AECOM New Zealand Limited +64 4 896 6000 tel
Level 19, 171 Featherston Street +64 4 896 6001 fax
Wellington 6011
PO Box 27277
Wellington 6141
New Zealand
www.aecom.com

22 February 2023

Out of Scope
Waka Kotahi
Out of Scope @nzta.govt.nz

Dear Out of Scope

SH6 Tahunanui Drive/Bisley Avenue Intersection Nelson
Concept Intersection Layout

Introduction

The Nelson Future Access Report (NFAR), endorsed by Waka Kotahi and Nelson City Council in 2021 set out a programme of multiple activities and interventions (options) together with their proposed sequencing within near term, short term and medium to long term timeframes

In the area in and around the Tahunanui / Bisley Avenue intersection to Muritai intersection, the NFAR recommended the following interventions and activities:

- Near Term – additional southbound through lane on SH6; uncontrolled pedestrian crossing points, speed limit review, commence pre-implementation work for the Rocks Road shared path facility,
- Short Term – traffic calming to Bisley Avenue in the Port Hills area, consenting and implementation of the Rocks Road shared path facility including connecting it the existing Nelson City cycling network at Waikare Street.
- Medium to long term - Investigation and implementation of priority lanes on SH6 including signalising the Muritai Street intersection.

As part of the near term interventions, Waka Kotahi has commissioned Aecom to investigate concept options for the additional southbound lane on SH6 through the Tahunanui / Bisley Avenue traffic signalled intersection.

The extent of the investigation on SH6 is from approximately 100m north of the Tahunanui / Bisley intersection to the intersection with Muritai Street.

Waka Kotahi requested that any recommended option(s) be consistent with the NFAR objectives and the sequencing of interventions and activities identified in the NFAR over the short, medium and long terms. The NFAR recommended transport network for the near, short, medium and long term is represented in Figures 1 to 5, attached as Appendix 1.

The objectives identified in the NFAR were:

a) to improve freight efficiency for the key route to and from Port Nelson,
b) connectivity and safety on the network;
c) improvements to peak period efficiency and reductions in congestion and rat running

The existing layout (refer to the attached drawing in Appendix 2) of the study area contains:

- A single northbound traffic lane diverging into two, then three traffic lanes and provides two through lanes (one of which is also a left turn lane) and a dedicated right turn lane;
- A single southbound traffic lane diverging into two, then three traffic lanes and provides for a single southbound through lane, a dedicated left turn lane and a dedicated right turn lane;
- Parking on both sides of the state highway is provided in specific locations south of the intersection but not to the north of the intersection;
- A flush median is provided on the state highway south of the intersection to facilitate turn movements into and out of properties fronting the state highway;

- On-road, un-separated cycle lanes are provided on the state highway north of the intersection but not south of the intersection.

Options Investigated

Drone Lidar information provided by Waka Kotahi as point cloud topographic information enabled the layout of the concept options to be dimensionally accurate in plan view to a detailed design level.

Options investigated (refer to the attached drawings in Appendix 2) covered the following categories:

- Additional southbound through lane with, and without:
    - a flush median.
    - northbound right turn bay.
    - cycle lanes.
    - on street parking.
- No additional southbound through lane with a flush median, northbound right turn bay, cycle lanes with:
    - majority of on street parking retained; or
    - majority of on street parking removed.

Individual Options investigated were:

- Option 1: Additional southbound through lane, cycle lanes provided;
- Option 2: Additional southbound through lane, flush median provided;
- Option 3: Additional southbound through lane, narrow shoulder and flush median provided;
- Option 4: No additional southbound through lane, cycle lanes, parking and narrow flush median provided;
- Option 5: No additional southbound through lane, cycle lanes and flush median provided

Option Assessment and Findings

Options were assessed against the objectives of the NFAR, their alignment with the recommendations of the NFAR and the assessed effect on existing pedestrian footpaths, cycle lanes, right turn bays, on street parking and the flush median.

Option assessment was carried out by Aecom staff who undertook the work contained within the NFAR, the Nelson Southern Link Investigation Programme Business Case (2015) and individuals currently employed by Aecom who were involved in the design and construction supervision of the current traffic signalled intersection from a twin roundabout (2004 – 2007). Discussion was held amongst members of the Regional Leadership Team and subsequently between Aecom (as advisors) and Waka Kotahi regional representatives regarding the assessment findings.

Assessment findings for each option is stated on each option drawing, which are provided in Appendix 2.

The main findings from the assessment of the options were:

- Assuming traffic lane widths remain as existing, then there is enough room north of the Bisley Avenue intersection to install standard width cycle lanes on the state highway, as well as two traffic lanes in each direction and a right turn bay for southbound traffic to turn into Beach Road.
- Assuming traffic lane widths remain as existing, then between Bisley Avenue intersection and Muritai Street intersection:
    - Adding an extra southbound lane with cycle lanes (that meet current standard) can only be installed through removing the flush median and right turn bay and removing the parking on the southbound carriageway.

  - Adding an extra southbound lane with cycle lanes (that are below current standard) can be installed through narrowing the flush median and removing the parking on the southbound carriageway and a small amount of parking removed on the northbound carriageway.
  - Adding an extra southbound lane without cycle lanes means that a flush median (as per current width) can be installed but parking on the southbound carriageway requires removal.
  - Adding an extra southbound lane without cycle lanes means parking can only be installed through the removal of the flush median and reducing the stacking length of the northbound right turn bay.
- Not installing an additional southbound lane means cycle lanes (below standa d width) and parking can be installed through narrowing the flush median and the removal of a short length of parking on the northbound carriageway.
- Not installing an additional southbound lane and removing parking on the southbound side of the carriageway means cycle lanes (that meet current standard) and a flush median (to current width) can be installed provided the extra northbound kerbside lane is shortened to shift the current diverge taper northwards.

In summary, when reviewing the options against the agreed recommended activities and interventions of the NFAR and the assessment criteria:

- The options without an additional southbound through lane (Options 4 and 5) are inconsistent with the recommended options in the NFAR for the near, short and medium to long terms and are discarded.
- Options that provide an additional southbound through lane (Options 1, 2 and 3) are consistent with the recommended options in NFAR in the near, short and medium to long term and are not discarded.
- Options that provide cycle lanes between Bisley Avenue and Muritai Intersections (Options 1 and 3) are inconsistent with the recently adopted Nelson City Council Active Transport Strategy and the recommended options in NFAR in the medium and long term (as shown in Fig 3-1 in Appendix 1 which do not have cycle lanes south of the intersection alignments) and are discarded.
- This leaves Option 2 as the only option that is consistent with the NFAR and assessment criteria and is the recommended option for implementation.

Option 2 means that cyclists will utilise Beach Road, which is the responsibility of Nelson City Council (NCC). It is recommended that Waka Kotahi support any funding applications that NCC may make for provision of the recommended shared path beside Beach Road.

With reference to the Option 2 plan drawing, the Hook Turn at the Bisley Avenue intersection is an interim measure that can be removed once the main Rocks Road shared path is constructed.

Comparing the existing situation to Option 2, the following effects on pedestrian footpaths, cycle lanes, right turn bays, on street parking and the flush median were noted during the options assessment:

- No effects to current footpath widths;
- No effects to the existing un-controlled pedestrian crossing point on SH6 just north of Muritai street intersection;
- No effects to the existing flush median;
- No effects to existing rights turn bays;
- No effects to the parking bays on the northbound carriageway;
- The existing parking bays on the southbound carriageway between the Tahunanui / Bisley intersection and the un-controlled crossing point just north of the Muritai intersection are removed.

Parking is not a necessary requirement for Waka Kotahi to provide but Option 2 has attempted to retain as much parking as possible.

An independent safe system audit was undertaken on Option 2 by Beca Ltd. The audit process identified reduced safety for those cyclists who choose not to use Beach Rd, and hence the audit recommended that Option 2 is not progressed until traffic speeds are reduced to levels aligned to safe system tolerances for vulnerable road users. This is supported by Aecom (The Designers) and has been endorsed by the Waka Kotahi regional representatives.

Next Steps

Seek Waka Kotahi Regional Leadership Team endorsement for Option 2 including a speed limit reduction in the area and inform the public and directly affected parties.

Progress detailed design and implementation of Option 2 when the speed limit reduction, as recommended by the safety audit, has been implemented;

Waka Kotahi to confirm that the recommended works are a permitted activity within the existing designation.

I thank you for the opportunity to undertake this commission and look forward to working with Waka Kotahi again in the future. Please contact the undersigned if you have any queries or require further support.

Yours sincerely

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Manager Civil Infrastructure - Wellington

s 9(2)(a) @aecom.com

Mobile: s 9(2)(a)

encl: Concept Plans

Appendix 1 – Pictorial representation of the NFAR recommended transport network for the near, short, medium and long term

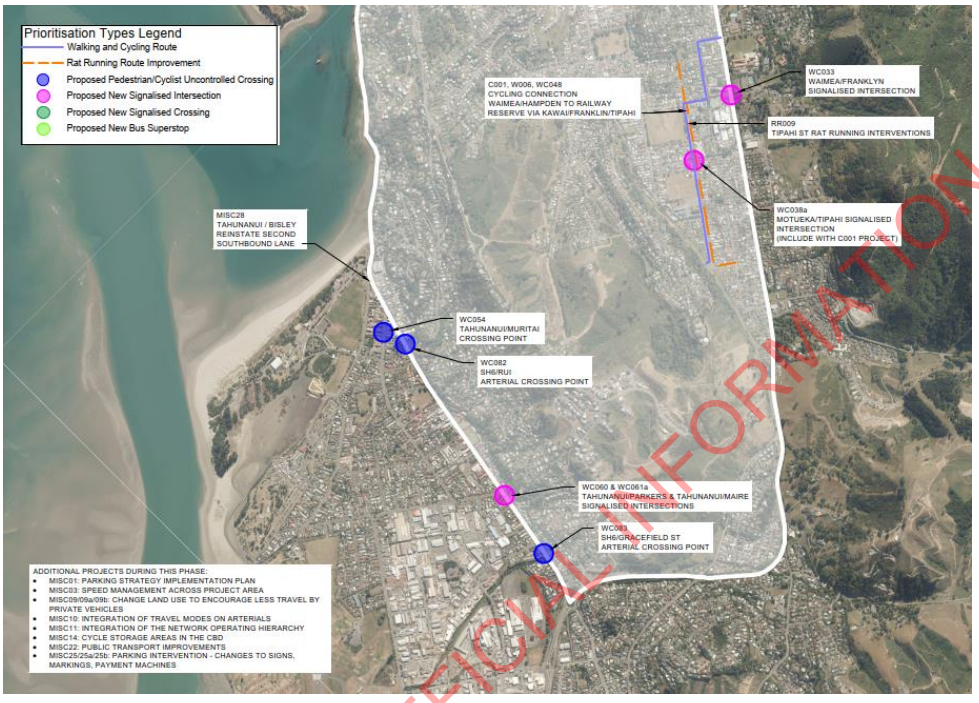

Figure 1 – Near Term Interventions in the Tahunanui Area from NFAR

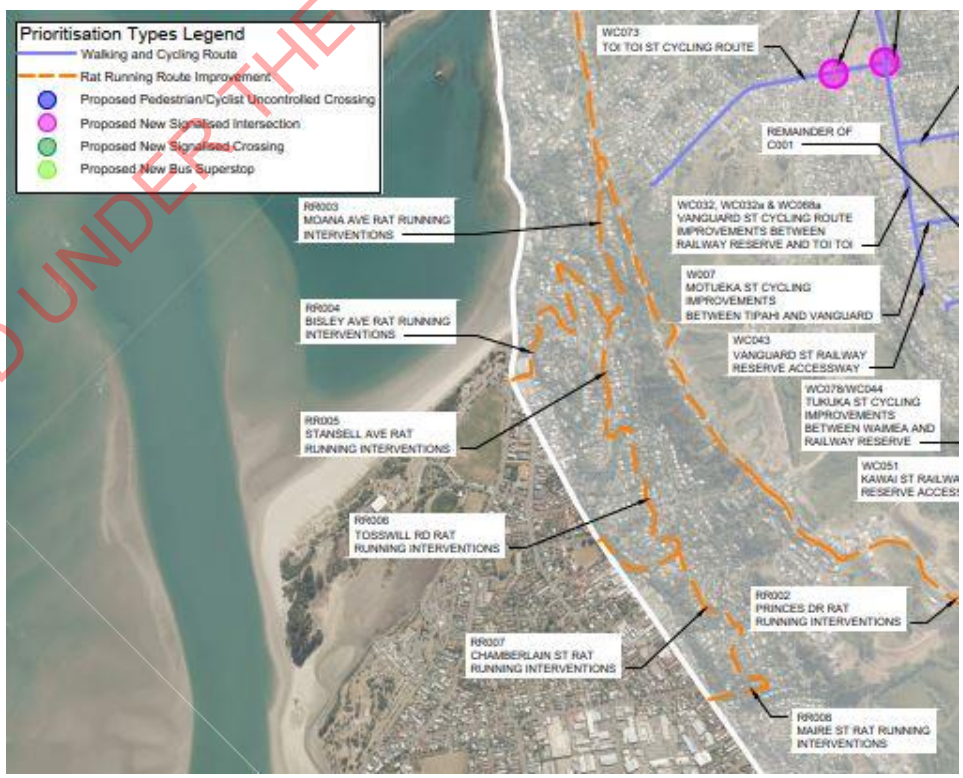

Figure 2 – Short Term Interventions in the Tahunanui Area from NFAR

Figure 3 – Short to Medium Term Interventions in the Tahunanui Area from NFAR

Figure 3-1– Short to Medium Term Interventions in the Tahunanui Area from NFAR showing Shared Path Option Connections Between Rocks Road and Waikare Street

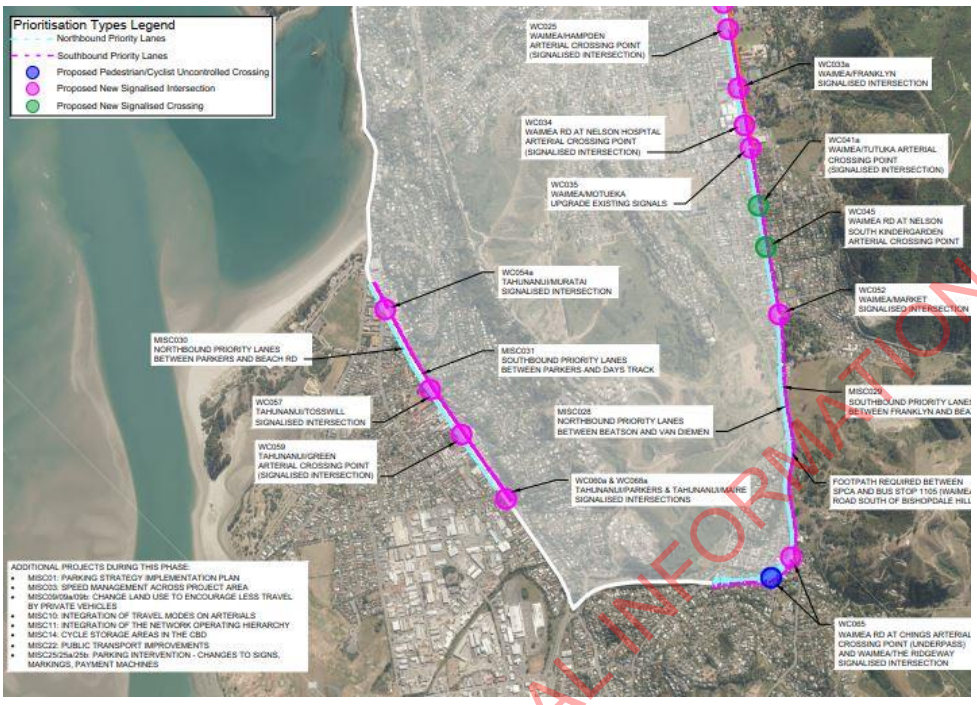

Figure 4 –Medium to Long Term Interventions in the Tahunanui Area from NFAR

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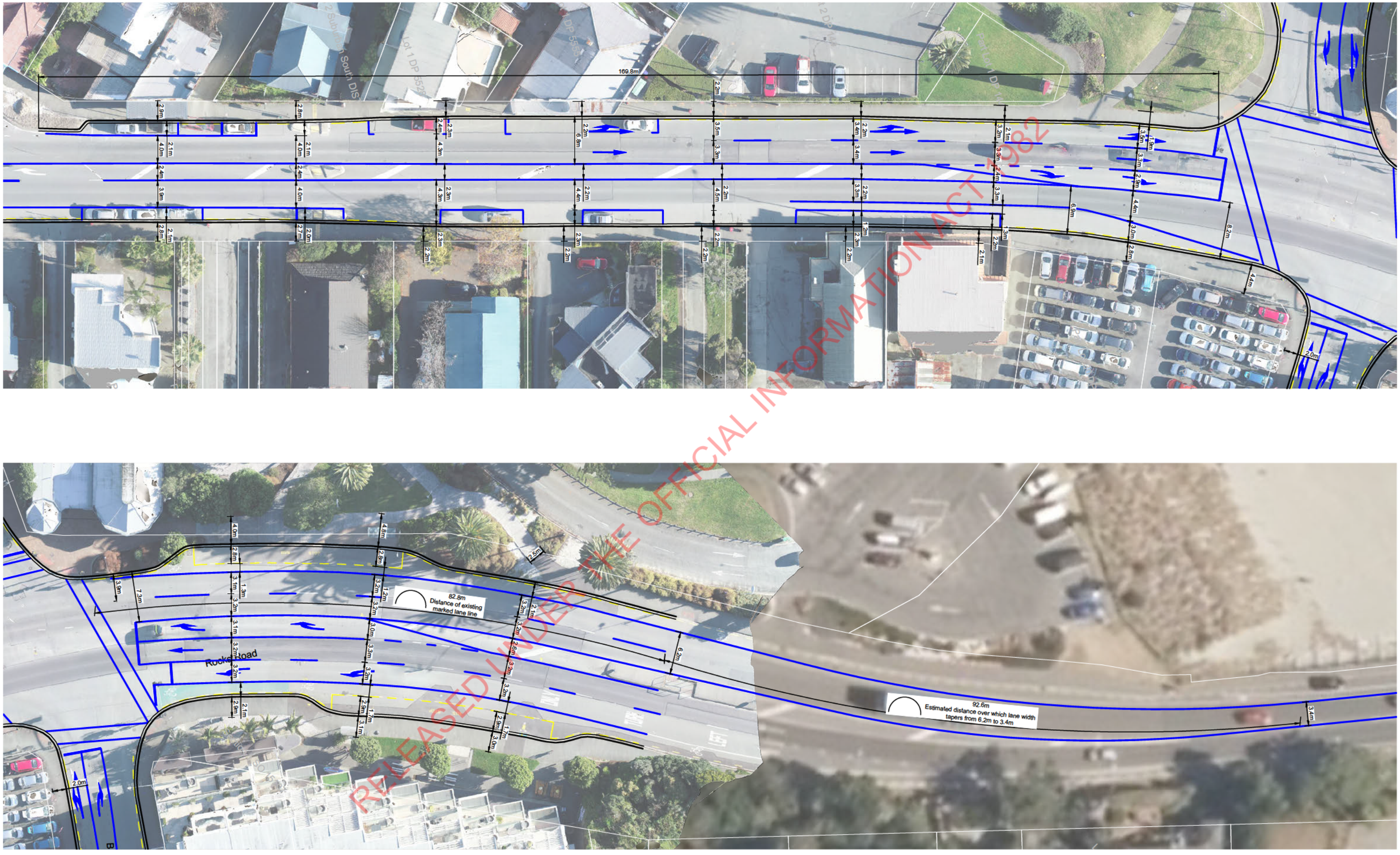
Appendix 2 – Drawing Plans



TAHUNANUI DRIVE - MURITAI-BISLEY
EXISTING ROAD WIDTHS
19-JULY-2022

Kerbside lanes/parking bays are measured from the face of kerb

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Approved:

ISO A3 420mm x 297mm

OVERALL FINDING: ASSUMING THAT EXISTING 3.2m WIDE TRAFFIC LANES ARE AN ACCEPTED LANE WIDTH ON SH6 NORTH OF THE BISLEY INTERSECTION THERE IS SPACE TO INSTALL A CYCLE LANE (WITHOUT PHYSICAL SEPARATION FROM VEHICLES) IN BOTH DIRECTIONS. RE-PAVING AND RE-MARKING FOR APPROXIMATELY 30m NORTH OF THE INTERSECTION WOULD BE NEEDED.

OVERALL FINDING: ON SH6 SOUTH OF THE BISLEY INTERSECTION, INSTALLING AN EXTRA SOUTHBOUND TRAFFIC LANE (ALONG WITH A FLUSH MEDIAN), MEANS NO CYCLE LANES THAT MEET CURRENT STANDARDS CAN BE INSTALLED UNLESS PARKING IS REMOVED FROM THE BISLEY INTERSECTION TO THE EXISTING UNCONTROLLED CROSSING (APPROXIMATELY 40m NORTH OF THE INTERSECTION WITH MURITAI).

OVERALL FINDING: ON SH6 SOUTH OF THE BISLEY INTERSECTION, INSTALLING AN EXTRA SOUTHBOUND LANE AND REMOVING THE FLUSH MEDIAN MEANS THAT CYCLE LANES CAN BE INSTALLED BUT PARKING STILL REQUIRES REMOVAL FROM THE BISLEY INTERSECTION TO THE EXISTING UNCONTROLLED CROSSING (APPROXIMATELY 40m TO THE NORTH OF THE INTERSECTION WITH MURITAI).

OVERALL FINDING: ON SH6 SOUTH OF THE BISLEY INTERSECTION, NOT INSTALLING AN EXTRA SOUTHBOUND LANE MEANS COMPROMISING THE WIDTH OF CYCLE LANES AND/OR THE FLUSH MEDIAN AND/OR REMOVAL OF PARKING. REFER TO OPTIONS 4 AND 5.

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REFER TO SKETCH FIG-1002 FOR OPTION 1 ARRANGEMENT.

REFER TO SKETCH FIG-1003 FOR OPTION 2 ARRANGEMENT.

REFER TO SKETCH FIG-1004 FOR OPTION 3 ARRANGEMENT.

REFER TO SKETCH FIG-1005 FOR OPTION 4 ARRANGEMENT.

REFER TO SKETCH FIG-1006 FOR OPTION 5 ARRANGEMENT.

BEACH ROAD

POSSIBLE SHARED PATH - REFER TO OPTION 2

WAIKARE DRIVE

MURITAI STREET

SH6 TAHUNANUI DRIVE

INDICATIVE POSITION OF EXISTING CYCLING PATHS

POSSIBLE CYCLE LANES - REFER TO OPTIONS 1, 3, 4 & 5

Issue Status: For Information

SH6 TAHUNANUI DRIVE/BISLEY AVE INTERSECTION
CYCLING AND ROAD LAYOUT OPTIONS
PROJECT AREA PLAN

Project No.:

Date: 07.09.2022

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Sketch No.: SK-1001

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Approved:

ISO A3 420mm x 297mm

CONSEQUENCES OF ADOPTING CHANGE, IN COMPARISON TO EXISTING SITUATION

1. CYCLE LANES PROVIDED IN EACH DIRECTION ON THE STATE HIGHWAY BETWEEN MURITAI STREET AND ROCKS ROAD.
2. SOUTHBOUND CYCLISTS NEED TO CROSS TRAFFIC LANE TO USE RIGHT TURN BAY TO ACCESS PROPOSED CYCLE LANE ON MURITAI STREET.
3. FLUSH MEDIAN REMOVED MEANING VEHICLES QUEUE IN TRAFFIC LANE TO ACCESS PROPERTIES.
4. NORTHBOUND STATE HIGHWAY RIGHT TURN BAY INTO BISLEY REMOVED - INTERSECTION TRAFFIC SIGNALS REQUIRE RE-PHASING RESULTING IN ADDITIONAL QUEUING IN BOTH DIRECTIONS ON THE STATE HIGHWAY, OFFSET TO SOME DEGREE FOR SOUTHBOUND DIRECTION DUE TO ADDITIONAL SOUTHBOUND LANE.
5. EXISTING PARKING REMOVED ON BOTH SIDES OF THE STATE HIGHWAY FROM MURITAI TO BISLEY.

OPTION 1 (NORTH OF BISLEY)
ROADMARKING UPDATED WITH:

a. 3.2m WIDE TRAFFIC LANES
b. 3.1m WIDE RIGHT-TURN BAY
c. 1.5m WIDE CYCLE LANES IN BOTH DIRECTIONS

N

BEACH ROAD

EXISTING KERBSIDE ISLANDS TO BE NARROWED TO ALLOW SPACE FOR CYCLE LANES

OPTION 1 (MURITAI TO BISLEY)

- CYCLE LANES ON BOTH SIDES OF ROAD, MIN. WIDTH 1.5m.
- TWO 3.2m WIDE TRAFFIC LANES IN EACH DIRECTION INSTALLED FROM BISLEY INTERSECTION TO 50m NORTH OF MURITAI INTERSECTION (INCLUDING 50m LONG MERGE/DIVERGE TAPERS).
- SHARROWS MARKINGS, ADVANCED STOP BOX AND GREEN WARNING MARKINGS INSTALLED TO WARN MOTORISTS ABOUT SOUTHBOUND CYCLISTS TURNING INTO MURITAI RD.

SH6 TAHUNANUI DRIVE

TAHUNANUI CYCLISTS TO CONNECT TO/FROM CYCLE LANES ON MURITAI STREET

MURITAI STREET

Issue Status: For Information

SH6 TAHUNANUI DRIVE/BISLEY AVE INTERSECTION
CYCLING AND ROAD LAYOUT OPTIONS
OPTION 1 - ADDITIONAL SOUTHBOUND THROUGH LANE, CYCLE LANES PROVIDED

Project No.:

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Approved:

ISO A3 420mm x 297mm

CONSEQUENCES OF ADOPTING CHANGE, IN COMPARISON TO EXISTING SITUATION

1. EXISTING PARKING REMOVED ON SOUTHBOUND SIDE OF STATE HIGHWAY BETWEEN BISLEY AND APPROXIMATELY 40m NORTH OF MURITAI.

OPTION 2 (NORTH OF BISLEY)
ROADMARKING UPDATED WITH:

a. 3.2m WIDE TRAFFIC LANES
b. 3.1m WIDE RIGHT-TURN BAY
c. 1.5m WIDE CYCLE LANES IN BOTH DIRECTIONS

N

WIDENING FOR SHARED PATH

HOOK TURN BOX FOR SOUTHBOUND CYCLISTS, UTILISING EXISTING PEDESTRIAN PHASING TO CROSS THE STATE HIGHWAY

TAHUNANUI CYCLISTS TO CONNECT TO/FROM 3m WIDE BI-DIRECTIONAL SHARED PATH ON BEACH ROAD

BEACH ROAD

OPTION 2 (MURITAI TO BISLEY)

- NO ON-ROAD CYCLE LANES. CYCLE ROUTE IS ONTO BEACH ROAD. SOUTHBOUND CYCLISTS USE HOOK-TURN BOX AT BISLEY/TAHUNANUI INTERSECTION FOR THIS MOVEMENT.
- EXISTING FLUSH MEDIAN AND RIGHT-TURN BAY RETAINED.
- EXISTING NORTHBOUND LANES AND PARKING RETAINED.
- NEW SOUTHBOUND LANE INSTALLED FROM BISLEY INTERSECTION TO 50m NORTH OF MURITAI INTERSECTION, WITH 50m LONG MERGE ZONE.
- SOUTHBOUND PARKING REMOVED ALONG LENGTH OF SECOND LANE THROUGH TO EXISTING PEDESTRIAN KERB BUILD-OUTS.

SH6 TAHUNANUI DRIVE

MURITAI STREET

Issue Status: For Information

SH6 TAHUNANUI DRIVE/BISLEY AVE INTERSECTION
CYCLING AND ROAD LAYOUT OPTIONS
OPTION 2 - ADDITIONAL SOUTHBOUND THROUGH LANE, FLUSH MEDIAN PROVIDED

Project No.:

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Sketch No.: SK-1003

CONSEQUENCES OF ADOPTING CHANGE, IN COMPARISON TO EXISTING SITUATION

1. NARROW SHOULDER (SUB-STANDARD WIDTH FOR CYCLE LANES) PROVIDED FOR NORTHBOUND AND SOUTHBOUND STATE HIGHWAY CYCLISTS BETWEEN MURITAI AND BISLEY.
2. FLUSH MEDIAN NARROWED MEANING SOME VEHICLES MAY STOP BEHIND A VEHICLE QUEUING IN THE FLUSH MEDIAN TO ACCESS PROPERTIES.
3. EXISTING PARKING REMOVED ON SOUTHBOUND SIDE OF THE STATE HIGHWAY BETWEEN BISLEY AND APPROXIMATELY 40m NORTH OF MURITAI.
4. SOUTHBOUND STATE HIGHWAY CYCLISTS NEED TO CROSS TRAFFIC LANE TO ACCESS RIGHT TURN BAY TO ACCESS PROPOSED CYCLE LANE ON MURITAI STREET.
5. SOME PARKING ON NORTHBOUND STATE HIGHWAY BETWEEN NORTH OF MURITAI STREET REMOVED.

OPTION 3 (NORTH OF BISLEY)
ROADMARKING UPDATED WITH:

a. 3.2m WIDE TRAFFIC LANES
b. 3.1m WIDE RIGHT-TURN BAY
c. 1.5m WIDE CYCLE LANES IN BOTH DIRECTIONS

N

NEW KERB AND FOOTPATH

BEACH ROAD

PARALLEL PARKING REMOVED

SH6 TAHUNANUI DRIVE

TAHUNANUI CYCLISTS TO CONNECT TO/FROM CYCLE LANES ON MURITAI STREET

MURITAI STREET

OPTION 3 (MURITAI TO BISLEY)

- FLUSH MEDIAN REDUCED TO 1.5m WIDE.
- TWO 3.2m WIDE TRAFFIC LANES IN EACH DIRECTION INSTALLED FROM BISLEY INTERSECTION TO 50m NORTH OF MURITAI INTERSECTION WITH 0.7m WIDE SHOULDER IN KERBSIDE LANE FOR CYCLISTS.
- 50m LONG MERGE/DIVERGE ZONES.
- SOUTHBOUND PARKING REMOVED ALONG LENGTH OF SECOND LANE THROUGH TO EXISTING PEDESTRIAN KERB BUILD-OUTS.
- EXISTING NORTHBOUND ON-ROAD PARKING REMOVED AS SHOWN.
- SHARROWS MARKINGS, ADVANCED STOP BOX AND GREEN WARNING MARKINGS INSTALLED TO WARN MOTORISTS ABOUT SOUTHBOUND CYCLISTS TURNING INTO MURITAI RD.

Issue Status: For Information

SH6 TAHUNANUI DRIVE/BISLEY AVE INTERSECTION
CYCLING AND ROAD LAYOUT OPTIONS
OPTION 3 - ADDITIONAL SOUTHBOUND THROUGH LANE, NARROW SHOULDER AND FLUSH MEDIAN PROVIDED

Project No.:

Date: 07.09.2022

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Sketch No.: SK-1004

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Approved:

ISO A3 420mm x 297mm

CONSEQUENCES OF ADOPTING CHANGE, IN COMPARISON TO EXISTING SITUATION

1. FLUSH MEDIAN NARROWED MEANING SOME VEHICLES MAY STOP BEHIND A VEHICLE QUEUING IN THE FLUSH MEDIAN TO ACCESS PROPERTIES.
2. APPROXIMATELY SIX PARKING SPACES REMOVED ON NORTHBOUND SIDE OF STATE HIGHWAY.
3. SOUTHBOUND STATE HIGHWAY CYCLISTS NEED TO CROSS TRAFFIC LANE TO USE RIGHT TURN BAY TO ACCESS PROPOSED CYCLE LANE ON MURITAI STREET.

OPTION 4 (NORTH OF BISLEY)
ROADMARKING UPDATED WITH:

a. 3.2m WIDE TRAFFIC LANES
b. 3.1m WIDE RIGHT-TURN BAY
c. 1.5m WIDE CYCLE LANES IN BOTH DIRECTIONS

N

CYCLE LANE POSITIONED ADJACENT TO INNER VEHICLE LANE AT INTERSECTION

KERBSIDE LANE TO BE LEFT-TURN ONLY LANE

BEACH ROAD

EXISTING SOUTHBOUND KERBSIDE ISLAND AND MEDIAN ISLAND TO BE NARROWED TO ALLOW SPACE FOR TRAFFIC AND CYCLE LANES

PARALLEL PARKING REMOVED

PARALLEL PARKING RETAINED. CYCLE LANE 1.4m WIDE IN FRONT OF PARKING BAYS. NZTA CYCLE NETWORK GUIDANCE SPECIFIES 1.8m WIDTH IN FRONT OF PARKING BAYS.

SH6 TAHUNANUI DRIVE

TAHUNANUI CYCLISTS TO CONNECT TO/FROM CYCLE LANES ON MURITAI STREET

MURITAI STREET

OPTION 4 (MURITAI TO BISLEY)

- CYCLE LANES ON BOTH SIDES OF ROAD, MIN. WIDTH 1.2m FROM FACE OF KERB (1.5m IS MINIMUM STANDARD).
- TWO NORTHBOUND LANES INSTALLED FROM BISLEY INTERSECTION TO 50m NORTH OF MURITAI INTERSECTION, AS PER EXISTING.
- FLUSH MEDIAN NARROWED TO 1.5m WIDE AND RIGHT-TURN BAY AT BISLEY ST INTERSECTION REPOSITIONED.
- EXISTING ON-ROAD PARKING REMOVED ON NORTHBOUND SIDE AS SHOWN.
- SHARROWS MARKINGS, ADVANCED STOP BOX AND GREEN WARNING MARKINGS INSTALLED TO WARN MOTORISTS ABOUT SOUTHBOUND CYCLISTS TURNING INTO MURITAI RD.

Issue Status: For Information

SH6 TAHUNANUI DRIVE/BISLEY AVE INTERSECTION
CYCLING AND ROAD LAYOUT OPTIONS
OPTION 4 - NO ADDITIONAL SOUTHBOUND THROUGH LANE, CYCLE LANES, PARKING AND NARROW FLUSH MEDIAN PROVIDED

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Approved:

ISO A3 420mm x 297mm

CONSEQUENCES OF ADOPTING CHANGE, IN COMPARISON TO EXISTING SITUATION

1. APPROXIMATELY FOUR PARKING SPACES REMOVED ON NORTHBOUND SIDE AND APPROXIMATELY NINE PARKING SPACES REMOVED ON SOUTHBOUND SIDE OF STATE HIGHWAY.
2. TRAFFIC LANE WIDTHS CHANGED TO 3.5m FROM THE BISLEY INTERSECTION TO 50m NORTH OF MURITAI INTERSECTION.
3. SOUTHBOUND STATE HIGHWAY CYCLISTS NEED TO CROSS TRAFFIC LANE TO USE RIGHT TURN BAY TO ACCESS PROPOSED CYCLE LANE ON MURITAI STREET.

OPTION 5 (NORTH OF BISLEY)
ROADMARKING UPDATED WITH:

a. 3.2m WIDE TRAFFIC LANES
b. 3.1m WIDE RIGHT-TURN BAY
c. 1.5m WIDE CYCLE LANES IN BOTH DIRECTIONS

N

CYCLE LANE POSITIONED ADJACENT TO INNER VEHICLE LANE AT INTERSECTION

KERBSIDE LANE TO BE LEFT-TURN ONLY LANE

BEACH ROAD

PARALLEL PARKING REMOVED

PARALLEL PARKING REMOVED

EXISTING SOUTHBOUND KERB BUILD-OUT AND MEDIAN ISLAND TO BE NARROWED TO ALLOW SPACE FOR TRAFFIC AND CYCLE LANES

SH6 TAHUNANUI DRIVE

TAHUNANUI CYCLISTS TO CONNECT TO/FROM CYCLE LANES ON MURITAI STREET

MURITAI STREET

OPTION 5 (MURITAI TO BISLEY)

- CYCLE LANES ON BOTH SIDES OF ROAD, MIN. WIDTH 1.2m FROM FACE OF KERB, WITH 300mm BUFFER ZONE.
- TWO 3.5m WIDE NORTHBOUND LANES AND ONE 3.5m WIDE SOUTHBOUND LANE INSTALLED FROM BISLEY INTERSECTION TO 50m NORTH OF MURITAI INTERSECTION.
- FLUSH MEDIAN (WITH SAME WIDTH AS EXISTING) AND RIGHT-TURN BAY AT BISLEY ST INTERSECTION REPOSITIONED.
- EXISTING ON-ROAD PARKING REMOVED AS SHOWN.
- SHARROWS MARKINGS, ADVANCED STOP BOX AND GREEN WARNING MARKINGS INSTALLED TO WARN MOTORISTS ABOUT SOUTHBOUND CYCLISTS TURNING INTO MURITAI RD.

Issue Status: For Information

SH6 TAHUNANUI DRIVE/BISLEY AVE INTERSECTION
CYCLING AND ROAD LAYOUT OPTIONS
OPTION 5 - NO ADDITIONAL SOUTHBOUND THROUGH LANE, CYCLE LANES AND FLUSH MEDIAN PROVIDED

Project No.:

Date: 07.09.2022

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Sketch No.: SK-1006