

Designing quick-build walk, bus and bike improvements in Wellington



abley Isthmus.

Tonkin+Taylor



Your presenters



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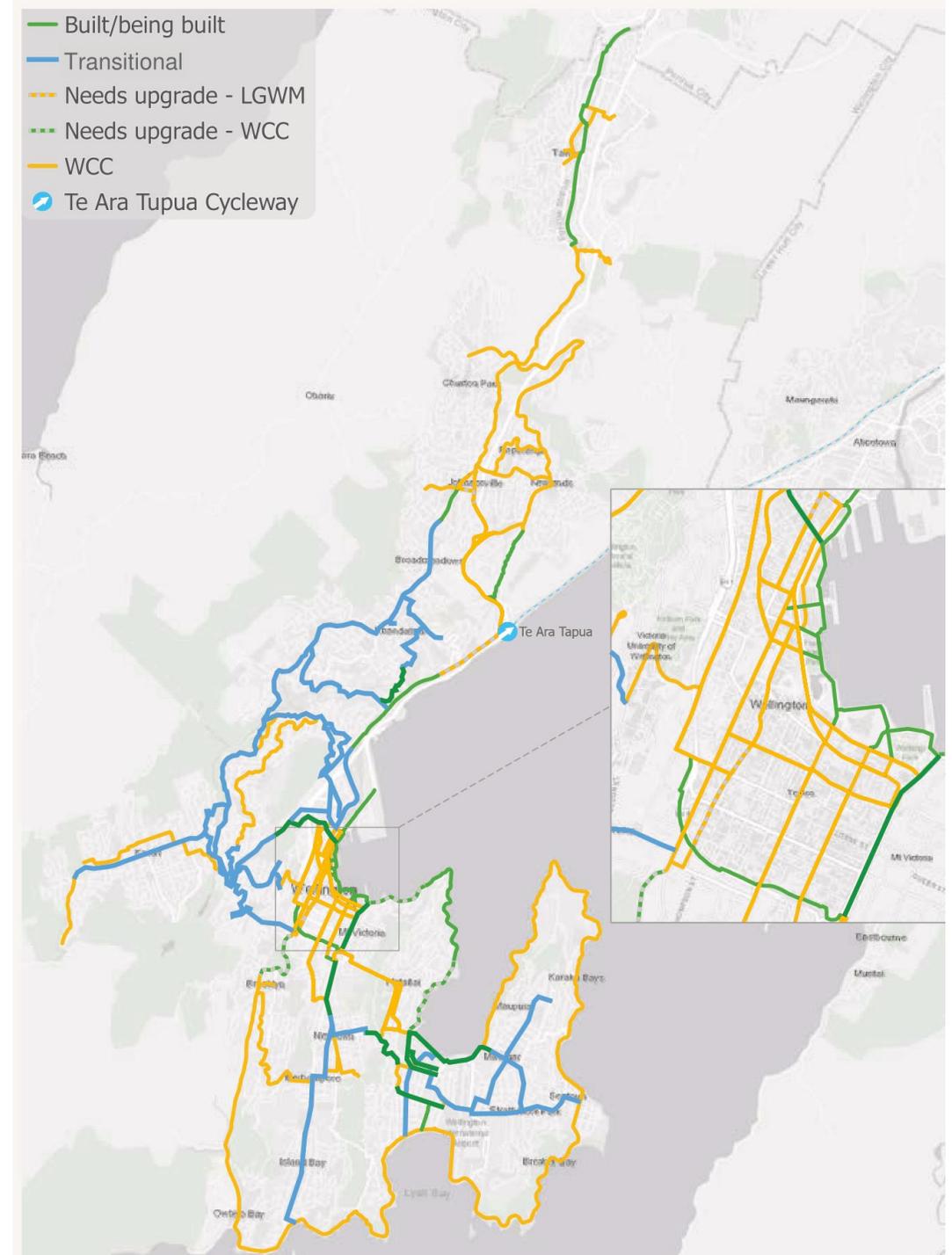
Associate Director

BE(Hons) CMEngNZ
CPEng IntPE(NZ)

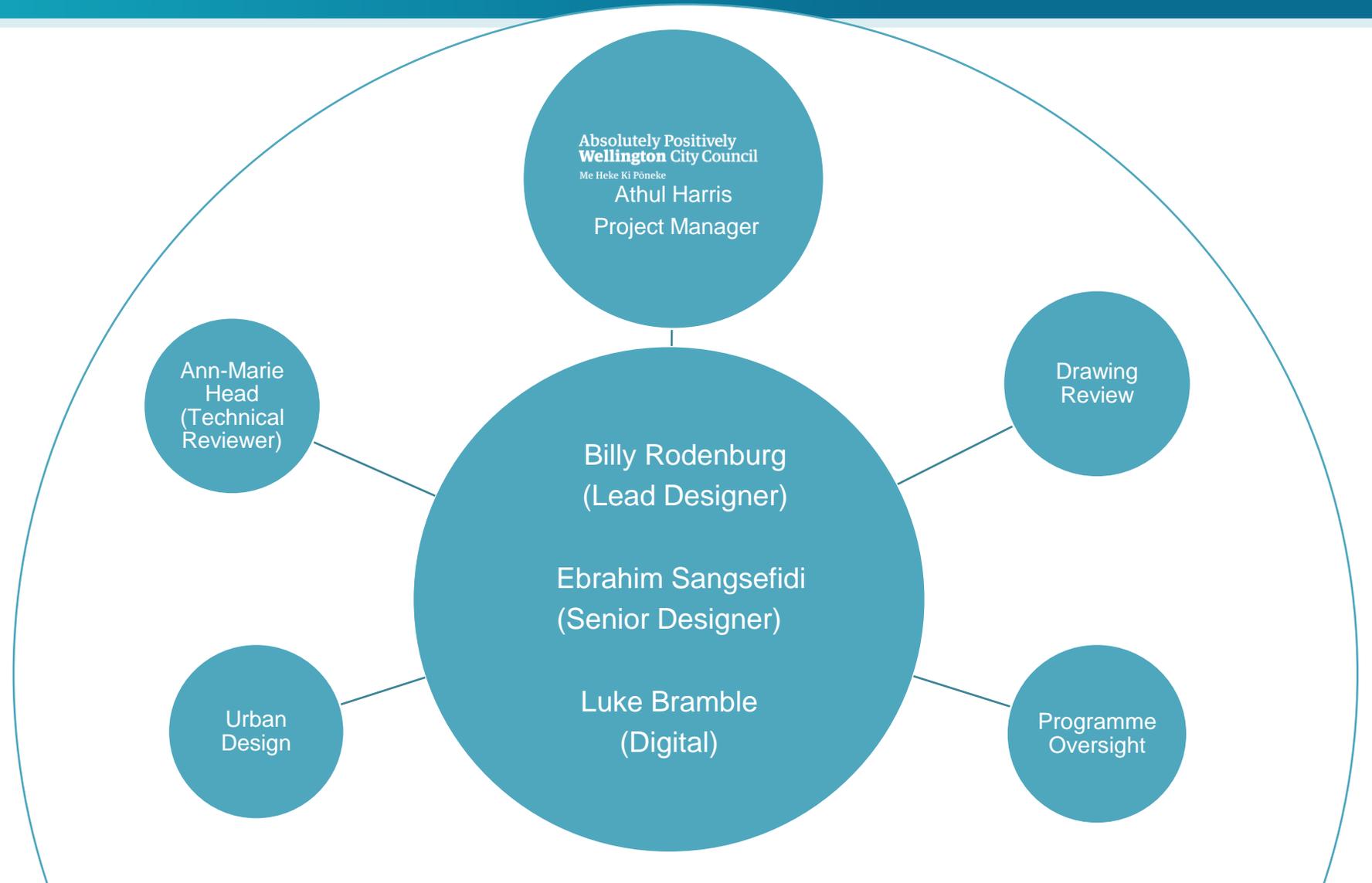


Transitional Cycleways Programme Overview

- Condensed design stages and design review gates
- Focus on options that can be delivered within the kerb to kerb space of existing streets
- Minimise civil work using transitional materials
- Accept some design compromises but strive for a safe and connected network

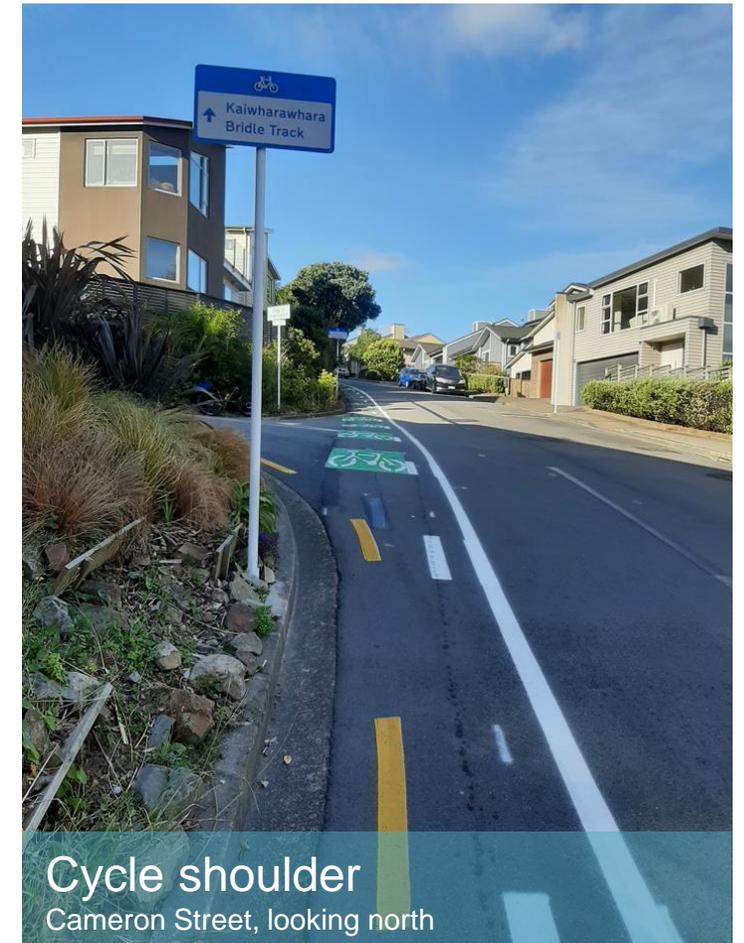
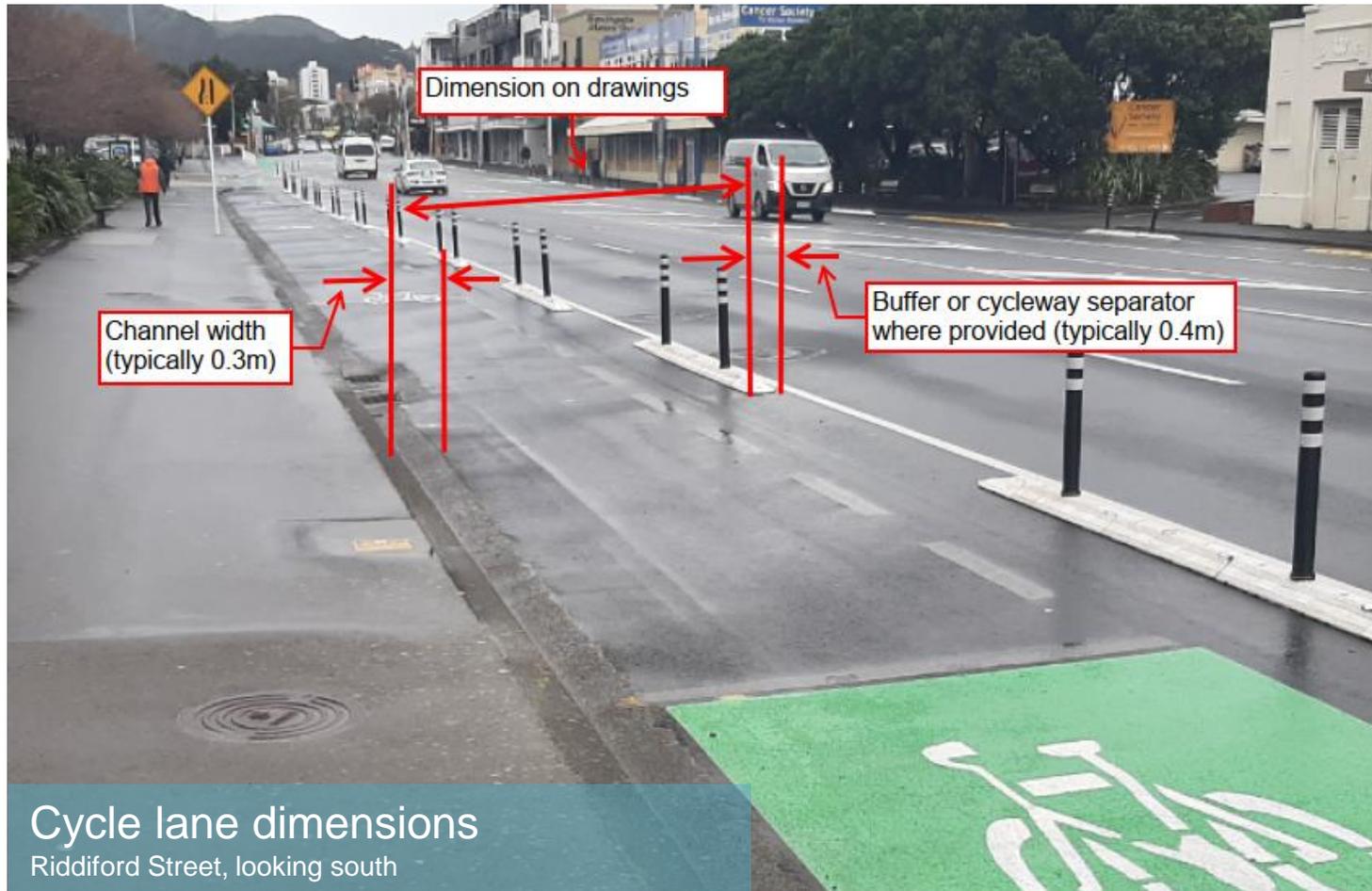


Design team set up





Design compromises





Trialling different materials

Riddiford Street bus stop - transitional materials
Wellington Hospital (Looking North)

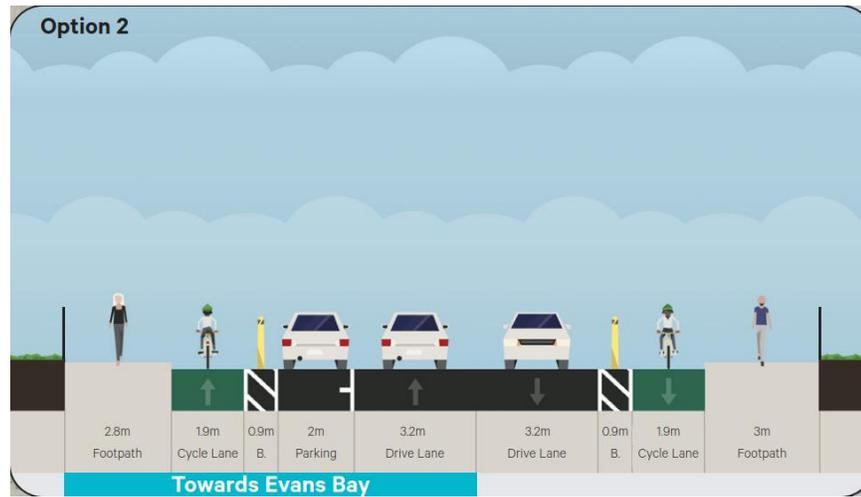


Onepu Road bus stop permanent materials
Looking North

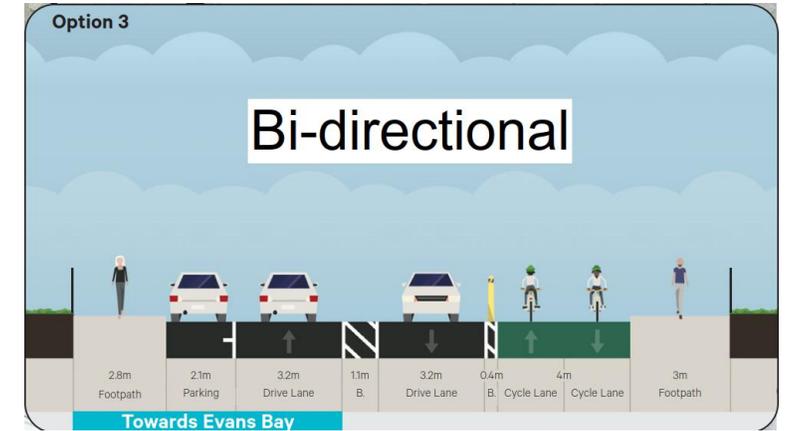


Example – Kilbirnie long list to short list and MCA assessment

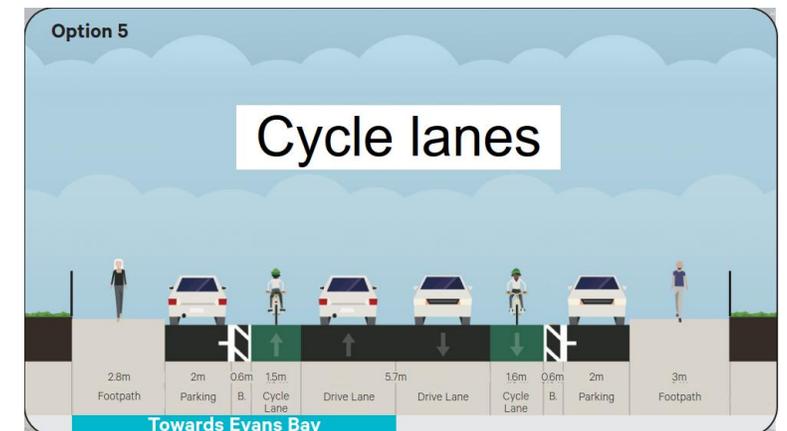
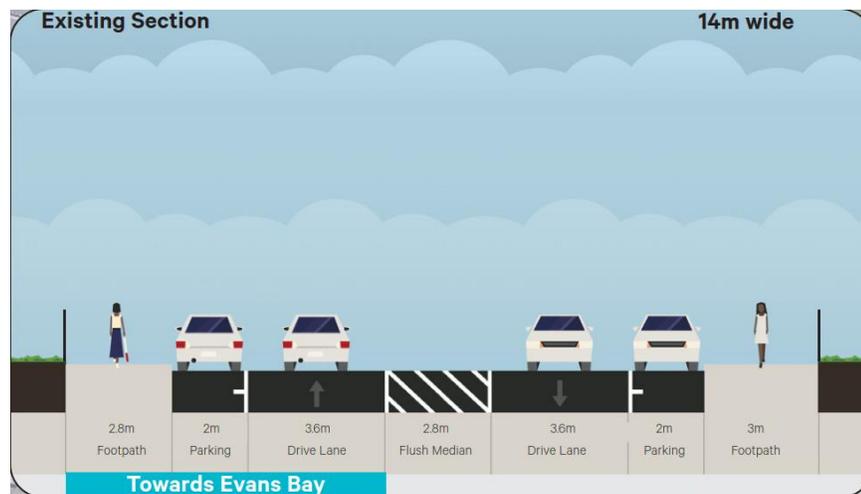
Existing (no cycle facilities)



Other options considered



Preferred Option - Separated cycleways in each direction, parking one side

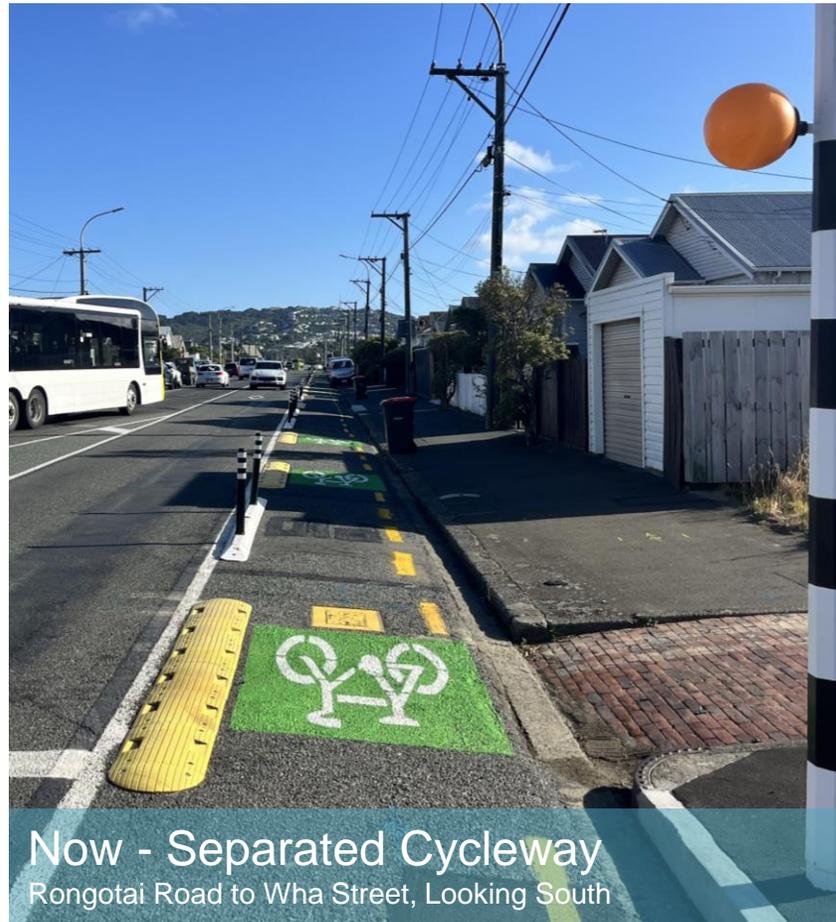




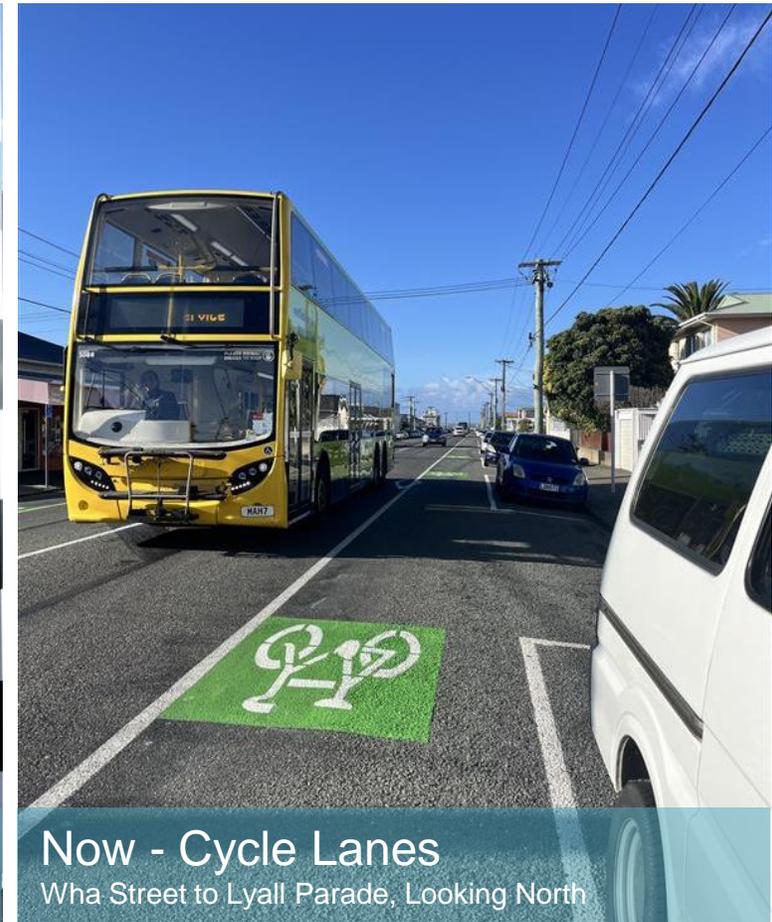
Onepu Road, Kilbirnie



Then
Looking South



Now - Separated Cycleway
Rongotai Road to Wha Street, Looking South



Now - Cycle Lanes
Wha Street to Lyall Parade, Looking North

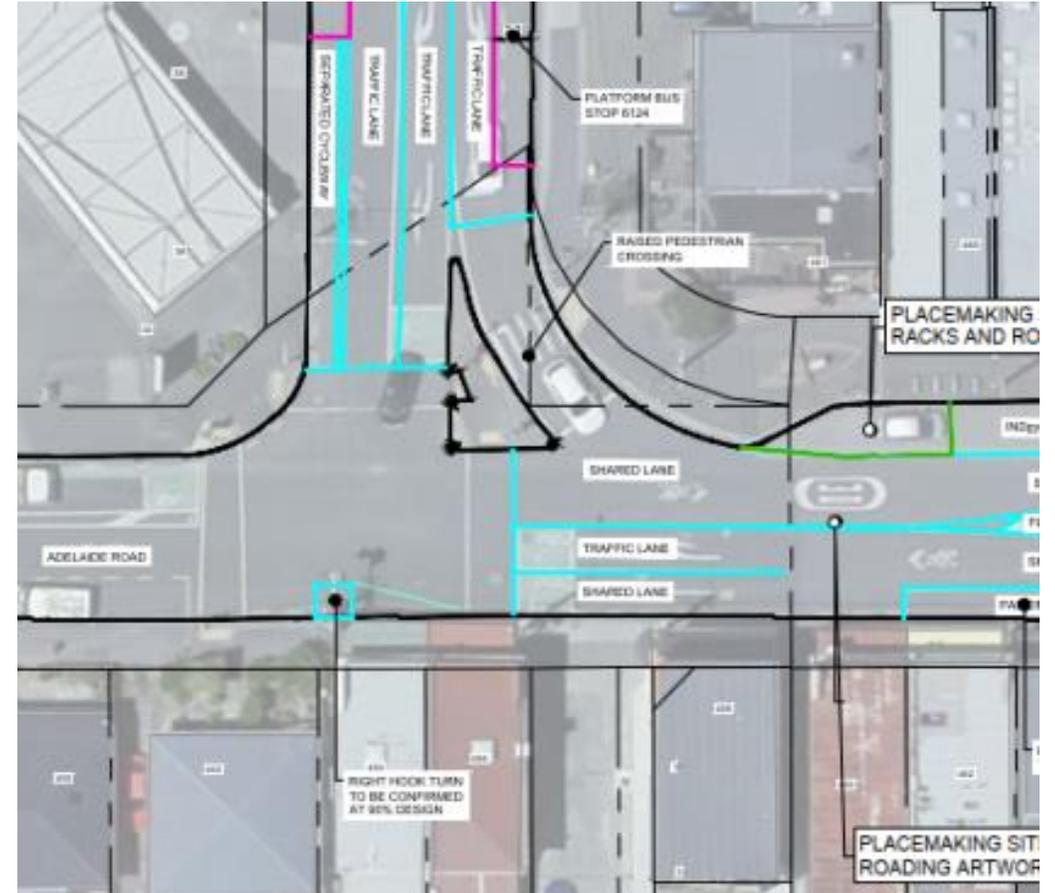
Example – Adelaide Road/Luxford Street intersection

Problem – Cycle route turns right. How can we make this easier and more attractive for cyclists?



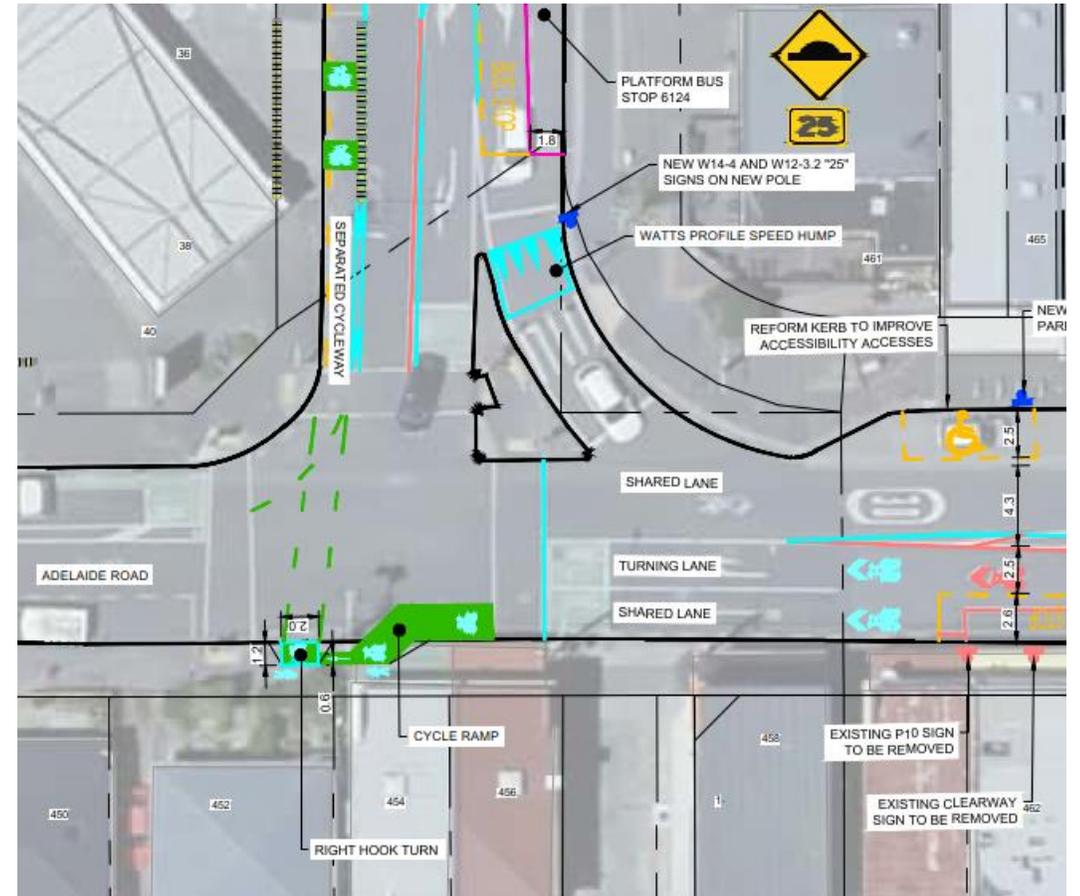
Example – Adelaide Road/Luxford Street intersection

30% design - Painted hook turn box on the road



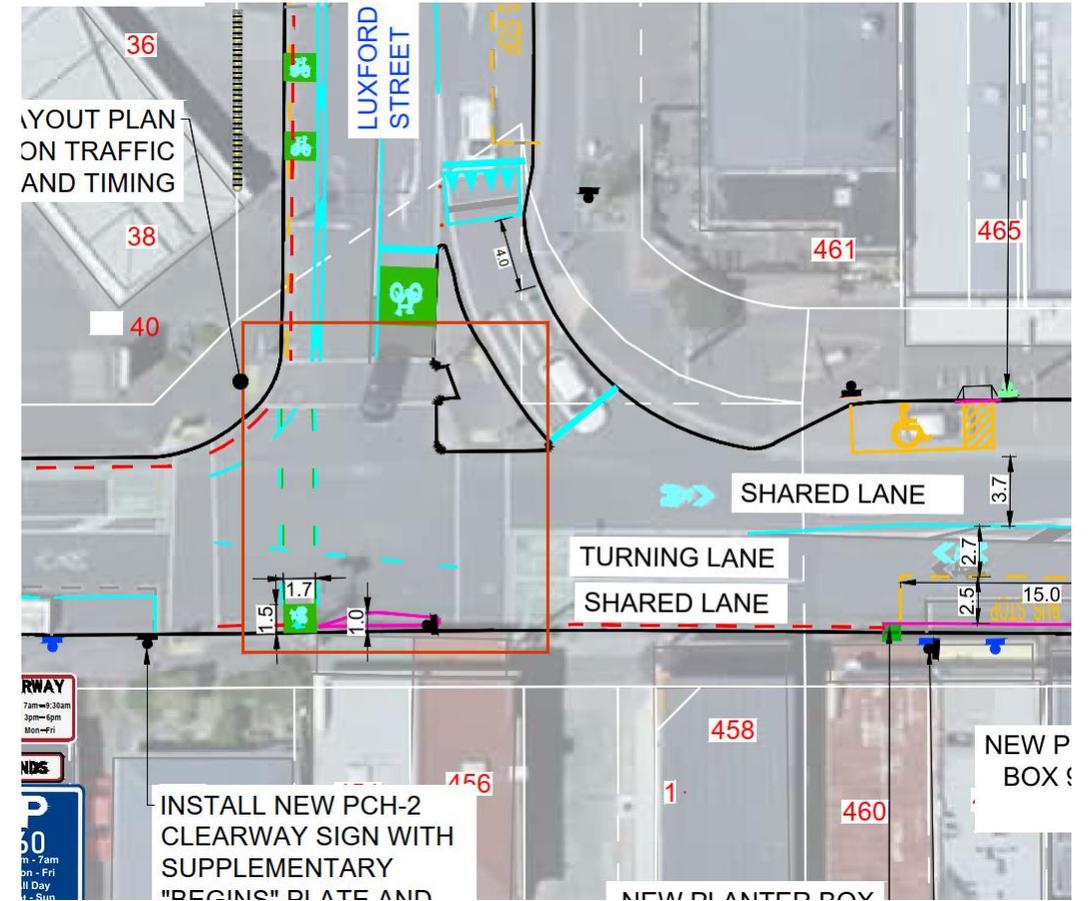
Example – Adelaide Road/Luxford Street intersection

90% design - Hook turn box on the footpath



Example – Adelaide Road/Luxford Street intersection

TR design - Hook Turn box on road behind a small island



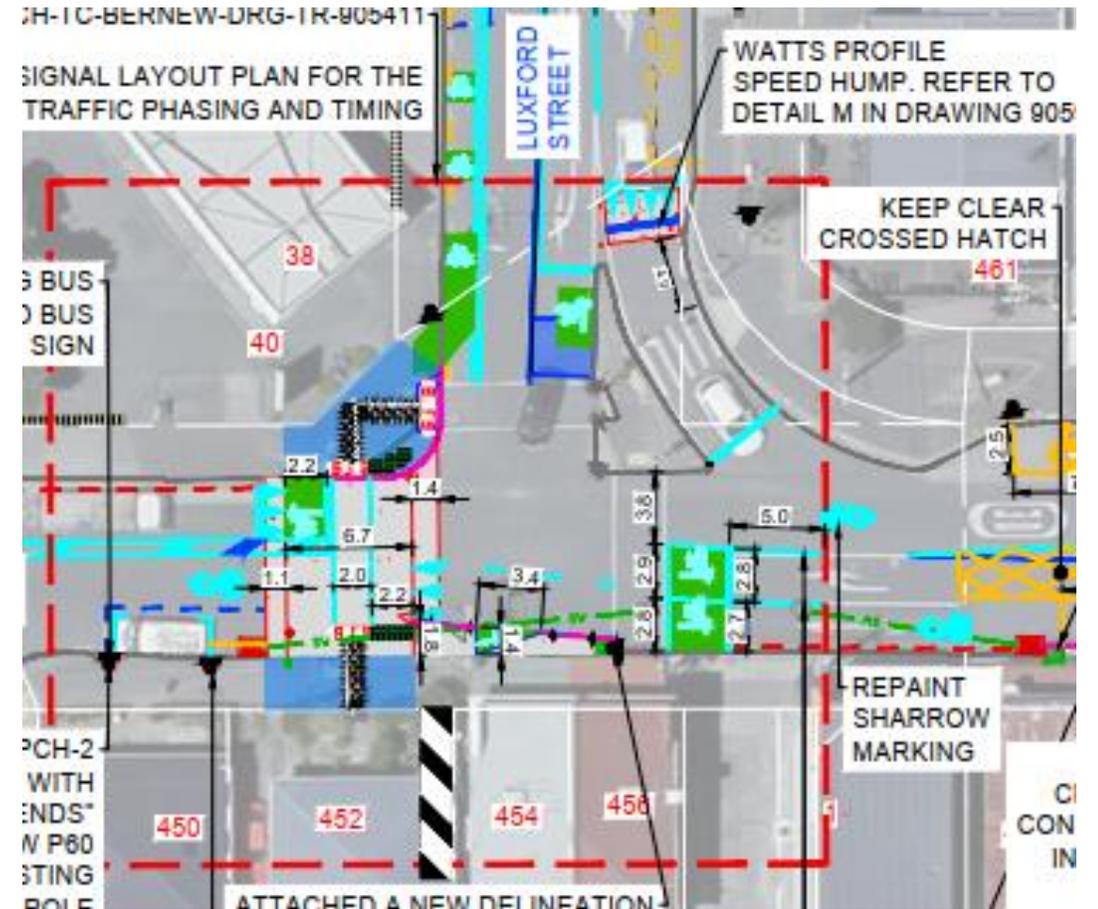
Example – Adelaide Road/Luxford Street intersection

Options considered but not proceeded



Example – Adelaide Road/Luxford Street intersection

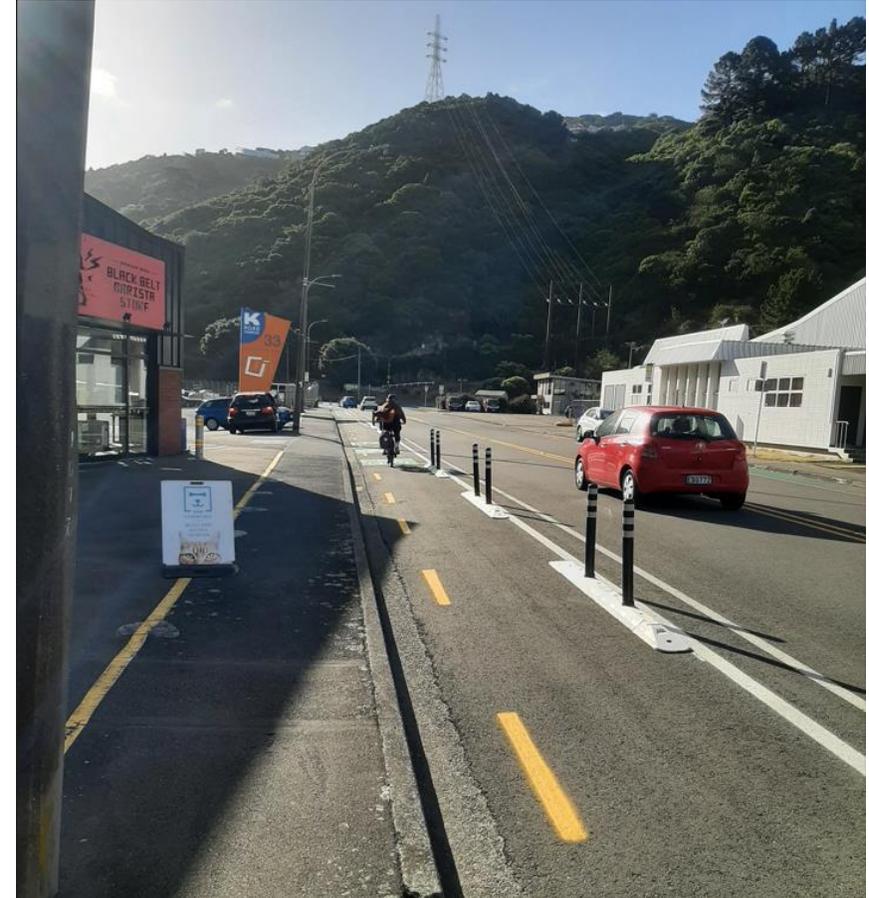
Final design - Raised platform dual crossing



Thank you



Then



Now