

Point Chevalier Streetscape and Cycleway Newsletter

November 2018



In 2016, Auckland Transport first proposed building a dedicated cycle facility through Pt Chevalier. We carried out a public consultation on a design and the feedback showed there was a lot of support for a cycleway.

After conducting an internal review, AT believed it could improve the design to retain trees and parking where possible. We also wanted the Pt Chevalier community to be more involved in the process.

Since the consultation in 2016, we have been working to improve the design and seeking input from Pt Chevalier residents and businesses. While there is still some time before final decisions are made, we want to outline what we have been doing and explain the next steps.

The objective of the project is no longer to only build a cycleway. Any design for the project would need to create safe facilities that will incorporate the character and features unique to Pt Chevalier. The project will also need to improve mobility for people walking, people on bikes and public transport along Pt Chevalier and Meola Roads, and ensure the facilities are suitable for people of all ages and abilities.

Auckland Transport appreciates that Pt Chevalier residents may have concerns about what the project might mean for your suburb. After the 2016 consultation, it was clear that Pt Chevalier residents didn't feel heard or given enough opportunity to participate in the process. This time around, we are committed to providing a range of ways for you to have your say and feed into the process. Our hope is that by the end of the design and consultation process, you will feel fully informed and have had opportunities to make your voice heard. Once the design process is complete, you will have a chance to provide feedback through a public consultation.

However, we want to hear from you before then. If you would like to share your thoughts about anything in this newsletter, we have set up an email address for you to use: PtChevCycleway@AT.govt.nz.



Subscribe to receive a regular project e-newsletter at [AT.govt.nz/signup](https://at.govt.nz/signup)
 Click the sign up button, enter your details and select Point Chevalier Cycleway from the project list.

Route options

This project is looking toward the future and considering how Pt Chevalier will be in 20 years.

While there are many decisions yet to be made, it has been determined that the best route for a cycleway is along Pt Chevalier and Meola Roads. Reasons for this route include:

- This was identified as the preferred route by the community.
- Links to the city cycle network. Future cycling projects will create safe connections to city via Great North, West End and Jervois Roads, and along the existing Northwestern cycleway.
- Connection to the Unitec development on Carrington Road
- Better access between businesses, parks and reserves and other public amenities
- Easy access to the cycleway for greater number of residents

AT has considered other route options, such as along the 'bird streets', however there are challenges having the cycleway in this area. Parking would need to be removed because of the road width to ensure safety levels are met, whereas Pt Chevalier Road is wide enough to accommodate the cycleway and on-street parking.

Options for Pt Chevalier Road

Based on community feedback, AT investigated how a cycleway along Pt Chevalier Road could be constructed without removing the pohutukawa. The consultation also showed that people wanted to retain on-street parking outside the businesses. To meet the community's aspirations, AT realised a bidirectional cycleway along Pt Chevalier Road would create outcomes that would be untenable for businesses and residents, and this option did not warrant further investigation. As such, a single directional cycleway was identified as the best option for Pt Chevalier Road.

To create the space needed within the existing road corridor, AT is proposing to remove the median strip along Pt Chevalier Road. Removing the median strip will:

- Create enough room for the cycleway to exist between the pohutukawa and footpath.
- Retain parking on the eastern side of Pt Chevalier Road to enable access to the businesses.
- Require the footpath width to be slightly narrowed in some areas. The footpath would remain the same width around shop canopies.
- Allow for a bus lane to be installed at the Great North Road end of Pt Chevalier Road to improve transit times during evening peak.

An example of a single direction cycleway on Pt Chevalier Road with parking on the eastern side.



An example of a single direction cycleway on Pt Chevalier Road, by Wakatipu Street and Formby Avenue, with parking on the eastern side.



Considerations for Meola Road

Anyone who has driven down Meola Road while Seddon Fields is busy will know how tricky it can be to navigate cars coming in the other direction. It is obvious that Meola Road needs attention. Auckland Transport's priority for Meola Road is to create a facility that enables cars, buses, people walking and people on bikes to travel safely along the road corridor. Our intention is to retain all of the existing trees where possible, and enhance the attractiveness of the area. To achieve these outcomes, the road area that is currently used for parking along Meola Road will need to be reprioritised to ensure the best use of that space, for the greatest number of people.

A survey of parking use along Meola Road showed that for 90% of the time there is very little demand. However, during events at Seddon Fields there is a short period of very high demand for parking. AT will look to retain parking in the Seddon Fields area where possible, and we are working with stakeholders to investigate ways to meet the increased demand for parking during events.

Auckland Transport understands the importance of trees and the value residents place on them. We will in the first instance look to design around existing trees so they can be retained.

Options for Meola Road

It is possible to build either a single direction cycleway or a bidirectional cycleway along Meola Road. No final decisions have been made on what this could look like and these will be presented to residents during the official consultation in 2019.

Garnet Road (Meola Road to Oban Street)

Auckland Transport recently confirmed including the short stretch of Garnet Road between the Meola Road roundabout and Oban Road to the Pt Chevalier Streetscape and Cycleway project. While this section was part of the original cycleway design in 2016, AT had considered any work on this section being associated with a different project. Oban Road marks the end of the scope of this project. Any further work along Garnet Road, toward West End Road, may be undertaken by any future project.

An example of a single direction cycleway on Meola Road by Walford Road.



An example of a bidirectional cycleway on Meola Road by Walford Road.



AT is interested to hear your views on the options for Pt Chevalier and Meola Rds. Look out for our Listening Post around Pt Chevalier or email

PtChevCycleway@AT.govt.nz

Have your say...

You will also have a chance to submit feedback during the official consultation period.

“ Kia ora

The Albert Eden Local Board are really excited to be supporting this local streetscape improvement. One of our key outcomes of our local board plan is to make travelling around our neighbourhoods safe and easy. We also have a strong sense of community and want everyone to be connected and included. This means that when we think about the future of our spaces, we think about if and how they can be improved on to make sure they are fit for all people to use.

We have asked the residents of Pt Chevalier their thoughts on this, and there has been a strong call for safety for both young and senior members of the neighbourhood. People want their children to be able to get to school under their own steam, the local shops to be economically vibrant, and all ages and abilities to get to the places they need to go. On a wider scale, Aucklanders want to be able to get to Pt Chevalier, its cafes, parks, and play areas, on a connected network that joins to other suburbs in a way that's environmentally sustainable. Some are concerned with potential congestion due to housing density, and we want to front foot that problem with access to out-of-the-car alternatives, while still providing the same vehicle access that has always been there.

With all these ideas to balance, we've taken consultation seriously. We have been very lucky to have people who live in the area donate their time to working on a solution that's focussed on the varied everyday experiences of Pt Chevalier people. It hasn't always been smooth sailing, but that's how it should work, listening to many voices to get to a compromise on this public shared space.

We know that there is going to be disruption along the way, and we thank you in advance for your patience. If at any time during this process anyone wants to get in touch with the Local Board to have a chat our contact details are listed on the Local Board web page. You can connect on Facebook, and our Local Board plan is at the Pt Chevalier library and all our contacts are listed there.



Nga Mihi,

Jessica Rose, Local Board Member



Next steps



Auckland Transport is now in the process of refining the details around each of the options.

Once that process is complete, we will develop an initial design and present that to the Pt Chevalier community. You will have an opportunity to provide feedback on the initial design.

Listening Post



Over the coming weeks, AT will be out and about around Pt Chevalier looking to hear what you think about the options.

The case for cycleways:



Auckland Transport believes that cycleways will play an important role in Auckland's future. Based on current growth, driving in Auckland is never going to be as good as it is today. There are limited opportunities to increase the road network by adding new lanes. Investment in other transport modes, such as cycleways, is vital. In cities around the world, cycleways have proven to reduce congestion, reduce injuries to people on bikes and increase safety.

Over 230,000 people live within a 30-minute bike ride of the city centre, so each day there are many short trips taken by car or public transport that could be taken by bike. This is especially so for certain areas of Auckland, such as Pt Chevalier and Meola Roads where there is limited opportunity to add space on existing roads.



For more information visit
AT.govt.nz/projects-roadworks/pt-chevalier-to-westmere
 Email PtChevCycleway@AT.govt.nz or call **09 355 3553**