Attachment 5 – Options Assessment

Table 1: Vale Street Corridor Path Improvements

Option	Advantages	Disadvantages	**Estimated cost** *(incl. 20% Risk allowance)*	Recommended option
Option 1 – Status quo	• No cost to Council. • Minimal removal of/ changes to on-street parking.	• The current footpath on the northern side of Vale Street is too narrow to accommodate the number of users • The Vale/Grange intersection cannot accommodate a pedestrian crossing due to geometric limitations. • Does not support community desire for the area.	$0	No
Option 2 - Utilisation of low-cost lane separators and the existing shoulder along the Golf course • **Off Road path sections** is proposed through Council-owned golf course between Landscape Road and Grange Road and through the Grange Road and Vale Street intersection. • **An on-road path** from the Golf Course connection to Bureta Road utilising the existing shoulder. • **A pedestrian refuge** is proposed on the western side of the intersection to improve access to the path.	• Provides a key connection for the community to access Bureta shops and the school. • Enables more students to use active modes to travel to/from school, thereby reducing parking pressure at peak times at the school. • Improves accessibility along the route, without moving kerb lines (cost saving). • Parking is retained on one side of the road. • More cost-effective than a full off-road concrete path (~$1.5M) or the previous alternative option (~$881K), due to reduced need for stormwater	• While parking demand is low (around 10% -20% occupancy) loss of on-street parking may be an issue. • A short section of the off-road path will require stormwater mitigation and retaining structures.	$443 - 497K	Yes

Option	Advantages	Disadvantages	Estimated cost *(incl. 20% Risk allowance)*	Recommended option
	management, retaining walls, and watercourse mitigation. • Uses a tactical urbanism approach, using temporary delineators to test its use. • Proposal supported by Mr Sanson and local community group.			
Option 3 – commence the path in the vicinity of 92 Vale Street. • A new pedestrian crossing facility on Vale Street in the vicinity of No. 92 Vale Street • A new off-road path on the golf course side of Vale Street between No 92 Vale Street and Bureta Road. • Excludes provision of a path through the golf course between Landscape Road and Vale Street.	• Reduced cost, but requires people to cross twice (Landscape Road and again in vicinity of #92 Vale Street). • Does not provide the most direct route • Maintains approximately 50 car parking spaces, noting demand is very low.	• While length of on-road path is reduced, there is still inadequate protection along the remaining on-road path section. • Still some loss of parking.	$417K	No

Table 2: Windsor Road Corridor Path Improvements

Option	Advantages	Disadvantages	Estimated cost (incl. 20% Risk allowance)	Recommended option
Option 1 – Status quo	• No capital investment required. • Parking is retained on both sides of the road. • No restriction to vehicle movements (two-way movement retained.	• Schools have advocated for improvements for quite some time. More than 3,000 students access Ōtūmoetai Intermediate, Ōtūmoetai College and Bellevue Primary School, creating challenging traffic and safety issues. • The cycle lane on Ngatai Road terminates prior to the Ngatai Road & Charles Street intersection, where most students transition onto the footpath along Charles Street. A recent survey showed that 81% of cyclists and scooter users prefer the footpath over the road at this location, indicating a perceived lack of safety in the current road environment. The current unsafe environment will remain.	$0	No
Option 2 - Convert Windsor Road into a one-way street (southbound) from Charles Street to the shops located 60m north of Princess Road, with bidirectional cycleway on the eastern side of Windsor Road. Provides for a turnaround area at the local shops, to minimise impacts.	• The proposed one-way system improvements are expected to enhance vehicle circulation and reduce congestion. • Separates cyclists from vulnerable pedestrians, thereby improving safety. • May encourage more students to use active modes to travel to/from school, thereby reducing parking pressure at peak times. • Improves accessibility along the route, without moving kerb lines (cost saving).	• Loss of on-street parking on one side of the road. • Loss of parking spaces near the school may not be supported by the school / school community. • Public acceptance of a one-way system.	$168K - $199K	Yes

Option	Advantages	Disadvantages	Estimated cost *(incl. 20% Risk allowance)*	Recommended option
	• Parking is retained on one side of the road. • Allows people to access the local shops from either direction.			

Table 3: Pedestrian Crossing Improvements on Vale Street and Grange Road

Community requested improvement	Recommended crossing facility	Estimated cost *(incl. 20% Risk allowance)*	Improvement Recommended
Vale Street and Grange Road Intersection			
Provision of a crossing facility at the Vale Street & Grange Road intersection	Pedestrian refuge island in the vicinity of 92 Vale Street. • On average, 44 pedestrians and cyclists were observed crossing in this location in the peak hour, the majority of which were children. • Intersection geometry prevents a safe crossing at Vale/Grange due to visibility issues, property boundaries, and the intersection layout constraints. • A pedestrian refuge can be provided near 92 Vale Street as an alternative. • The refuge would connect to the proposed path, if that option is endorsed by the Council. • Given the lower traffic volumes on Vale Street (2,200 vehicles per day) makes a priority crossing not warranted, but will be future proofed.	$70K - $90K	Yes
Vale Street and Landscape Road Intersection			
Provision of a crossing facility at the Vale Street & Landscape Road intersection	• On average, 23 pedestrians and cyclists were observed crossing in this location in the peak hour. • Vale Street (the section south of Landscape Road) carries 1,200 vehicles per day, while the section further south carries around 400 vehicles per day. • Given the low traffic volumes and gaps available at this location, a crossing is not recommended. • The road corridor is also too narrow to install non-priority crossing devices such a pedestrian refuge or kerb extensions.	N/A	No

Community requested improvement	Recommended crossing facility	Estimated cost *(incl. 20% Risk allowance)*	Improvement Recommended
Vale Street, Hinewa Road and Pillans Road Intersection			
Provision of a crossing facility at the Grange, Hinewa Intersection Request for a roundabout at this location.	**Crossing facility** • On average, 36 active mode users were counted in the peak hour, of which 8 were children. • Existing traffic and pedestrian volumes support a non-priority crossing (e.g. refuge or kerb extensions). • Road width constraints and poor visibility at the crest make safe implementation of these treatments challenging. • Further design work is needed to identify a suitable crossing location.	$70K - $90K	Yes
	Roundabout • Roundabouts are generally warranted when traffic volumes are balanced across intersecting roads, and they support improving traffic flow, operation of the network and improve overall safety for all users. • At this location, a roundabout is not warranted due to highly imbalanced traffic flows—Grange Road carries ~5× more traffic than side roads.	N/A	No
Grange Road & Milton Road Intersection			
Provision of a crossing facility to provide access to the shops and across Milton Road and a short section of footpath	• Zebra crossing is the only feasible option on this section of Grange Road due to moderate traffic volumes and frequent vehicle arrivals (every 5–10 seconds), which limit safe crossing gaps. • High pedestrian demand (40 active mode users during peak hour), mostly children, supports the need for a crossing. • At minimum, at least one parking space must be removed to prevent vehicles reversing onto the crossing but will require confirmation through the detailed design process. • Businesses may be adverse to removal of parking, however it appears that there is sufficient parking available. Early engagement with businesses will be undertaken. • On Milton Road, the footpath can be extended by about 20m which will enable people to cross further away from the intersection if they wish to. • Additional parking space may be removed to improve visibility for pedestrians.	$130K - $170K	Yes

Community requested improvement	Recommended crossing facility	Estimated cost *(incl. 20% Risk allowance)*	Improvement Recommended
Grange Road and Coach Road Intersection			
The submitters requested that the refuge island be upgraded to a zebra crossing.	• An upgrade not warranted at Grange Road/Coach Drive intersection. • Existing pedestrian refuge (installed in 2019) remains appropriate based on current crossing demand, traffic volumes. • Conditions have not changed significantly to justify upgrading to a priority crossing (e.g. zebra or signalised). • Grange Road's steep profile contributes to higher operating speeds. • Pedestrian refuge helps reduce speeds through horizontal deflection.	N/A	No

Table 4: Pedestrian Crossing Improvements at the Ngatai Road & Short Street Intersection

Option	Advantages	Disadvantages	Estimated cost *(incl. 20% Risk allowance)*	Recommended option
Option 1 - Zebra crossing	• Reduces pedestrian delay and improves walkability. No need to wait for a green signal—pedestrians can cross as soon as it's safe. • Reduces vehicle delay as vehicles only stop when pedestrians are present. • Lower installation and maintenance costs. No need for traffic signal infrastructure, power supply, or ongoing maintenance of electronics. Simple road markings and signage are cheaper and easier to maintain. • Staff could investigate the potential to utilise prefabricated concrete islands which would reduce construction and traffic management costs. • Can be designed to accommodate a potential future upgrade to a signalised crossing, if warranted. • Higher BCR due to lower construction and maintenance costs.	• Drivers may fail to yield, especially in fast-moving or high-volume traffic. • Unlike signalised crossings, zebra crossings don't stop vehicles unless a pedestrian is present. • In congested conditions, pedestrians may wait a long time for a safe gap.	$155K - $185K	Yes
Option 2 - Signalised crossing	• Improved vehicle delays as vehicles are only required to stop when the pedestrian signal is active - allows for longer uninterrupted vehicle flows between pedestrian phases. • Signalised crossings guarantee pedestrian phases, improving accessibility.	• Cost to construct and is significantly higher than a zebra crossing (resulting in a lower BCR).	$515K - $580K	No