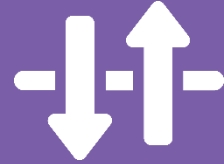




C
Proposed Cycle
Arrangements



LGWM

Golden Mile Cycling Connectivity V1.0

27 May 2021

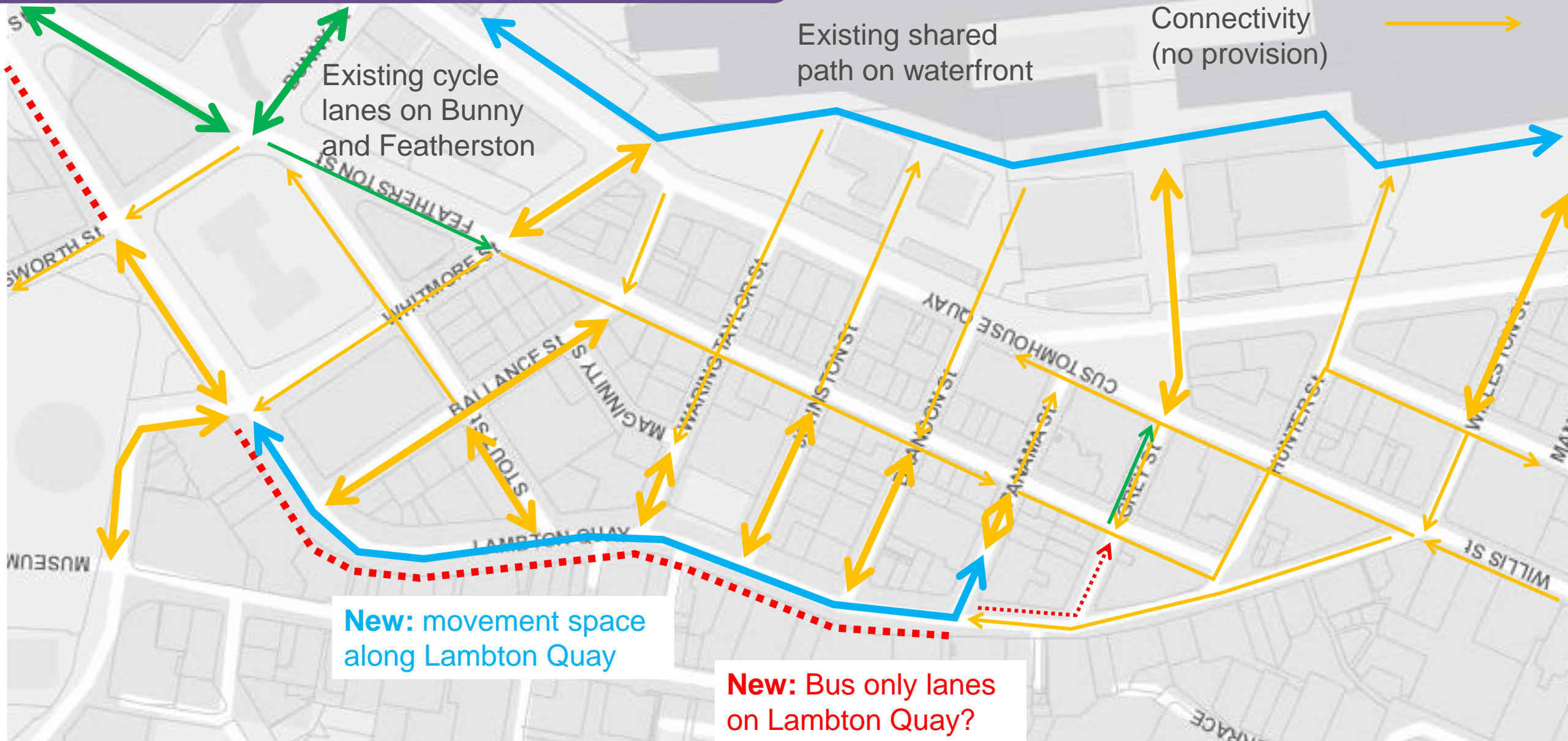


Overview

The following slides show the current thinking about the cycle improvements on Lambton Quay, Willis Street and Courtenay Place

Lambton Quay - proposed

- Shared facility 
- On-road facility 
- Cycles banned 
- Connectivity (no provision) 

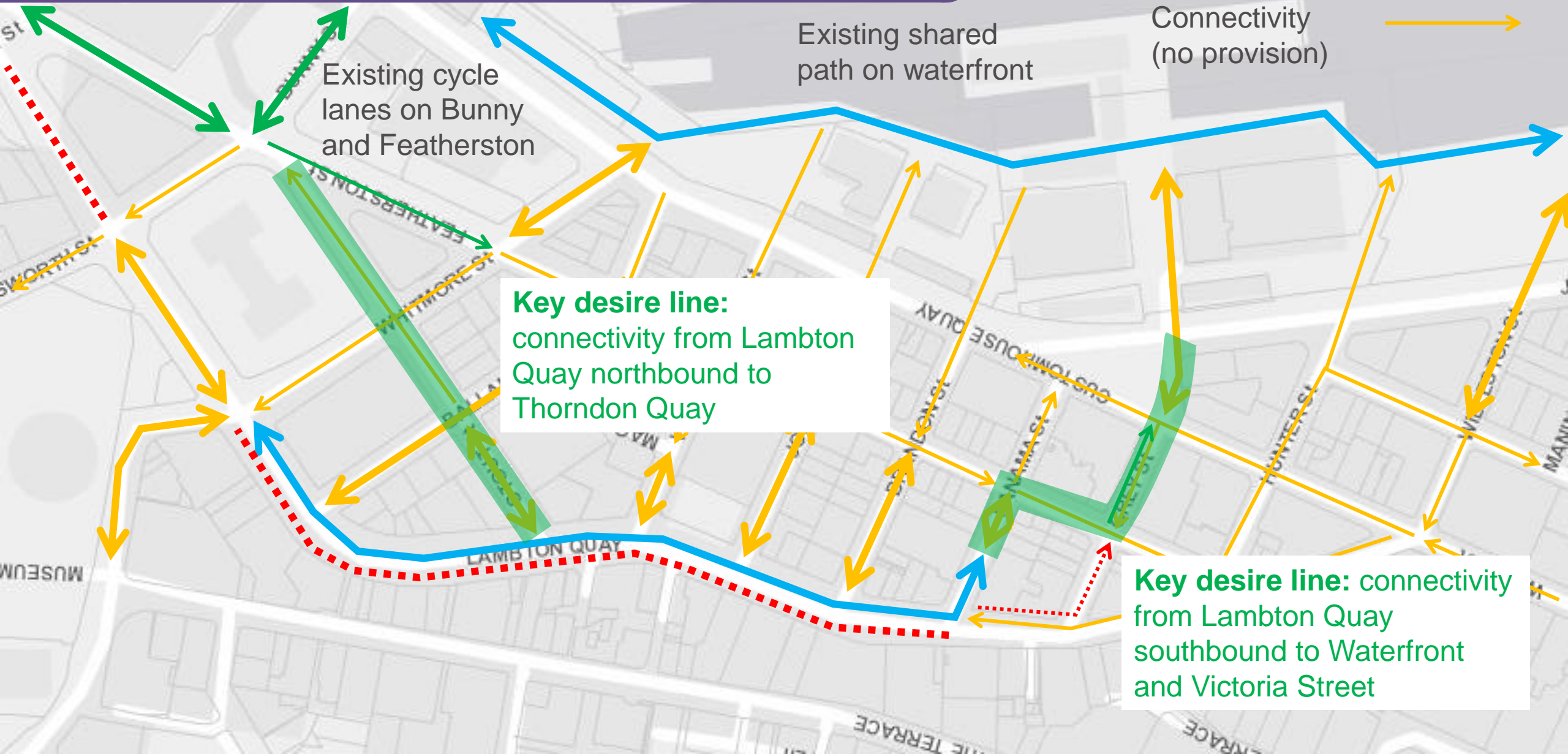


Lambton Quay – summary

- Shared movement space on north side of Lambton Quay between Whitmore Street and Panama Street. Shared movement space:
 - Not a designated cycle lane
 - Not physically separated (to avoid trip hazards and perceived priority)
 - Different surface material from footpath / amenity areas
- Bus-only lanes (ideally) along Lambton Quay where alternative facility provided
- Low-priority connectivity provided at cul-de-sac side roads along length of shared movement space (Balance, Stout, Waring Taylor, Johnston and Brandon). Low priority assumed to be:
 - Wheeled device friendly drop-kerbs onto road level
 - Sharrows on cul-de-sacs
 - Pedestrians have priority for movement from shared path to side road cul-de-sac

Lambton Quay – key desire lines

- Shared facility 
- On-road facility 
- Cycles banned 
- Connectivity (no provision) 



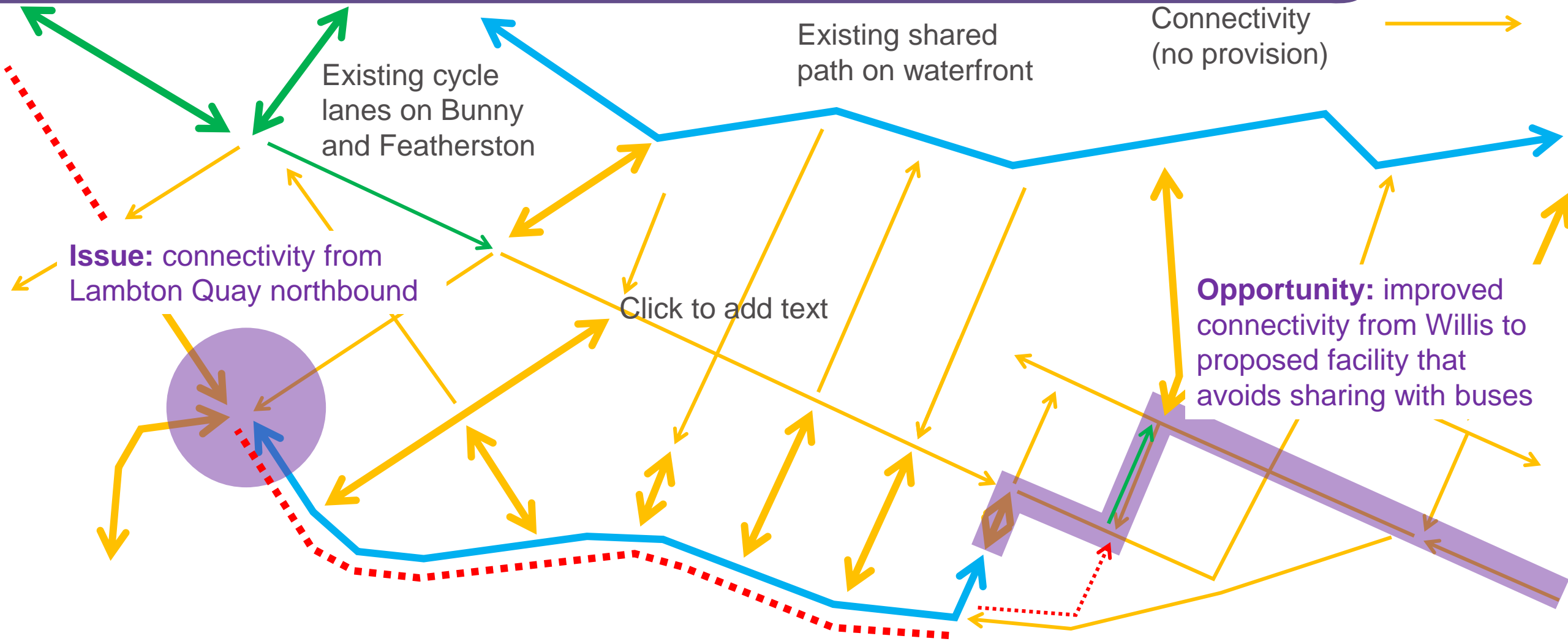
Existing cycle lanes on Bunny and Featherston

Existing shared path on waterfront

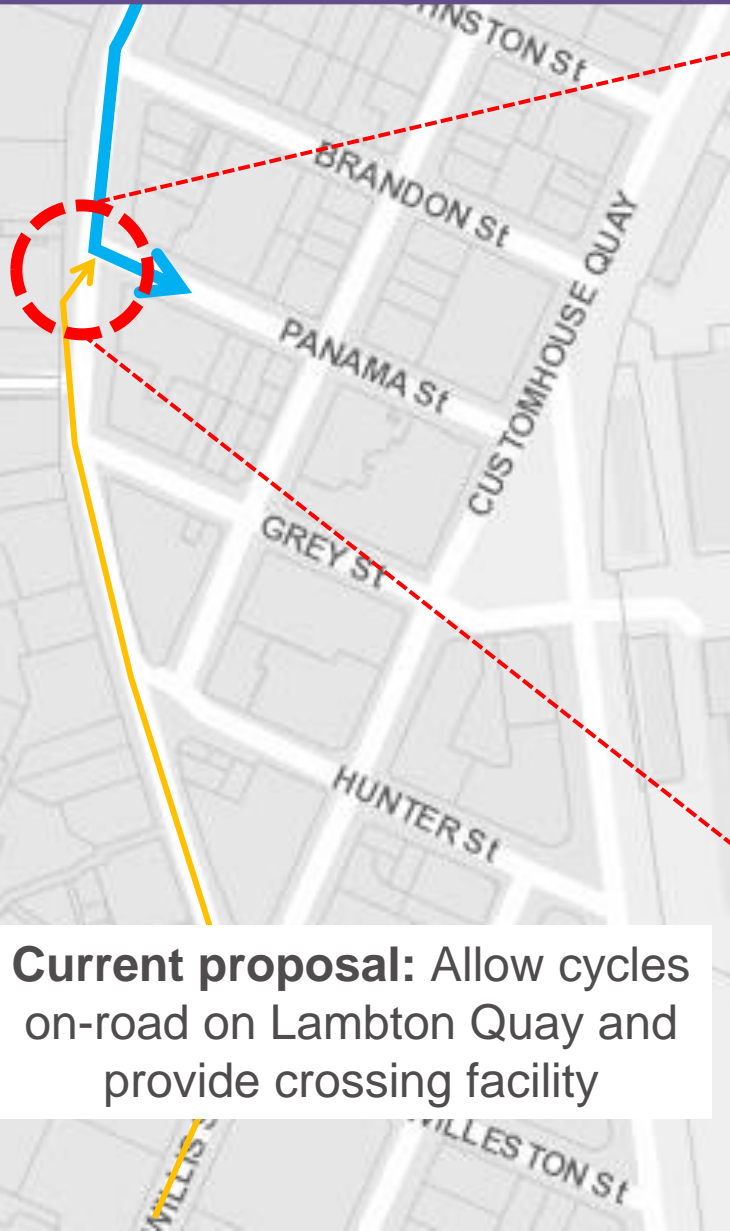
Key desire line:
connectivity from Lambton Quay northbound to Thorndon Quay

Key desire line: connectivity from Lambton Quay southbound to Waterfront and Victoria Street

Lambton Quay – potential issues / opportunities



Lambton Quay – northbound entry options

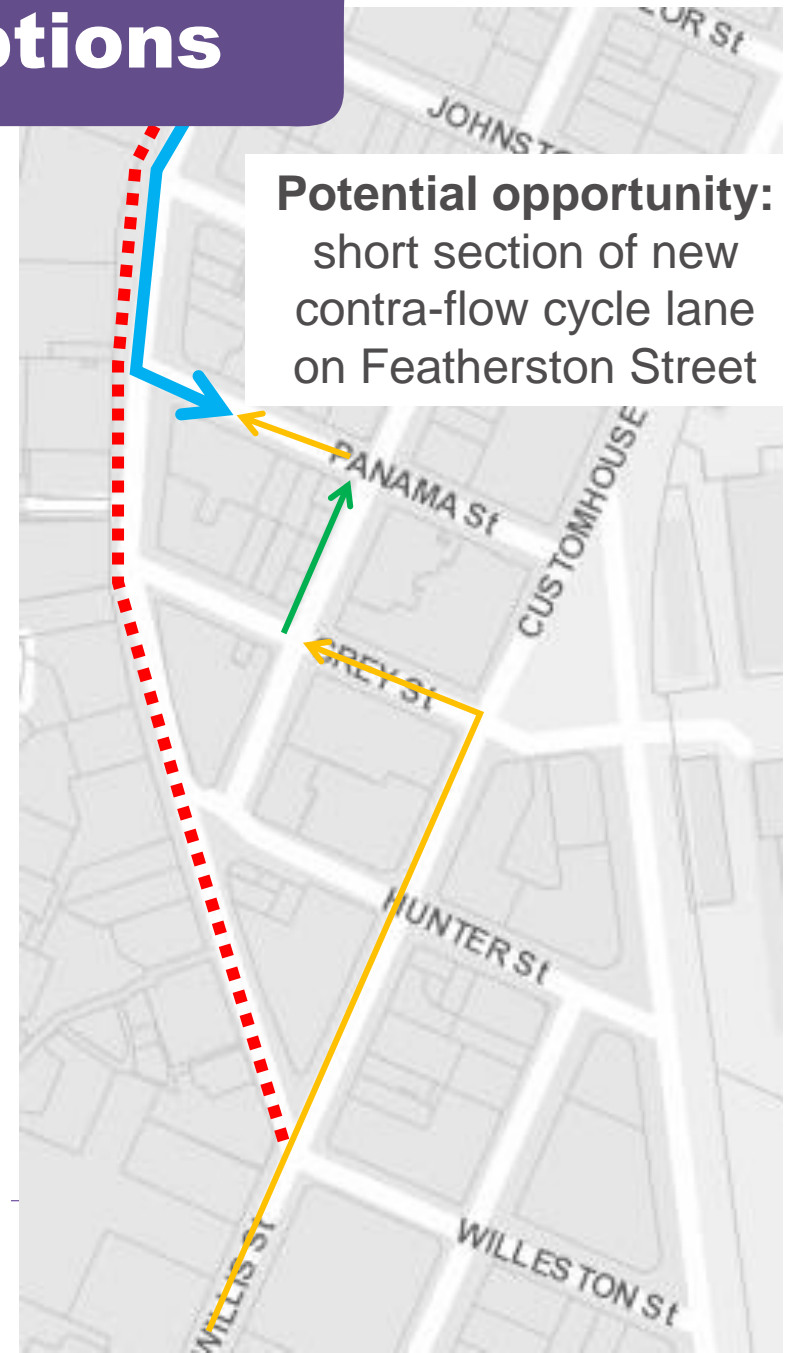


Current proposal: Allow cycles on-road on Lambton Quay and provide crossing facility



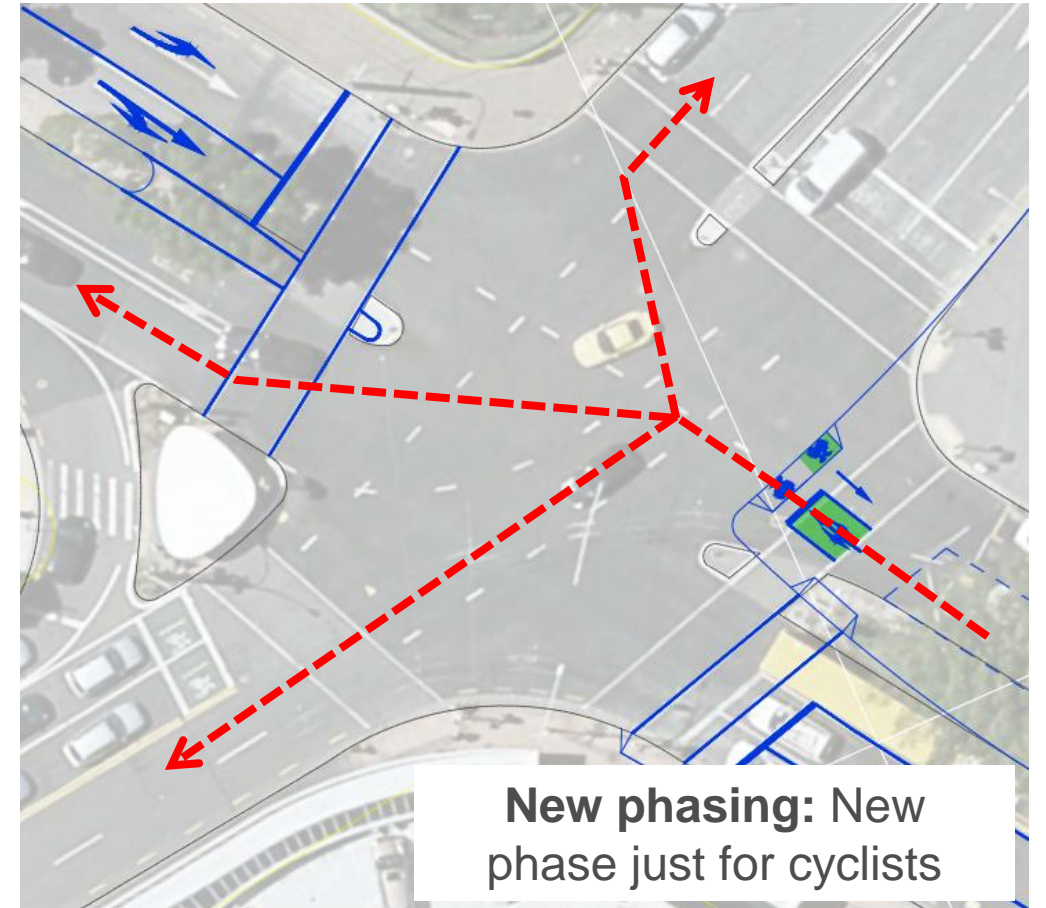
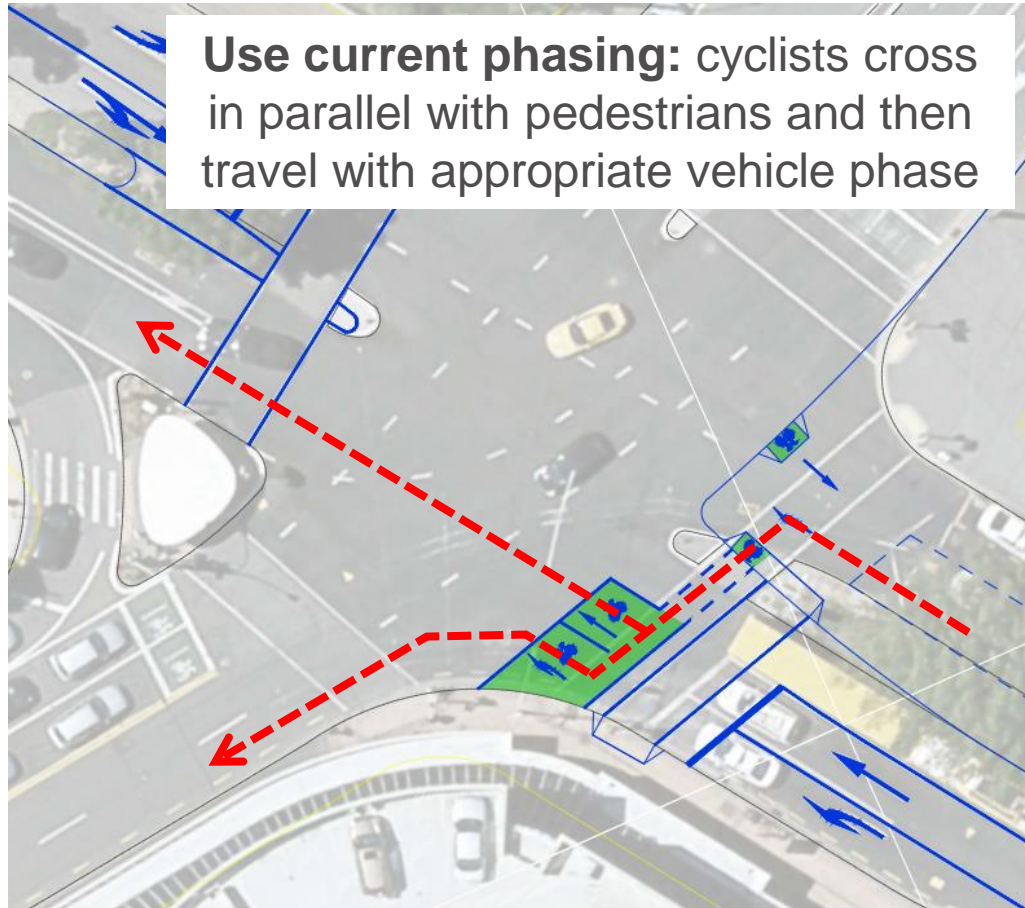
Right turn bay for cyclists to turn when a gap available

Formal crossing



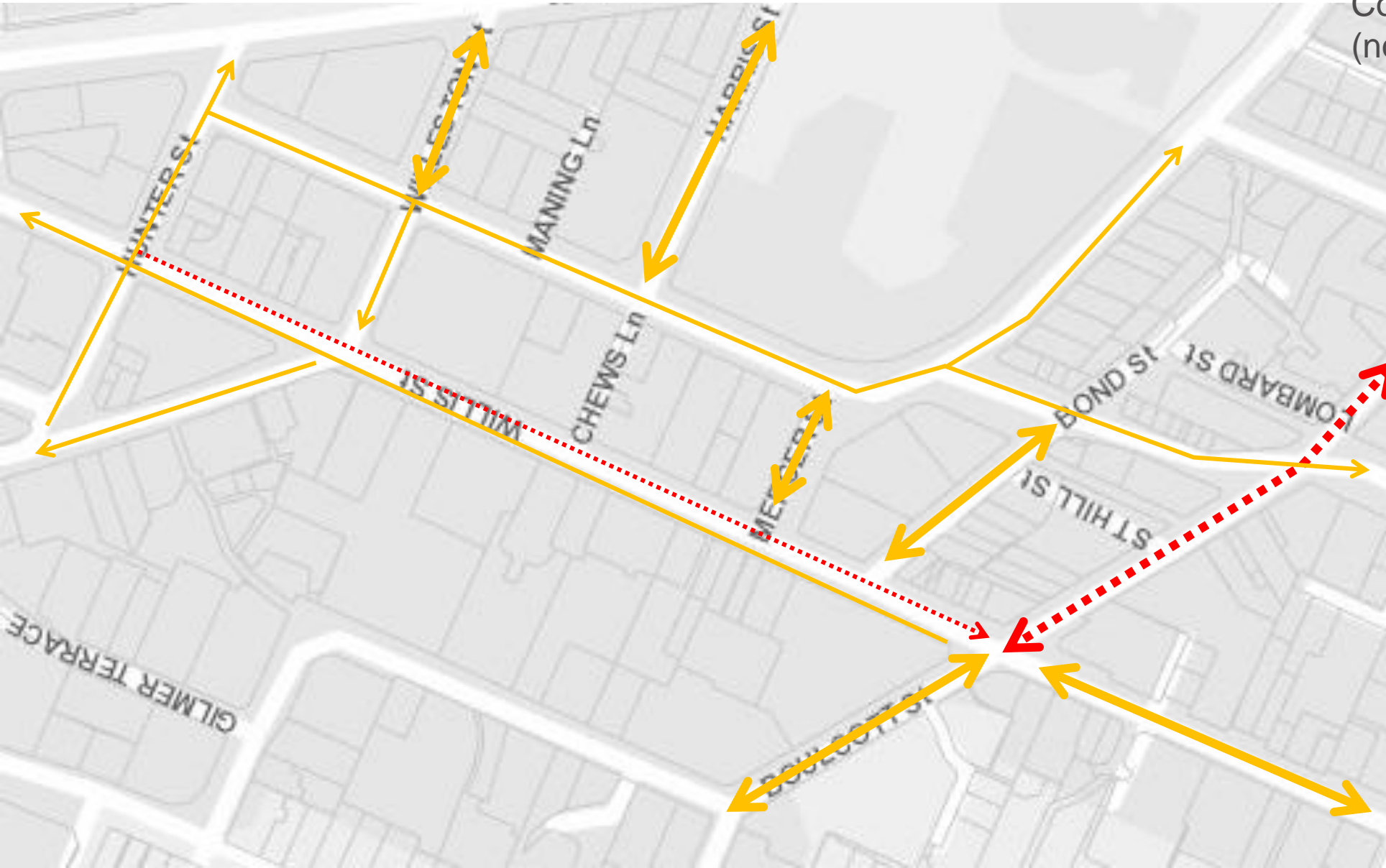
Potential opportunity: short section of new contra-flow cycle lane on Featherston Street

Lambton Quay – northbound exit options





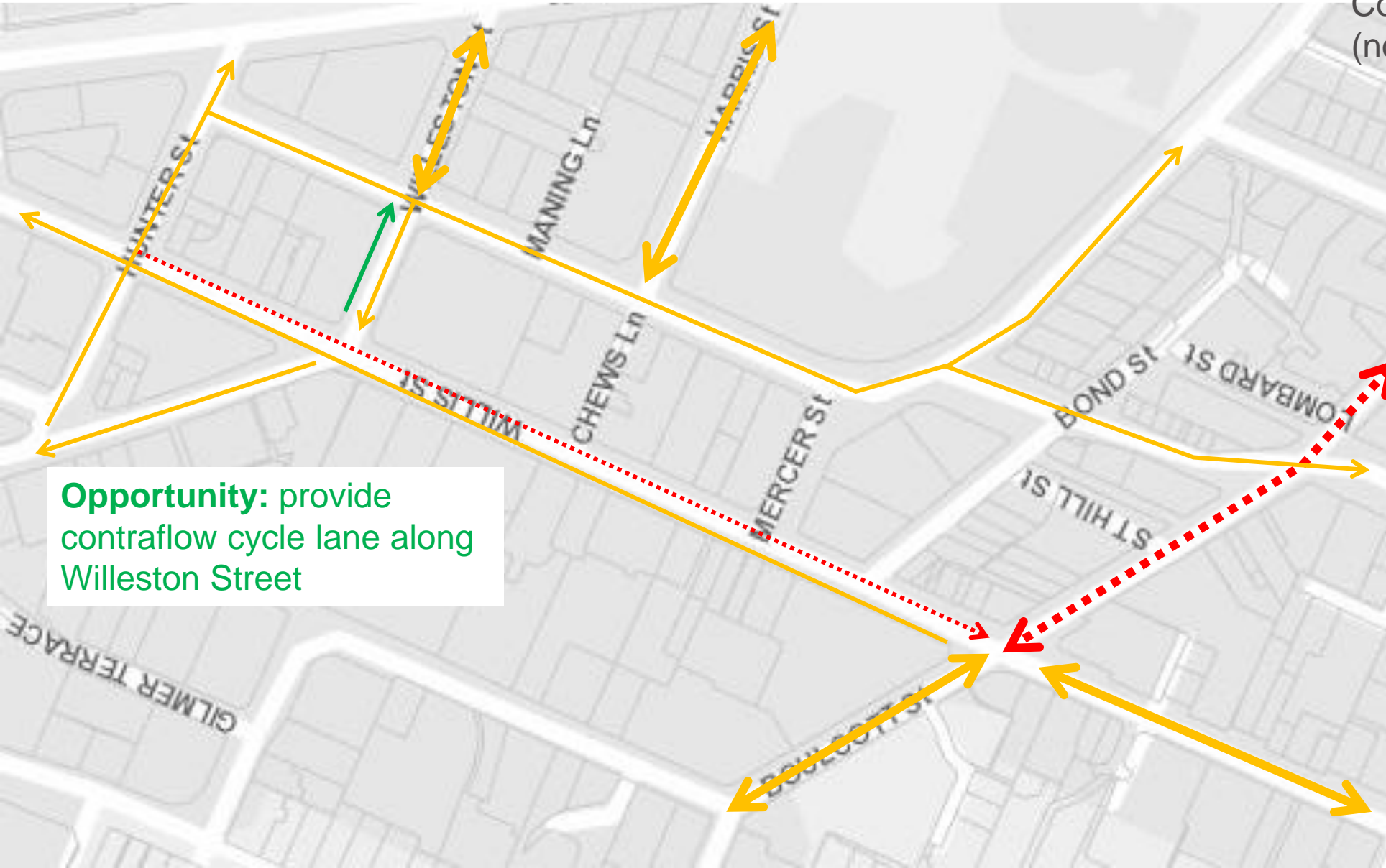
Willis Street - proposed

- Shared facility 
- On-road facility 
- Cycles banned 
- Connectivity (no provision) 



Willis Street - opportunity

- Shared facility 
- On-road facility 
- Cycles banned 
- Connectivity (no provision) 



Opportunity: provide contraflow cycle lane along Willeston Street

Willis Street – summary

- Current southbound bus only restriction remains
- Cycles permitted northbound but no passing opportunities provided
- Access provided from Willis Street (south), Boulcott Street and Willeston Street – enhanced access provided where practical
- No dedicated crossing facilities at Mercer Street
- Potential opportunity to provide contraflow cycle lane along Willeston Street

Courtenay Place - proposed

- Shared facility 
- On-road facility 
- Cycles banned 
- Connectivity (no provision) 

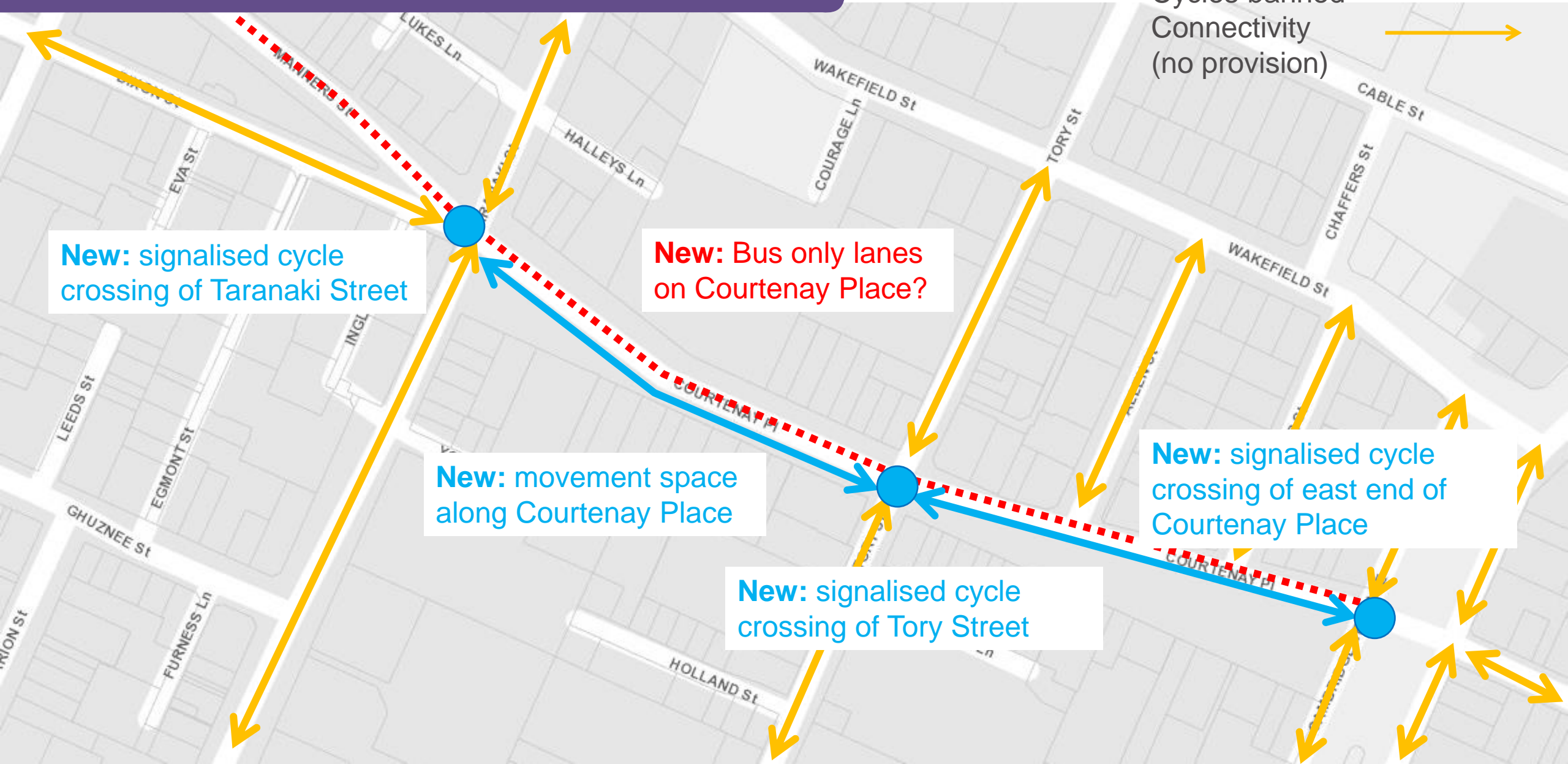
New: signalled cycle crossing of Taranaki Street

New: Bus only lanes on Courtenay Place?

New: movement space along Courtenay Place

New: signalled cycle crossing of Tory Street

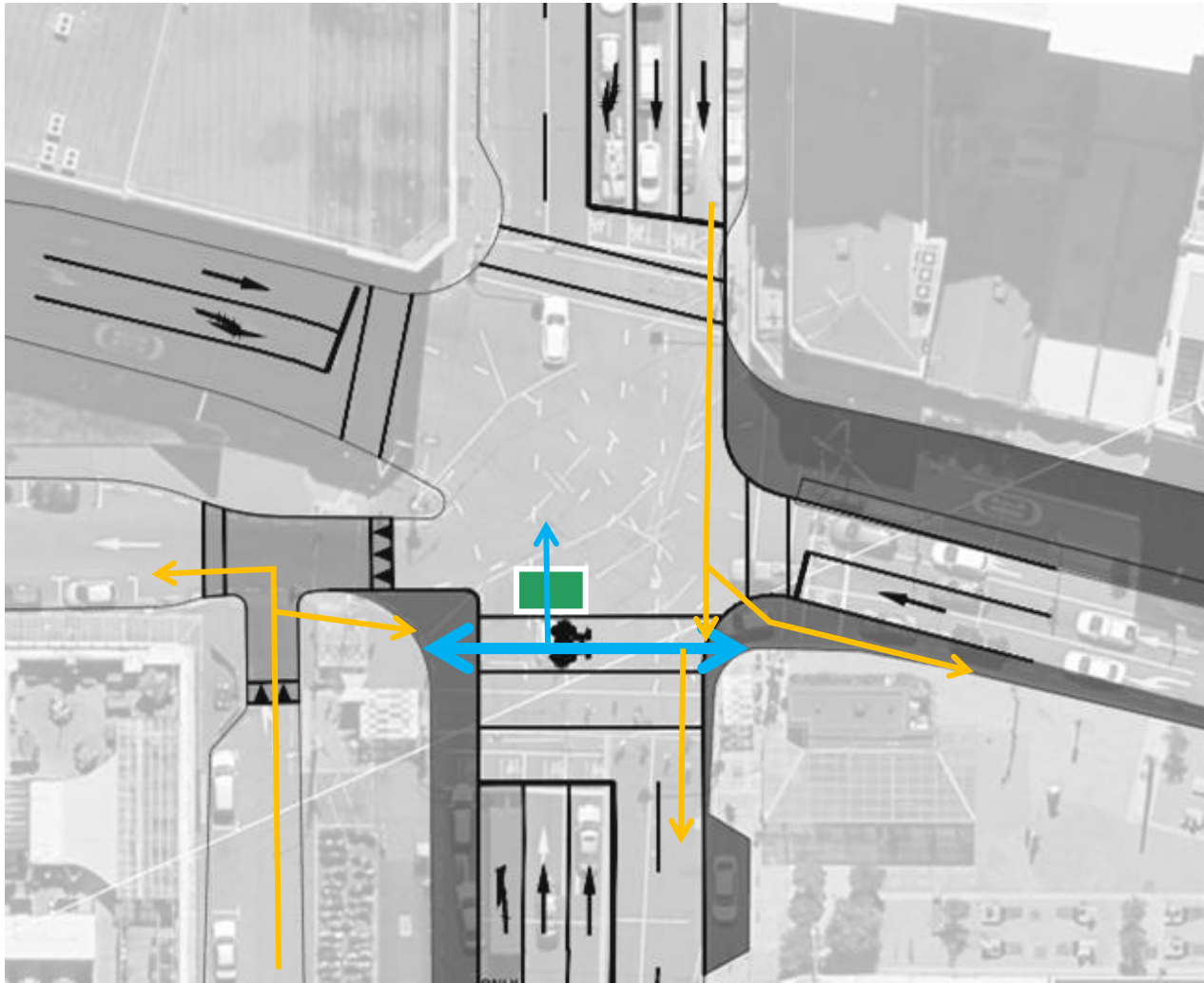
New: signalled cycle crossing of east end of Courtenay Place



Courtenay Place – summary

- Shared movement space on south side of Courtenay Place (full length). Shared movement space:
 - Not a designated cycle lane
 - Not physically separated (to avoid trip hazards and perceived priority)
 - Different surface material from footpath / amenity areas
- Bus-only lanes (ideally) along length of Courtenay Place
- Low-priority connectivity provided at cul-de-sac side roads along length of shared movement space (Allen and Blair). Low priority assumed to be:
 - Wheeled device friendly drop-kerbs onto road level
 - Sharrows on cul-de-sacs
 - No priority over pedestrians
- Higher-priority connectivity (signalised controls) provided at key intersecting roads along length or shared movement space (Taranaki, Tory and Cambridge).

Courtenay Place – Taranaki Street crossing



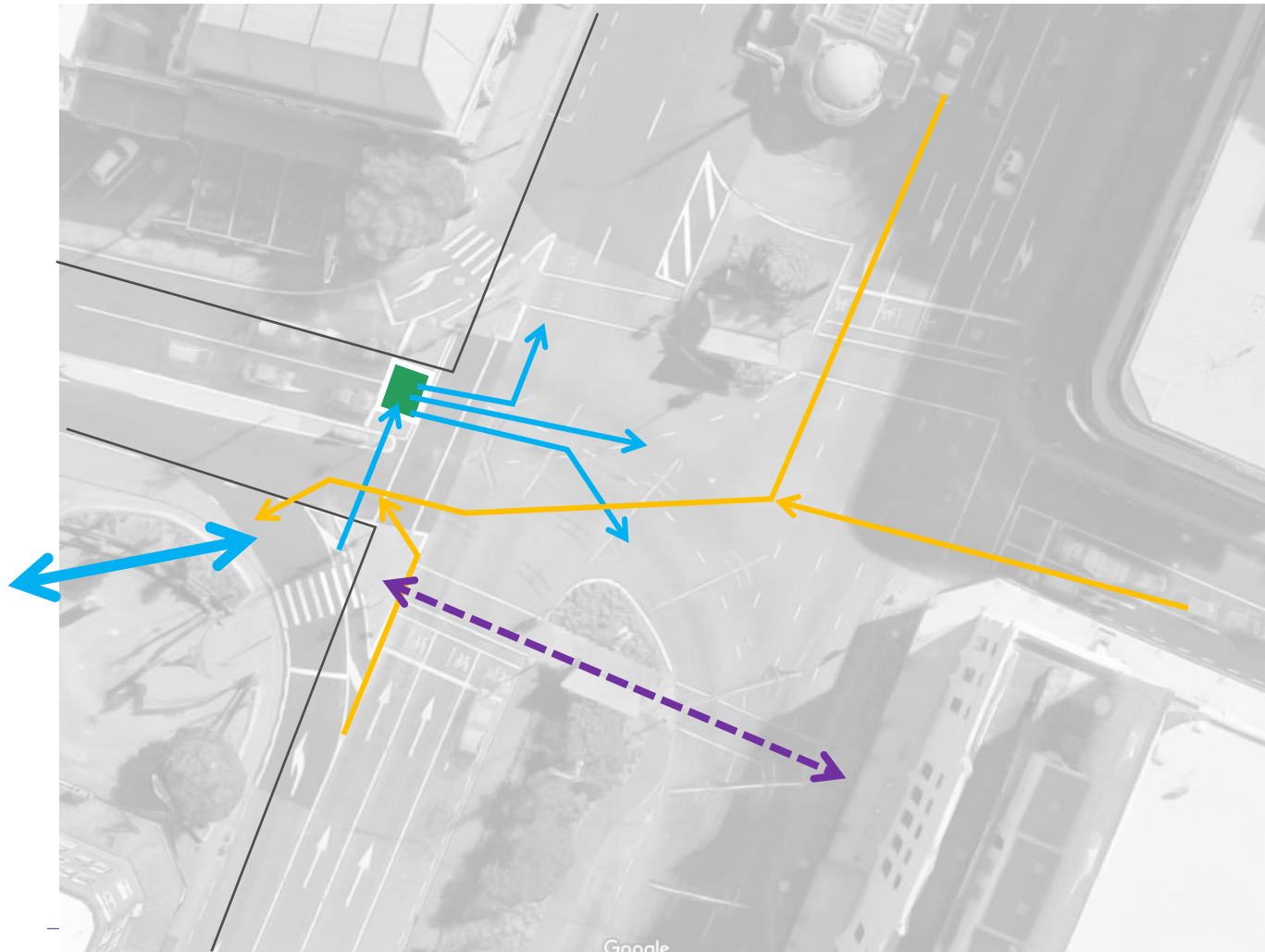
- Southbound Taranaki Street cyclists can access east side of crossing to head east or west or south (filtering through pedestrians)
- Northbound Taranaki Street cyclists can access west side of crossing (via Inglewood Place) to head east or west
- Hook-turn advanced stop box (ASB) provided to allow cyclists to head northbound from the crossing

Courtenay Place – Tory Street crossing



- Southbound Tory Street cyclists can access east side of crossing to head east or west or south (filtering through pedestrians)
- Northbound Tory Street cyclists can access west side of crossing to head east or west
- Hook-turn advanced stop box (ASB) provided to allow cyclists to head northbound from the crossing
- Need to ensure space for waiting to turn

Courtenay Place – Cambridge Street crossing



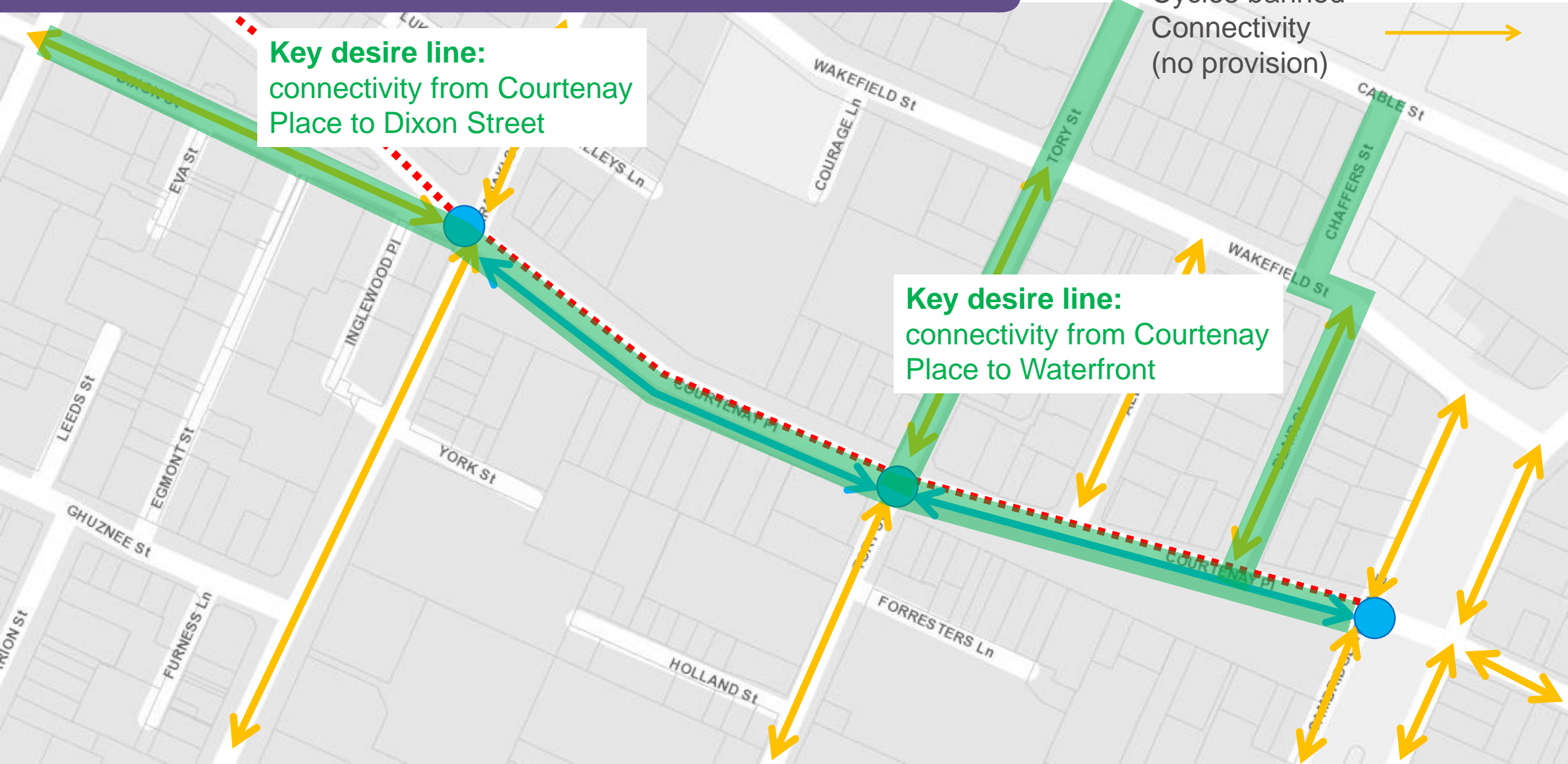
- Cyclists can turn into Courtenay Place and access movement space from any direction
- One-way cycle crossing of east end of Courtenay Place to provide access to hook-turn advanced stop box (ASB) to allow cyclists to head to any direction
- **Opportunity** to provide new cycle crossing of Kent and Cambridge Terraces to connect to future City Streets project

Courtenay Place – key desire lines

- Shared facility 
- On-road facility 
- Cycles banned 
- Connectivity (no provision) 

Key desire line:
connectivity from Courtenay Place to Dixon Street

Key desire line:
connectivity from Courtenay Place to Waterfront



Cycle facility design – vertical separation

- Potential vertical separation options:
 - Standard kerb separated
 - Mountable kerb separation
 - Flush with footpath area
- Standard kerb separation will likely reduce pedestrian use of the space resulting in higher cycle speeds. The vertical kerb will also introduce a trip hazard for pedestrians and make it more difficult for cyclists to leave the path along the length.
- Flush paths are most likely to result in pedestrian use of the space and encourage lower cycle speeds.
- Mountable kerb separation will likely deliver outcomes somewhere between the other two options, but as with the standard kerb, care will need to be taken that the change in height doesn't present a trip hazard.



Cycle facility design – surface material

- Surface material is closely linked to the level of vertical separation. If spaces are not vertically separated then surfacing can help to define the different spaces.
- Lack of definition between the spaces will potentially lead to more conflicts between cyclists and pedestrians.
- Given the space is expected to form part of a high-quality urban space, a change in material is expected to be the most appropriate way to define the space.
- Material choice will also need to consider ride quality and friction for wheeled devices.



Cycle facility design – width

- Figure from Vic Roads Tech Note 21 indicates that demands that:
 - 2.5m path will provide for up to 600 cyclists per hour
 - 3.0m path will provide for up to ~1,100 cyclists per hour
 - 4.0m path will provide for more than ~1100 cyclists per hour

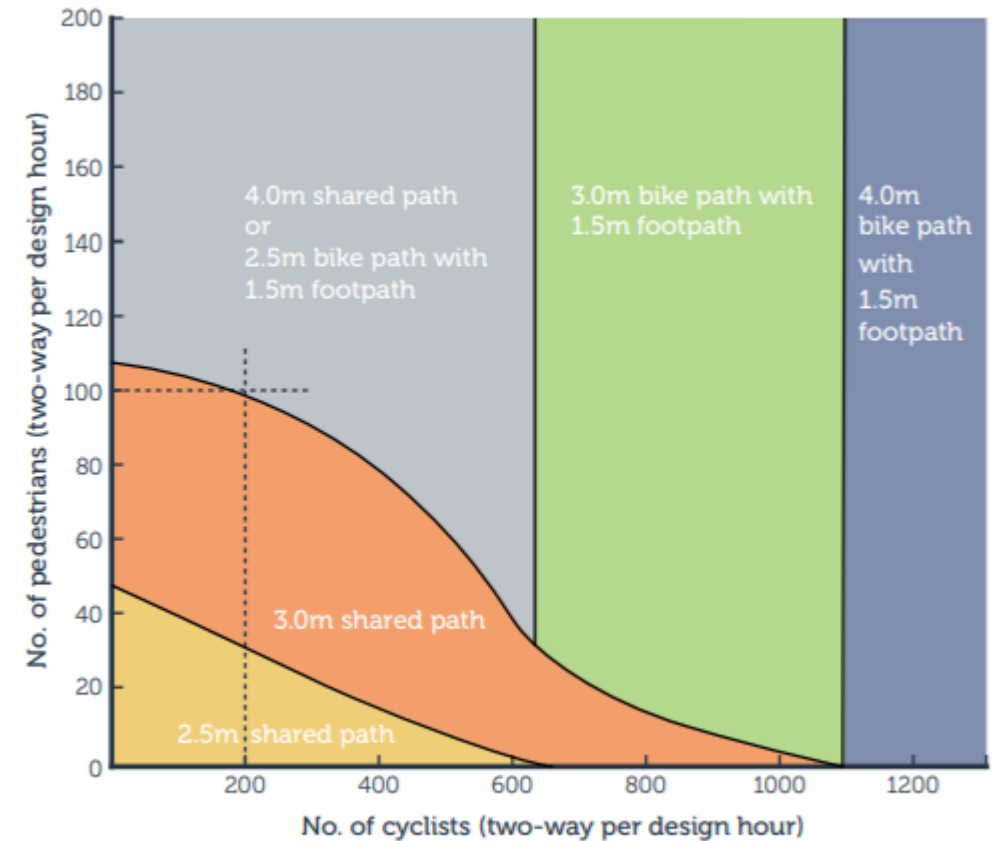


Chart B: Path with 50/50 directional split.

Cycle facility design – summary

- The current proposed design:
 - Flush with footpath area
 - Different surface treatment e.g. asphalt cycle path and concrete paved footpath area (no green surfacing)
 - 3.2m facility width

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Wellington
MOVING

