

Harewood Road - west of Nunweek Boulevard

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Update to consulted design

This design proposes widening the existing narrow path on the southern side of Harewood Road to make it wide enough for a shared pedestrian and cycle path.

Widening the path provides more space for everyone. Shared paths are the most common type of cycleway in less urbanised areas.

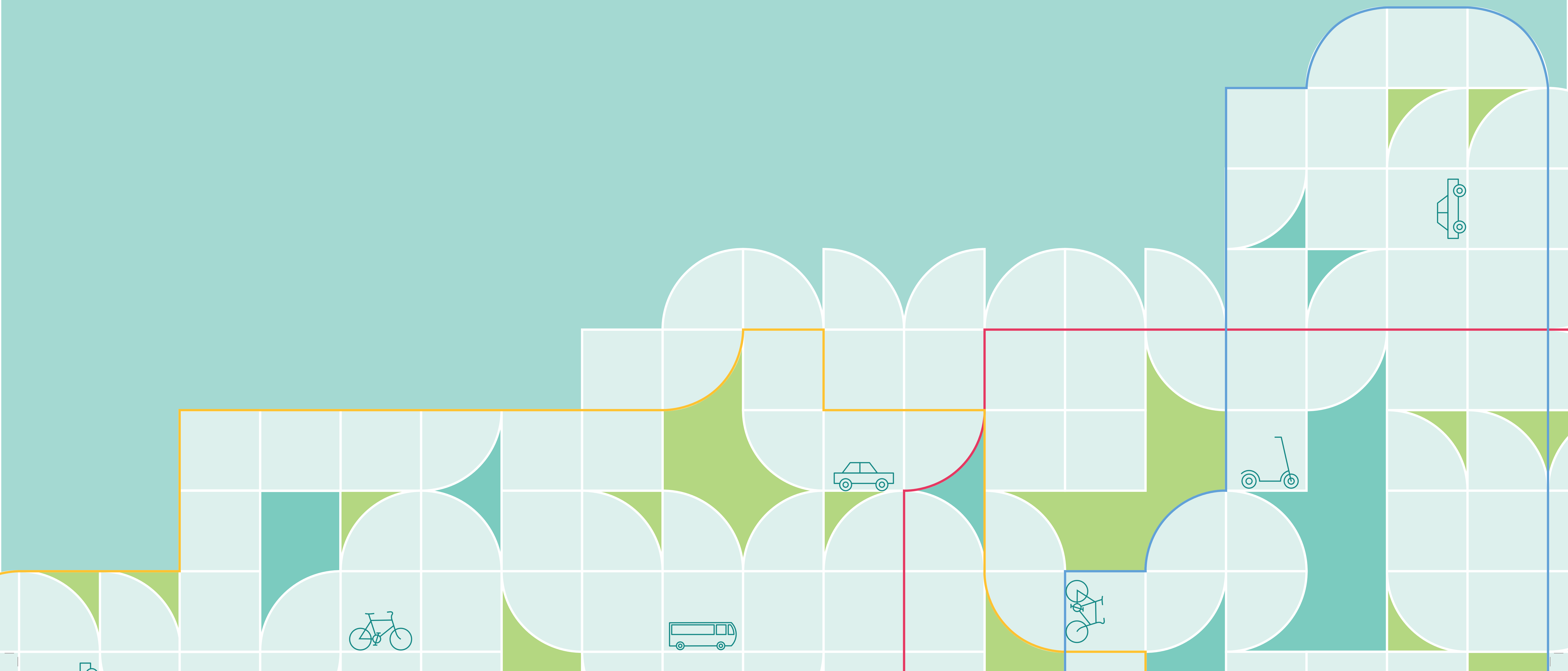
A shared path on the southern side is preferred over locating one on the northern side as there’s more space. In addition, there’s a stormwater drain on the northern side which would require more construction work and cost more if a path was to be located there.

On-street parking is generally retained, with one space removed on Harewood Road outside Harewood School, and approximately nine spaces removed for trees to be planted between the shared path and the road.

The existing traffic lanes and road shoulders are retained.

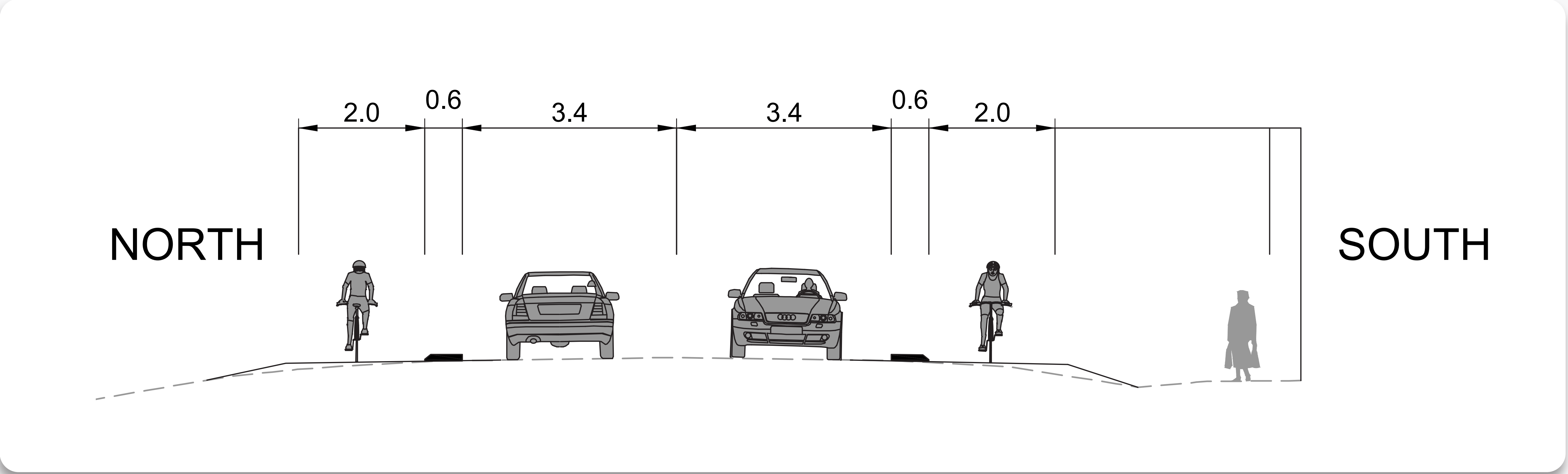
The overall cost of the Wheels to Wings project, including this concept, is \$19 million with part of the funding expected from Waka Kotahi NZ Transport Agency.

This is the preferred design for this section due to minimal on-street parking removal and low impact to traffic lanes and road shoulders.



Waimakariri Road to Wooldridge Road

Harewood Road – west of Nunweek Boulevard



Design concept 2

This concept was considered. It proposes a one-way separated cycleway on each side of the road which requires the road to be widened and all on-street parking removed.

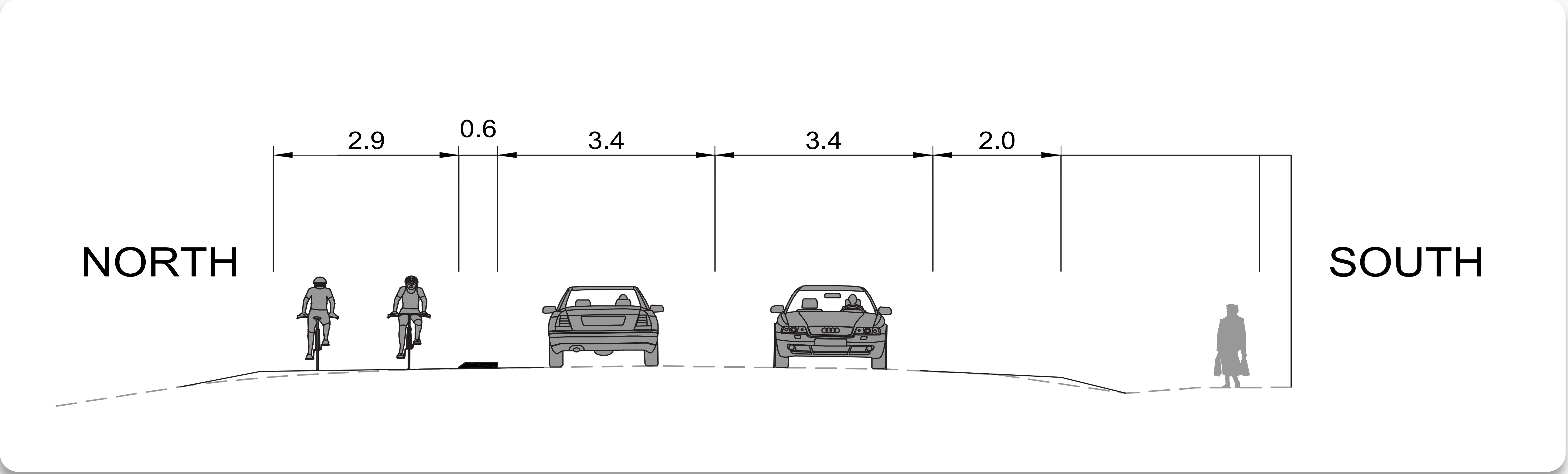
The addition of concrete separators between the road and the cycleway narrows the road, encouraging drivers to travel slower. It removes the road shoulder outside properties on both sides of the road.

The existing shared path is retained to provide separate spaces for people walking and cycling.

The overall cost of the Wheels to Wings project, including this concept, is up to \$20 million with part of the funding expected from Waka Kotahi NZ Transport Agency.

This is not the preferred concept for this section of cycleway due to the removal of all on-street parking and the cost of road widening.

Two-way separated cycleway on one side



Design concept 3

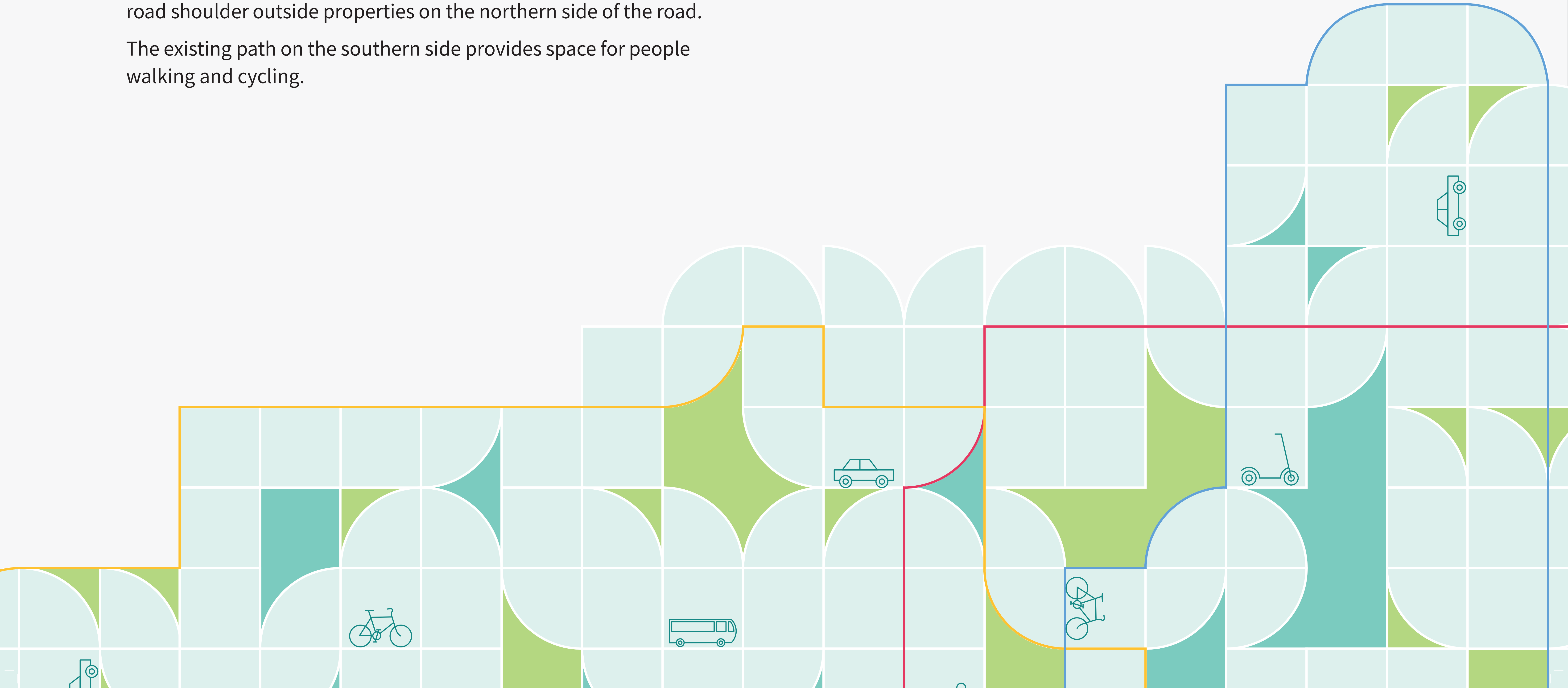
This concept was considered. It proposes a two-way separated cycleway on the northern side of the road, requiring the road to be widened and removal of all on-street parking on that side of the road.

The addition of concrete separators between the road and the cycleway narrows the road, encouraging drivers to travel slower. It removes the road shoulder outside properties on the northern side of the road.

The existing path on the southern side provides space for people walking and cycling.

The overall cost of the Wheels to Wings project, including this concept, is up to \$19.5 million with part of the funding expected from Waka Kotahi NZ Transport Agency.

This is not the preferred concept for this section of cycleway due to the loss of on-street parking and cost of road widening.



Wooldridge Road to Kilmuir Lane

Harewood Road – west of Nunweek Boulevard

Due to the different road layouts outside Nunweek Park and to the east of Kilmuir Lane, there are differences between the concepts for each of these two sections. When evaluating the concepts, how each one connects to and affects the adjacent sections is also considered.



Update to consulted design

This design proposes widening the existing shared pedestrian and cycle path outside Nunweek Park. It provides cycle facilities to the required standard of a Major Cycle Route without the removal of trees and with a minimal loss of on-street parking. For these reasons it’s the preferred design.

Separated cycleways – one-way or two-way – required the removal of half to all existing on-street parking on the northern side of the road. Therefore, they are not preferred. The impact of these is discussed in the following panel.

Kilmuir Lane to Nunweek Boulevard

Two-way separated cycleway on southern side



Update to consulted design

This design proposes a two-way separated cycleway on the southern side of Harewood Road and retains the more mature street trees in this section. It does require the removal of two trees immediately east of Kilmuir Lane where it connects to the shared path outside Nunweek Park. This is needed for visibility and the path alignment at Kilmuir Lane. Three trees around the driveway to No. 543 Harewood Road are proposed to be removed to fit in the cycleway and bus stop.

It removes all on-street parking on the southern side of the road, but retains the on-street parking on the northern side. It also provides a narrow flush central painted median which makes it easier and safer to turn right into properties. This two-way cycleway on the south side of the road connects to the shared pedestrian and cycle path outside Nunweek Park and retains most of the on-street parking directly outside the park.

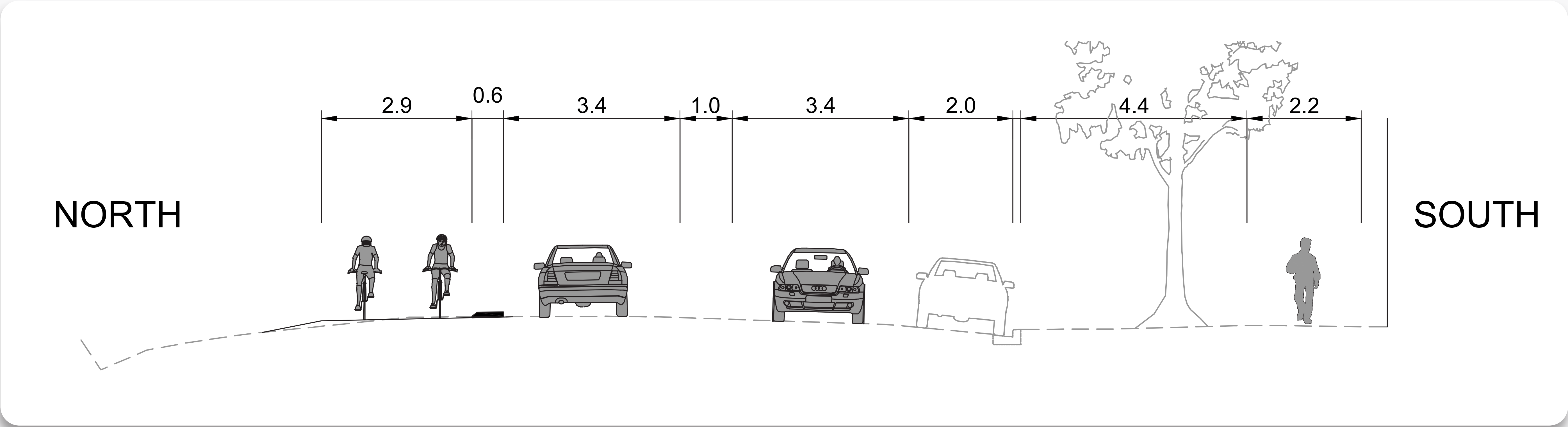
The overall cost of the Wheels to Wings project, including this concept, is \$19 million with part of the funding expected from Waka Kotahi NZ Transport Agency.

This is the preferred design for this section of cycleway due to its direct access to Nunweek Park, its connection to the shared path west of Wooldridge Road and because it avoids crossing a commercial driveway.



Wooldridge Road to Nunweek Boulevard

Harewood Road – west of Nunweek Boulevard



Design concept 2

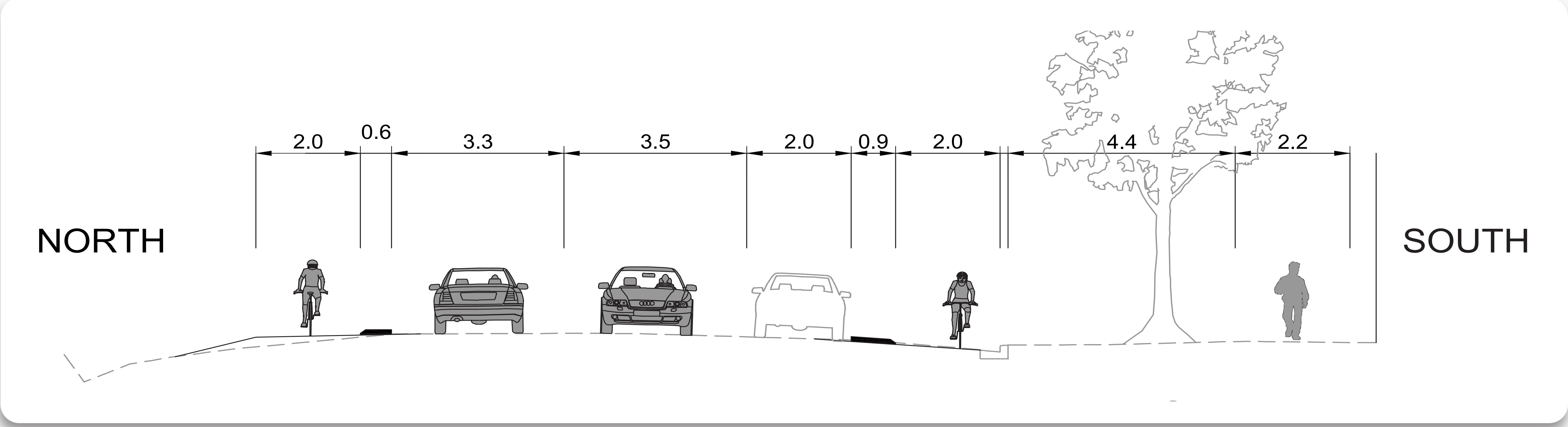
This concept was considered. It proposes a two-way separated cycleway on the northern side of Harewood Road, which has the least impact on street trees. It removes all on-street parking on the northern side of the road, retaining the on-street parking on the southern side closest to Nunweek Park.

This concept will need to extend through to Waimakariri Road to avoid cyclists needing to cross Harewood Road twice and slow down traffic. This will extend the cycleway across a commercial driveway and affect parking around Harewood School.

The overall cost of the Wheels to Wings project, including this concept, is up to \$19.5 million with part of the funding expected from Waka Kotahi NZ Transport Agency.

This is not the preferred concept for this section due to the poor connection with Nunweek Park, parking impacts around Harewood School and crossing a commercial driveway.

One-way separated cycleways



Design concept 3

This concept was considered. It proposes a one-way separated cycleway on each side of the road. This requires the removal of all on-street parking on the northern side of the road, and 10 of the existing 17 on-street parking spaces on the southern side between Kilmuir Lane and Nunweek Boulevard.

This concept means the signalised crossing near Nunweek Boulevard isn't needed. However, it requires the loss of approximately 50 per cent of on-street parking on the northern side of Harewood Road west of Wooldridge Road.

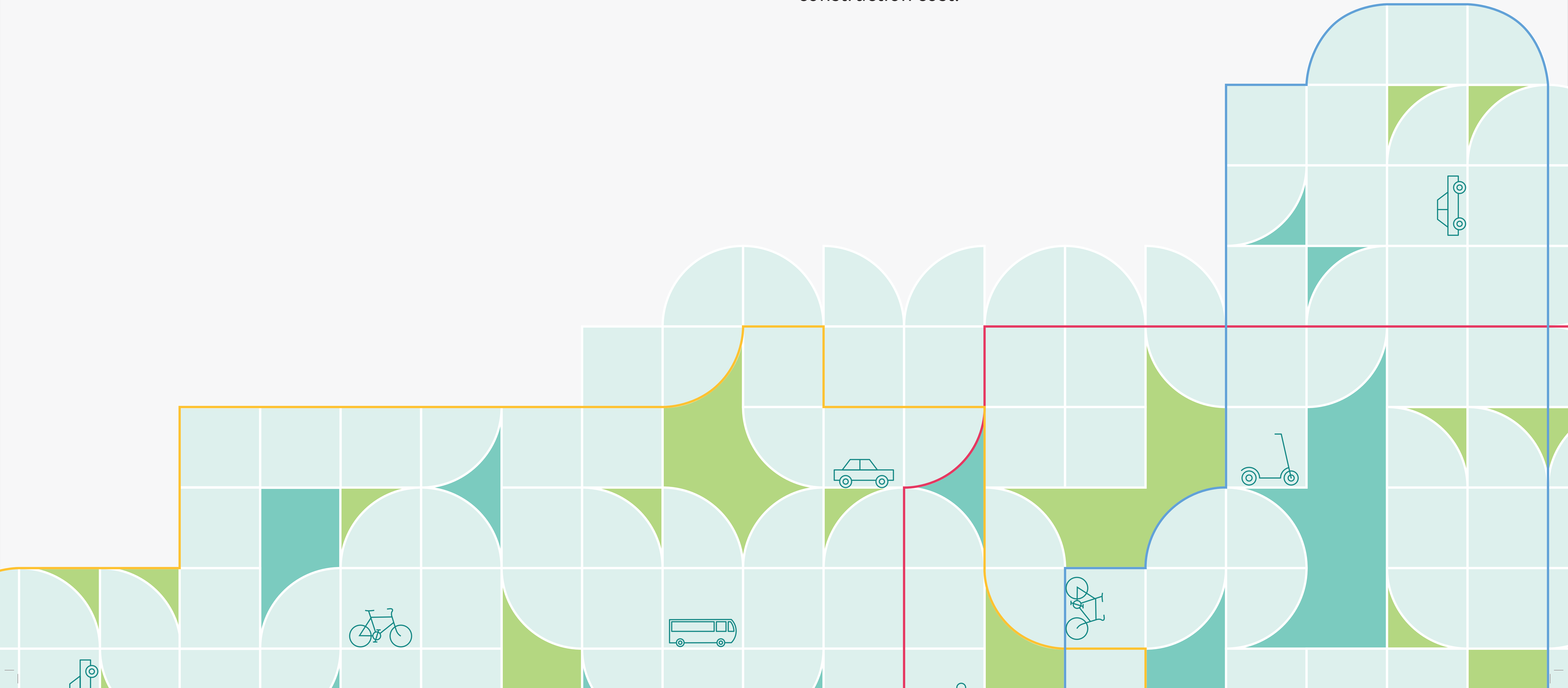
It requires widening the road, however, this still results in a narrower roadway due to the installation of the concrete cycleway separators.

There is an increased risk of accidents for cyclists passing a commercial driveway in the section west of Wooldridge Road. However, this risk is lower than it would be with a two-way cycleway.

Eastbound buses will stop in the traffic lane, with a flush central painted median at the bus stop to allow traffic to pass.

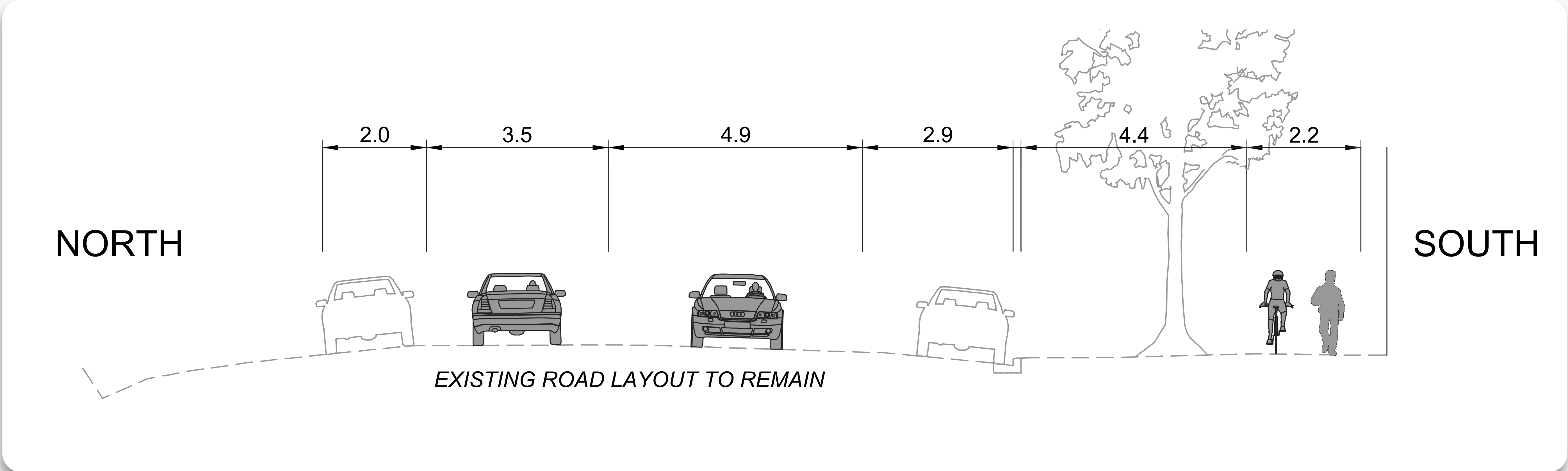
The overall cost of the Wheels to Wings project, including this concept, is up to \$20 million with part of the funding expected from Waka Kotahi NZ Transport Agency.

This is not the preferred concept for this section of cycleway due to on-street parking loss in this and the adjacent section, and the higher construction cost.



Harewood Road – west of Nunweek Boulevard

Shared path



Design concept 4

This concept was considered. It proposes creating a shared pedestrian and cycle path from the existing, approximately 2.2 metre wide, path on the southern side of Harewood Road between the property boundary line and the mature trees.

The path can't be widened without the removal of the mature trees planted along its length. Several less-mature trees will need to be removed at both ends of this section of shared pedestrian and cycle path to make the path safer past the bus stop and Kilmuir Lane.

The narrow path does not provide cycle facilities to the required standard of a Major Cycle Route and increases the risk of accidents between people cycling and other path users. The path is also located close to property fences, which means there's an increased risk of accidents involving cyclists at driveways due to limited visibility.

People walking on the existing narrow shared path may feel uncomfortable as more cyclists traveling at higher speeds would also be using it.

This concept retains on-street parking on the northern side of the road and removes two of the 17 on-street parking spaces on the southern side.

As this concept retains the existing path, there are no costs associated with this portion of the route.

This is not the preferred option for this section due to safety issues for cyclists and other path users where the path cannot be widened.

