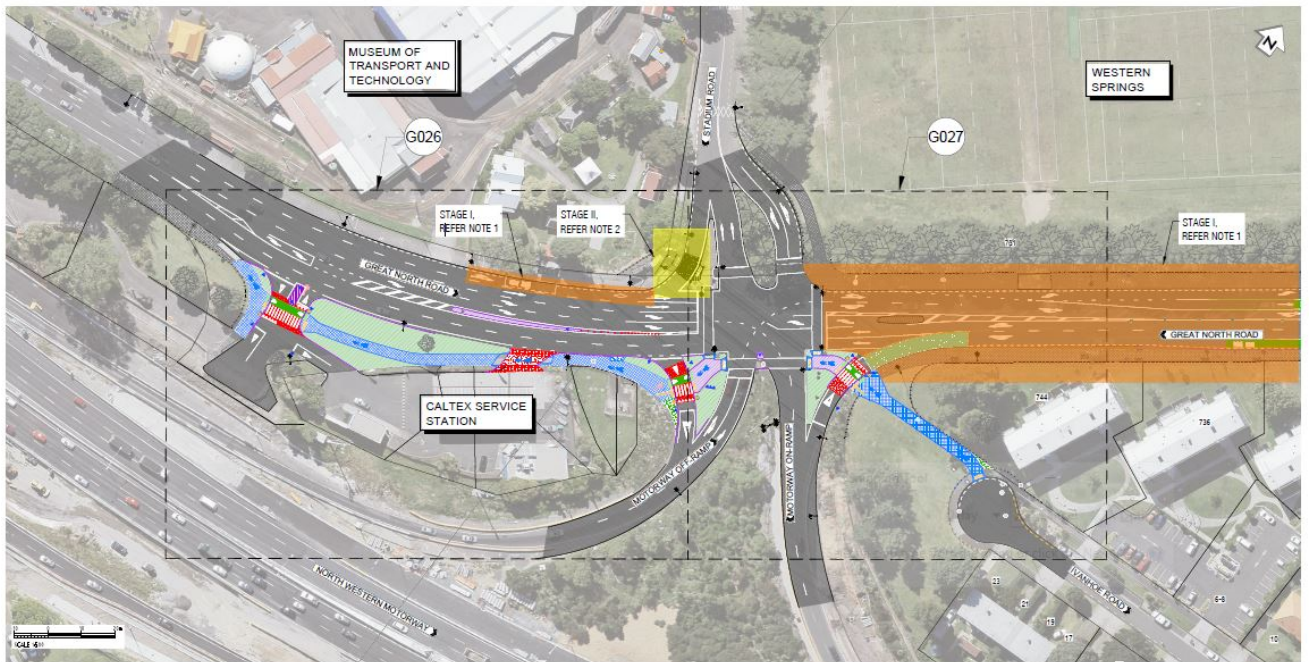


Western Springs shared path

Feedback report



Total number of public submissions received = 68

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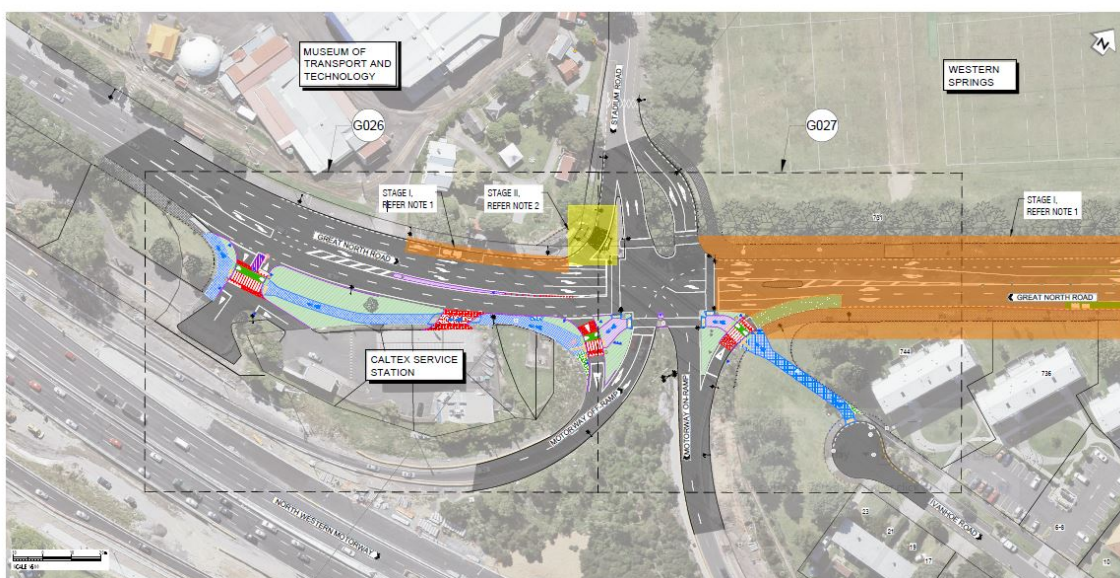
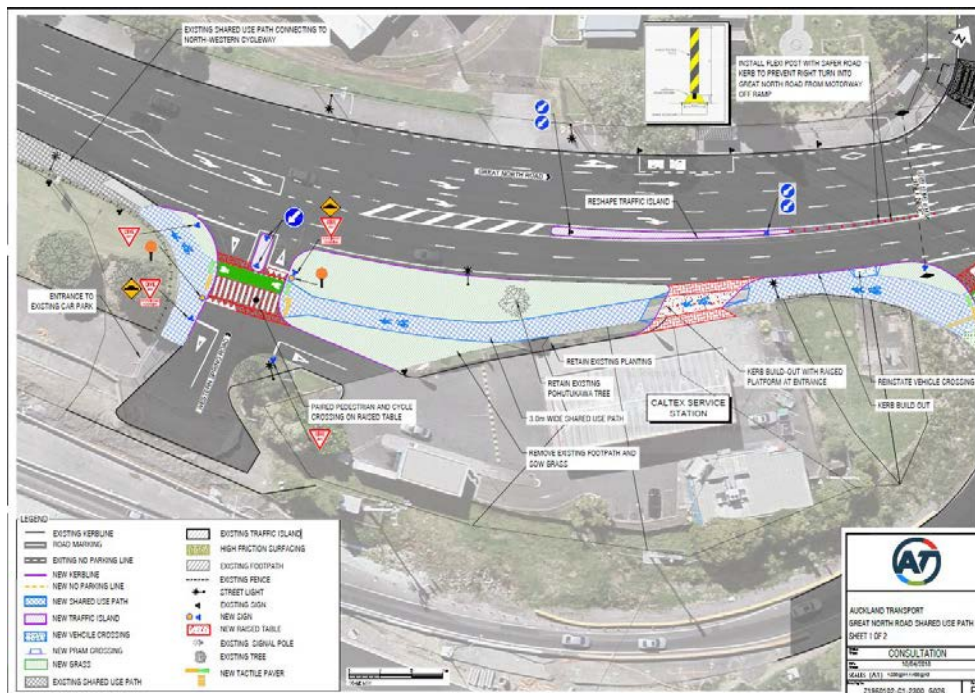
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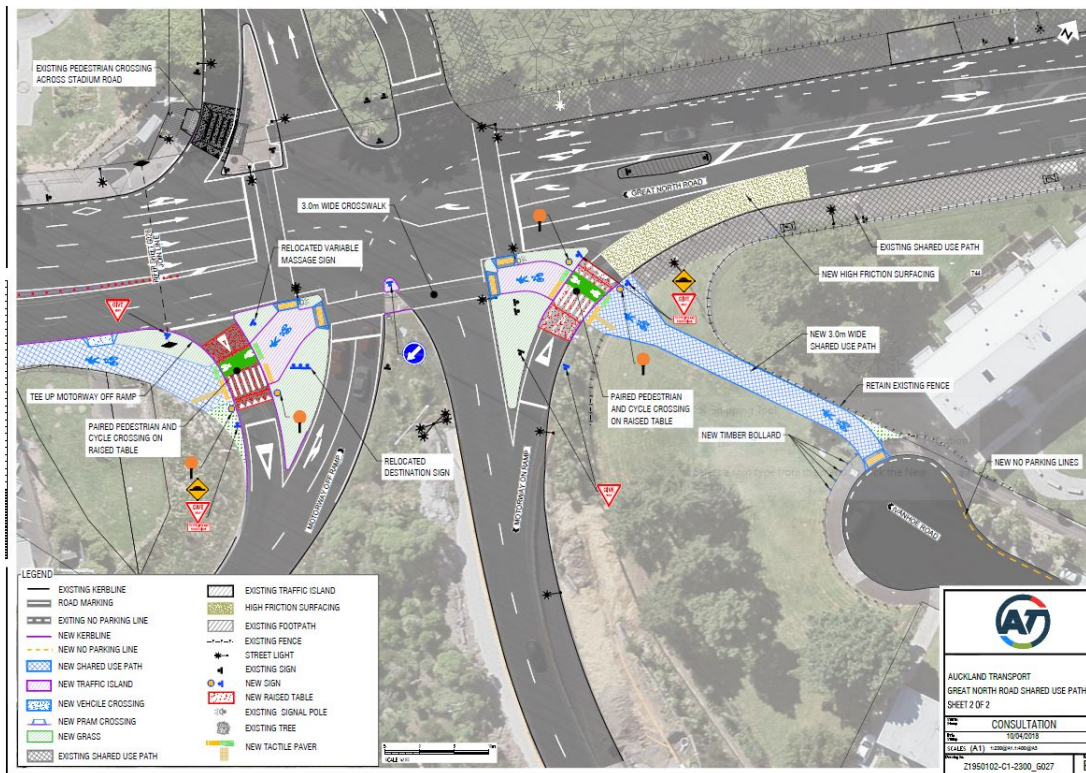
Background

The proposed 3-metre wide shared path converts the existing footpath in front of the Caltex service station on Great North Road, improves the connection from Ivanhoe Road, and includes dual cyclist/pedestrian crossings across the motorway on and off ramps and across Western Springs Road.

Project Information

Proposed Western Springs shared path





Project details and benefits

- Easier, safer and more direct for people walking and cycling along the Great North Road shared path to and from St Lukes Road.
- Improved access from Ivanhoe Road for cyclists travelling from Grey Lynn, Kingsland and the northwest cycleway – as a result there will be minimal car park removal at the Ivanhoe Rd cul-de-sac.
- Connects the missing shared path connection between the State Highway 16/Great North Road intersection and Western Springs Road.
- Completes a shared path link to allow better walking and cycling access to key attractions including the Museum of Transport and Technology (MOTAT), the Auckland Zoo and Western Springs park.

Consultation

Auckland Transport consulted on the proposed shared path from Monday 23 April to Monday 7 May 2018.

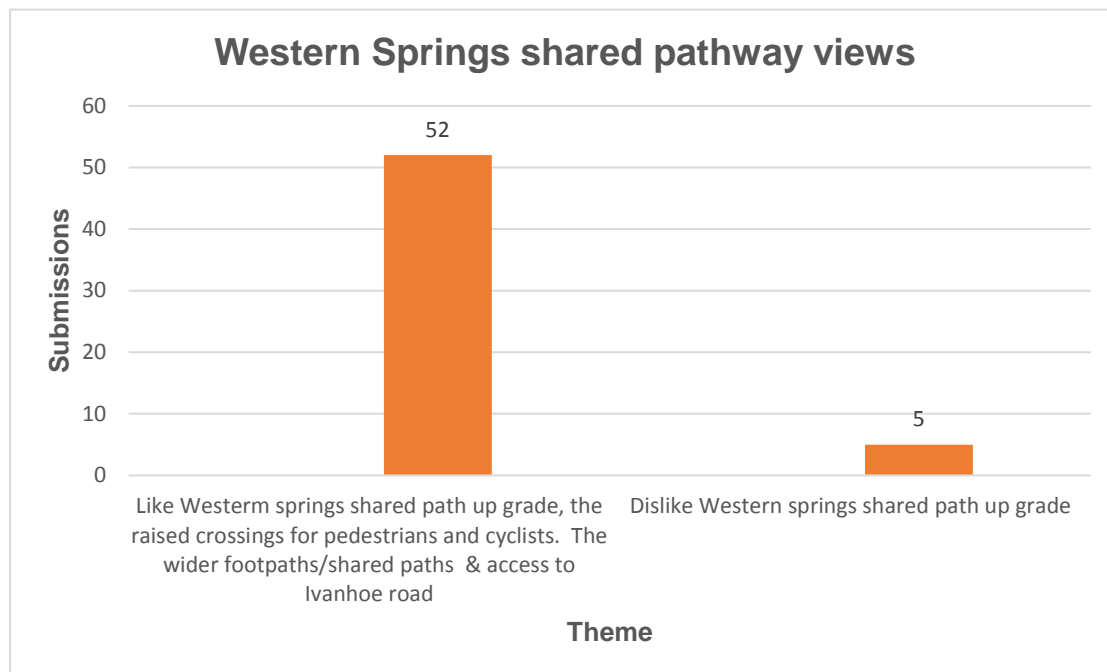
Activities to raise awareness

- Communication with the Waitemata Local Board.
- Letter drop to nearby residents, engagement with Bike Auckland , face-to-face meetings with directly affected landowners.
- Communication with other key stakeholders in the area, and advocacy groups.

Feedback

Auckland Transport (AT) sought community feedback on the Western Springs shared path, from Monday 23 April to Monday 7 May 2018.

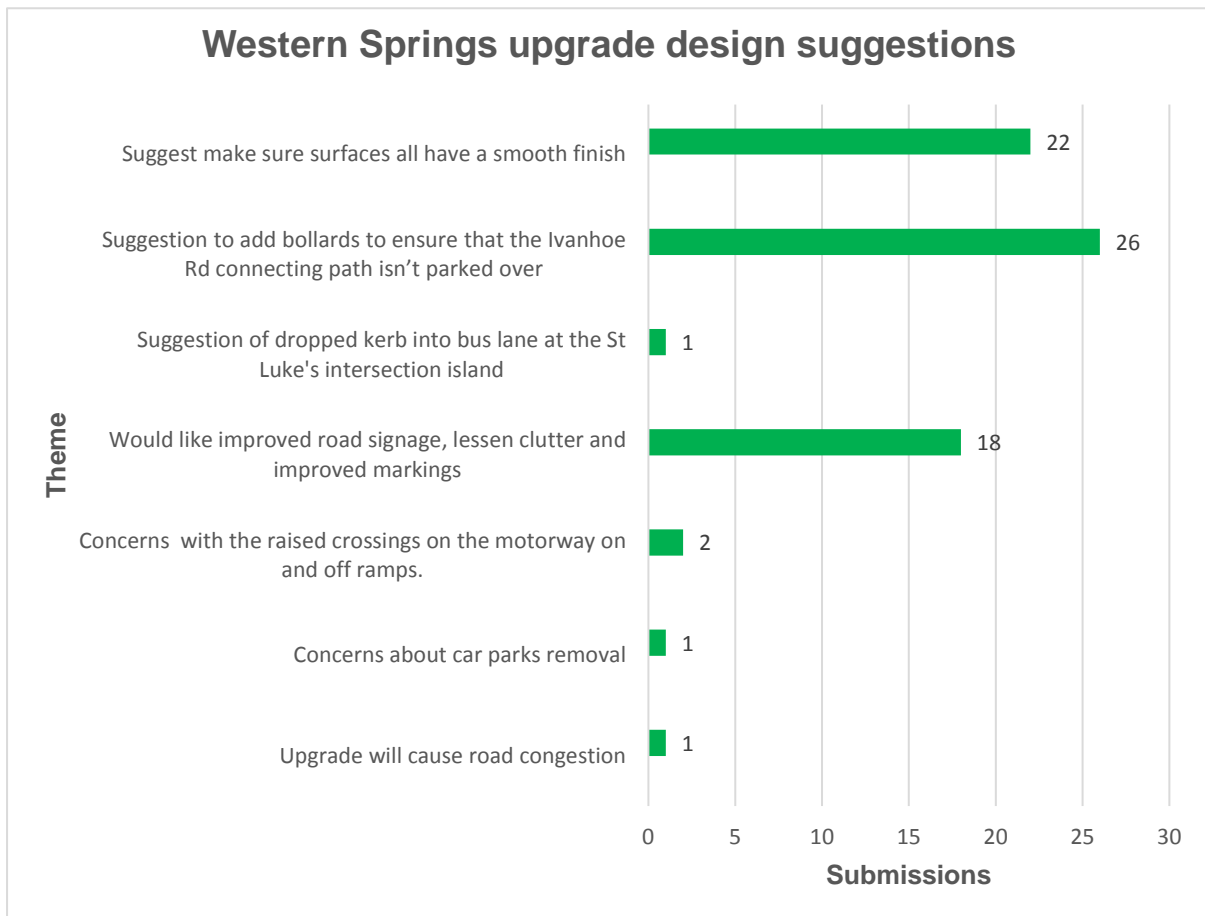
In total, we received 68 submissions on the proposal. The results of the consultation feedback are summarised below.



Western Springs shared pathway - **76%** of submitters liked the Western Springs shared path upgrade, whilst **7%** disliked it. The remaining **17%** submitted other suggestions.

“I think it’s a great idea. I often ride from Grey Lynn to Pt Chev and this area of Gt North Road is very difficult and busy to negotiate”

“Support the raised crossings that give priority to pedestrians and people on bikes, the widening for better footpaths/shared paths, the improved connection to Ivanhoe Rd”

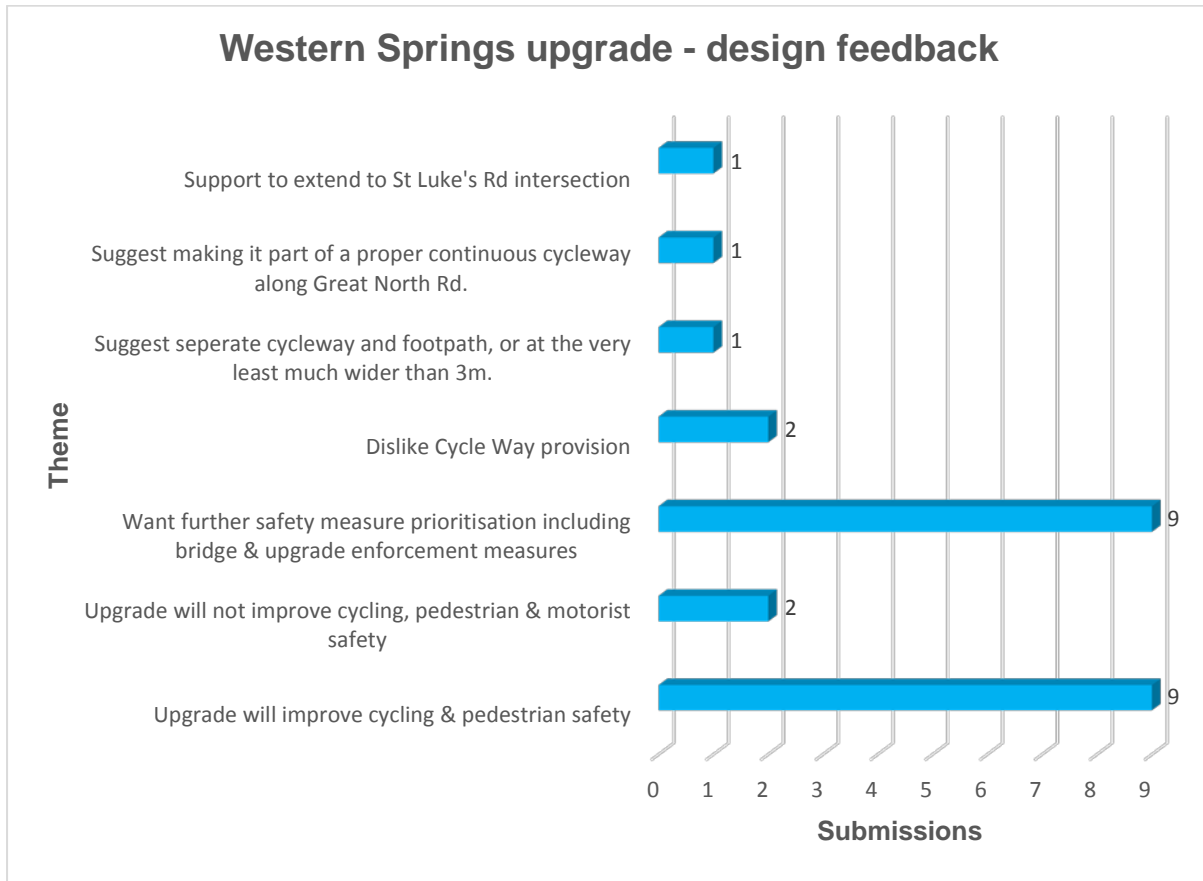


There were three major design suggestions

- Please add bollards to ensure the path isn't used for parking, and to act as a safety measure for cyclists **(38%)**
- Please ensure all surfaces have a smooth finish **(32%)**
- Please improve road signage, lessen cluttered signage and improve signage markings **(26%)**

“Please make sure the paths are smooth and flat as other shared paths have been pretty uncomfortable to ride on”

“Please add bollards to ensure that the Ivanhoe Rd connecting path isn't parked over, during events”



Western Springs upgrade feedback

- **13%** of submitters remarked that it would improve cycling and pedestrian safety
- **13%** of submitters suggested further safety measures.

Outcome

We have used your feedback to help us improve and finalise design of the proposed improvements, as well as continue with what AT proposed. As a result, we have decided to:

- Reconfigure the shared path slightly around the signage located next to the raised crossing at the SH16 off-ramp slip lane. Signage will no longer exist in the path itself, this will result in less clutter and signage.
- Add chicanes to the west end of the Ivanhoe Road, just before the connection with the Great North Road shared path to slow cyclist speeds, and act as a barrier for vehicles driving along the path.

Key interest group submissions

Bike Auckland:

Bike Auckland is in support of the proposal, and particularly strongly supports:

- The bike and pedestrian priority on the slip lanes and petrol station crossings
- The bicycle priority that is provided clearly on most crossings
- The off-ramp slip lane being reconfigured to slow turns
- The footpath/shared path widening along the petrol station frontage However, we also have some requests for improvement to the designs:
- The petrol station entry does not seem to as clearly indicate pedestrian / bicycle priority to users (drivers and active mode users) as at the other locations
- There are concerns from users regarding street clutter (signs and poles in particular) making these shared paths harder to use
- Please closely review, and place any signs into grass berms, at least some distance away from the path edge to maximise width - There have been complaints about the surface quality (undulations etc) of many recent shared paths in the area.

While this mostly affected off-road paths, please make sure the contractor knows that quality of surface smoothness/evenness is important - the changes to the connecting shared path to Ivanhoe Road are supported. However, this grass area regularly gets used as overflow parking for events at Western Springs. Please ensure bollards are added at *both* path ends (the current concrete barriers at the road end are insufficient, as they get driven around, and in any case look rather ugly)

Caltex 790 Great North Road:

- We are supportive of the development in principle
- We propose complete hedge removal from the front section of our land for pedestrian safety - visual towards the shared walk and cycle way from cars on forecourt need to be clear
- Please consult with us when construction is scheduled - we will need to work with the builders to ensure access to our site is safe, and with minimal disruption to our business, and therefore we request night time construction of the entrance way to the service station.

The Blind Foundation:

The Blind Foundation have concerns with some of the design elements. These are noted on the plans. In particular the zebra crossings shown in red and white. For people who have low vision or those who have loss of colour vision the colours may not be interpreted as meaning a zebra crossing.

We recommend that the section of the road that the pedestrians use remains the understood and more visual black and white colours. There may also be issues for those who have cognitive impairments - including those who have brain injury i.e. from strokes. The change of colour of the path at the Caltex Service Station could also be an issue so we recommend the path remains the same colour and the approaches for vehicles different.

There are also additional directional TGSIs required for an indented crossing. Within the islands (as shown drawn) there is potential for pedestrians who are blind or have low vision to walk to the cycle crossing section. This needs to be understood and communicated to cyclists - why have they been separated - the path is shared. The rest of the path is not defined in this way.

Feedback and responses

Feedback by theme	AT Responses
<p>Pedestrian Safety</p> <p>The Blind Foundation have concerns with some of the design elements. These are noted on the plans.</p> <p>In particular the zebra crossings shown in red and white. For people who have low vision or those who have loss of colour vision the colours may not be interpreted as meaning a zebra crossing. We recommend that the section of the road that the pedestrians use remains the understood and more visual black and white colours.</p> <p>There may also be issues for those who have cognitive impairments - including those who have brain injury i.e. from strokes. The change of colour of the path at the Caltex Service Station could also be an issue so we recommend the path remains the same colour and the approaches for vehicles different.</p> <p>There are also additional directional tgsi required for an indented crossing. Within the islands there is potential for pedestrians who are blind or have low vision to walk to the cycle crossing section. This needs to be understood and communicated to cyclists - why have they been separated - the path is shared. The rest of the path is not defined in this way.</p>	<p>Thank you for your feedback. See engineer responses below:</p> <ul style="list-style-type: none"> • Zebra crossings will be black and white, following national standards for zebra crossings. The red colour on the drawings reflects the new raised table for illustration purposes, and doesn't reflect the colour of the surface. • The colour of the path will be white, the same as a standard shared path on section where it crosses the Caltex service station entrance. Red is only there in the drawing to show a new raised table, but does not reflect the colour of the surface. • We agree it would make sense to have the crossing one shared space. However, Traffic Control Devices (TCD) rule amendments requires a pedestrian/cyclist priority crossing to be designed as shown with pedestrians and cyclists separated. In order for the facility to carry legal status as a priority crossing, they need to be designed in accordance to these national standards.

Feedback by theme	AT Responses
<p>Concerns about Raised Crossings</p> <p>My concerns are with the raised crossings on the motorway on and off ramps. This is a level, i.e. road level crossing that seems to have no issues with the cyclists.</p> <p>The raised crossing needs to have a water carriage at each kerb. To provide this a trough formation is required, as seen on the kerb side of the new raised crossing entering into Stadium Rd.</p> <p>The other side of the Stadium Rd crossing meets the traffic island and is not an issue. This trough is an added issue for all that use the crossing. Cyclist's bikes drop into and out again, pushchairs have a down and up journey, great for the child, Mobile scooters have the same issue and walkers are given an uneven path to walk.</p> <p>If St Luke's Rd off ramp pedestrian crossing works without an issue why have them. If traffic calming is the objective again St Luke's Rd off ramp does not need one so why. The on ramp doesn't need calming. Please remove the raised crossings and save money.</p>	<ul style="list-style-type: none"> • The raised priority crossing allows motorists to check for vulnerable road users before the crossing, rather than relying on path users to wait for a stop in traffic, which is currently the situation. Recent investigations into these crossing facilities suggest that they are 80 per cent safer than no crossing facility, a figure cited in recent research conducted by the NZ Transport Agency (NZTA). These crossings are a recommended treatment in NZTA's High Risk Intersection Guide for reducing deaths and serious injuries. Slowing vehicles to a speed where they will not cause a death, or serious injury, at this crossing point is required under Vision Zero and the Safe System approach. Raised crossings achieve safety benefits by requiring vehicles to slow down before the crossing, so if a collision did take place, it would be at a survivable speed. • Drainage issues with the scheme will be resolved without having open channels, as was the case with the Stadium Road slip lane zebra crossing. Different drainage solutions will be implemented, including covered channels and additional stormwater catchpits. Details will be finalised in the detail design phase.

Feedback by theme	AT Responses
<p>Signage, Lessen clutter & improved Markings Some signage/painting on ground to indicate that bikes allowed would be good, along with something at the St Luke's intersection island (dropped kerb into bus lane perhaps?) Please pay more attention to signage clutter along the shared path</p> <p>Bollards Please add bollards to ensure that the Ivanhoe Rd connecting path isn't parked over, during events Please ensure bollards are added at *both* path ends (the current concrete barriers at the road end are insufficient, as they get driven around, and in any case look rather ugly)</p> <p>Surfaces Please make sure all surfaces are smooth</p>	<ul style="list-style-type: none"> • The scheme includes frequent use of shared path symbols painted along the path. • Signage will be relocated where possible, or the path realigned, to avoid restricting the width of the path. • Chicanes will be added to the western end of the Ivanhoe path at the point where it merges with the path along Great North Road. This will help to slow speeds on approach to the raised crossing at the off ramp slip lane and prevent vehicle access. • We have noted to ensure smooth surfacing will be passed to the detail design engineer.
<p>Extensions It's unfortunate that the project doesn't extend to improving users' experience of the St Luke's Rd intersection Please make part of a proper continuous cycleway along Great North Rd</p>	<ul style="list-style-type: none"> • Further upgrades to the St Lukes intersection are out of the scope for this project. However this suggestion will be passed on to the appropriate team within AT, to investigate as a separate project.

Feedback by theme	AT Responses
<p>Safety</p> <p>Consider providing signals on busy crossings. Drivers will ignore the crossings if it doesn't suit them.</p> <p>Road crossings and entrances (eg Caltex) should be set further back from the road so that motor vehicles cross the path near perpendicular. This improves visibility, reduces speed and increases safety.</p> <p>Make sure surfaces are smooth (some recent paths have been pretty badly undulating) Add bollards to ensure that the Ivanhoe Rd connecting path isn't parked over, during events - or just enforce the parking (ie no parking) rules! Cycle paths need to be straighter. The design has them bending a lot which makes crossings more difficult and dangerous. Where paths cross, clear priority needs to be marked.</p> <p>It's not completely clear that the crossings over the signalised part of the motorway off and on ramp is legal cycling. Why do the paired raised tables on the slip lanes have segregated cycle and pedestrian but the crossings controlled by lights have cycles and pedestrians mixed - if indeed cycling is actually legal across these.</p> <p>I'd like to see the two pedestrian crossing legs across Gt North road to be legal cycle crossings as well. Since there is cycle provision on the paths on the north of Gt North Road it makes sense to allow people to connect</p>	<ul style="list-style-type: none"> • Additional signals add delay to all road users and reduce the quality of service for people on foot and on bikes. NZTA and AT had already considered signals at the motorway ramps, and they were discounted as a feasible option due to needing to be timed with the existing intersection and adding too much delay into the system. In addition, signals carry their own safety risks as drivers tend to speed up to get through before they change. • Visibility has been checked at road crossings and entrances. The entrance at Caltex is from the WB direction of Great North Road only. Therefore, vehicles entering the station will only be crossing a path and not looking to cross any vehicle lanes at the same time. Due to this and the raised crossing at the driveway, safety at this location is not considered an issue with the proposed design. • Request for no undulations has been noted, and will be passed on to the detail designers. • Chicanes will be added to the western end of the Ivanhoe Rd path to prevent vehicle access.

Feedback by theme	AT Responses
<p>to them. As it stands it is only legal to dismount and walk the bike to cross the road via the pedestrian crossings.</p> <p>A raised bridge for pedestrians and cyclists would be so much better and also a linking "T" bridge over to Western Springs / Motat would eliminate so many dangers and keep all (nearly 99.9%) of pedestrians and cyclists away from "motorway speed minded" drivers</p> <p>With this project you are encouraging more people to cycle off-road and when they get to the St Lukes Road / Gt North Road intersection if they want to go straight on or cross Gt North Road they need to cross the slip lane where there is only a painted zebra with no legal cycle crossing.</p> <p>If it's suitable for the two motorway on and off ramp slip lanes to have raised tables then surely it is suitable at the next slip lane along where there is just as much if not more foot and cycle traffic and just as much private vehicle traffic going round a slip lane corner at speed.</p>	<ul style="list-style-type: none"> • A 'T' bridge is unfortunately out of scope of what we are able to fund with this project. However, agreed such a structure would eliminate many dangers. This suggestion will be passed on to the appropriate team within AT to investigate. • Cycle crossing lights are to be included in the design, so cyclists can legally ride across in the same phase as south-bound vehicles heading straight on Great North Road. • Agreed it would be ideal to make the zebra crossing at St Lukes Rd into a similar paired crossing. However, works at this location are outside the scope of this project. This suggestion will be passed on to the appropriate team within AT for further investigation.