

Frequently asked questions

Why did you choose the eastern side of Ranolf Street?

The eastern side offers more space to work with and it is also an opportunity to upgrade parts of the footpath that need replacing.

Why a shared path and not cycleway on the road?

New and vulnerable bike riders like children or elderly people are more comfortable when they are separated from the traffic and a shared path also means we can avoid disrupting the traffic flow.

What are 'side road crossings'?

Side road crossings are raised platforms designed to slow traffic near intersections and alert drivers where safety risk is higher. They are not official pedestrian crossings and traffic has the right of way. They improve safety for vulnerable users wanting to cross.

How much will it cost?

The estimated construction budget is \$900,000. Two thirds of the funding for this work comes from the government in a national cycleway programme and one third from council.

How long will it take?

The project is expected to take 3 months to complete, working towards June 2017.

How can I give feedback?

The shared path is part of planned works as part of Rotorua's CyWay programme. We welcome your feedback at www.cyway.nz as we shape this project.



What do you think? He aha ō whakaaro?

Submit feedback via www.cyway.nz
or email cycling@rotorualc.nz

**ROTORUA
LAKES COUNCIL**



For more information contact the Sustainable Transport team on 07 348 4199 or visit cyway.nz

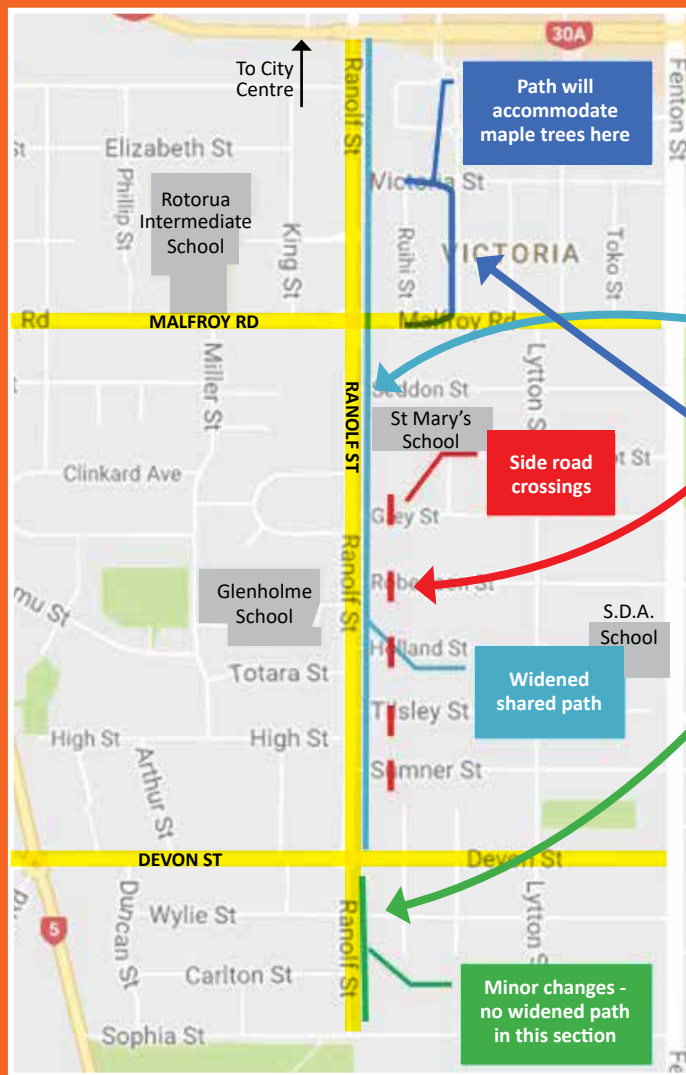
Ranolf to CBD Street Project



The Ranolf to CBD Street Project aims to provide a safe, off-road option for vulnerable users to link between Rotorua's southern suburbs, local schools, the inner city and the lakefront.

The shared path is designed to make users such as school children, elderly, new bike riders and those on mobility devices feel safe because they are fully separated from traffic.

Ranolf to CBD Street Project



What will change?

- Widened shared path on the eastern side of Ranolf Street from Devon to Amohau Street
- Raised platform crossings (not official pedestrian) constructed on all side roads, except streets on bus routes
- Street trees from Devon Street to Malfroy Road will be replaced to create a consistent look and street scape
- Two areas of significance have been identified that are paramount to shaping this project
 - Malfroy Road to Victoria Street – contains 5 beautiful Maple trees that will be retained
 - Sophia Street to Devon Street – residential slow zone already and requires little change

Our aim

We anticipate and encourage an increase in new and vulnerable riders (children, elderly, inexperienced riders) using the shared path.

What will stay the same?

- Vehicle traffic will not be inconvenienced, no noticeable change to the traffic flow
- Confident/experienced riders can continue to ride on the road

