



# Green Lane West SVL

## Options Workshop

28<sup>th</sup> February 2025

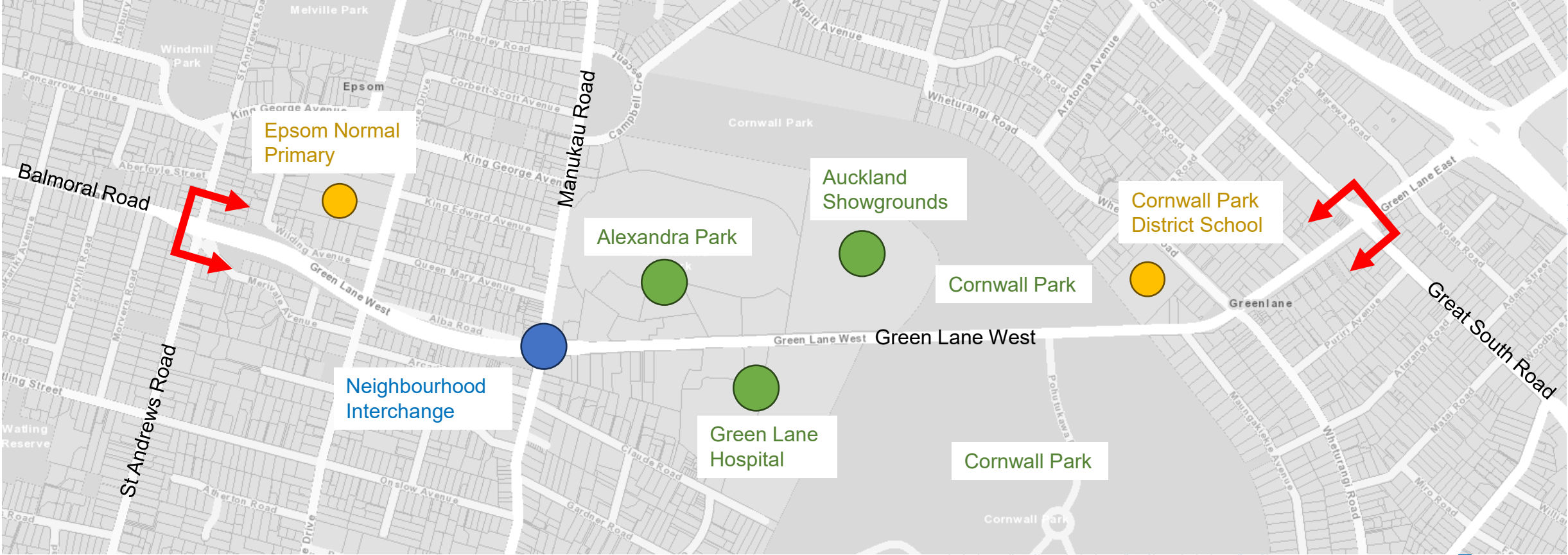


# Agenda

1. Corridor Context
2. Project background
3. Options considered
4. Design constraints
5. Modelling outcomes
6. Decision



# Corridor Context



# Project Background

- Lots of personnel change
- Project mandate from 2021
  - Bus lanes in wide shoulder between St Andrews Rd and Manukau Rd
  - Low cost, low risk
- Suggestion to expand scope
  - Multimodal approach – transit and cycle lanes
  - Between St Andrews Rd and Great South Rd
- Traffic modelling and scheme design in 2023
- Consultation in 2024 was paused
- Further modelling requested



# Options Considered

## Option 1

T2 lane in peak directions between St Andrews Rd and Great South Rd

Separated bi-directional cyclelane between St Andrews Rd and Wheturangi Rd

## Option 2

T2 lane in peak directions between St Andrews Rd and Great South Rd

Removal of substandard cycle lane

## Option 3

T2 lane in peak directions between St Andrews Rd and Great South Rd

Retain substandard cycle lane

## Option 4

Bus lanes in peak directions between St Andrews Rd and Manukau Rd



# Design Constraints

|             | Option 1   | Option 2                               | Option 3   | Option 4                     |
|-------------|--|--|--|------------------------------|
| Lane Widths | General 3.0m<br>T2 3.0m<br>RT bay 2.6m                         | General 3.2m<br>T2 4.2m<br>RT bay 2.8m | General 3.0m<br>T2 3.2m<br>RT bay 2.8m                         | General 3.2m<br>T2 4.2m      |
| Cycleway    | Positioned in areas with historical ponding issues             | NA                                     | 1m wide in pinch points.<br>Widened up to 2m in areas.         | NA                           |
| Right Turns | Minimal flush median.<br>Limited RT stacking at intersections. | NA                                     | Minimal flush median.<br>Reduced RT stacking at intersections. | NA                           |
| Parking     | Large section of parking removal                               | Parking retained in off-peak           | Large section of parking removal                               | Parking retained in off-peak |
| Compliance  | Westbound cannot be monitored                                  | NA                                     | Both directions cannot be monitored                            | NA                           |

# Modelling Outcomes

| Overall productivity |    |            |           |            |           |
|----------------------|----|------------|-----------|------------|-----------|
|                      |    | Option 1   | Option 2  | Option 3   | Option 4  |
| AM                   | EB | -4%        | 2%        | -2%        | 0%        |
|                      | WB | -2%        | 1%        | -1%        | 0%        |
| PM                   | EB | -4%        | -6%       | -7%        | 0%        |
|                      | WB | -6%        | 2%        | 2%         | 0%        |
| Total                |    | <b>-4%</b> | <b>0%</b> | <b>-2%</b> | <b>0%</b> |



# Other Factors

- Parking demand between The Drive and Manukau Rd is high
- AT reputational risk
- Stormwater issues
- Cost





**Think  
before  
you print**



# Option 1

