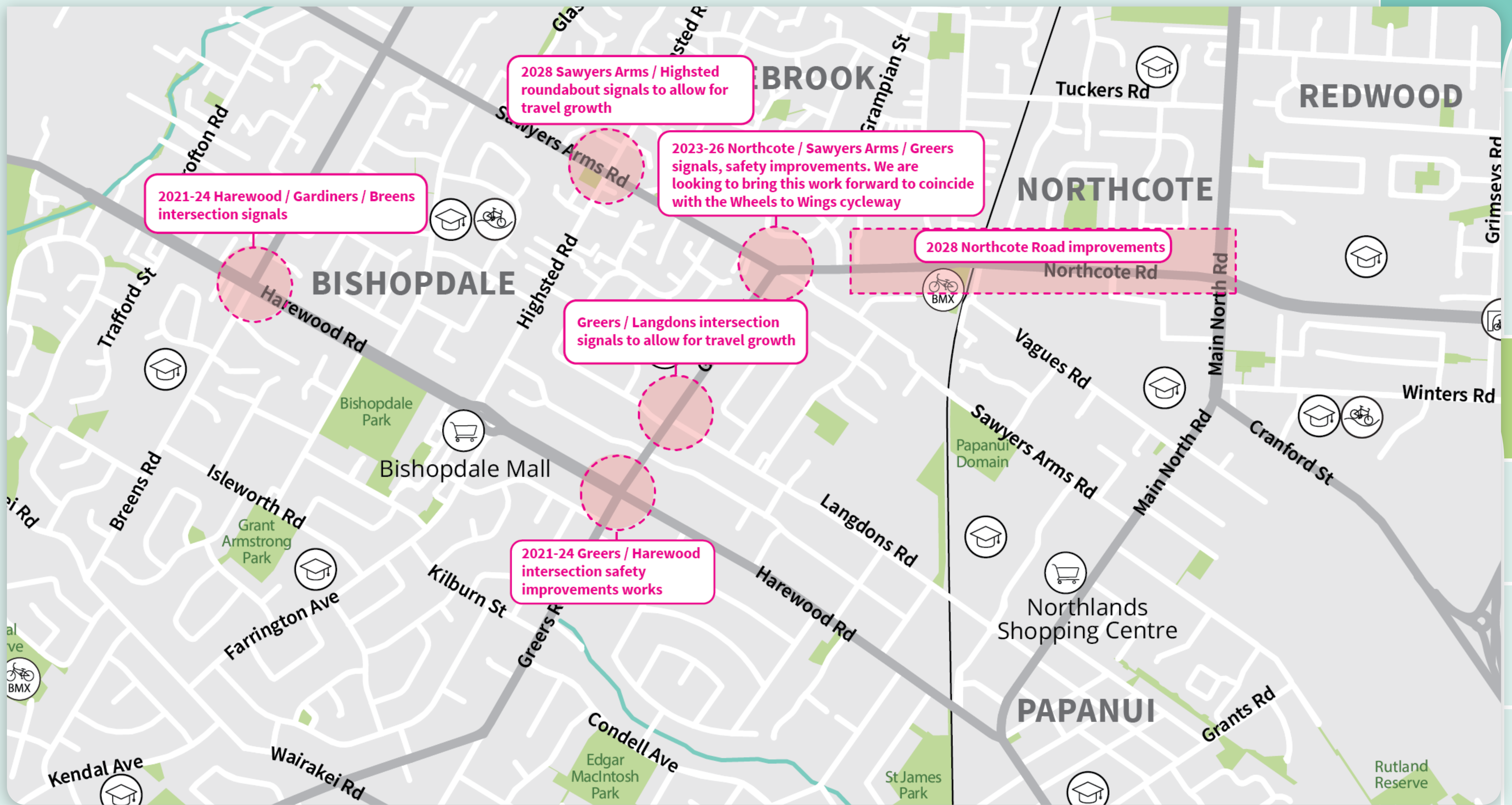
Westbound journey times on Harewood Road, between Papanui Road and Johns Road (SH1), with and without cycleway



Congestion and lane reduction

We're upgrading roads and intersections over the next ten years which will help to ease congestion on Harewood Road.

Future network improvements

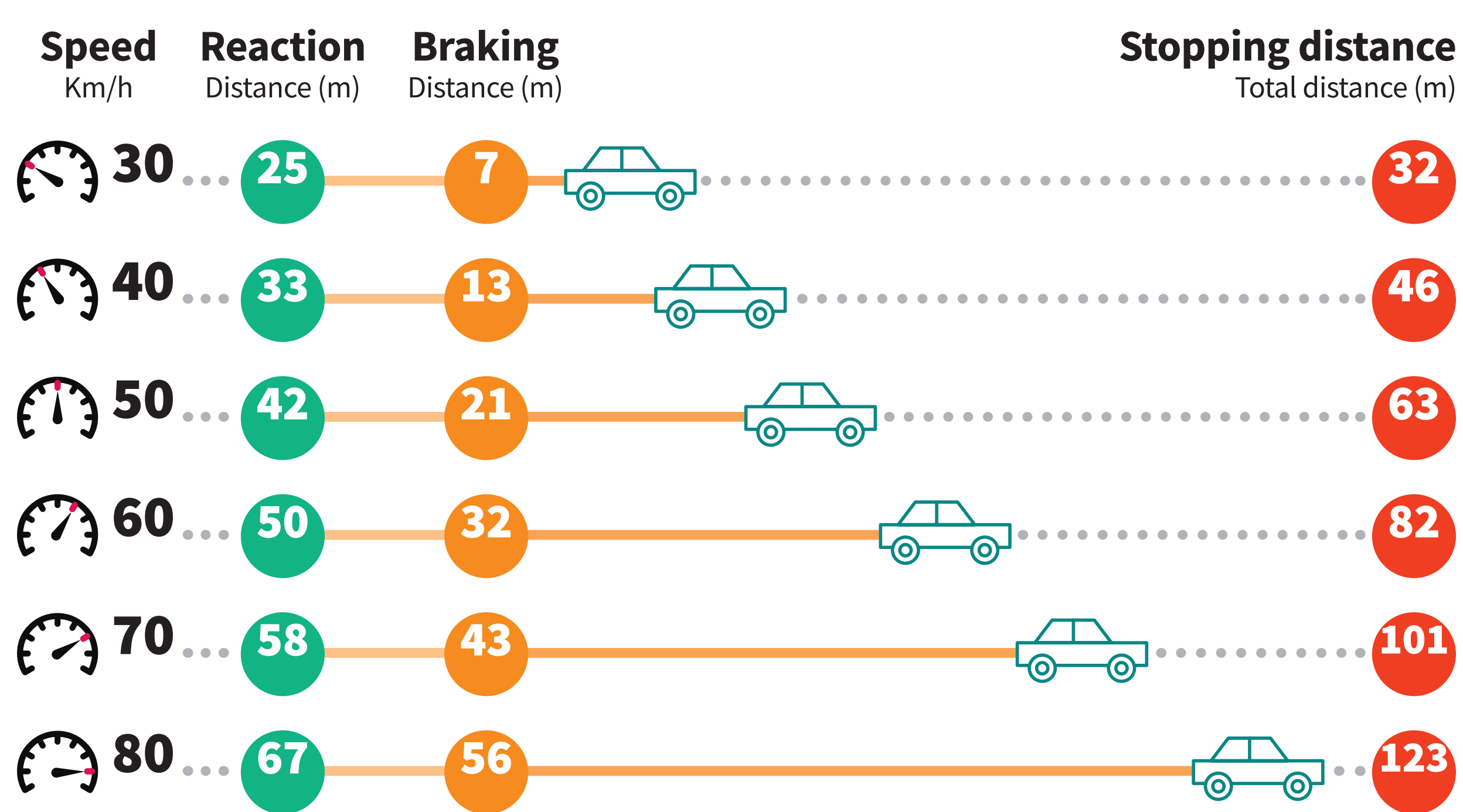


The removal of a traffic lane will encourage lower vehicle speeds, making it safer for everyone to get around. Lower speeds reduce vehicle stopping distances and make it easier for drivers to avoid an accident. For example, a reduction in vehicle speed from 55km/h to 45km/h reduces the likelihood of a car versus pedestrian death from 90 per cent to 50 per cent.

For the same 55km/h to 45km/h speed reduction, the risk of death in a car versus car side impact crash reduces from 20 per cent to less than 10 per cent.

The current measured speed ranges from 50km/h to 60km/h.

Vehicle stopping distances*



*Assumes average driver attention, in good weather conditions and car has no brake or tyre defects.
Source: Auckland Transport.

Death and injury risk percentages

