

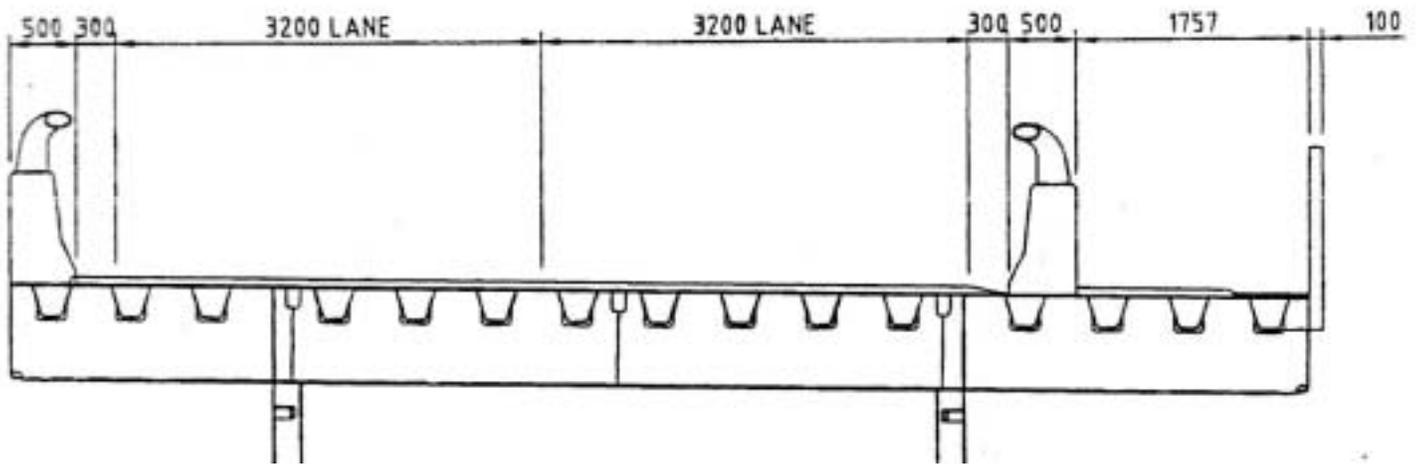


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The Optimised Design for the walk/cycle way over the Auckland Harbour Bridge

The "AHB Cycleway – Feasibility Study Stage 1" dated 13 July 2006 provided two options for the walk/cycle way over the Bridge. One required widening the clip-ons and elevators at an unsustainable cost of \$30 to \$40 million. The second option is did not require widening and is shown here:

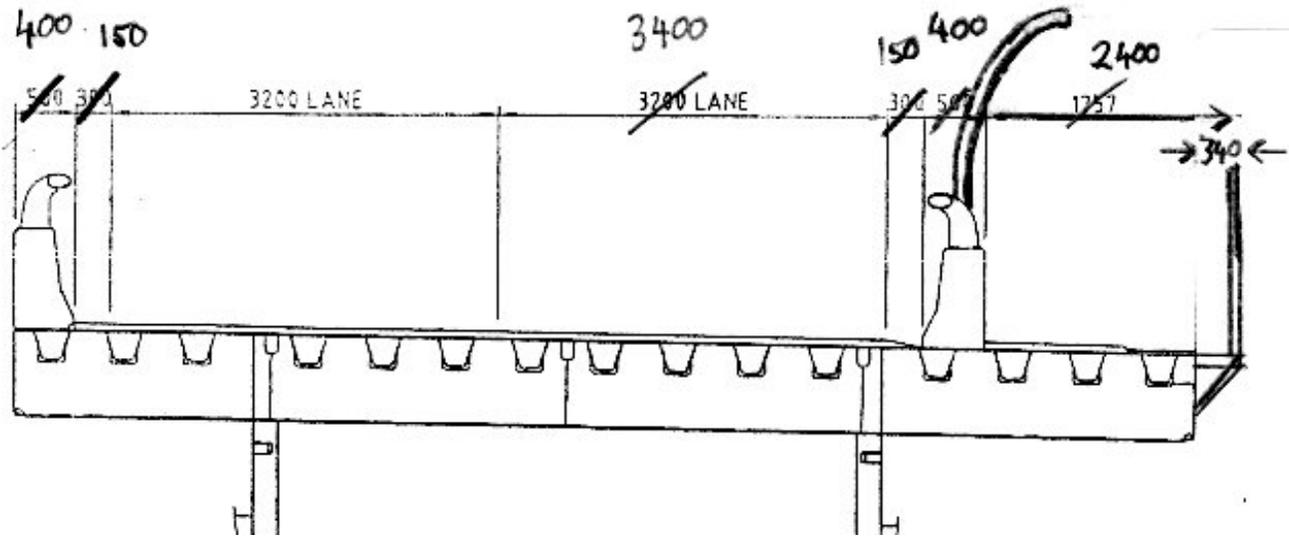


Whilst the second option was initially rejected because the walk/cycle way is too narrow (at 1.757 metres), in a meeting with Peter Spies on December 18, Transit suggested narrowing the lanes to 3.1 metres (being the same with as used for the Central Motorway Junction) and using a small add-on to achieve an acceptable walkway/cycleway width of 2.4 metres.

However, the bus companies and trucking firms expressed concerns at the proposal to narrow the traffic lanes on each clip-on to 3.1 metres. We have been in discussion with the Richies Bus Company to determine an acceptable minimum width, this was agreed at 3.4m (which will accommodate future wider buses).

We have also learnt that the barriers can be made narrower, along with the shoulders. Please note that there are NO shoulders on the main (central) bridge and its four lanes are only 3 metres wide.

The diagram over the page represents the solution being recommended by Get Across to Transit.

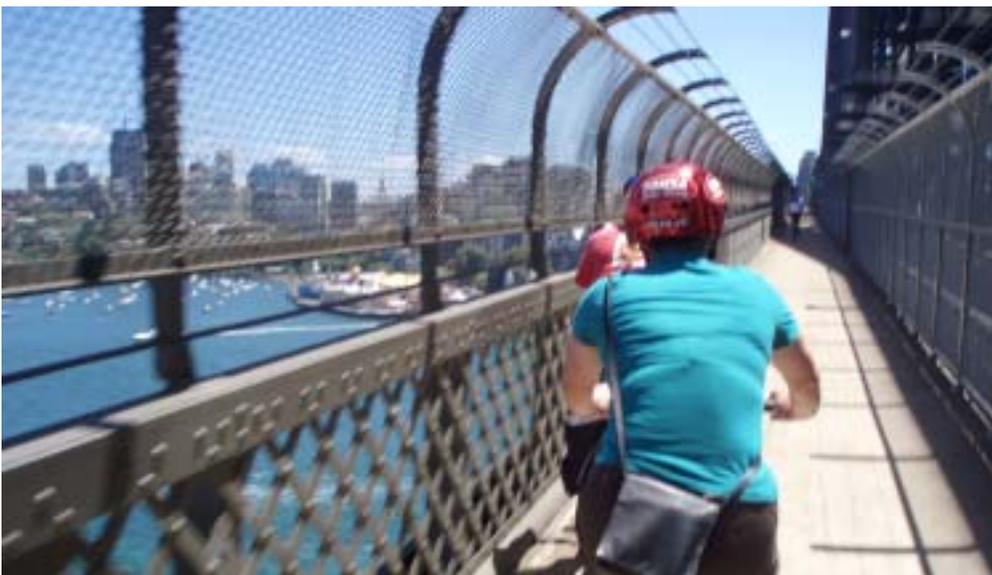


This optimised design provides adequate width for trucks and buses, using an add-on of 340mm to provide a walkway/cycleway (one on each clip-on) becomes 2.4 m wide.

This optimised design has the following advantages over the \$30 to \$40 million option:

1. The cost is estimated at \$4 to \$6 million, a far more realistic amount to receive funding approval. Note that the cost of the barrier between the walk/cycle way is covered by the budget of the clip-ons strengthening project because the existing outer barrier on the clip-on needs to be replaced.
2. Initially 2.4m wide, it can be widened in future providing a walk/cycle way of 3.5m. The \$30 to \$40 million design cannot, it is fixed at 2.5m.
3. It runs the entire length of the bridge, whereas the \$30 to \$40 million design cannot - requiring an expensive and inconvenient elevator access from Northcote Point.

The outer barrier would likely be a basic mesh fence, as per the Sydney Harbour Bridge:



The barrier between the walk/cycle way and traffic provide crash protection and use a Perspex shelter to provide protection against wind, loose objects and noise, whilst allowing motorists to still enjoy the view. It is shaped to direct wind over the walkway / cycleway, providing a buffer against strong wind. In severe weather conditions the bridge may be closed to pedestrians and cyclists.

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