

Notes for Cycle Subcommittee Meeting 31 July 2012

1. Cycle Network Programme 2011/12

Works completed in 2012/13

³⁵₁₇ Completion of Hutt River west stopbank path, Ewen Bridge to Melling Bridge - \$51,946

³⁵₁₇ Lighting of the Ava Rail Bridge path - \$160,470. This was as complex job requiring discussions/approvals with GWRC & Kiwirail on the lighting pole design and attachment to the bridge and the actual lighting output. The poles had to be not only relatively easy to install but also to allow for easy access to the lights for maintenance. An excellent design has been achieved with a very good uniform level of light across the bridge.







- ³⁵₁₇ Hutt River Stopbank path lighting east side from Whites Line West to the Ava Rail Bridge - \$62,547.
- ³⁵₁₇ Port Road path extension to Meachen Street - \$129,028. This includes rip-rap protection of the sea wall to prevent scouring of the path.
- ³⁵₁₇ Miscellaneous repairs/upgrades to the network resulting from the presentation to the Subcommittee on 22 November 2011 by Hutt Cycle Action - \$57,556.
- ³⁵₁₇ Extension of the Fairway Drive on road cycle lanes from Taita Drive to the Harcourt Werry Drive on/off ramps at the Kennedy good Bridge. This was done as part of the road resealing works and was covered by that budget.

2. River Trail

- A. The existing concrete path on top of the stopbank from KGB to Eastern Hutt Rd (5Km) is only 1.2m wide but could be widened to 2m on the outside of the stopbank. Estimate \$450,000.00. Bear in mind that the maximum value of NZTA subsidised safety works project is \$250,000 so work would have to be split into 2 projects over 2 years.

This will require discussions with GWRC (stopbank integrity & mowing) and HCC Parks & Gardens (mowing of the stopbank).

- B. The existing River Trail over the same length could be sealed – estimate \$520,000. Sections of this route are wire roped off, to prevent vehicle access off

the roadway and down to the river, and an ideal position for a sealed path is behind the wire rope. Access would have to allow for cycle access on/off but still prohibit vehicle access.

This will require discussions with GWRC and the River Trail Committee.

3. SH2 Cycle Route: Dowse to Petone

Barclay Traffic Planning, in conjunction with Boulter Consulting (40 years' experience in UK & NZ in cycle planning), were commissioned to investigate suitable strategies for managing cycle traffic whether within the highway corridor or on parallel routes such as Hutt Road:

³⁵₁₇ It can be expected that SH2 will be the preferred route for most commuter cyclists, with its direct alignment, wide shoulders, lack of intersections and minimal frontage activity. Despite its high-speed environment it has a good safety record compared with Hutt Road.

³⁵₁₇ The feasibility of providing a southbound cycle path between the back of The Dowse Interchange and the railway line should be investigated. (*refer to separate comment at the end of this section*)

³⁵₁₇ The alternative to SH2 is the Hutt Road route which, although effective for cyclists with local destinations, has a number of inherent problems for commuter cyclists, including inadequate width for exclusive cycle lanes, numerous intersections and high levels of kerbside parking and frontage activity.

³⁵₁₇ Crash data for the 5 year period 2006 – 2010 shows 3 cycle injury crashes on SH2 (Melling to Petone) and 6 cycle injury crashes on route –Block Rd/Pharazyn St/Bridge St/Parliament St/Hutt Rd.

The SH2 crashes were 1 on the Petone on-ramp, 1 near Cornish st and 1 near the former Korokoro Road intersection. On the Hutt route 5 of the 6 crashes occurred at intersections. Crash patterns for both routes appear to be similar to those of motor vehicles – only the Petone on-ramp crash can be said to be characteristic of bicycles. It must be recognised that in absolute terms the numbers are small and the comparison will be affected by random variation.

³⁵₁₇ If the Hutt Road route were to meet design guidelines, for on road cycle lanes, while still providing for 2 parking lanes and a flush median (right turn bay) then a minimum kerb-to-kerb width of 17.8m would be required. Present kerb-to-kerb widths range between 10.0m and 15.7m, with much of the route 15.0m or less. Even at the widest points it would be difficult to provide just one cycle lane, let alone two.

³⁵₁₇ A major operational issue with the Hutt route is the high level of frontage activity at many places along the route. As part of investigations for The Dowse Interchange, Barclay Traffic Planning carried out surveys of Hutt Rd frontages between railway Ave & Wakefield St, a distance of approx. 1 Km. It was found that during the course of a day there were 2,800 access movements to/from commercial properties, 200 associated with residential properties and 600 parking

manoeuvres. These 3,600 movements accounted for approx. 1,800 veh/day of traffic flow on a road which was carrying 15,700 veh/day. Although the survey is now dated it gives an indication of the magnitude of activity and means that cyclists will frequently encounter frontage manoeuvres as they travel the route.

We have done a concept route plan for use of part of the Melling Rail Corridor for a south bound cycle path and have submitted it to Kiwirail. If it is feasible we will pass it onto NZTA.

4. Port Road: Work to complete Shared Path

Estimate to complete Port Road path from Meachen Street to the Marina is \$80,000. The path stops short of the Marina, due to buildings, and cyclists will have to ride some 500m on road to then gain access through the Marina to the Eastern Bays Shared Path.

The width of Port Rd is not enough to allow for truck parking on both sides of the road, two traffic lanes and just one cycle lane. As part of the Marina development they will be providing a shared path through the Marina which will shorten the on-road length to 200m.

5. Waiwhetu Stream Shared Path

Proposal is to provide a shared path alongside the Waiwhetu Stream from Port Road to Bell Road, in conjunction with Parks & Gardens. The work is to be done in 3 stages.

First stage is from Port Rd to Seaview Rd, including an underpass under the Seaview Bridge. The underpass will also provide access for pedestrians from the Motor Camp to the bus stops on Seaview Road without having to cross Seaview Rd. Estimate for this stage is \$280,000.

Discussions will have to be held with GWRC with regards to access to this section of the stream and also for design safety features as handrails/barriers will have to be provided to prevent users falling into the stream (aerial photo showing the channel).

6. Whites Line East to Parkside Road: Use of Rail Corridor

There is a rail corridor that runs from WLE to Parkside Rd that we may be able to fence part off & use as a cycle path. We have submitted a concept route plan to Kiwirail for their assessment. Once we have their route approval and requirements i.e. fencing we will be able to do a detailed design & estimate.

We will also consult with Hutt Cycle Action to determine how practical & how much use this route would be. We see it as providing a link onto the Waiwhetu Stream path and then to the River Trail.

The ROC at this stage is \$350,000 - \$450,000.

7. Works Programme 2012/13

The separately attached Proposed 2012/13 Cycle works Programme shows the cycle works ranked according to the Cycle Ranking Prioritisation Spreadsheet. The works highlighted in green are the proposed works for 2012/13, with Port Road and Waiwhetu Stream funded from the Cycle Works budget while the Wainuiomata Hill Stage 1 is funded separately.

