



FAQs Upper Harbour Drive-consultation phase

1. How many people cycle on Upper Harbour Drive in a day?

We completed all day counts at two locations in December 2022, one near Emily Place and one just South of Greenhithe Road. This shows the route is heavily used on weekends but still relatively high use on weekdays.

	Emily Place	Greenhithe Road
Saturday 3 rd	429	454
Sunday 4 th	298	316
Tuesday 6 th	130	85

2. Why doesn't AT just remove the separators and return the road to how it used to be?

We are not able to remove the separators entirely. They have been installed as part of the Minor Cycling and Micromobility programme, which is to add a physical separator, between existing vehicle and cycle lanes. It's finding the right balance that enables everyone to feel safe, no matter how they choose to travel on our roads including motorists, cyclists of all abilities, micromobility users and pedestrians. The physical separation is also intended to reduce the occurrences of vehicles leaving their lanes, risking damage to vehicles, drivers and others.

We need to create more opportunities for people to travel using various modes and to make it safe for all road users including motorists, pedestrians, cyclists of all abilities and micromobility users.

The programme is part of the approach of Vision Zero, which aims to eliminate the risks of death and serious injuries for all road users, regardless of how and where they travel.

3. Why don't you spend the budget on potholes or flooding repairs?

There are separate budgets for regular maintenance and emergency repairs to the network including funding from Waka Kotahi and Central Government. Any money spent on Upper Harbour Drive is not taken from regular maintenance or emergency repair funding.

4. Where are there two-way cycleways in Auckland? Are they effective?

Many two-way cycleways have been constructed in Auckland. These range from the city centre to existing suburbs such as Avondale and in new developments. Two-way cycleways work well when there are limited places where cyclists need to cross and as few side roads, intersections or high use vehicle crossings as possible. They are often popular routes for families who like to ride in small groups. Prior to installation of the two-way track from Quay St to Orakei, some existing sports cycle groups were cynical about the need. The route is now used by lots of people from toddlers through to pensioners, including experienced sports riders.

5. Can the cycle lanes and the two-way cycleway be cleaned from debris?

Contractors are required to sweep all cycle lanes on the roading network at least once per month. Spot cleans can also be done, such as after large storm events. If a sweeper truck cannot fit within the cycle lane then contractors may need to use specialised equipment.



6. Can rubbish collection still happen with the cycle ways? Where do I put my rubbish bin?

The methodology for rubbish collection for the bidirectional cycleway will be subject to the type of separator the public would prefer. There are generally two ways to collect bins, either have the rubbish bins placed kerbside for the rubbish truck to collect either by straddling the separators or driving down the cycleway where wide enough, or for bins to be placed between the separators with the rubbish truck collecting them in lane. There are pros and cons for each of these methods and it will be subject to the preferences in the design from the public.

7. Have emergency services and other stakeholders been consulted about the design?

Emergency Services and other key stakeholders have been engaged prior to the public consultation initiating. We have taken their feedback into consideration during the re-design. These stakeholders will also be able to provide further feedback during the consultation process.

8. Many locals have provided feedback that their preference is to have all separators removed and the road returned to how it was prior to the separators being installed. How come this option is not put forward in the consultation?

The local and national Traffic Design Manual (TDM) standards for cycling infrastructure require cyclists to be separated from other traffic where the speed of vehicles is more than 40kmh and where the daily flow of traffic is more than 3000 vehicles per day (or 300 in the peak hour). This is in line with international good practice based not just on safety but also on what most people will tolerate when sharing roads with other traffic.

The daily flow of traffic along Upper Harbour Drive is more than 6000 and speeds in excess of 70kmh have been recorded, even while a lower speed limit is in place. Whenever we make changes to the roading network we are obliged to meet modern standards where this is feasible.

The instances of vehicles colliding with the separators shows vehicles are drifting into the cycle lane space, even when there is physical separation present. Were the separators not there, this would mean that vehicles would be at risk of colliding with cyclists rather than the separators and hence any solution devised must ensure that this risk is mitigated. Although the likelihood of this occurring is low, the consequences of a vehicle hitting a cyclist at speed are far worse than those of a vehicle hitting a separator. That's not to downplay the issues we have had with vehicles colliding with the separators, this is an issue which we have been continually making changes to minimise the risk of these incidents occurring, as well as ensuring the risk is minimised with the bidirectional cycleway design. We need to both retain protection for cyclists, whilst also reducing the instances of vehicles colliding with separators.

9. What are the crash statistics for Upper Harbour Drive?

Not all accidents require Police attendance, especially if the driver has considered it minor in nature. This means that not all accidents are entered into the Crash Analysis System (CAS) database.

CAS has identified 15 crashes in that location over the past 5 years, with 10 of those caused by 'loss of control', the primary factor of which is usually speed. AT does not enforce speed limits (that's for the Police) but has been monitoring speeds in this location recently. That monitoring shows regular occurrences of vehicles travelling in excess of 30km/hr over the speed limit.

The concrete separators were placed on top of the existing painted lines that delineated the outside edge of the vehicle lane, and the start of the cycle lane.

The majority of the crashes on Upper Harbour Drive are unlikely to have been recorded in CAS because they didn't result in injury to a person. Damage-only collisions are not routinely reported to the authorities.



10. Why two-way cycle ways?

- Bidirectional cycleways allow more space to ride in and riders can often ride two abreast or in small groups but at times may have to give way to cyclists in the opposing direction, similar to a shared path.
- Where a physical separation is present, they can offer a level of safety as well as feeling safe to ride.
- They are less space intensive compared to unidirectional cycleways as a buffer/separator is only required on one side. The additional space can be used to improve other aspects of the road.

11. Why are pedestrian crossings on raised tables?

As bidirectional cycleways will often require cyclists to cross over to the other side of the road, it is important to ensure the crossing points are safe to use. Ensuring vehicle speeds are low (less than 30km/h) at crossing points ensure that should an accident occur between a vehicle and a vulnerable road user, this is unlikely to result in a death or serious injury. In addition these proposed facilities provide a safer option for pedestrians where there are currently no formal crossings.

12. How much is the cost of the proposed two-way cycleway?

\$3.4mil excluding contingency

13. How much is it costing to replace the concrete separators with rubber separators?

\$225k + TMP costs

14. What type of separators are being considered?

Once we have collated the feedback from our consultation survey, we will be able to finalise the design including the type of separators used. The options being considered are included on the website, and in the survey.

15. When is the decision going to be made? What happens after consultation?

We are looking to make a decision as quickly as we can following the close of the consultation and analysis of the feedback. We will keep the community and stakeholders updated with progress of the next steps via the project page on the AT website and emails out to our database. If the two-way cycle lane is the preferred option we anticipate that construction will commence prior to the end of June 2023.