

UPPER HARBOUR DRIVE CYCLEWAY IMPROVEMENTS

COMMUNITY PARTICIPATION WORKSHOP DOCUMENTATION AND SUMMARY REPORT

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INTRODUCTION

In 2015 a cycleway was installed along Upper Harbour Drive in both directions. It connects with cycleways along Albany Highway and the existing shared use path on Tauhinu Road. This provides an important link for cyclists across the Upper Harbour Bridge and to West Auckland and beyond.

In 2022 Upper Harbour cycle lanes had delineators installed as a part of the Minor Cycling Improvement Programme - Protection of existing cycle facilities.

The protection of existing cycle facilities (or pop-up cycleways) is a major component of the minor cycling programme which was developed in discussion with Bike Auckland. It is a programme of safety interventions focussed on strategic network and arterial roads to physically separate cycle lanes from traffic lanes.

After the installation of the cycle delineators on Upper Harbour Drive, there has been a lot of public feedback, and sentiment that the delineators are not the right option. There have been a number of drivers who have crashed into or on top of the delineators, and there has been mixed feedback. Community meetings have been held to provide a forum for people to share their feedback.

Given the number of crashes that have occurred since the implementation of the concrete separators, Auckland Transport (AT) has decided to look at alternative options for the separator designs.

Feedback from the community was considered, and the project team went back to the drawing board to look at other options that could provide safety for motorists, cyclists and pedestrians along Upper Harbour Drive. There are elements of the project that have to be met for safety design, and the project must include a safe cycle way, along with providing safety for other road users.

AT is managing a consultation and engagement process for the re-design options, including users of Upper Harbour Drive in the process. AT uses the IAP2 public participation spectrum. Community level engagement during this phase of the project is at the consult level, focused on obtaining public feedback on analysis, alternatives and/or decisions and the commitment made to participants in this process is that AT will listen to and acknowledge their concerns. AT will be clear about the elements of the project that the consultation can help decide.

AT ran targeted engagement with stakeholders directly impacted by the works to seek feedback. On Thursday September 29, 2022 at the Greenhithe Community Hall, Old School Building Auckland Council hosted workshops with members of the community and targeted stakeholders to explore issues with the Upper Harbour Cycleway design and opportunities to improve the road layout for all road users.

In an attempt to ensure participation from a broad range of key stakeholders two workshops were hosted by Auckland Transport - one in the morning (10am-12pm) and one in the evening (6-8pm) - with representatives from a range of different interests and perspectives including local residents, commuter and recreational cyclists, Greenhithe's Action Against Barriers (GAAB), and Bike Auckland. In addition AT staff met with or received written feedback from key stakeholders in order to understand their thoughts on the current design in situ - this includes NZ Police, St Johns, Waste Management, AA and NZ Fire service.

The purpose of this report is to compile and document the written feedback provided by participants and a summary of the key themes and discussion points made during the Auckland Transport Upper Harbour Drive cycleway improvements working group workshops. This document also documents pre and post workshop feedback from key stakeholders.

WORKSHOP OVERVIEW

The purpose of the workshops were to work with a range of selected and representative key stakeholders to identify the most desirable, feasible, viable and fit for purpose cycleway along Upper Harbour Drive.

Auckland Transport engaged an external facilitator to run the workshop to ensure an independent and transparent consultation process.

The workshop comprised of the following content:

- Scene Setting & Project background/context
- Cycleway opportunities and constraints
- Participant review and discussion of AT evaluation of possible schemes
- Whole Group Discussion/ feedback
- Identify most desirable cycle facilities for Upper Harbour Drive
- Summary of Findings/ Insights

A range of project specific information was provided including detailed information about possible cycleway scheme design and participants were encouraged to provide feedback on the scheme designs themselves and/or on sticky notes provided. Participants had the opportunity to make comments/notes individually on the material provided or as a group.

Auckland Transport Traffic Engineers sat with participants at each table to answer technical questions about possible schemes as well as to help document the process.

It is worth noting that during the morning session made up of Greenhithe's Action Against Barriers (GAAB) members that they stated they did not want to proceed with the designed interactive workshop programme above but wanted the workshop to be 'more organic' - as a result there was limited feedback provided on the specific schemes Auckland Transport tabled but instead a more general conversation with lots of questions posed by GAAB and where possible answers provided by Auckland Transport.

WORKSHOP FEEDBACK

The key themes below represent the common and recurring themes and comments/points of discussion that occurred during the workshops.

KEY THEMES

- Communication from Auckland Transport about the Upper Harbour Drive (UHD) cyclelane has not been good
- Speed is an issue
 - Redesigning road corridor UHD to reduce speeds (thereby making the street safer for all users) should be a priority
- People commonly don't understand why dedicated cycling facilities are needed along UHD
- Perception that crash and injury reports from last 5+ years indicate the roads were safer for everyone prior to the installation of the dedicated cyclelane.
- Perception that the cyclelane is a major safety issue for motorists and motorists are at more risk now than cyclists were before barriers were introduced.
- Need to increase visual cues - make the road layout more visually obvious and intuitive.
- Current layout might be visually too busy/stimulating and not intuitive enough for drivers causing high degree of human error / accidents - desire to simplify the layout and make it as smooth and intuitive as possible.

- Road corridor is narrow putting pressure on design to accommodate lots of different road user needs. Widen the road.
- Separators are too tall/high.

This section contains written feedback provided by participants during the Working Group workshops.

GENERAL COMMENTS/FEEDBACK

- For all schemes enforcement is important
- Widen the road first
- Think about future infrastructure
- Maintenance cost of flexipost re: St. Luke's Road
- Drop traffic volumes?
- Stop rat running?
- Not sure how vehicle safety in scheme 1 is different from schemes 4 & 5
- Is road widening the answer
- Cars will back up waiting for people to turn in drive
- Reengineer camber of road - has been lost
- Causing confident cyclists to avoid this
- Lack of comms on bigger plan
- Remove centre line
- Narrow lane
- Existing cycle lane quite narrow at some locations
- Visual narrowing
- Improvements to Albany Hwy*
- *It's a rural road in a suburban setting - not suitable
 - Too fast
 - No footway
 - No cycleway
 - Hard to cross!
- Albany Hwy = deadly junction
- Remove armco - 50 km road?

- Make it read as a beautiful avenue!! Consider some nature/greening back onto their street. Maybe incorporating some plantings in the roadway to encourage slower speeds (visual narrowing).
- Visual narrowing!!
- Reduce speed remove barriers
- Public knowledge on changes - need to discuss key reason for changes
- Greenhithe Road - *burer*¹ [sic] turning LT cones/hockey stick →²[sic] first one should be removed
- (Scheme?) 5. Vehicles blocking CL (cyclelane) out of CL (cyclelane)
 - pedestrian/CL crossing at Albany Hwy.

THEME SPECIFIC COMMENTS/FEEDBACK

SPEED RELATED

- Design speed of 50km/h
- Speed cameras
- Lower speed to 50km/hr
- 60 km/h? Visual uprights; Is 3.2m lanes too small for this road?
- Speed calming should be put into place
- Through traffic should be reduced
- Speed limit should be 50km not 70km. Reduction only adds 1 minute to commute.
- Motorists are using the medians to overtake
- Target volume of cyclists?
- TERP is this being factored in w/ increase in rideshare needed. New riders won't come with no protection.

SAFETY

- Crossing facilities at each end and Greenhithe Road would benefit pedestrians
- Facebook is not a safe place to share (pro-cycling) views
- Visual cues to encourage slower speeds
 - Road markings
 - Planting

¹ Could not read this word from written feedback

² Could not read this word/symbol from written feedback

- Traffic calming
- Poor visibility out of driveways and turning in/out of driveways (placement of cycle separators from driveways).

CONCRETE SEPARATORS

- Lower type of forgiving concrete separator. But risk of vehicles drifting
- Protectors - after number of crashes with protectors do not want less than concrete
- A concrete barrier is safer for cyclists and pedestrians
- Some people find separators provide extra level of safety for pedestrians
- Visually quite dull.

ROAD ISSUES

- Power poles in footpath
- Minimum road width = 3.2m; UHD = 3m
- Cars squeezing past will crash into separator if vehicle waiting to turn right in median
- Higher view - look at the future - footpaths, shared paths E.g. Albany Hwy area (Kristen School)
- Footpath is compromised in some places
- Visual amenity
- Double decker bus struggles for space
- Current arrangement has made road too tight.

SCHEME 1 - ORIGINAL ROAD LAYOUT

- Take out. Back to normal reduce speed
- Original layout with 50km/h limit
- Cyclist safety rating of red - This is wrong. Only 1 car vs bikes in 5 years preceding barriers / *rsd*³ [sic]
- Width of the road needs to widen first.

³ Could not read this word from written feedback

SCHEME 2 - AUDIO TACTILE ROAD MARKING ALONG CYCLE BUFFER EDGE LINES

- Move out rumble strips 400mm further away from separator into vehicle lane
- LTWs / speed calming to reduce rat running

EXISTING ROAD LAYOUT WITH ATP

- Red vehicle safety rating in this scheme should be much bigger red light

REMOVE SEPARATORS, ADD ATP & TRAFFIC CALMING

- Remove concrete barrier but replace with rumble strip and cat's eye

REPLACE SEPARATORS

- Insitu concrete separators - higher visibility than current; shape seems most user friendly for cyclists plus cars.

SCHEME 3 - SHARED PATH ON EASTERN SIDE

- Best for visual amenity
- Shared path no go for faster riders
- Shared path will have issues with cars parking on it
- Shared path looks awesome!!
- Safety for cyclists - geometry becomes very important:
 - Intersections
 - Curves
 - Surfacing.

SCHEME 4 - NARROWED FLUSH MEDIAN, ADD BUFFERS

- Fixed speed camera
- Make it hard to get in and out of driveways
- Concern - looks good but unresolved Northern end means can't access this - how will it work?
- Keep the middle consistent the whole length

- More gentle separator may be preferable
- Extra buffer is good
- Cycle way is too narrow. Over shoulder looking on a bicycle is dangerous
- Concrete too hard or too high
- Driveway access → need room to get *in*⁴ [sic] without having to wait for both lanes to be clear
- Commuter facility *South*⁵ [sic] cycle *route*⁶ [sic] network Fixed speed camera! *Separated*⁷ [sic] ATP
- Don't know why → 160-180 bit too high, 110mm-120mm high. Narrow median in 50km zone.
- Comment questioning statement "additional separators would reduce the likelihood of motorists hitting a cycling separator head on"
- *Where keue of*⁸ [sic] one.

SCHEME 5 - BI-DIRECTIONAL CYCLE LANE

- How does bidirectional cycleway interface at each end (Albany Hwy and William Pitcher Place)?
- Commuter facility *South*⁹ [sic] cycle *route*¹⁰ [sic] network Fixed speed camera! *Separated*¹¹ [sic] ATP
- Don't know why → 160-180 bit too high, 110mm-120mm high. Narrow median in 50km zone.
- Not great for large cycling groups but those groups are avoiding the road at present anyway
- If you reduce gap between separators it needs ability to get out of trouble
- Is footpath too compromised?
- Understand how to cross cyclists
- Bus stops, refuse collection etc? - bins in between
- Tow trucks 24/7
- Mid block modal filter

⁴ Could not read this word/symbol from written feedback

⁵ Could not read this word/symbol from written feedback

⁶ Could not read this word/symbol from written feedback

⁷ Could not read this word/symbol from written feedback

⁸ Could not read these words from written feedback

⁹ Could not read this word/symbol from written feedback

¹⁰ Could not read this word/symbol from written feedback

¹¹ Could not read this word/symbol from written feedback

- ENFORCEMENT!!
- Eastern side is easier
- 4.0m A2¹² [sic]?!
- Too narrow
- Cyclelane needs to be smooooooth (i.e resurfaced)
- Inline bustop
- Inlane?
- Armco crash *barrier*¹³ [sic]
- Details of 2 way cycling needs to be *presented*¹⁴ [sic]!
- Universality of provision
- 4.0m bi-directional cycle way was better than 3.0m.
- Concerns relating to the side of the road that the bi-directional cycle lane was proposed on and how it will connect with the cycle lane on Albany Highway.
- Not in favour of having to cross the road multiple times at the Albany Highway junction to connect to the cycle lane on Albany Highway (if proposed on the eastern side of Upper Harbour Highway).
- A bidirectional cycleway can work for
 - Slow cyclists
 - Fast cyclists
 - Micro scooters
 - Etc ALL!!
- If it is
 - Smooth
 - Continuous
 - Predictable
 - Wide
 - Protected.

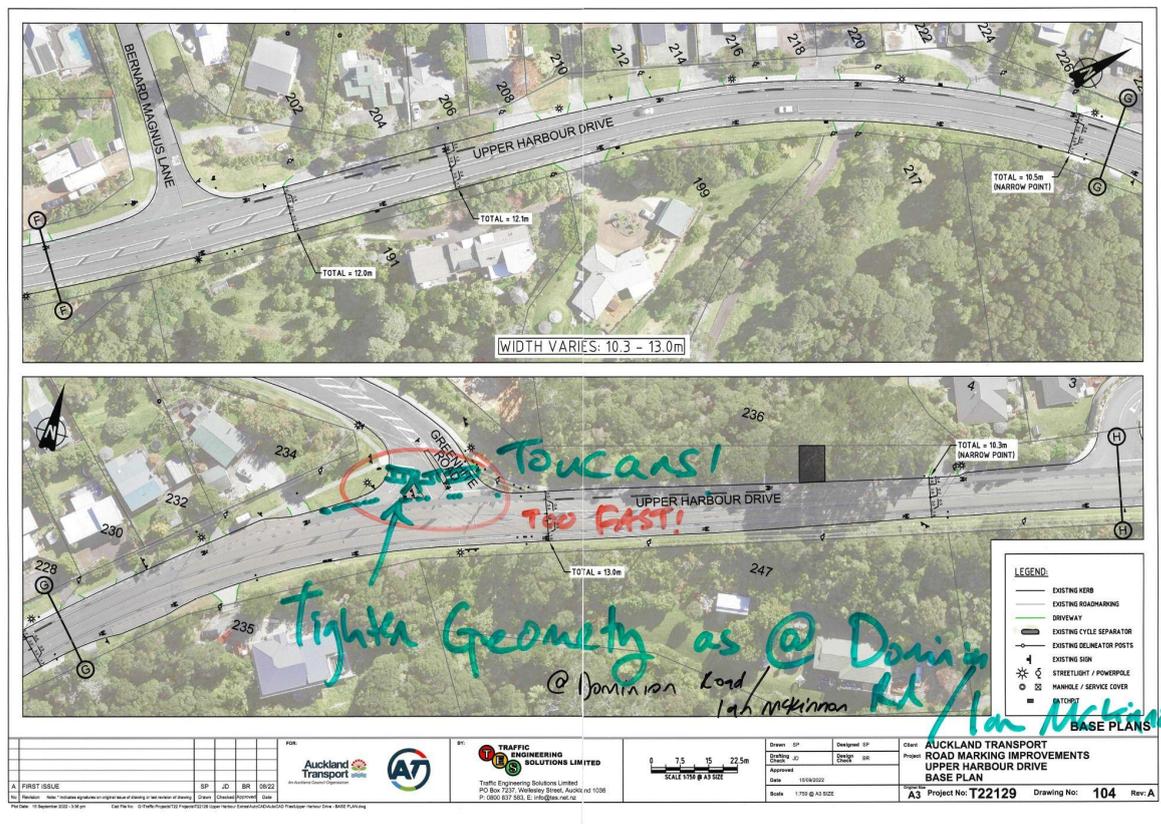
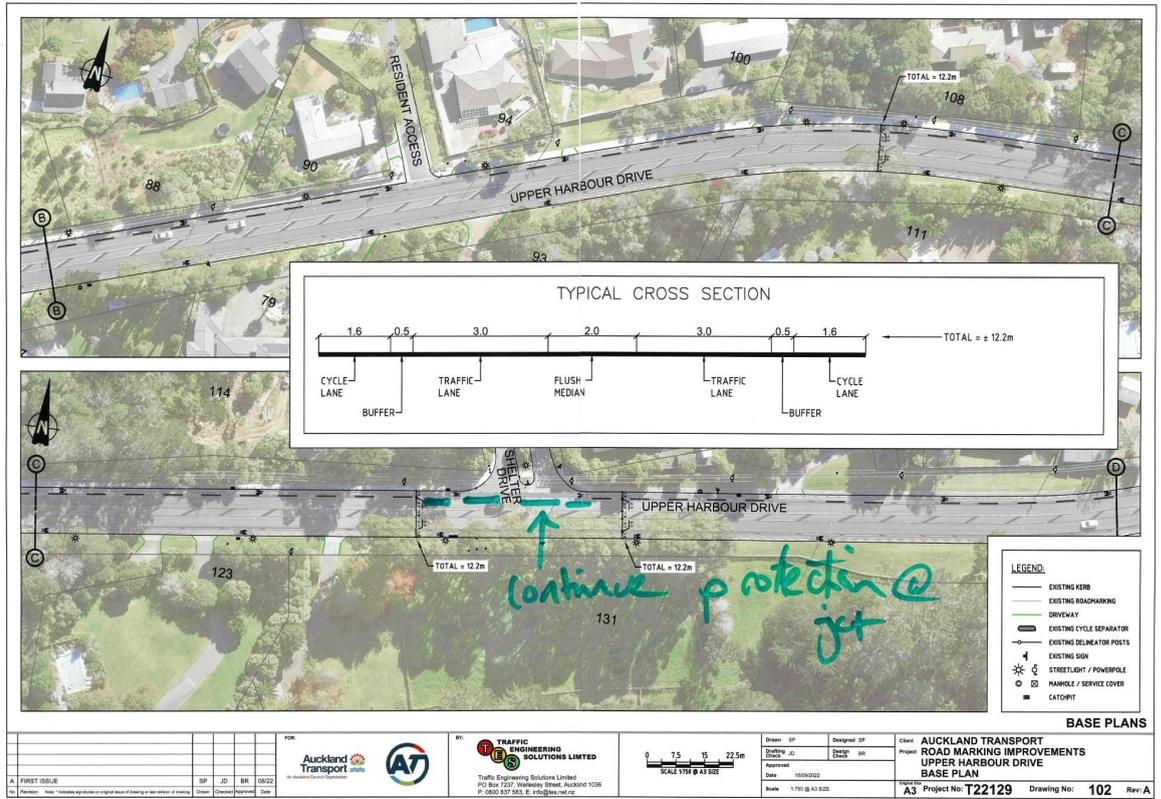
¹² Could not read this word/symbol from written feedback

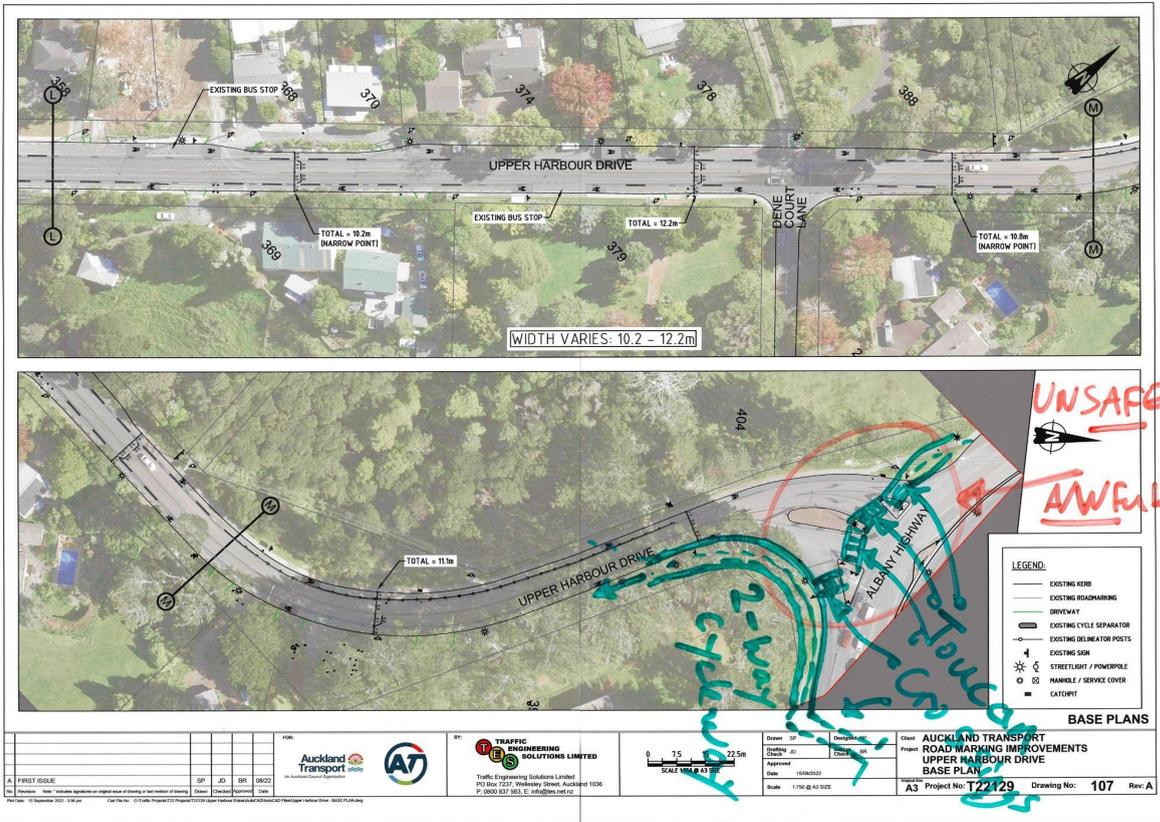
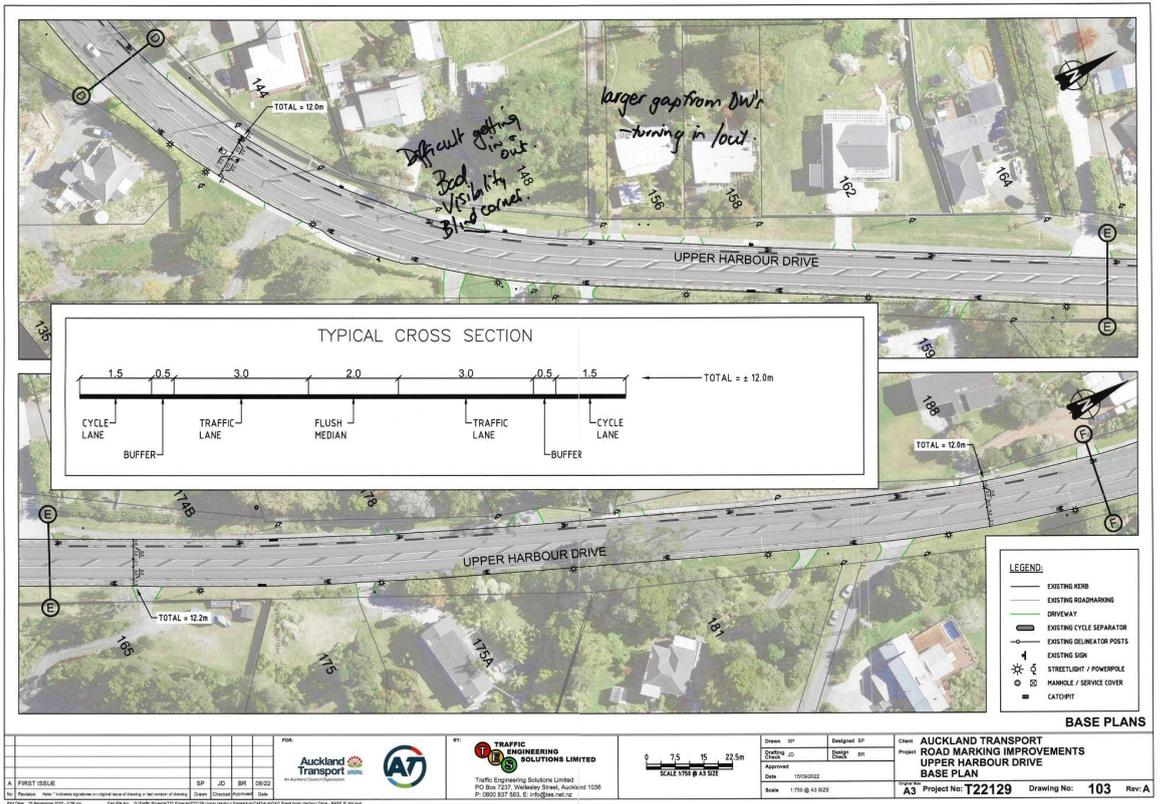
¹³ Could not read this word from written feedback

¹⁴ Could not read this word from written feedback

APPENDICES

A. MARK UPS & NOTES ON EXISTING SEGMENTS OF UPPER HARBOUR DRIVE FROM WORKSHOP





B. PRE-WORKSOP FEEDBACK FROM ESSENTIAL AND EMERGENCY SERVICES

AUCKLAND COUNCIL WASTE COLLECTIONS TEAM

Email feedback provided on September 28, 2022 by a council Waste Operations Safety Specialist:

Propose height for concrete cycle lane separators of 130mm installed to allow for rubbish collection vehicles to straddle the separator and operate close to the kerb. This method has the following benefits:

- The collection vehicle can reach the bins more easily
- The driver or runner do not have to exit the vehicle to bring bins within reach of the hydraulic grab arm, preventing interaction with traffic or cyclists.
- Cyclists would not be able to interact with the hydraulic arm
- Traffic can see past the collection vehicle for safe over taking
- The breaks between the separators allow cyclists to exit and enter freely and overtake the collection vehicle when safe to do so.

Note: The collection vehicles cannot straddle over flexi posts.

This provides the safest and fastest method for collection by reducing the cycle time for each bin collection and minimising exposure of the driver / runner, cyclists and other road users to potentially harmful outcomes.

POLICE NZ

On September 23, 2022 NZ Police provided a slideshow presentation outlining key points about Upper Harbour Drive as feedback for Auckland Transport to consider. The key feedback from this presentation was:

- Police want allocated enforcement space along UHD (for Police Radar Speed Detection and Police Breath Alcohol Checkpoints)
- Current arrangement is problematic for buses as they make the road much narrower and problematic for bus drivers to corner and maneuver
- Police want redesign to consider options For emergency stopping or object avoidance
- Recent crash from Sept 11 - "It appears that the road feature of the concrete bumpers, and white poles inside the flush median on Upper Harbour drive were the main contributing factors".

AUTOMOBILE ASSOCIATION (AA)

AT staff contacted AA to confirm with them directly about a comment that was made at the workshop by a participant that AA no longer service breakdowns on Upper Harbour Drive. Below is AA's response on October 5, 2022:

Subject: RE: Upper Harbour Drive Cycleway Redesign

Hi Bernie

The short answer is that no the AA would not refuse any calls to help motorists who breakdown on Upper Harbour Drive.

I also shared a couple of snips of the pictures you provided me with our Roadside Assistance Manager. They commented that there doesn't seem to be any safe areas to attend to broken down vehicles other than driveway entrances.

When vehicles breakdown on main roads most of the time there is a median strip or safe location so we are able to help them. When the AA intends broken down vehicles in live traffic lanes, our policy is to contact Police to get the vehicle moved to a safe nearby location such as a driveway (although most of the time people have moved their vehicles to safety before we get there).

This does happen on motorways although most of the time the vehicle is already on a shoulder by the time we get there. We do have sections of the motorways marked as "blackspots" in our system because vehicles first need to be moved to a safe location before we can provide assistance or arrange a tow. In the future, we may need to record some local roads where we cannot safely provide roadside assistance until the vehicle has been moved to a safe location as blackspots too (potentially including Upper Harbour Drive I guess).

So to be clear, if an AA Member broke down on Upper Harbour Drive and their vehicle was blocking a live traffic lane (which looks to be the most likely scenario given the absence of a safe place to pull over?), we would still help but if their vehicle was unable to be moved to a safe location we would contact the Police first to get it moved and then attend to the vehicle at a safe location or side street.

Martin

C. PRE-WORKSHOP FEEDBACK FROM INTEREST GROUP

AT staff notes from meeting on September 30, 2022 with Stephen Farrell (Head Coach) from North Harbour Triathlon Club (NHTC):

Existing layout on Upper Harbour Drive

- Cycle lanes are more of a hazard than they were previously.
- Hard to get in and out of the lane to pass other cyclists and need to slow down a lot
- Reduces usable road space for cyclists and motorists
- Can't ride two abreast
- Triathletes don't have a training venue, UHD was good for the club as it previously was.
- All obstacles

Solution advised

- Take out separators and paint all hazards e.g. Manhole lids
- Reduce traffic speeds to 40km/h
- Look at connections either end

D. POST-WORKSHOP EMAIL FEEDBACK FROM PARTICIPANT

From: Terry Randell <terry@designarchitectural.co.nz>

Date: Saturday, 1 October 2022 at 4:42 PM

Subject: Re: Upper Harbour Drive Cyclist Barriers

Hello Mitra.

I am writing to you once again, this time following the AT meeting that was held in the local school hall on Thursday evening, to voice my response to the presentation and offer comments for consideration, in addition to those expressed at the meeting.

Firstly, I would like to say it was good to put a face to the voice, silent emails and to meet you in person and I hope the communication lines will remain open until a resolution has been met that properly serves the purpose we are all seeking.

POINTS FOR CLARIFICATION:

Here, I would like to raise a couple of points for clarification, one is the comment you made and that I brought to your attention at the table on the Thursday evening session where you said; ***"that the more recent accidents that have occurred on UHD resulting from a collision with the separators since the speed limit was reduced to 50km/hr, have been less damaging to the vehicles than previous accidents."***

On Thursday 1st September a van collided with the separators at the northern end of UHD, its undercarriage and front fender damage was sufficient enough to warrant it necessary for a tow truck to remove it from the roadside (see first photo attached).

On Sunday 11th September a SUV vehicle struck a separator which threw it across the road buckling the front wheel under the guard, this accident involved a cyclist, apparently unharmed but nevertheless involved a cyclist. Without wanting to sound alarmist, this one was too close for comfort and with both of these accidents on record, both of them occurring after the road speed limit had been reduced to 50km/hr, I wish to point out that the comment you made was misleading.

Another comment you made regarding damage relating to the separators, was that accidents involving the separators occur when the vehicle strikes the separator head on, or strikes the leading front edge of the separator.

Again, I see this as a misleading comment with the following findings: The second and third attached photos show the tyre marks and subsequent track marks from the accident that occurred on 11th September.

In each of these photos, the front left hand wheel of the vehicle can be seen to have struck the trailing edge of the separator (black tyre mark is clearly visible on the trailing shoulder of the separator), the wheel was then buckled under the guard, swerving it across the road, full width before coming to rest against the kerb on the other side.

All three of these photos indicate that the separators are designed to destroy.

Hit the front/leading edge and the suspension will be irreparably damaged, hit the middle and be thrown back into the line of oncoming traffic or bounced over and onto the hump, hit the trailing edge and the resulting effect can be clearly seen in the second and third photographs.

Raising both of these points is not meant to be confrontational Mitra, they are raised only to be constructive, and hopefully convince you and your team that the current separators are far from acceptable, not just the design shape but also the gaps between them, they are by their very nature destructive.

The damage caused by them to date has not just been to vehicles either, they have also been the cause of serious injury to cyclists, one cyclist still harbours a broken collarbone after striking one of these separators. I'm not sure if you are aware but he was finally admitted into hospital on Wednesday for surgery to his collar bone.

The design of the existing separators also naturally creates a trap for debris. Rubbish very quickly collects between them and the adjacent kerb rendering the cycle lanes unusable.

They are by their very nature extremely non user friendly, in every respect.

WORKSHOP SESSION:

AT's invitation to attend their "workshop" session was received with interest and accepted, but I have to say it was also with apprehension. Apprehension having been bitten in the past from AT's inaction to real concerns regarding street upgrades. Upgrades that are still seen to be necessary by local residents, but were not seen as being big enough nor important enough to fit the agenda of AT, and were dismissed without consideration.

Apprehension from previous meetings that I have attended, again by invitation from AT to "discuss and voice expressions of interest" as an affected local and businessman. "Expressions of interest" that were discussed over long meetings then miraculously and swiftly analysed by AT such that their roading "re-design" decisions, resulting from the meeting were able to be published in the newspaper the following morning. Extraordinary, considering that of the number of valid points raised at both meetings and noted by AT as being worthy of consideration, none of them were included in the final outcome.

Sorry to be blunt here Mitra but but it may enable you to understand from my past experiences, that the now more cynical side of me attended the meeting with the view that AT would have already made it's decision on re-deign.

And this seemed to be endorsed, rightly or wrongly, at the closing thankyou from Claire Dixon, where she finished by saying that AT would present their findings before construction, ***"even if their final solution is found to be working with the existing separators"***.

Forgive me, but the more cynical side of me recognised and asked, is this deja vu?

On the surface it did appear that the session had encouraging moments when the request for "real" input from the locals was made. Sad to say though and it has to be acknowledged, that illustrations and various schemes were placed in front of lay people, in itself of little consequence, until that is, they were then asked to choose one option over the other.

Some of the invited had an opinion but it is true to say that none of those in attendance had skills in the area of traffic engineering, none had the knowledge nor experience in the performance or potential/possible outcomes of any of the schemes presented to them, none of them were in a position to make an educated call over which scheme should be the preferred option.

Further, none of the schemes presented were complete in that they only showed separators, placed in various positions relating to the scheme, on a very small stretch of UHD. None of them included

distractions and obstacles for consideration such as bus stops, rubbish and re-cycling bins placement for collection vehicles, footpaths on both sides of the road, vehicles turning in and out of twin cycle lanes, most all of them included the flush median which does not exist for the full length of the road, and none of them showed consideration of how the road would be treated at both ends of UHD. How does a double width cycle lane cross over the roundabout at the Southern end and how does it merge with traffic at the Northern end traffic lights?

All of the schemes showed bare minimum dimensions for carriageway widths or less, on a road that is only destined to grow in use and traffic generation given future development potential from existing undeveloped sites that exist all the way along UHD.

Also of note, was that of the schemes that were presented as options, most of them showed the existing separators being re-used.

Again Mitra, these comments are not meant to be confrontational. They are offered from observation as constructive thoughts only, they do not necessarily reflect others thoughts or comments but I would not be at all surprised if upon reflection they in fact do echo the thoughts and voices of many.

WORKSHOP COMMENT ON CYCLEWAY:

Please allow me to take a bit more of your time to raise points in addition to those tabled at the workshop meeting, that I hope may be of interest and helpful toward your re-design approach.

Under the section Outcomes, and then the later various offered schemes, the following bullet points deserve consideration and full understanding. This is how they present to me:

SAFE FOR ALL USERS

- That therefore must include all experienced, group cyclists who will draft and overtake, along with casual and learner cyclists of all age groups and abilities, who also need to overtake.
- The useable width of the cycleway must consider pedal clearance, a high kerb requires greater clearance than a painted line or a low level separator.
- The kerb and channel against the footpath is unavoidable for controlling water and avoiding collision with pedestrians, it comes with the need for pedal clearance thus reducing the

useable width of the cycleway, for the separator however, there are options more user friendly, that would be better adopted over the existing.

- Separators must allow for mounting without damage or risk, in the event where the cyclist drifts off line. A hard, vertical edge (leading, trailing and side) is unforgiving. Low pitched sloping sides and ends offer greater, safer recovery.

CONVENIENT AND ATTRACTIVE

- These are key words. If the cycleway is not made to be convenient, it will simply not be used. Human nature. If it is seen to be unattractive or unfriendly, it will be abused. Human nature.
- Of note are the first two illustrations showing the Northern and Southern “Typical midblock existing cross sections”, where both of these diagrams show carriageway widths less than the recommended AT minimum dimension of 3.2m and both of these illustrations show a 2m flush median, which does not exist for large stretches of UHD and a flush median only exists in some parts of UHD.
- UHD used to be an attractive road to travel. Yes, it has areas that need attention, removal of gorse, wattle and other pest plants, but essentially it is an attractive, green area worthy of respect.
- Plastic black and yellow (or any other colour combination), raised obstacles are highly unattractive, (as seen in proposed scheme 2, Rubber Separator) as are the existing raised concrete separators. Quite aside from the dangers associated with them, they are an eyesore.
- Of the schemes offered at the workshop session, those most attractive and aesthetically pleasing were the schemes not showing diagonal and excessive use of painted lines, which can be best described as visual pollution.
- One could also argue that painted lines become more unattractive with age of wearing, repainting that is sometimes carelessly carried out, especially when trying to perfectly match up all the angled lines and different colours.

LAYOUT

- Any separator of high sides and height restricts access, they are completely dysfunctional for public transport, refuse collection, service and maintenance vehicles of all descriptions, they also restrict and limit the full extent of the use of the road, particularly when turning in or out of a street or driveway, being forced to steer outside the parameters of the 90 percentile tracking curve.

- Painted lines allow access for all vehicles at all times of the day. I understand that AT are focused on physical separators, thus I raise this only to indicate that low level is always more accessible than high sided.
- Logical and conventional layouts work best. All uses travelling in the same direction are surely best sharing the same side of the road. Cross sharing leads to confusion at the ends.(ie not bidirectional?)

BI DIRECTIONAL AND SHARED CYCLEWAYS

- When considering this option, I see failings with vehicles needing to enter/exit driveways and side roads. The motorist sees the cyclist coming toward them and is easily able to make a judgement call of time allowed to move or wait for the cyclist. Not so easy is that cyclist behind them, who could also be caught in their blind spot and not seen. If cyclists are coming from both directions, this makes it more difficult to move and potentially brings road traffic to a halt or a rush option is chosen with unsavoury results.
- Rubbish and recycling collections, we were told at the workshop, are taken to the outside edge of the separators, within the dual cycle lane. Typically, bins are put out for collection at least the night before, sometimes earlier and are not collected until at least the afternoon after collection, the end of the working day and sometimes 2 or more days later. The re-setting of the bin onto the ground from the collection vehicle is not always perfect, leaving the bin sometimes tipped over on its side, scattered along the cycleway. None of these options are ideal, nor are they satisfactory.
- It was suggested that buses would share dual cycle lanes, does that then also provide for rubbish and re-cycling vehicles? remembering that would be only for one side of the road while the opposite side of the road would be constantly interrupted by these vehicles on collection days.
- How are the bus stops catered for on the opposite side of the road?
- How are the ends of the dual cycle lanes treated at the Northern traffic lights and how are they treated at the Southern roundabout

INSITU CONCRETE SEPARATOR

Any separator of high sides and height, restricts access and is completely dysfunctional for public transport, refuse collection, service and maintenance vehicles of all descriptions. Of all of the options on offer, in my opinion, the insitu concrete separator shows the most promise in facilitating all the needs to allow UHD to function properly and safely.

- It is mountable, allowing buses and service/maintenance vehicles to drive over them in order to gain access to pick up passengers and collect refuse or recycling.
- With the steeper chamfer/bevel on the roadside, drivers will be made immediately aware that they are out of lane and may correct easily, without damage.
- It does not block and hold debris, making it easier to keep clean.
- It is user friendly for cyclists with the low grade bevel or chamfer on the inside allowing mounting and correction with greater comfort, particularly for overtaking.
- It does not require pedal clearance allowance.
- It is aesthetically more pleasing than all other options made available at the meeting eliminating the painted line.
- It appears not to require further pole standards for visual awareness or if additional visual awareness was found to be necessary, cats eye reflectors may easily be mounted on the road side bevel for extra clarity.
- It does not require painted lines for definition, saving ongoing maintenance costs and pollution from paint wearings being washed into the stormwater collection.
- It visually maintains the appearance of a wide carriageway that makes for easier driving and vehicle management, while retaining the clean, visual appearance that UHD residents and drivers have been used to and have enjoyed for many years.

FOOTPATHS

I have raised this on several occasions, and again at the workshop Mitra.

- I strongly believe that footpaths on both sides of UHD are a mandatory requirement if the cycleways and upgrade of this road are to be taken at all seriously.
- The existing footpath falls well short of being fit for purpose with armco barriers completely wiping out half of the width in some areas.
- The footpath exists on only one side of the road, yet there is housing and bus stops on both sides requiring safe, even access for pedestrians.
- On any given day that I drive along the road, I see many pedestrians using the footpath. It always appears to me that pedestrians outnumber cyclists on UHD, except in the weekends, particularly when the cyclists used to come in their numbers, prior to the separators being installed.

CONCLUSION:

If there is anything I have missed Mitra that I think may be of importance, I will most certainly pass it onto you for consideration.

The final point of observation that I would like to make here though, is simply, that if this cycleway is to be taken seriously, then it needs to properly cater for all of its needs. Safety, function, (being properly functional for all of its users), providing suitable and properly considered solutions that work for now and for the future.

If the final outcome is to work satisfactorily, it must also encompass all of the functions of UHD. Pedestrians, cyclists, service vehicles of every type and need, and motorists. For without the proper functioning of all of these needs, there will be dissension.

UHD has operated for many years, serving its patrons without cause for major concern. It does need to be brought into the 21st century, it does need to cater for more than it was first designed and it does need to cater for the future.

If all of the points that were discussed at the workshop, all of the points raised by AT that need to be considered and all of the points raised further, as above and I'm sure from others that you will have heard from, given that further thought will undoubtedly have been given by many since Thursday, are to be properly executed then if one thing has been made clear here, it is that the first scheme that was put in place failed, simply because too much was being tried to fit in too little a space, too much was being asked where it could not be accommodated.

UHD is a ridge road and as such is naturally restricted for expansion without costly engineering in some areas. However, as I walk, cycle or drive along the road, it appears to me that there are ways to widen the road, mostly with land available each side but where retaining is required, by way of different options that may be considered with some clever engineering thinking.

In order to accommodate an outcome that is properly considered, an outcome that satisfies and works properly for the residents of this fine road, I believe due respect and consideration should be given to widening the road as necessary, to provide a functional, workable solution for all.

Thankyou once again for taking the time to read this Mitra, I look forward to your comment and proposal.

Regards Terry Randell.

E. UPPER HARBOUR DRIVE – SITE VISIT OBSERVATIONS

Adrian Lord, Head of Cycling, Auckland Transport

I have made four visits to Upper Harbour Drive since the end of July. In early August I cycled from north to south along the route on a Sunday morning, in mid-August I drove the route in both directions during the hours of darkness. Following a community workshop I made a visit by car during the daytime, accompanied by a local resident. In early October I made a repeat visit by bicycle cycling south to north in very rainy conditions on a Sunday morning. These visits have given me some insight into different issues and experience of different weather/lighting conditions although on every occasion the road was not busy.

My observations from cycling perspective are as follows:

Southern End: There was damage and tyre scuffing to a separator adjacent to a pedestrian refuge/splitter island at the southern end of the road. It appears that northbound vehicles turning left into Upper Harbour Drive from the roundabout at the southern end undertake a ‘chicane’ type manoeuvre because there is a bend to the right immediately adjacent to the roundabout.

A driver travelling at speed (such as the previous 70kph limit) would need to steer accurately through this section to avoid hitting the separators. The geometry of the roundabout enables vehicles to pass from Tanihu Rd into the junction with minimal deceleration so they may be entering this section of Upper Harbour Drive at speed before meeting the ‘pinch point’ which is the separator opposite the trailing end of the splitter island.

Recommendation: Tighten the radius of the corner at the exit of Tauhinu Road which would reduce vehicle speeds at the junction prior to entering Upper Harbour Drive. This is an area where cyclists are at risk so separators are required.

Middle sections especially western side: The edge of this road (as with many roads in Auckland) collects debris from overhanging trees. These leaves and branches accumulate along the drainage channels. The presence of the separators means that cyclists have limited space in which to avoid debris. Grit and broken glass is present in some places. This can cause punctures and contribute to loss of control if harsh braking is required. The overhanging trees can also make the road surface damp and mossy in places due to constant shadow. This issue is also present on the approach to Albany Highway where there are ‘hit-sticks’ and is not solely associated with the concrete separators. The solution is more frequent sweeping.

Middle and southern section on eastern side of the road: When cycling southbound towards SH18 the lane generally seems to be more clear of debris and there is an adjacent footway in places. The

main issue in this direction is that the lane can feel constrained between the kerb edge, crash barriers and separators when cycling at higher speeds.

Group Cyclists:

Single lane roads with uni-directional 1.5m cycle lane width cannot accommodate larger groups of cyclists within the cycle facility. Groups of cyclists must therefore ride in the carriageway and I observed a small group of about 12 people doing this. While this is not usually problematic over a short distance it can become so if there is insufficient space for vehicles to overtake. Drivers may make unpredictable and risky manoeuvres. Even when the cyclists ride in single file, the line of cyclists can stretch up to 25m – 50m long with a bigger group, so it takes some time for a vehicle to overtake. This risk is associated with driver behaviour.

When riding close together in a group the onus is on individual riders to point out roadside hazards such as separators, parked cars, drainage gulleys so that following riders don't crash into objects that are obscured from view by the riders in front. There is a risk therefore that some riders in a group could hit the leading edge of a separator if the group moves towards the edge of the road in places where there are gaps between separators. This risk is associated with the dynamics of group riding and effective communication within the bunch.

Observations from the driving perspective and direct comments from local resident:

I have driven this route once in both directions during the hours of darkness. On that occasion I did not feel that there were any issues with the visibility of the infrastructure or the road width for a car driver. The car that I was driving was fitted with some lane detection and warning systems but none of these were triggered by the traffic management.

Following the meeting with the community in October I also rode in the car of a local resident and we drove the route in both directions. None of the warning systems in the resident's car were triggered during this drive.

The resident was able to highlight a number of locations where accessing the driveway essentially involves a sharp turn from the carriageway of 90 degrees. While this is physically possible it is a slow manoeuvre within what was until recently a 70kph road environment with some vehicles travelling at speeds well above the speed limit.

The manoeuvre requires a driver to slow right down in order to turn left off the carriageway. This puts them at risk of a shunt-type collision.

The fear of this type of collision is particularly relevant to properties on the west side of the road broadly between Bernard Magnus Lane and Greenhithe Road where driveways are along the outside edge of a sweeping bend and between Emily Lane and Dene Court Road especially where driveways

are at a lower level than the adjacent road surface. In the vicinity of Greenhithe Road following vehicles sometimes assume that the resident is going to turn into Greenhithe Road rather than into their drive.

In the past residents would sometimes pull into the side to let following vehicles overtake before completing a turn into their driveway, but this is now more difficult/impossible with the separators. Drivers are now more likely to drive straight into their driveway front first, but for a few residents this means that they need to reverse out into the carriageway when leaving their property as there is no turning space within their property. This reversing manoeuvre puts them at risk where the sightlines are compromised by the level difference, vegetation and other features such as gateposts. If a driver is travelling along Upper Harbour Drive at speed they may not have time to safely react and stop by the time they see the resident reversing into the road.

A secondary issue that the resident pointed out is that when waiting to turn right into their driveway they now wait closer to the opposing carriageway so that other drivers behind can squeeze past on their nearside. However, drivers will sometimes 'scuff' the separator when trying to squeeze past. In places where there is no central median the traffic is forced to wait behind the right-turning resident until there is a suitable gap in the opposing flow of traffic. While this is not usually problematic or hazardous, it can be mentally stressful for residents at peak times when they may be waiting for a long time for a gap in the traffic.