



# Town Centre Safety Improvement project

## Frequently Asked Questions

### 1. What is the aim of this project? Why do we need to adjust the road dimension and install so many raised crossings speed tables and footpath widening?

This project is part of AT's safe speeds programme where many high-risk town centres were identified all around Auckland for speed reduction and other safety improvements due to the high numbers of vulnerable road users in the area. It is important to improve the safety around Mission Bay town centre given the increasing numbers of pedestrians and cyclists in this area navigating the beach, businesses and residential areas. These improvements are also to support the 30km/h lower speed limit around the town centre which took effect on 30 June 2021.

### 2. When will the construction be completed?

Our current target completion date for this project is 22 October 2022, just before the labour weekend.

### 3. Why are the road and parking bay widths so narrow?

We had to remove the middle flush median and slightly reduce the carriageway lane width to allow adequate space for a two way cycle lane without removing the northern parking spaces by the beach. However rest assured that all road dimensions, including the new carpark spaces proposed in the design are as per general technical standard requirement. In fact, the width of these new carpark spaces are actually similar to the previous carpark widths.

### 4. Why don't we just remove these carpark spaces to create more room?

Removal of the parking spaces on the northern side (by the beach) would result in the loss of over 60 carpark spaces. From the public feedback during the consultation, the removal of the carpark spaces within Mission Bay was not supported by the community.

### 5. What's the purpose of the concrete cycle separator introduced between the new carpark spaces and the cycle lane? Why do they have to be so wide?

These cycle separators were manufactured to a specific dimension to allow sufficient width to protect cyclists from sudden car-door opening of parked cars. Furthermore, the separators could also be used by pedestrians waiting to cross the cycle lane to access the footpath. However the pedestrians are expected to check that the cycleway is clear before crossing it. Where pedestrians cross the cycle lane, when going to and from a bus stop, a pedestrian crossing is provided due to the high pedestrian demand concentrated at one location.

### 6. How can we get out of the car safely by these live lane when parking at these new carpark spaces?

This situation is currently indifferent to the situation at other busy roads in Auckland, especially around the town centres. The lower speed limit and presence of raised tables have been introduced to create a slower and safer speed environment to further accommodate this situation. Therefore, as usual, car passengers are expected to look prior to carefully opening their car doors and leaving their vehicles.

### 7. The changes made seem to be increasing traffic congestion and the reduced road dimensions seem to be making the area more unsafe rather improving safety?

This area at the moment is still under construction with some traffic restrictions and reduced lanes. This is only temporary and traffic condition should improve once the project is completed.

Mission Bay Town Centre is a 30km/h slower speed area and the improvements we are doing is to assist and encourage the slower and safer speed environment. The 30km/h speed limit must be adhered to by all vehicles, including cyclists. All road dimensions, including the new carpark spaces proposed in the design are as per general technical standard requirement. As the project is still currently under construction, the changes are still incomplete and might take time for everyone to adjust to the changes.

The scheme design of this project has gone through an extensive safety audit review. There will also be a post-construction safety audit review, which is normally completed once the project has been fully constructed. The scheme will also be closely monitored to determine its effectiveness.

### 8. Both Eastern and Western transition pathways for cyclists to get into and out of the new cycle lane seem to be unclear?

At the Eastern end of the new cycle lane, users exiting the cycle lane have the option to either use the existing shared path or return to using the road by the designated merging area and transition facility. Westbound cyclists (towards the City Centre) travelling from the existing shared path facility can also use the designated merging area to enter the cycle lane. Westbound on road cyclists can enter the cycle lane using the nearest crossing facility (cyclists do however have to dismount at the crossing facility).

At the Western end of the new cycle lane, eastbound cyclists coming either from the existing shared path facility or from the road can use the designated merging area and transition facility to enter the cycle lane. Westbound cyclists exiting the cycle lane can use the designated merging area to exit onto the existing shared path facility.

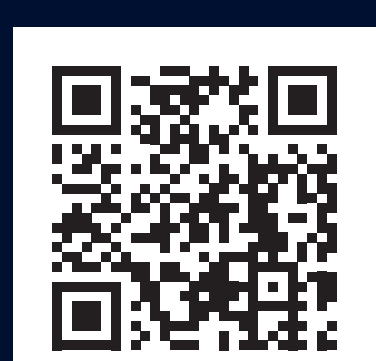
Additional crossing facilities outside the town centre area at both Eastern and Western ends are currently under investigation.

### 9. How is the new cycle lane better compared to the previous one?

Previously, cyclists can either use the road to cycle or the shared path area. The new cycle lane is a significant improvement to the previous situation as there is now a clear separation between cyclists and pedestrians, as well as between cyclists and the live traffic lane and parked vehicles. This type of design has also been used successfully in many other countries.

### 10. Why are the new parking spaces not placed against the footpath instead?

Having parking spaces against the footpath with cycle lane outside the parked vehicles is considered a poor design option as cyclists are not protected and vehicles would be manoeuvring and crossing the cycle lane when parking. It is also important to note that this design would not cater for a bi-directional cycle lane.



For more information about the project, public consultation and updates visit [at.govt.nz/missionbaysafety](https://at.govt.nz/missionbaysafety)

