

Why?

Why cycling?
 Enable mode shift to reduce congestion, emissions, and parking demand. Improve public health and equity by providing affordable transport options.

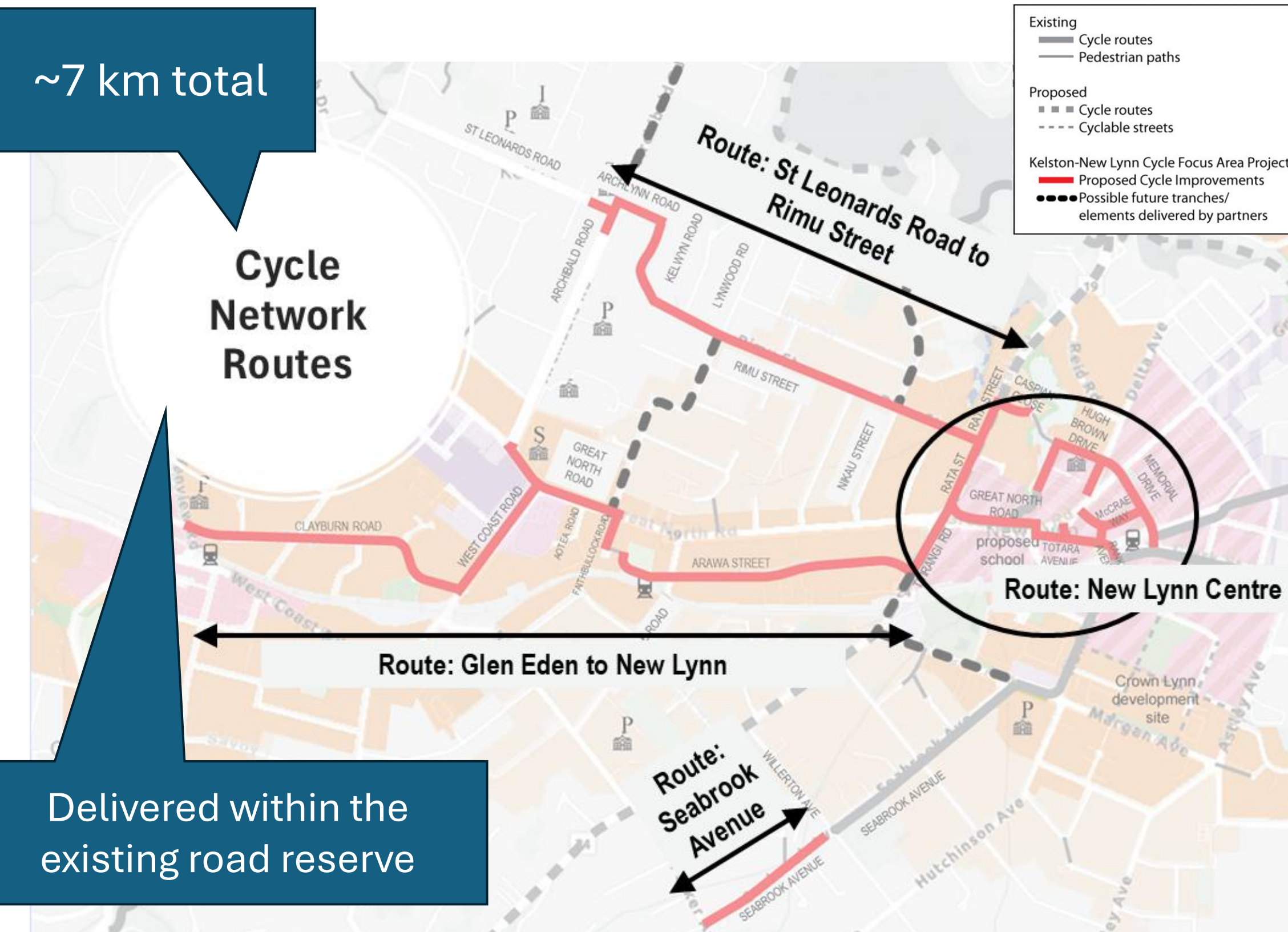
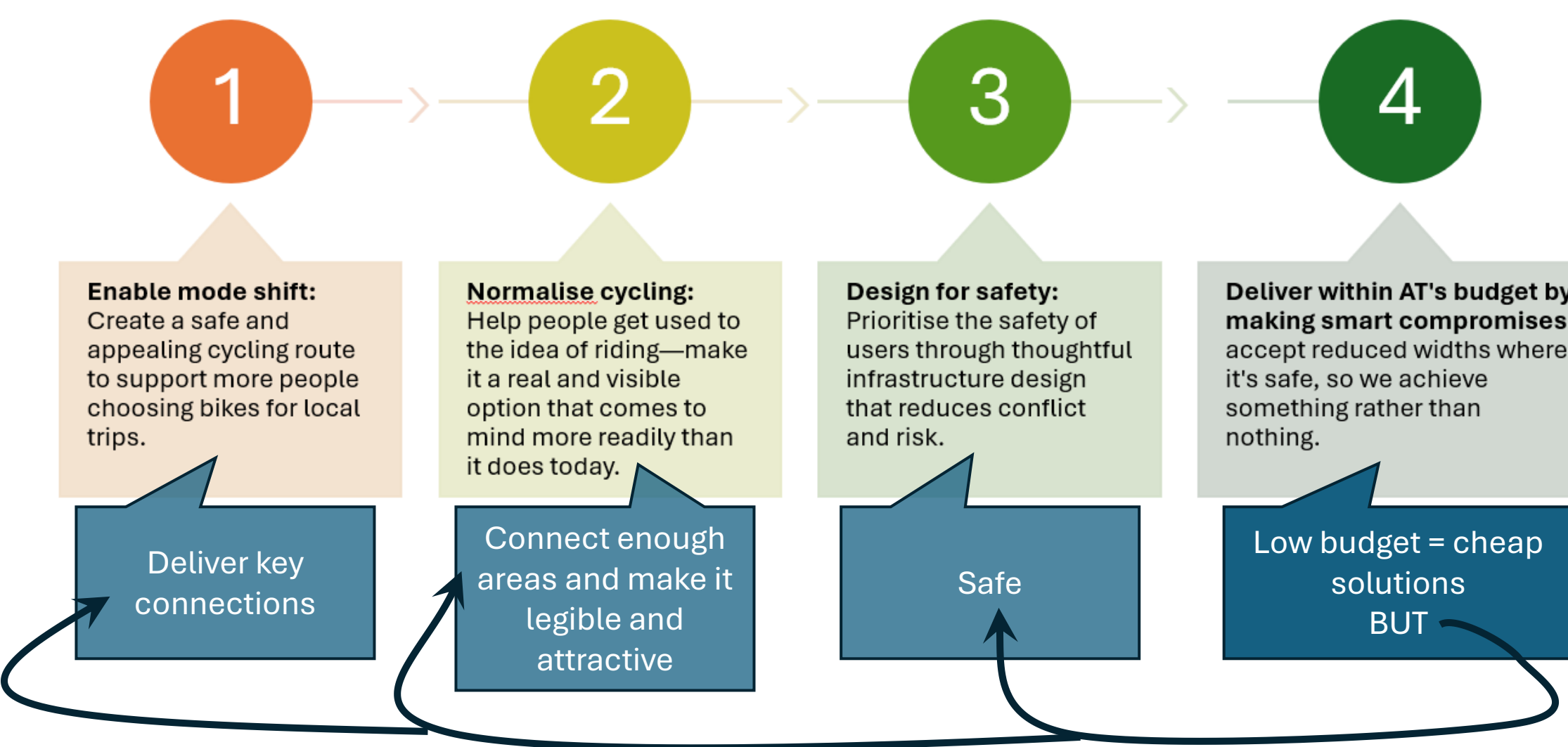
Why showcase this project?

Urban corridors face growing pressure when supporting mode shift, climate resilience, and community connectivity.

The Kelston–New Lynn Cycle Network project, one of the projects under the city-wide cycleway programme, aimed to deliver these outcomes within tight spatial and budget constraints. A perfect example of reusing what we've got.

What?

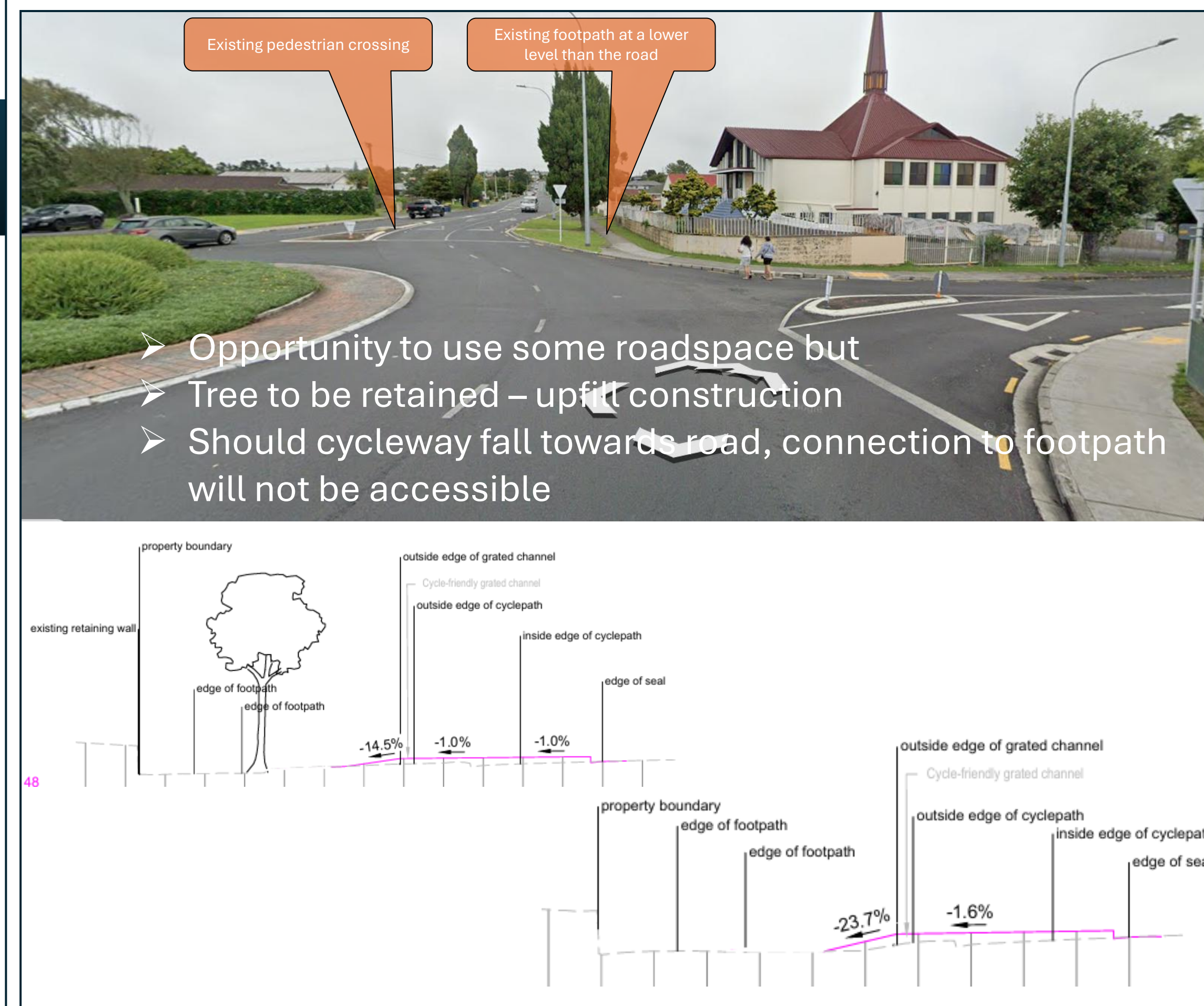
Project vision and goals



How?

How did we do it?

- Repurposed existing road space
- Avoided full corridor reconstruction
- Balanced needs of all users
- Coordinated across technical disciplines and stakeholders
- Something better than nothing



Scheme:

- ❑ Cycleway falls away from kerb
- ❑ Drainage channel provided outside of path and connected to existing network

Outcome:

- ✓ Tree retained, accessible gradients achieved, affordable design

Example 2



Scheme:

- ❑ Weaved the path around trees
- ❑ Placed ramps at strategic locations
- ❑ Short sections of retaining wall
- ❑ Retained and tied into existing footpath
- ❑ Strategically placed ramps

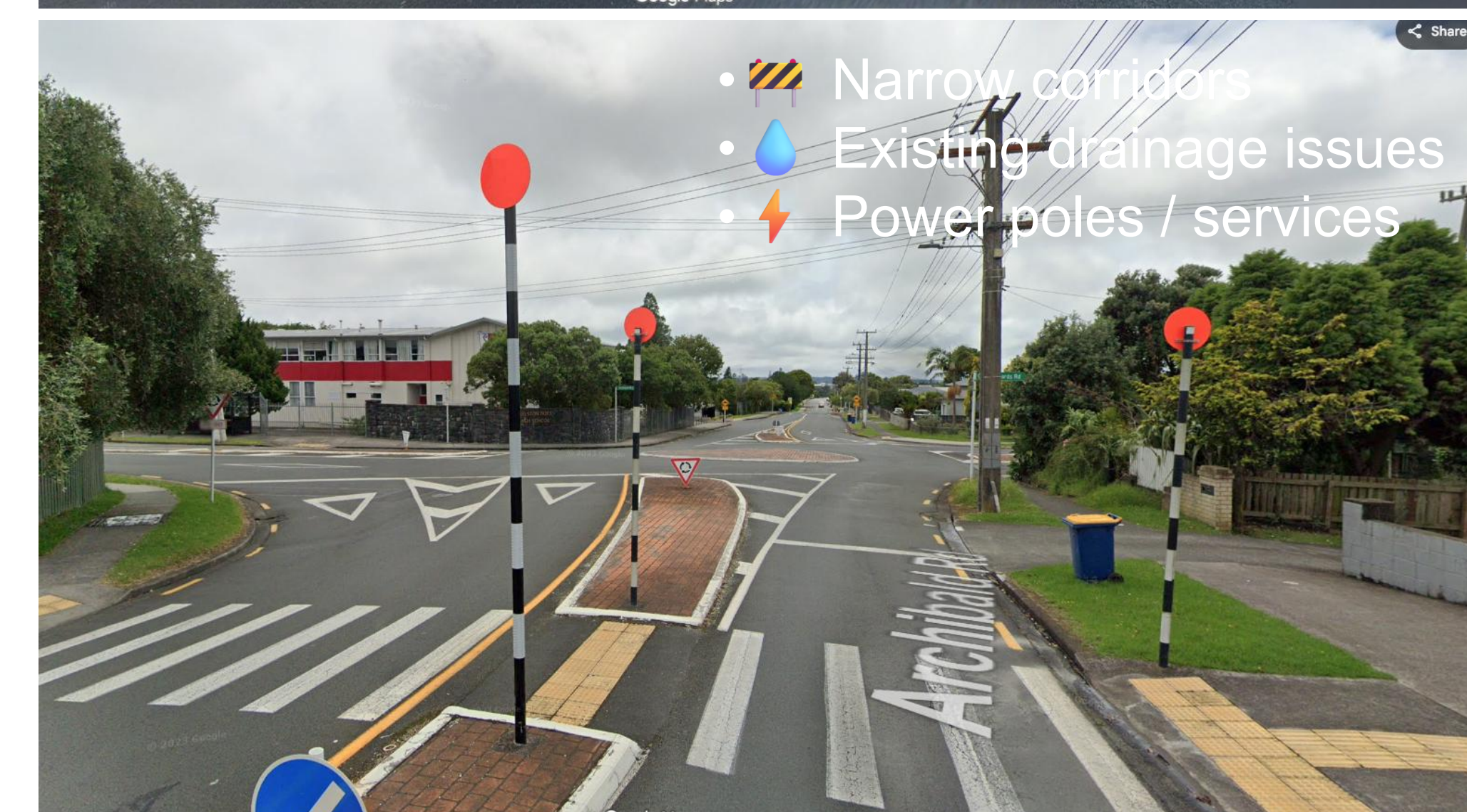
The Rata Weave

Outcome:

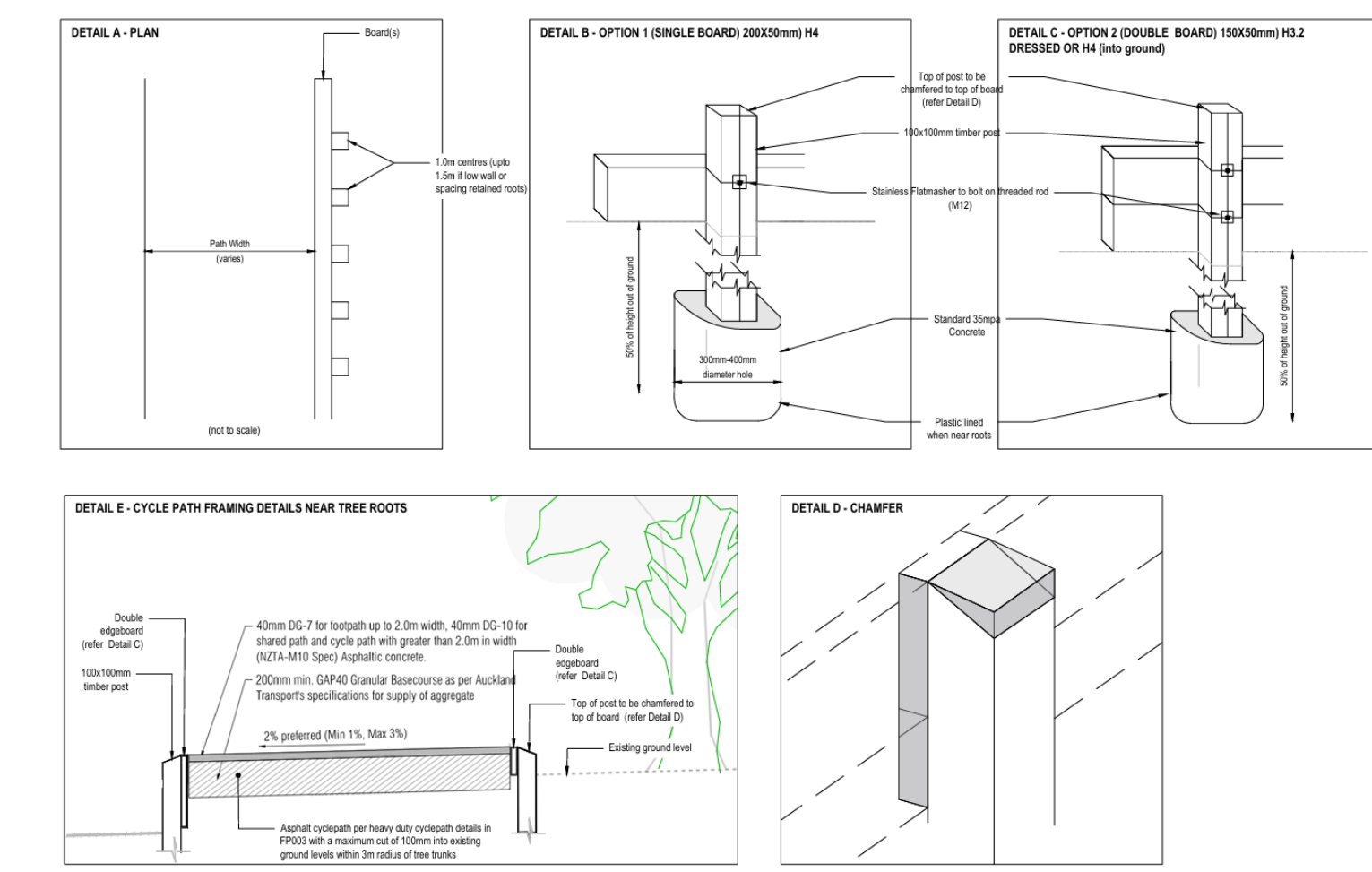
- ✓ Trees retained, transformers and signs avoided, accessible gradient achieved
- ✓ Affordable design

Example 1

The Reality on the Ground

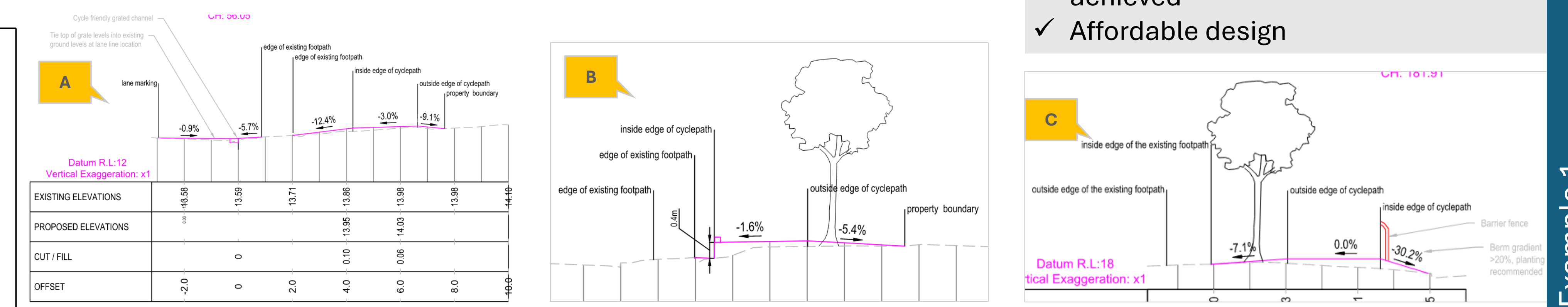


Details around trees



Reusing what we've got: delivering affordable cycle infrastructure

flow
 TRANSPORTATION SPECIALISTS



Making It Work Within Constraints

Early identification and resolution of constraints | Kerb realignments | Corridor space reallocation | Vertical + horizontal alignment design | Prioritisation calls with the client

Outcomes & Takeaways

- ✓ Connected, rideable network
- ✓ Works within constrained urban corridors
- ✓ No large-scale land acquisition
- ✓ Replicable approach for other NZ centres