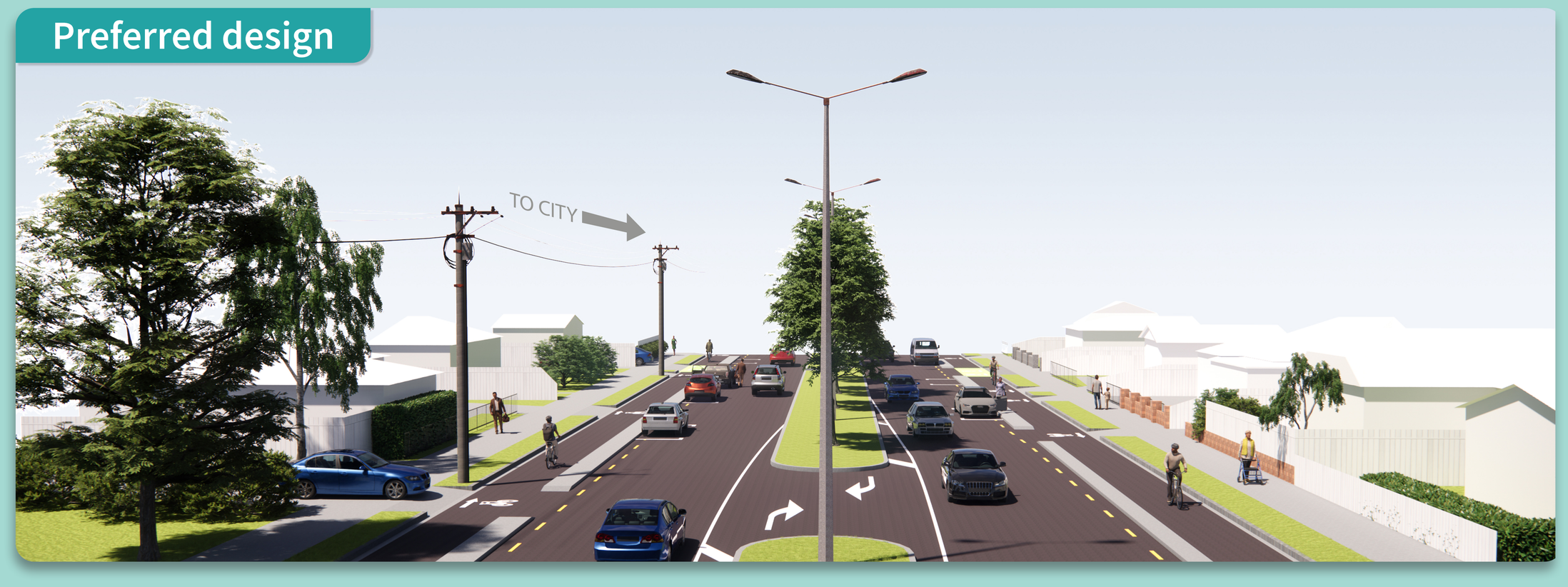
Nunweek Boulevard to Greers Road

Cycleway either side of the road and two-way cycleway on north side



Update to consulted design

This design proposes a one-way separated cycleway on each side of Harewood Road between Nunweek Boulevard and Bishopdale roundabout. It will connect to the preferred design for the cycleway west of Nunweek Boulevard with a signalised crossing. It then changes to a section of two-way cycleway on the north side of Harewood Road from the roundabout to Greers Road. One traffic lane is removed on each side of the road in the four lane section.

It provides cycle facilities to the standard required for a Major Cycle Route. It maintains access at all intersections and U-turn pockets, and makes it safe and easy for cyclists to get to where they want to go. For these reasons it's the preferred design. It does, however, reduce the amount of on-street parking by approximately 50 per cent.

On each side of Harewood Road one traffic lane is removed and a cycleway is added next to the existing kerb. Cycle facilities on both sides of the road mean it's safer and easier for cyclists to get to where they want to go.

There will be new signalised intersections and crossings, and improved crossings over Harewood Road and side roads.

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.

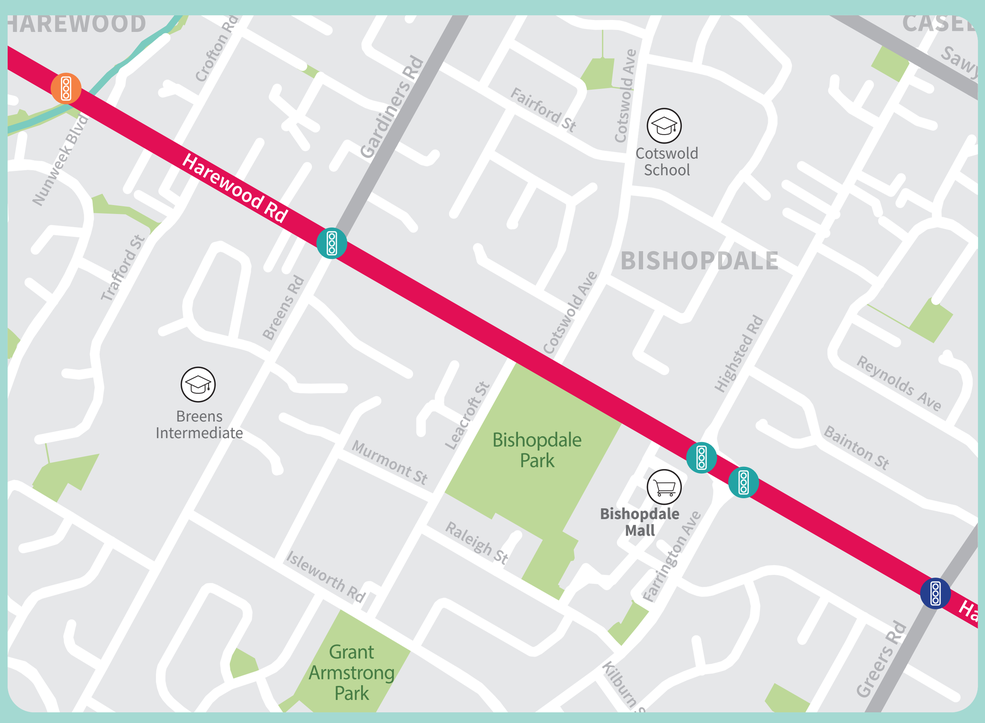
On-street parking is reduced by approximately 50 per cent. The parking that remains is spread along both sides of the road, but is affected by the location of U-turn pockets and intersections.

This concept has full vehicle access at all intersections and U-turn pockets. The remaining traffic lanes are slightly wider than the existing lanes.

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

New signalised intersection

Nunweek Boulevard to Greers Road

Cycleway either side of the central median

Design concept 2

This concept was considered. This design proposes a one-way separated cycleway on each side of Harewood Road, adjacent to the central median. There would be a signalised crossing between Crofton Road and Trafford Street connecting to a two-way separated cycleway on the southern side of the road heading west. It provides cycle facilities to the standard required for a Major Cycle Route. While the cycleway doesn't cross over driveways it requires a number of vehicle turn bans to make it safe for cyclists. Cyclists will need to cross traffic lanes or go to the nearest signalised crossing to get onto the cycleways. While viable, for these reasons it's not the preferred concept.

On each side of the road one traffic lane is removed and a cycleway is added adjacent to the central median. The remaining traffic lanes are slightly wider than the existing lanes.

Cyclists will need to cross traffic lanes or go to the nearest signalised crossing to get onto the cycleways.

The potential for accidents between cycleway users and vehicles accessing driveways is removed, along with the potential for conflict between drivers and passengers crossing the cycleway from a parking space.

New signalised pedestrian/cycling crossings and improved crossings across Harewood Road and side roads makes this concept safer for pedestrians.

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 will be reduced by approximately 20 per cent primarily at intersections, bus stops, pedestrian crossings, and to provide access to the cycleway. The remaining parking is spread along both sides of the road.

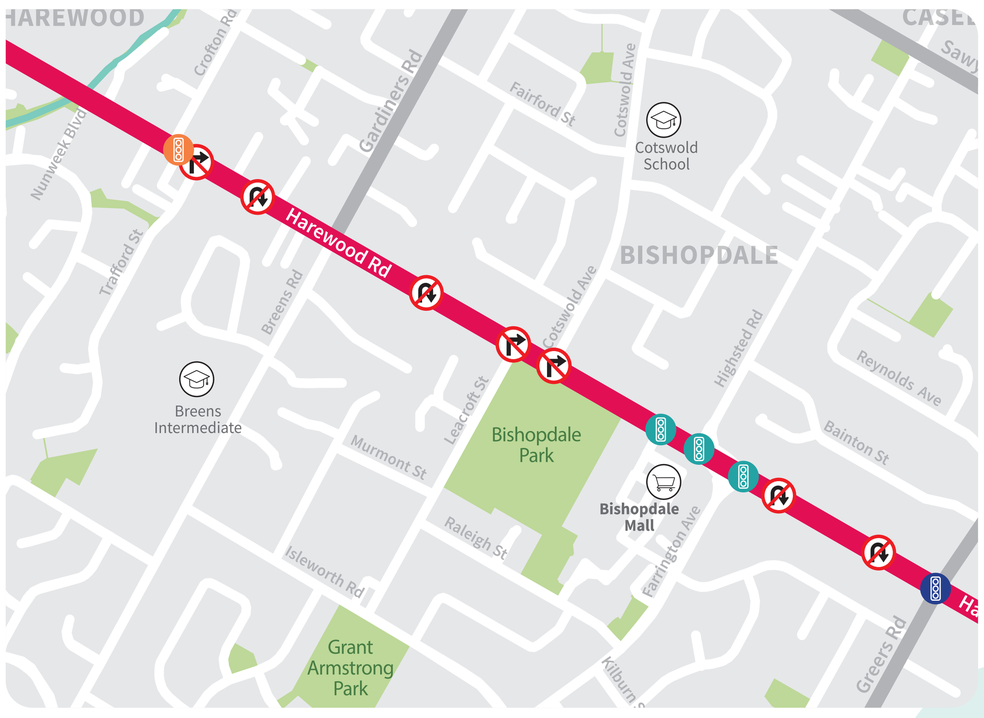
Existing U-turn pockets will be removed, which means drivers will need to travel to a signalised intersection or roundabout before they can turn. Right turns are banned in and out of Leacroft Street, Cotswold Avenue and Trafford Street to avoid creating complex and unsafe intersections with vehicles turning across people using the cycleway on both sides of the central median.

This concept requires traffic signals at the intersection of Bishopdale Court and would result in longer delays at the intersection with Greers Road.

Project outcomes

Great · Ok · Poor · Not acceptable

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



Map Key

- New signalised pedestrian/ cyclist crossing
- Existing signalised intersection to be upgraded
- New signalised intersection
- Right-turn ban
- U-turn ban

Nunweek Boulevard to Greers Road

Two-way traffic on one side of the central median with a cycleway and access road on the other

Design concept 3

This concept was considered. It proposes locating the main road on the northern side of the central median, with two-way traffic, a painted central flush median and indented parking. A two-way separated cycleway is located on the southern side of the central median alongside a one-way access road and on-street parking connecting into a two-way separated cycleway on the southern kerb side of the road just east of Trafford Street. At the eastern end it will cross to the southern side just west of Greers Road and carry on as a two-way separated cycleway. This concept provides cycle facilities to the standard required for a Major Cycle Route. However, this concept makes it more difficult to access some properties and make turns from side roads. It puts more traffic directly outside properties on the northern side of the road, and will be more costly and disruptive to construct. For these reasons, while viable, it's not the preferred concept.

A two-way separated cycleway is located on the southern side of the central median and alongside a one-way access road and on-street parking.

With this concept the potential for accidents between cyclists and drivers accessing driveways is removed, along with the potential for conflict between people crossing the cycleway from a parking space. There is potential for accidents between cyclists and drivers where the cycleway crosses the access road entry and exit points.

New signalised crossings and improved crossings across Harewood Road and side roads makes this concept safer for pedestrians.

It is more difficult to cross traffic coming from two directions between intersections.

The overall cost of the Wheels to Wings project, including this concept, is between $21–22 million with part of the funding expected from Waka Kotahi NZ Transport Agency.

This concept reduces on-street parking by at least 25 per cent.

The remaining parking on the northern side of Harewood Road will be indented, while on-street parking on the southern side will mostly be retained.

The grass berm on the northern side of Harewood Road will be removed to accommodate the indented on-street parking.

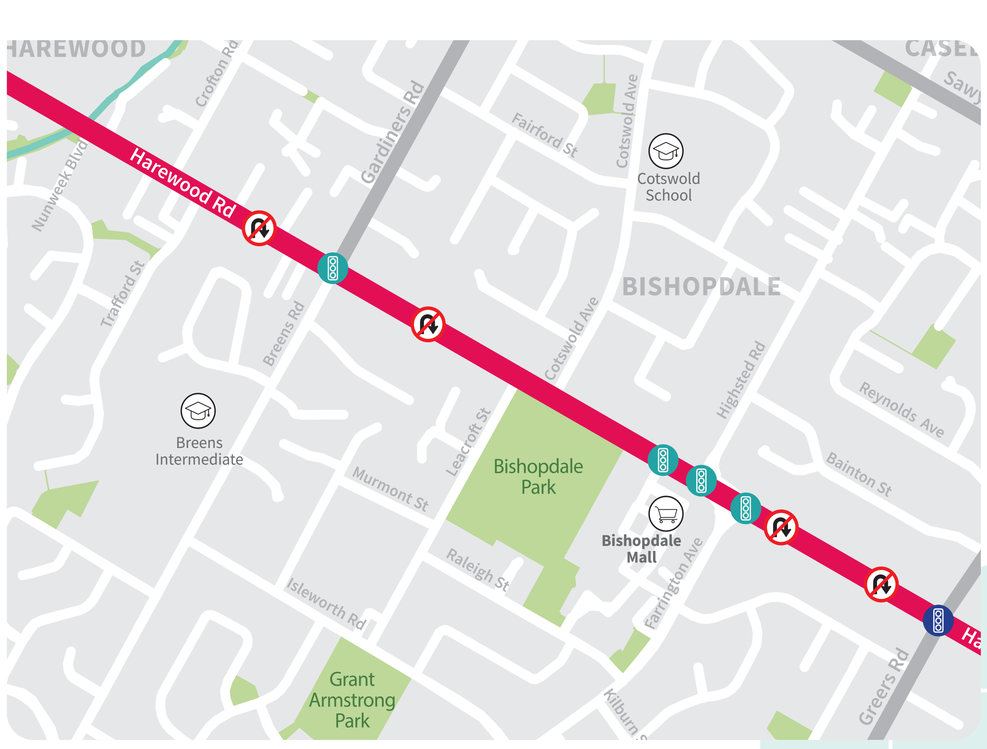
All trees will need to be removed on the northern side as they are too close to the traffic lane and to allow for indented parking.

Drivers wanting to turn right as they exit their properties on the northern side of Harewood Road need to cross two lanes of traffic as U-turns won't be possible. There will be limited places for vehicles to get in and out of the access road on the southern side of Harewood Road. This is because access points can't be too close to other intersections. The narrow one-way access lane will make it more difficult to access properties, however, it will reduce traffic volumes and speeds.

Project outcomes

Good · Ok · Poor · Not acceptable

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

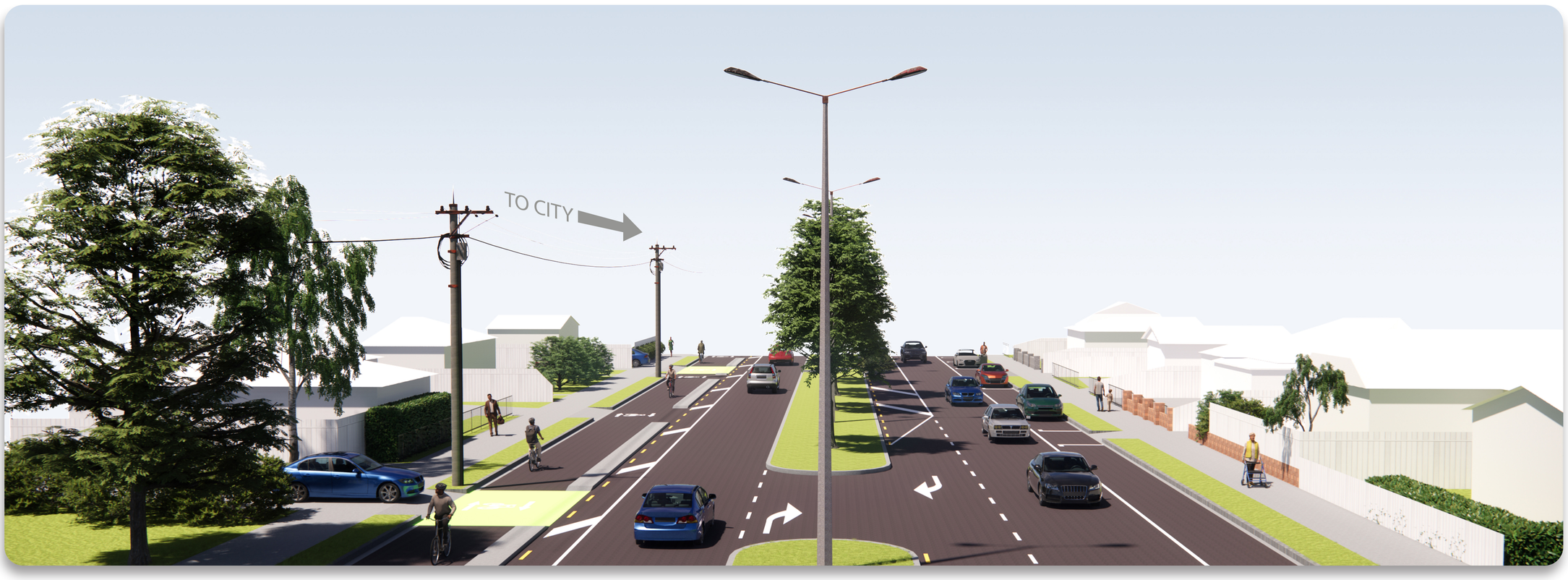


Map Key

- New signalised pedestrian/ cyclist crossing
- U-turn pockets removed
- Existing signalised intersection to be upgraded
- New signalised intersection

Nunweek Boulevard to Greers Road

Two-way cycleway on one side of the road



Design concept 4

This concept was considered. It removes one traffic lane and all on-street parking on the northern side of Harewood Road, with a two-way cycleway located next to the existing kerb. A traffic lane on the southern side of Harewood Road is removed to provide additional on-street parking and u-turn pocket space. It will connect to the preferred design for the cycleway west of Nunweek Boulevard with a signalised crossing. This concept provides cycle facilities to the standard required for a Major Cycle Route and retains U-turn pockets. This design has an increased risk of accidents because cyclists travel against the traffic flow, turns are banned at side roads and all on-street parking is removed from one side of the road. While viable, it's not the preferred concept.

A two-way cycleway is provided on the northern side of Harewood Road from Nunweek Boulevard to Matsons Avenue.

Two-way cycleways are considered less intuitive than one-way cycleways as drivers may not expect riders to be cycling against the normal flow of traffic or coming from both directions.

New signalised pedestrian/cycling crossings and improved crossings across Harewood Road and side roads making it safer for pedestrians.

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 reduces on-street parking by approximately 20 per cent, with all on-street parking removed on the northern side of Harewood Road and on-street parking spaces created on the southern side.

Locating the two-way cycleway on the northern side of Harewood Road provides more on-street parking outside destinations such as Bishopdale Park and Copenhagen Bakery.

Turning restrictions are needed where Crofton Road and Cotswold Avenue meet Harewood Road to make it safe for the two-way cycleway to cross these intersections.

This concept requires traffic signals at the intersection of Bishopdale Court.

Project outcomes

Good · Ok · Poor · Not acceptable

Pedestrian safety

Cycle safety

Ease of access

Driver safety

Turning restrictions

Trees/ amenity

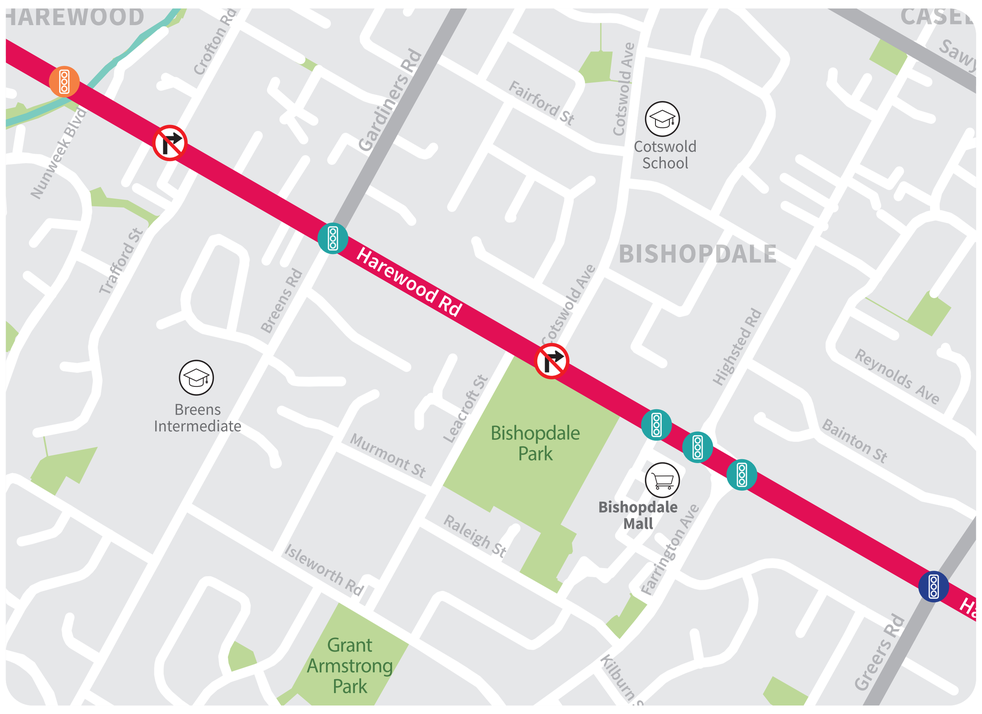
Residential parking

Ease of access

Business parking

Traffic congestion

Project cost



Map Key

New signalised pedestrian/ cyclist crossing

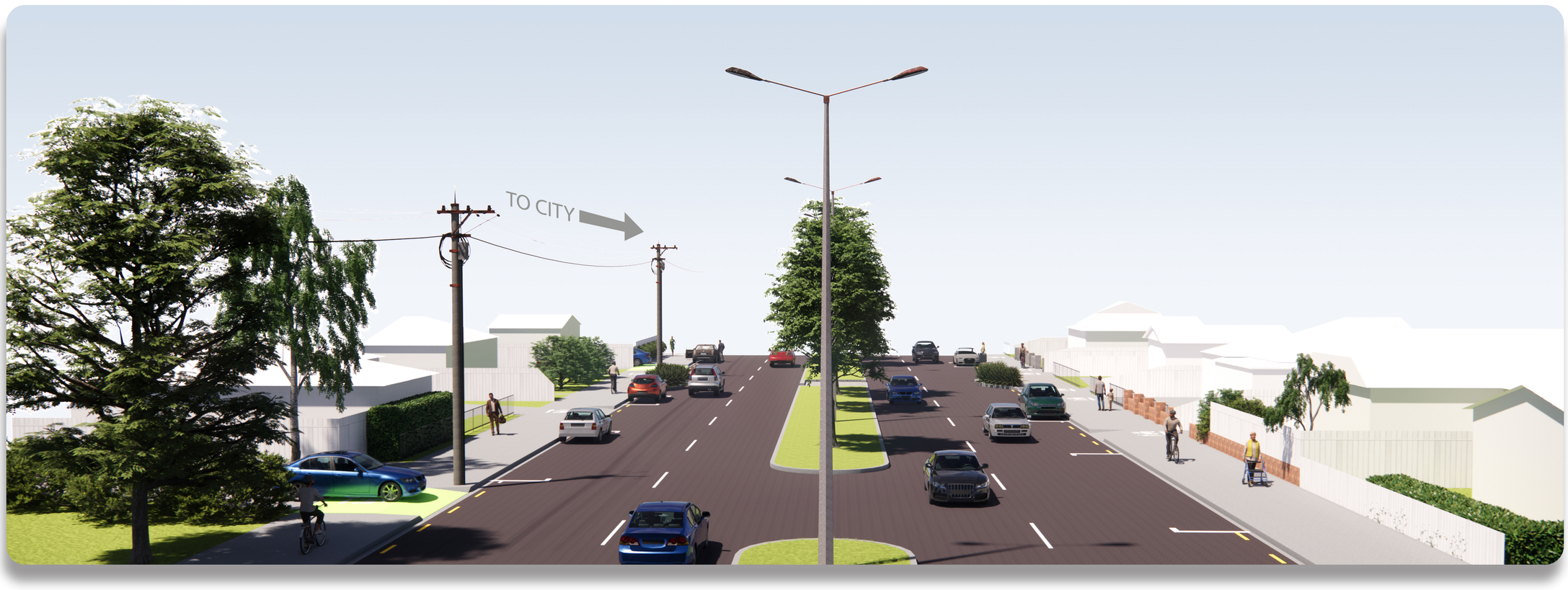
Existing signalised intersection to be upgraded

New signalised intersection

Right-turn ban

Nunweek Boulevard to Greers Road

Shared path on each side of the road



Design concept 5

This concept was considered. It proposes sealing the area between property boundaries and the kerb, making it a shared pedestrian and cycle path along both sides of Harewood Road. It also retains all existing traffic lanes and turns. It connects to the preferred design for the cycleway west of Nunweek Boulevard with a signalised crossing. The location of the shared path poses a significant risk of accidents between cycleway users and vehicles exiting properties due to restricted visibility. There's also a risk of accidents between cyclists and other path users. In addition, this concept does not provide cycle facilities to the standard required for a Major Cycle Route and for these reasons it's not the preferred concept.

The entire width between property boundaries and the kerb is sealed and grass berms are removed to accommodate the space needed for a shared pedestrian and cycle path.

This concept poses a significant risk of accidents between cycleway users and vehicles exiting properties. This is due to restricted visibility from things like hedges and fences.

People walking, using mobility devices and cycling share the path, which means it can be a busy and sometimes congested space. This can be uncomfortable and challenging for some people and is an important consideration in areas where there are rest homes and other facilities catering for the elderly.

It includes new signalised pedestrian/cyclist crossing and improved crossings across Harewood Road and side roads.

More design work is needed to accurately cost this design.

This concept reduces on-street parking by approximately 50 per cent. This is due to parking setback and visibility requirements at intersections, driveways, bus stops and pedestrian crossing points, as in the preferred option (Design Concept 1).

All existing traffic lanes and turns are retained.

There's a high risk of accidents between drivers and users of the cycleway. Drivers will need to be more aware of people using the shared path as they exit their driveways.

Project outcomes

Good · Ok · Poor · Not acceptable

Pedestrian safety

Cycle safety

Ease of access

Driver safety

Turning restrictions

Trees/ amenity

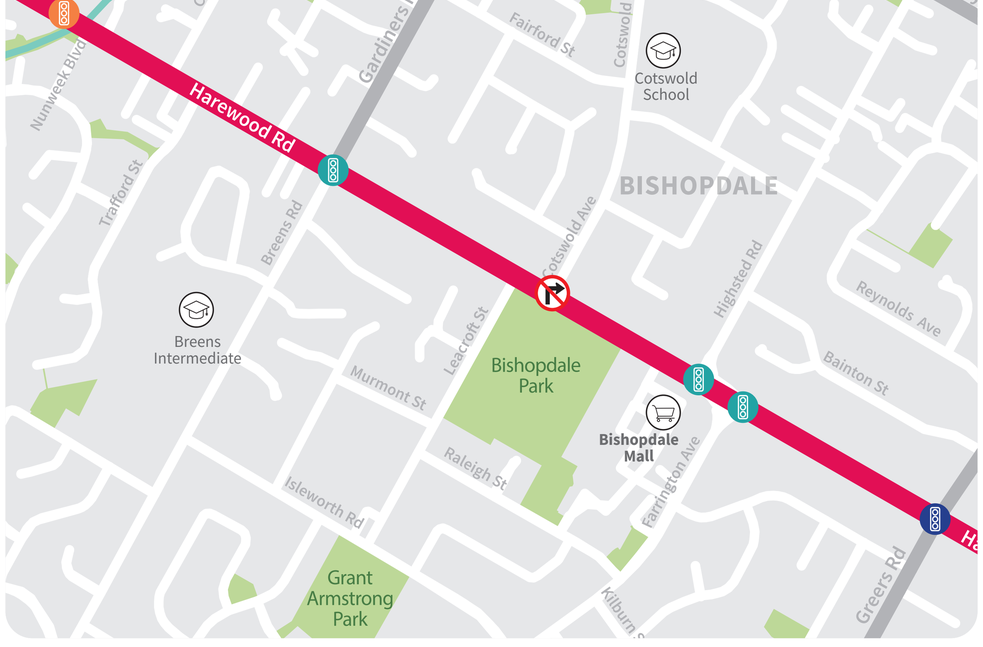
Residential parking

Ease of access

Business parking

Traffic congestion

Project cost



Map Key

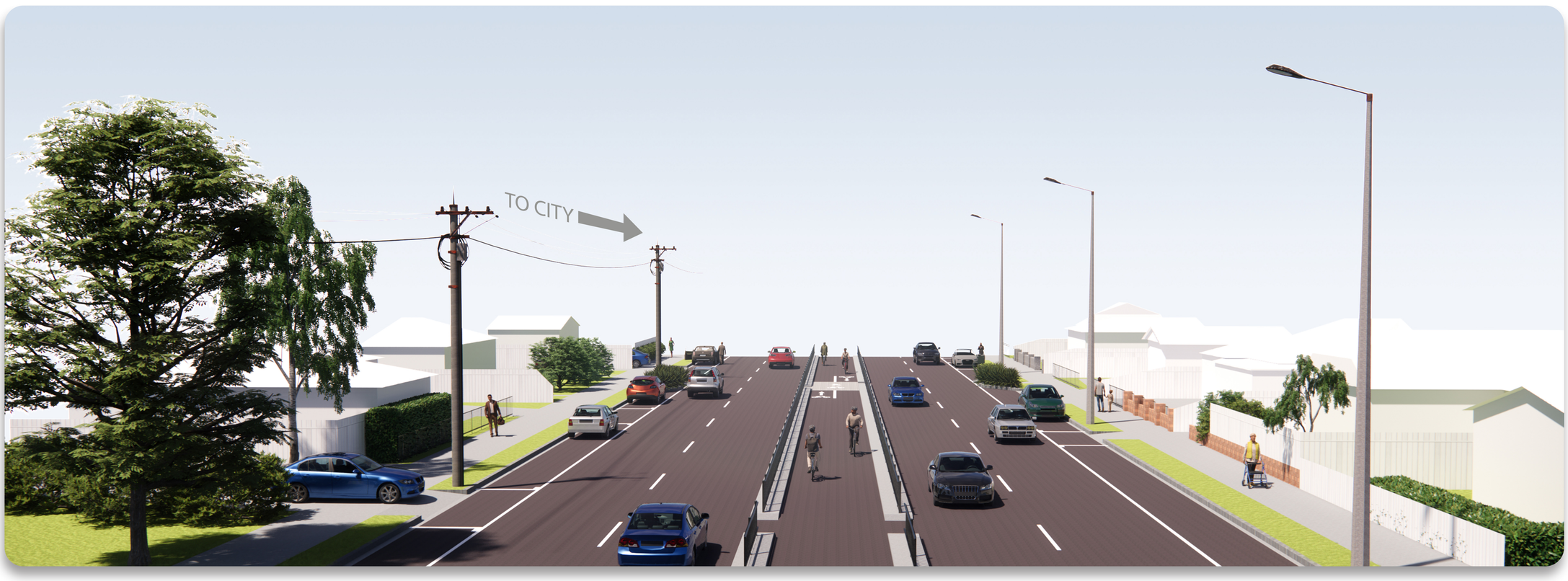
New signalised pedestrian/ cyclist crossing

Existing signalised intersection to be upgraded

New signalised intersection

Nunweek Boulevard to Greers Road

Retain the four traffic lanes with the cycleway in the central median



Design concept 6

This concept was considered. It proposes a cycleway in the existing central median and the removal of all existing trees in the median. All current traffic lanes are retained, however there are turning restrictions at side roads and U-turn pockets are removed. It connects to a two-way separated cycleway on the southern side, west of Crofton Road with a signalised crossing to connect from the central median. This concept provides cycle facilities to the standard required for a Major Cycle Route. We do not favour this design because it removes all trees and restricts turning.

A cycleway is located in the existing central median. Due to the limited width available and the impacts of cycleway construction on trees, it's not possible to retain any of the existing trees in the median.

The cycleway will be difficult to get to because it's located in the existing central median, with two traffic lanes either side.

The potential for accidents at driveways is removed

New signalised pedestrian/cyclist crossings improves safety.

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

This concept reduces on-street parking by approximately 20 per cent, primarily at intersections, bus stops, pedestrian crossings, and to provide access to the cycleway.

All existing traffic lanes are retained.

Existing U-turn pockets will be removed to make the cycleway safer, which means drivers will need to travel to signalised intersections or the roundabout before they can turn.

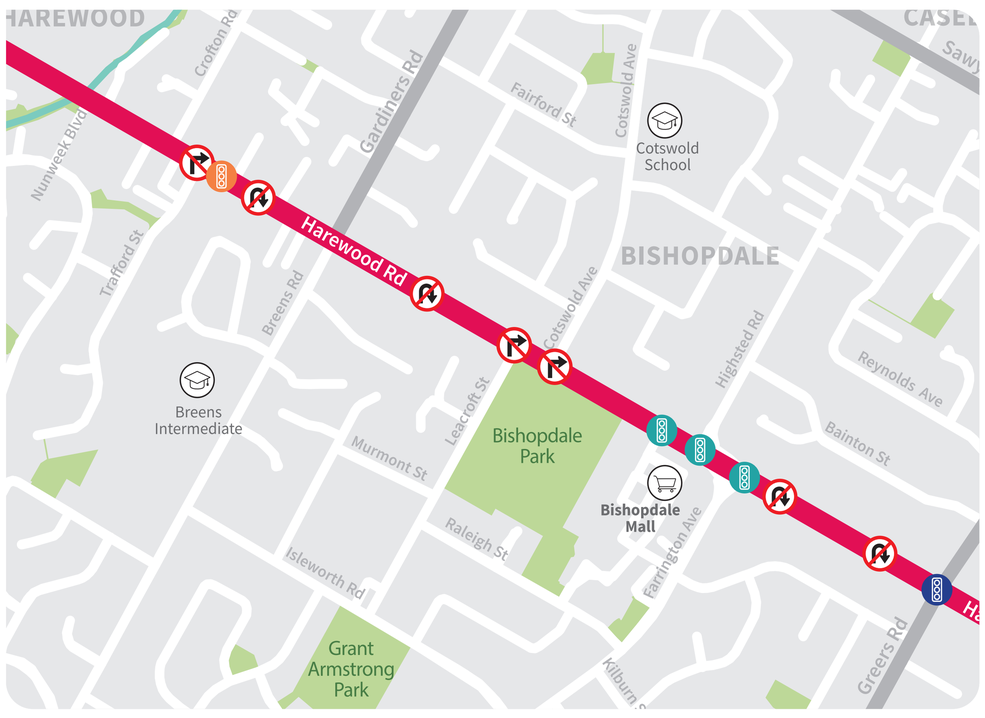
Right turns are banned in and out of Leacroft Street, Cotswold Avenue and Trafford Street to avoid creating complex and unsafe intersections with vehicles turning across people using the cycleway in the central median.

This concept requires traffic signals at the intersection of Bishopdale Court and would result in greater delays at the intersection with Greers Road

Project outcomes

Great · Ok · Poor · Not acceptable

- Pedestrian safety: Ok
- Cycle safety: Ok
- Ease of access: Poor
- Driver safety: Ok
- Turning restrictions: Poor
- Trees/ amenity: Not acceptable
- Residential parking: Ok
- Ease of access: Ok
- Business parking: Ok
- Traffic congestion: Poor
- Project cost: Ok



Map Key

- New signalised pedestrian/ cyclist crossing
- Existing signalised intersection to be upgraded
- New signalised intersection
- Right-turn ban
- U-turn ban