Harewood Road – east of Greers Road

# Two-way separated cycleway on the northern side

## Preferred design


## Update to consulted design

This design proposes a two-way cycleway on the northern side of Harewood Road and the removal of on-street parking alongside it to fit the cycleway in and retain the flush central painted median. Turning restrictions at side roads are needed to maintain a safe route for cyclists. It retains more on-street parking than one-way cycleways and provides cycle facilities to the required standard of a Major Cycle Route. For these reasons, it's the preferred design.

East of Chapel Street, the two-way cycleway changes to one-way cycleways on either side of the road to improve safety past the busy Mitre 10 access. This, combined with the flush central painted median, requires the removal of all on-street parking between Chapel Street and the railway line.

Two-way cycleways are generally less intuitive than one-way cycleways because drivers may not expect riders to be cycling against the normal flow of traffic.

A new signalised pedestrian/cycling crossing next to Matsons Avenue to connect with the Nor'West Arc cycleway. New pedestrian refuge islands on Harewood Road, vehicle access restrictions and kerb buildouts on side roads make it easier and safer to cross.

There are small sections of shared pedestrian and cycle paths near the railway line and by the cycle and pedestrian crossing at Matsons Avenue.

The overall cost of the Wheels to Wings project, including this concept, is $19 million with part of the funding expected from Waka Kotahi NZ Transport Agency.

On-street parking is by reduced approximately 55 per cent between Greers Road and Chapel Street, with all on-street parking removed between Chapel Street and the railway line. All remaining on-street parking is on the southern side of Harewood Road opposite the cycleway.

Vehicle access restrictions are required at side roads to improve safety for people cycling. There will be a cul-de-sac on Wilmot Street at the Hoani Street intersection, entry only into Sails Street from Harewood Road and exit only from Chapel Street onto Harewood Road. All of these streets will remain two-way.

A flush central painted median is retained for turning traffic and emergency vehicles.

## Project outcomes

Good · Ok · Poor · Not acceptable

- Pedestrian safety
- Cycle safety
- Ease of access
- Driver safety
- Turning restrictions
- Trees/ amenity
- Residential parking
- Ease of access
- Business parking
- Traffic congestion
- Project cost


## Map Key

- New signalised pedestrian/ cyclist crossing
- Existing signalised intersection to be upgraded
- NO EXIT — Cul-de-sac

Harewood Road – east of Greers Road

# Two-way separated cycleway on the southern side


## Design concept 2

This concept was considered. It proposes a two-way cycleway on the southern side of  Harewood Road and the removal of on-street parking alongside it to fit the cycleway in and retain the flush central painted median. Turning restrictions are needed at side roads to maintain safety for cyclists. This concept retains more on-street parking than one-way cycleways and provides cycle facilities to the required standard of a Major Cycle Route. However, cycleway users need to travel across more side roads than with a cycleway on the northern side. Due to the turning restrictions and length of alternative routes, residents living on side roads would have to travel much further to access their property.
For these reasons it's not the preferred concept.

A two-way cycleway is located on the southern side of Harewood Road, next to the existing kerb.

The kerb is close to the property boundaries on the southern side for much of this section of road. This will make it more difficult for drivers exiting properties to see approaching cyclists.

Improved pedestrian facilities are provided at side roads and across Harewood Road. The use of shared paths is minimised.

There is no need for a signalised pedestrian/cycling crossing near Matsons Avenue to connect into the future Nor'West Arc Major Cycle Route. New pedestrian refuge islands on Harewood Road, and vehicle access restrictions and kerb buildouts on side roads, make it easier and safer to cross roads.

The overall cost of the Wheels to Wings project, including this concept, is $19 million with part funding expected from Waka Kotahi NZ Transport Agency.

On-street parking on the southern side is removed to fit the cycleway and retain the flush central painted median.

On-street parking is reduced by approximately 55 per cent between Greers Road and the railway line, with all remaining on-street parking on the northern side of Harewood Road opposite the cycleway.

Vehicle access restrictions are required at side roads to improve safety for cyclists. The east end of Harris Crescent is exit-only onto Harewood Road and the west end is left-in/left-out. Matsons Avenue would be left in/left out at the intersection with Harewood Road and St James Avenue is entry only from Harewood Road (refer to map below).

The flush central painted median is retained for turning traffic and emergency vehicles.

## Project outcomes

Good · Ok · Poor · Not acceptable

- Pedestrian safety
- Cycle safety
- Ease of access
- Driver safety
- Turning restrictions
- Trees/ amenity
- Residential parking
- Ease of access
- Business parking
- Traffic congestion
- Project cost


## Map Key

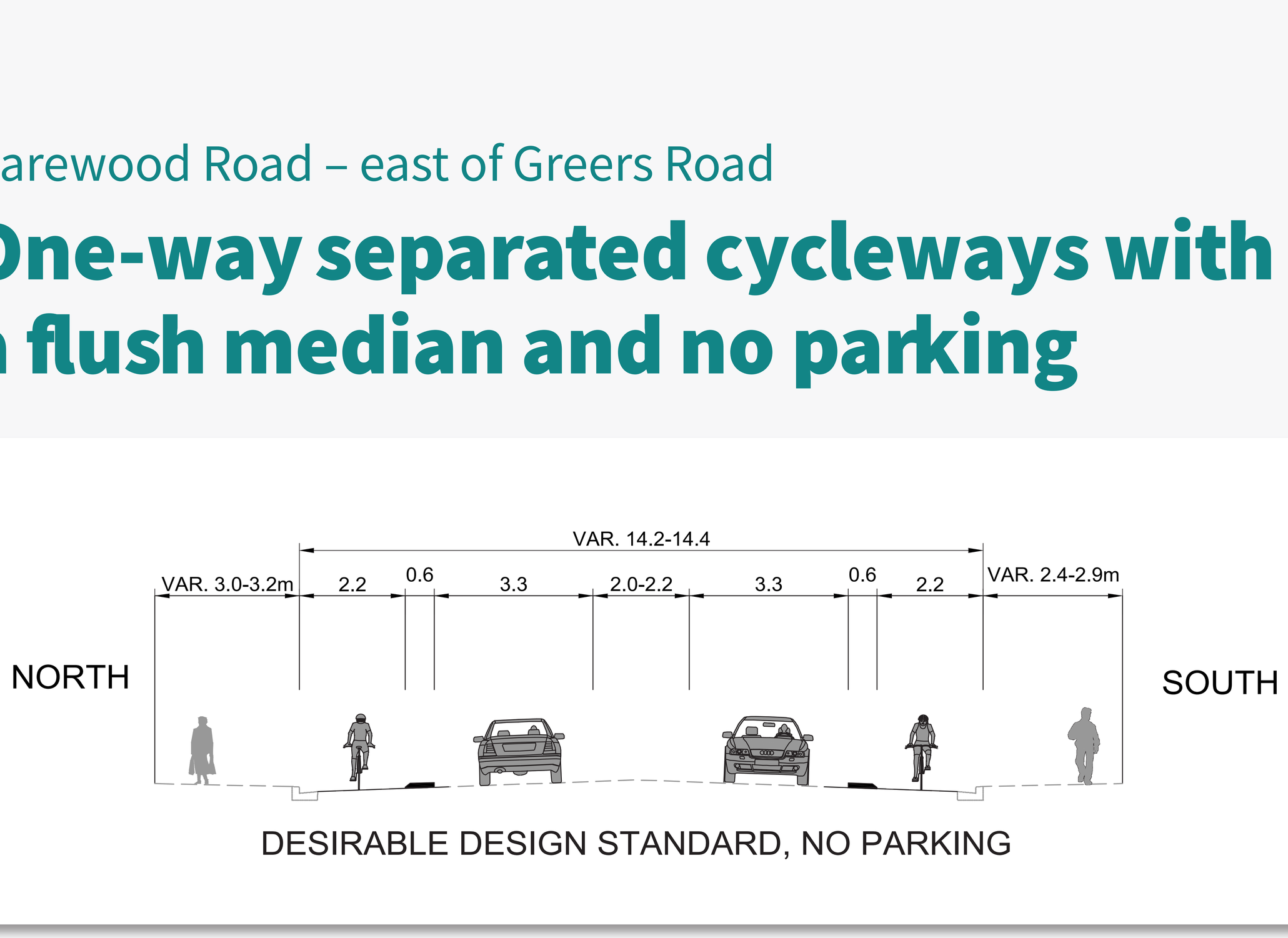
New signalised pedestrian/ cyclist crossing

Existing signalised intersection to be upgraded

Right-turn ban

Harewood Road – east of Greers Road

# One-way separated cycleways with a flush median and no parking




## Design concept 3

This concept was considered. It provides one-way cycleways on each side of Harewood Road, retains the flush central painted median and removes all on-street parking on both sides of Harewood Road. This concept provides cycle facilities to the standard required for a Major Cycle Route. While it would be the best concept for cycling and avoids the need for turning restrictions at side roads, it removes all of the on-street parking from Greers Road to the railway line. For this reason it's not the preferred concept.

A new signalised pedestrian/cycling crossing next to Matsons Avenue. New kerb buildouts on side roads make it easier and safer to cross.

The use of shared paths is minimised. A small section of the cycleway near the railway line is a shared pedestrian and cycle path, this is needed to connect into the existing paths alongside the railway. There is also a small section of shared pedestrian and cycle path by the cycle and pedestrian crossing at Matsons Avenue.

Removes all on-street parking between Greers Road and the railway line.

The overall cost of the Wheels to Wings project, including this concept, is $19 million, with part of the funding expected from Waka Kotahi NZ Transport Agency.

This concept does not include turning or access restrictions on the side roads.

## Project outcomes

Good · Ok · Poor · Not acceptable

- Pedestrian safety
- Cycle safety
- Ease of access
- Driver safety
- Turning restrictions
- Trees/ amenity
- Residential parking
- Ease of access
- Business parking
- Traffic congestion
- Project cost

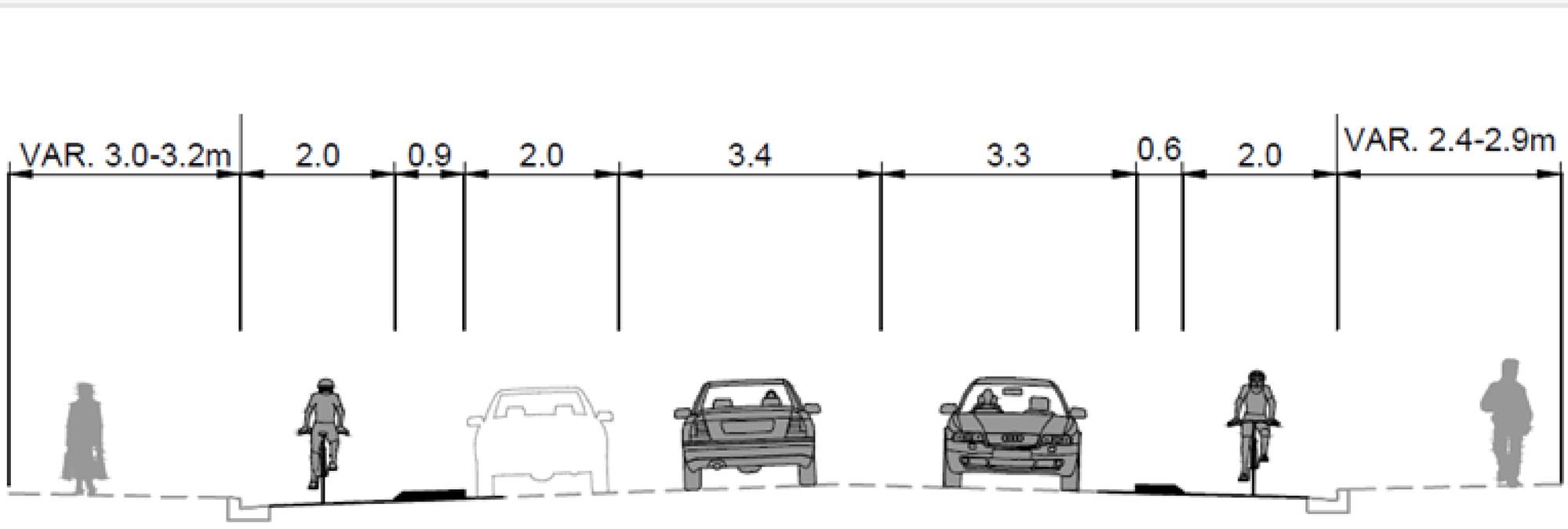

## Map Key

New signalised pedestrian/ cyclist crossing

Existing signalised intersection to be upgraded

Harewood Road – east of Greers Road

# One-way separated cycleways with parking and no flush median




## Design concept 4

This concept was considered. It provides one-way cycleways on each side of Harewood Road, with on-street parking on one side of the road and the removal of the flush central painted median. Due to the locations of driveways, side roads and bus stops, this option removes approximately 80 per cent of on-street parking between Greers Road and Chapel Street. It also removes all on-street parking between Chapel Street and the railway line. The removal of the flush central painted median will make right turns into properties and side roads more difficult, which will also cause delays to Harewood Road traffic. For this reason it's not the preferred concept.

There is a new signalised pedestrian/cycling crossing next to Matsons Avenue. New kerb buildouts on side roads make it easier and safer to cross them.

The use of shared paths is minimised. A small section of cycleway near the railway line is a shared walking and cycling path connecting with existing paths beside the railway. There is a shared cycle and pedestrian crossing next to Matsons Avenue, to connect to the future Nor'West Arc Major Cycle Route.

The painted flush central painted median is removed.

The overall cost of the Wheels to Wings project, including this concept, is $19 million, with part of the funding expected from Waka Kotahi NZ Transport Agency.

On-street parking is reduced by approximately 80 per cent between Greers Road and Chapel Street, with all on-street parking removed between Chapel Street and the railway line.

## Project outcomes

Good · Ok · Poor · Not acceptable

- Pedestrian safety
- Cycle safety
- Ease of access
- Driver safety
- Turning restrictions
- Trees/ amenity
- Residential parking
- Ease of access
- Business parking
- Traffic congestion
- Project cost


## Map Key

New signalised pedestrian/ cyclist crossing

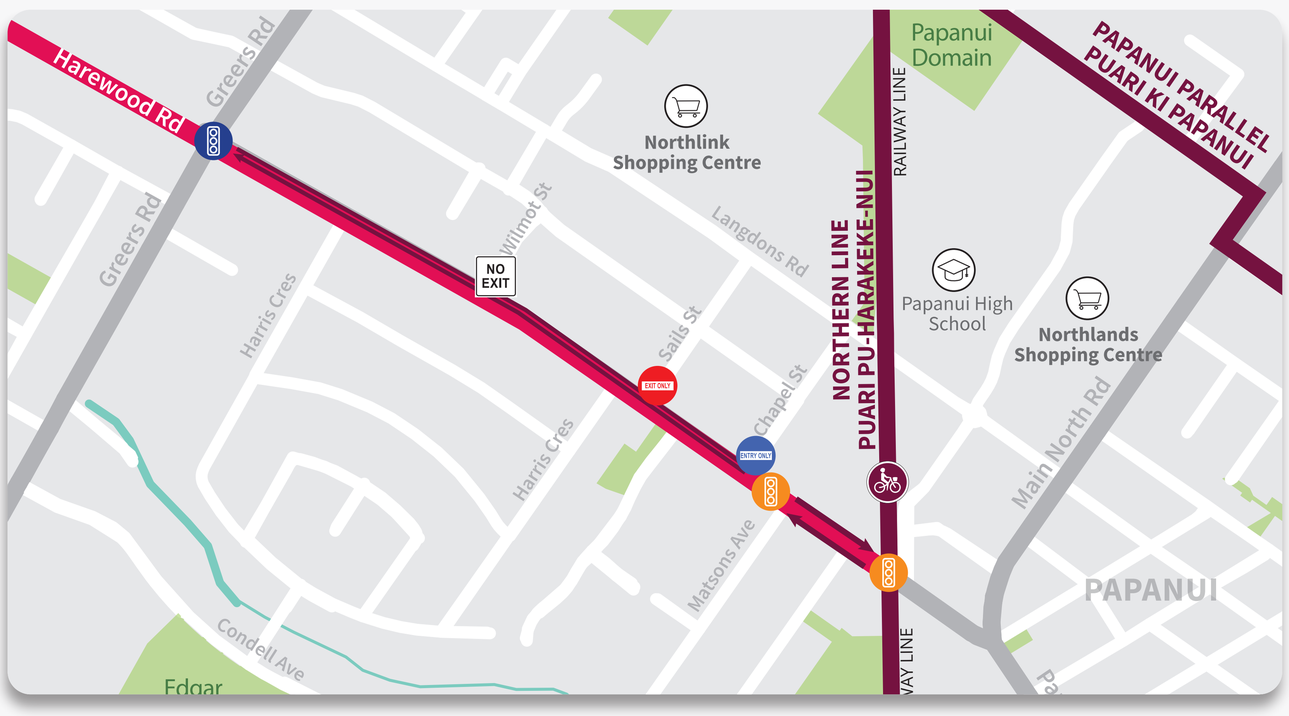
Existing signalised intersection to be upgraded

Harewood Road – east of Greers Road

# Side road access and cycleway crossing options

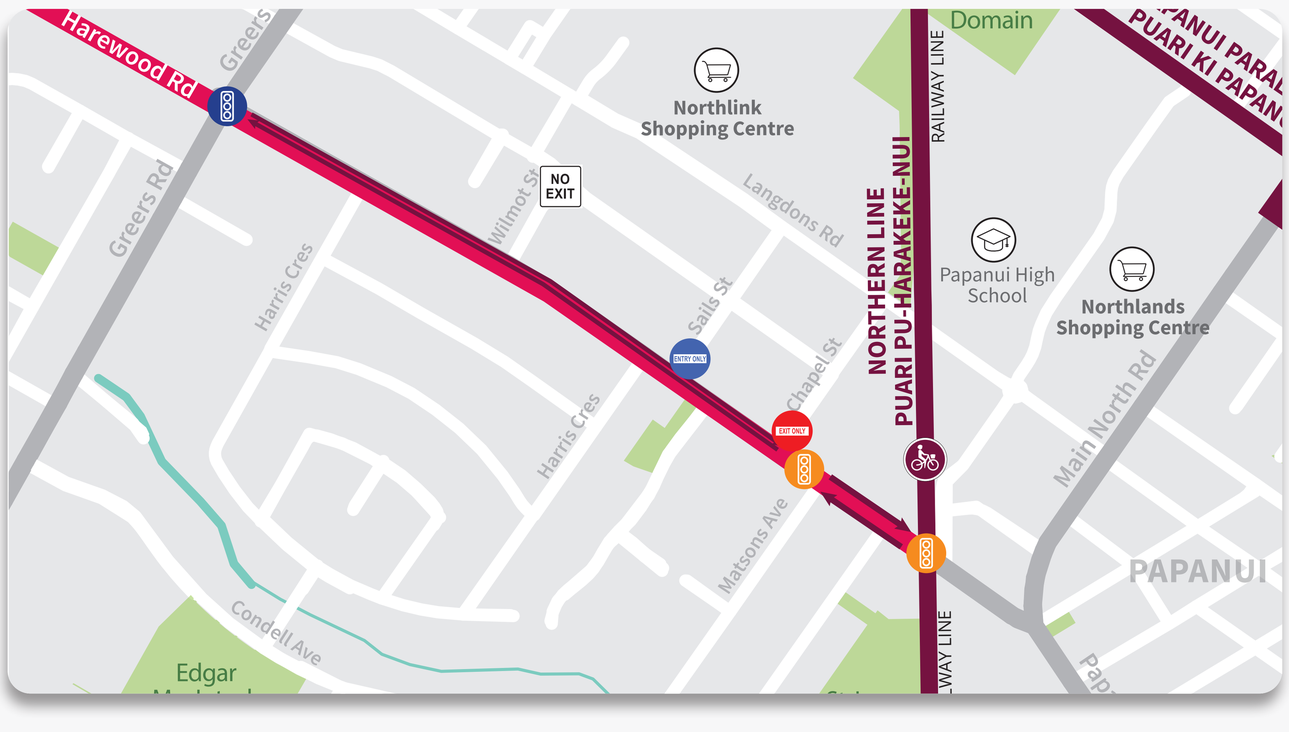
As a result of the consultation feedback we received from the local community earlier this year on side road access restrictions, we've developed two new concepts, which resulted in a new preferred design.  The original design, the updated design, and an alternative cycleway and crossing configuration are shown below.

## Original design – as consulted



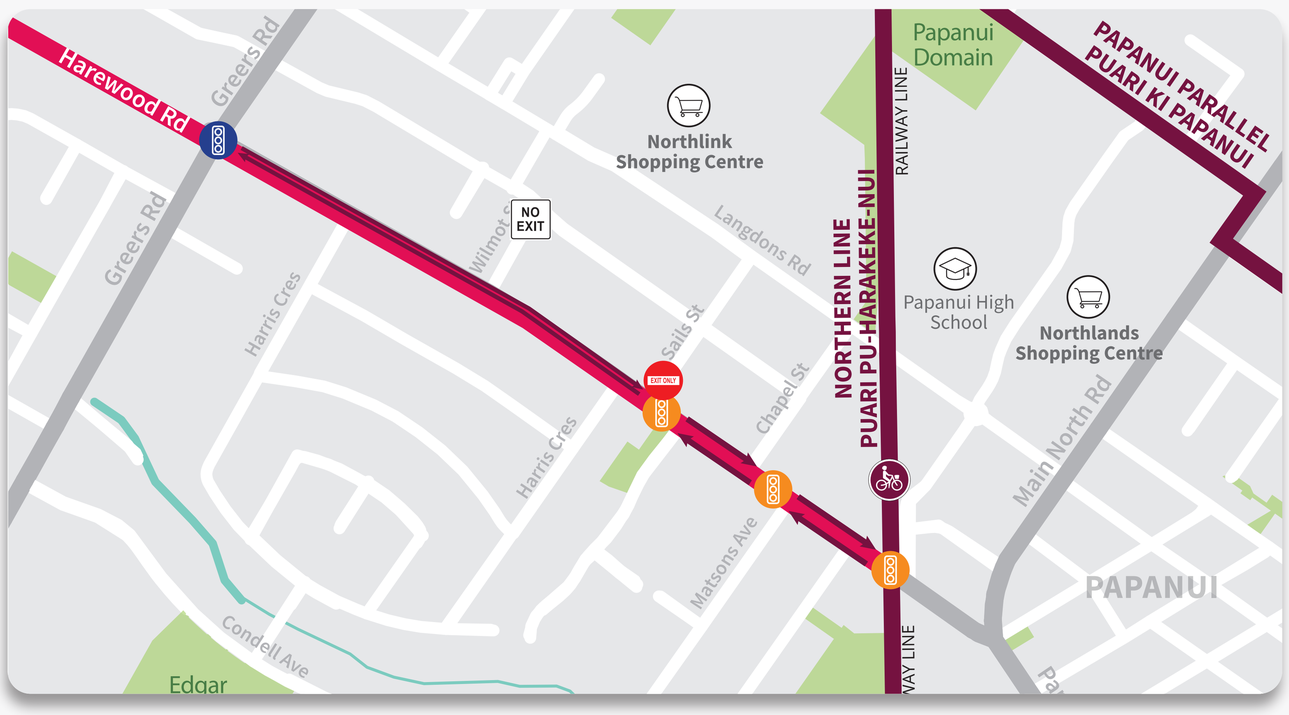

- A cul-de-sac on Wilmot Street at Harewood Road, and one-way access at the intersections of Sails Street and Chapel Street with Harewood Road.
- West of Matsons Avenue, a two-way cycleway retains on-street parking on the southern side of the road.
- East of Matsons Avenue, the provision of one-way cycleways on each side of the road and a flush central painted median requires the removal of all on-street parking.

## Updated design – preferred




- Proposed changes from the consulted design include shifting the Wilmot Street cul-de-sac to Hoani Street and swapping the one-way access at the Sails Street and Chapel Street intersections with Harewood Road.
- Exit only from Chapel Street on to Harewood Road and entry only into Sails Street from Harewood Road.
- Apart from changes to the intersection layouts and other localised changes, the preferred cycleway design remains as consulted on.
- The other changes proposed in this section include refinements to bus stop locations and design, and a new pedestrian refuge island near Wilmot Street.

## Extension of one-way cycleways




- To avoid having a two-way cycleway going past a rest home, this concept looks to extend the one-way cycleways further west to around Sails Street.
- No access restrictions at Chapel Street but Sails Street would be exit only on to Harewood Road.
- This concept requires an additional signalised pedestrian and cyclist crossing near Sails Street and removes the remaining eight on-street parking spaces between Marble Wood Drive and Matsons Avenue.  The signalised crossing proposed near Matsons Avenue is still needed to connect to the proposed Nor'West Arc Major Cycle Route on Matsons Avenue.
- Due to three signalised crossings within a space of 400 metres and parking impacts, this concept is not preferred.