

KEY:

- SISD Sight line
 - 3m from lip of channel
 - 90m stopping distance
 - Distance based of $RT = 1.5s$
- MGSD Sight line
 - 3m from lip of channel
 - 69m stopping distance
 - Gap acceptance time of 5s

Recommendations

- Retain right turn bays.
- Change Trent Street Give Way to Stop.

Option not appropriate to pursue

- Keep parking on The Parade outside dairy - not appropriate for safe cycle lane.

Option not appropriate to pursue

- Create a new southern terminal bus stop outside the shops - not pursued as it would remove four car parks outside shops. This issue will be revisited through bus rapid transit, the trolley bus decommissioning (2017), intersection changes required if Shorland Park is reconnected to the beach. For more information see the Island Bay Cycleway - Final Design Report.

Recommendations

- Replace northbound right turn bay with a new pedestrian crossing. The right turn bay is not warranted by very low volume of turning vehicles. A new pedestrian crossing is people's preferred use of this space.
- Redesign northbound bus stop to in-lane stop allowing trees and dedicated footpath to be retained.
- Install 2x P10 at all times on-street car parks on the south side of Humber St west of The Parade to facilitate access to the nearby dairy and other shops.
- Change Humber Street Give Ways to Stops.

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

I Various amendments	SI	18/11/14
H Notes updated	SAW	15/08/14
G Various amendments	SAW	07/08/14
F Various amendments	SAW	13/06/14
E Various amendments	SAW	04/06/14
Revision	App	Date
Surveyed	SAW	08/13
Designed	PCV	08/13
Drawn	SAW	20/08/13
Reviewed	SAW	20/08/13
Approved	SAW	20/08/13

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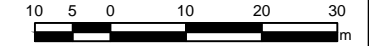
Project Title
**THE PARADE
CYCLE LANES**

Sheet Title
Kerbside Cycle Lanes

Sheet 1 of 3

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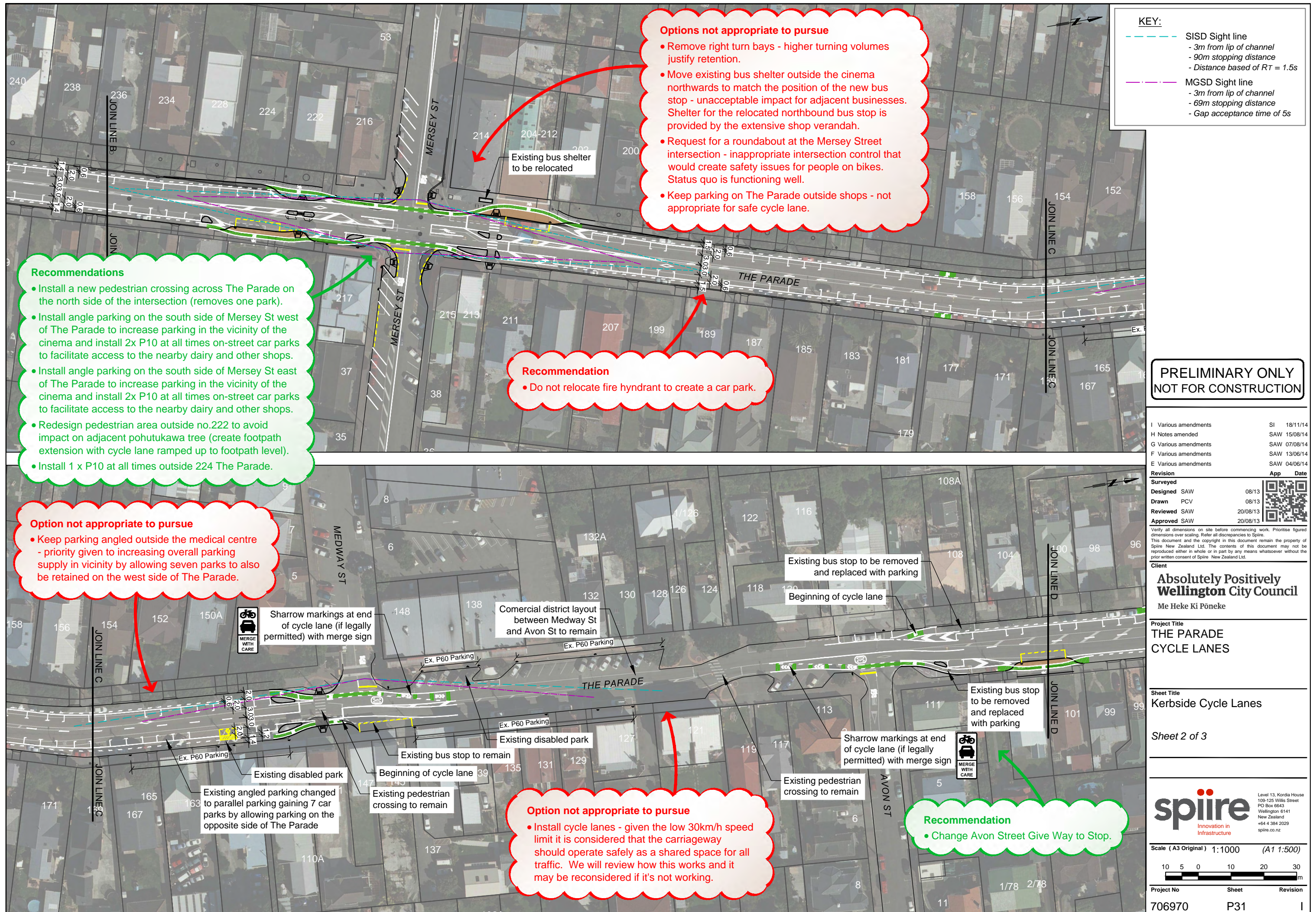
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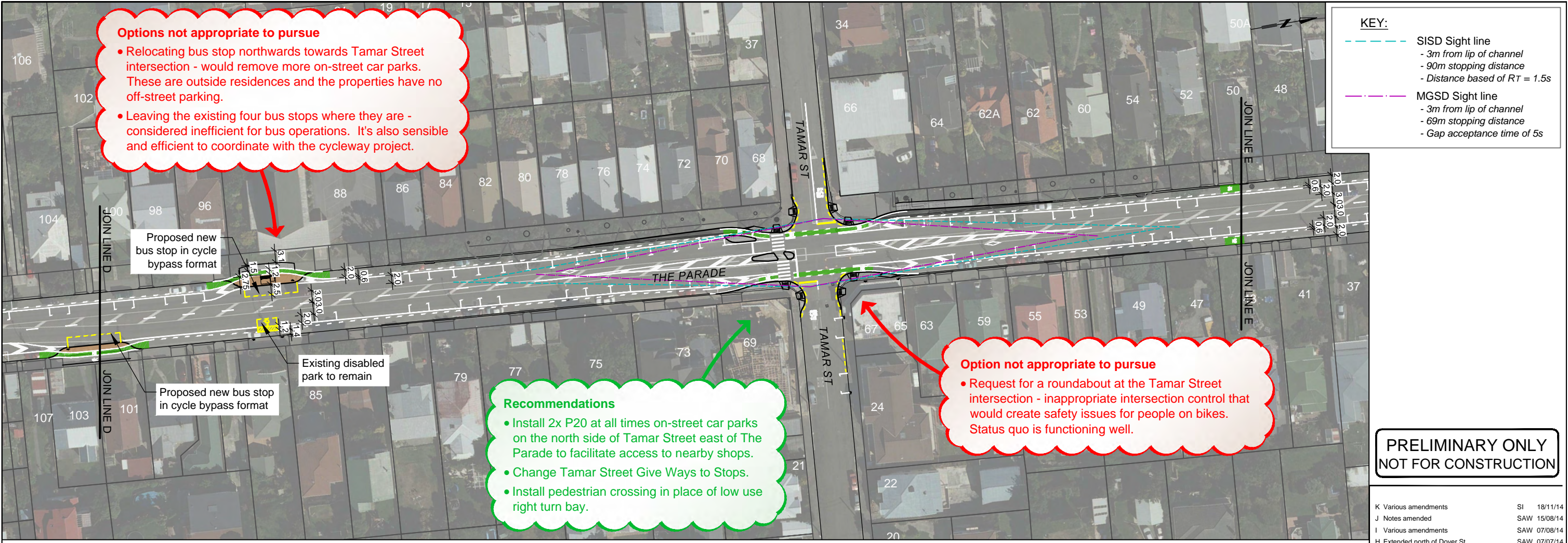


Project No Sheet Revision

706970 P30 I







Options not appropriate to pursue

- Relocating bus stop northwards towards Tamar Street intersection - would remove more on-street car parks. These are outside residences and the properties have no off-street parking.
- Leaving the existing four bus stops where they are - considered inefficient for bus operations. It's also sensible and efficient to coordinate with the cycleway project.

Proposed new bus stop in cycle bypass format

Proposed new bus stop in cycle bypass format

Existing disabled park to remain

Recommendations

- Install 2x P20 at all times on-street car parks on the north side of Tamar Street east of The Parade to facilitate access to nearby shops.
- Change Tamar Street Give Ways to Stops.
- Install pedestrian crossing in place of low use right turn bay.

Option not appropriate to pursue

- Request for a roundabout at the Tamar Street intersection - inappropriate intersection control that would create safety issues for people on bikes. Status quo is functioning well.

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PRELIMINARY ONLY
NOT FOR CONSTRUCTION

K Various amendments	SI	18/11/14
J Notes amended	SAW	15/08/14
I Various amendments	SAW	07/08/14
H Extended north of Dover St	SAW	07/07/14
G Various amendments	SAW	13/06/14
Revision	App	Date
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Designed	SAW	08/13
Drawn	PCV	08/13
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Approved	SAW	20/08/13

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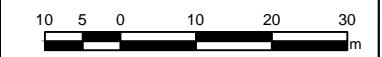
Project Title
THE PARADE
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Sheet Title
Kerbside Cycle Lanes

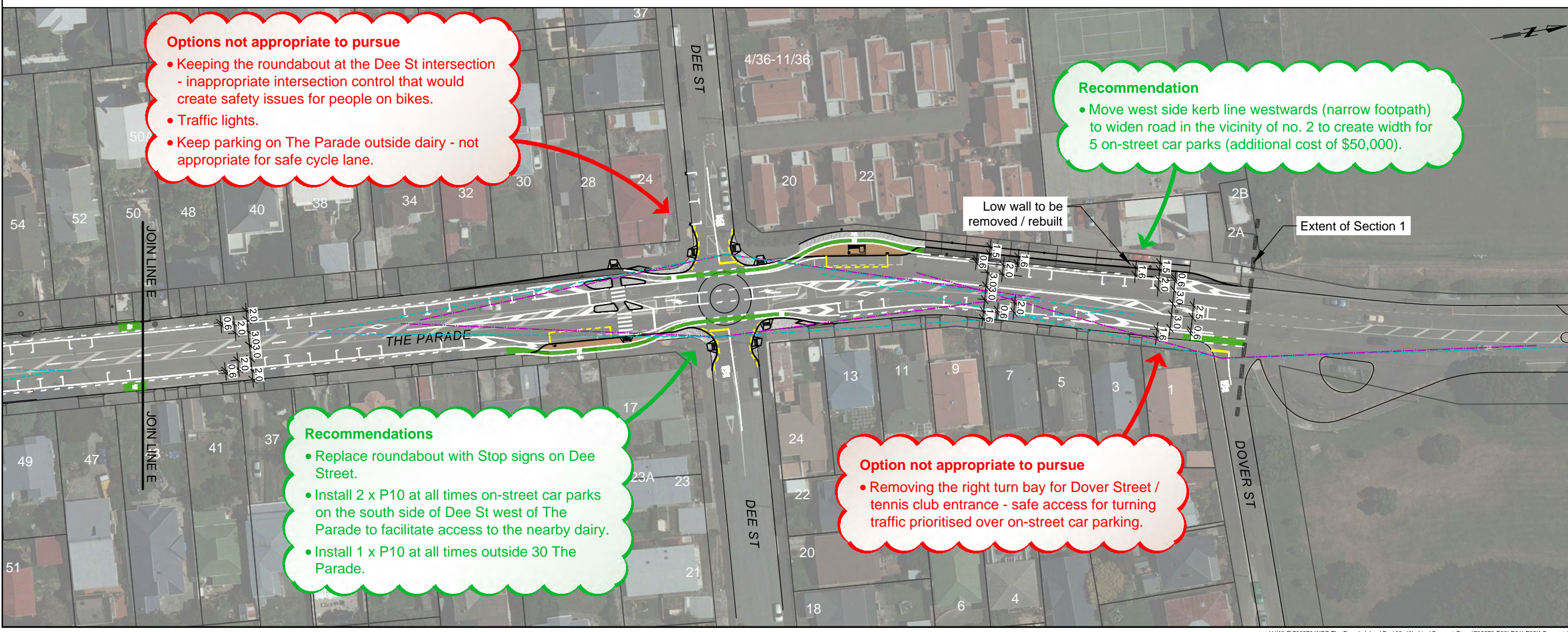
Sheet 3 of 3

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Project No 706970 **Sheet** P32 **Revision** K



Options not appropriate to pursue

- Keeping the roundabout at the Dee St intersection - inappropriate intersection control that would create safety issues for people on bikes.
- Traffic lights.
- Keep parking on The Parade outside dairy - not appropriate for safe cycle lane.

Recommendations

- Replace roundabout with Stop signs on Dee Street.
- Install 2 x P10 at all times on-street car parks on the south side of Dee St west of The Parade to facilitate access to the nearby dairy.
- Install 1 x P10 at all times outside 30 The Parade.

Recommendation

- Move west side kerb line westwards (narrow footpath) to widen road in the vicinity of no. 2 to create width for 5 on-street car parks (additional cost of \$50,000).

Option not appropriate to pursue

- Removing the right turn bay for Dover Street / tennis club entrance - safe access for turning traffic prioritised over on-street car parking.

Low wall to be removed / rebuilt

Extent of Section 1

DOVER ST

DEE ST

THE PARADE