



[for Cycle Action Auckland
contact details, please
see undersigned]

Thursday, 14 October 2010

Section 1 Submission on the Waterview Connection Proposal

This document forms the “attached information” part of Cycle Action Auckland's submission, as referred to on pages 6 and 7 of our submission form.

Our submission applies to the **entire** proposal, which we **oppose in part**. This reflects the complexity of the proposal, the lack of adequate time to thoroughly review the extensive documentation, and the fact that our submission spans all sector areas of the proposal.

However, to assist the Board of Inquiry with the hearings process, including pre-hearing discussion, we note that we are:

Particularly interested in the following aspects of the proposal:

- Cycling and walking
- Public transport
- Landscaping and urban design

Neutral on most other aspects, including being neutral on:

- Works and structures not directly related to transport (vent buildings, drainage and outfall structures and similar)
- Temporary works or structures (except where they may negatively impact on existing cycling provision)
- Discharge / contamination / emissions issues
- Marine / coastal / foreshore issues
- Stormwater / groundwater issues

Our focus on cycling (and related issues, including public transport) is due to our specific role as an advocacy group, as set out in the following **Section 2** of the submission.

Section 3 discusses our overarching submission matters, while **Section 4** covers specific matters by project sector. Both contain **highlighted paragraphs** summarising what we would like the Board of Inquiry to modify regarding the Waterview Connection Proposal.

*Cycle Action Auckland is an incorporated registered charity with the objective of promoting cycling as a non-congesting, non-polluting, energy-efficient and health-promoting form of transport for the Auckland region.
Cycle Action is affiliated to Cycling Advocates' Network (CAN), a national voice for cyclists.*

Section 2 Submitter Background

Cycle Action Auckland is a voice for Auckland cyclists, whether casual, commuter, recreational, or sports cyclists. We take into account the needs of all cyclists and potential cyclists, irrespective of their age, fitness or experience.

Our members are not just cycle enthusiasts. Among our over 200 members and 1,200 friends we have professional planners, transport engineers and managers. Our submission draws on our professional experience, as well as our practical knowledge acquired from many years of cycling.

Cycle Action works closely as a stakeholder with local, regional and national transport and government authorities to provide informed feedback on design initiatives, transport plans and strategies, and to promote cycling generally.

We have extensive knowledge of the Waterview Connection area and proposal, and have been engaged in discussion about it with both Auckland City Council, Waitakere City Council and NZTA well in advance of this submission. We have also worked together with the NZTA on a variety of projects, such as the Kingsland extension of the Northwestern Cycleway, or the cycling projects associated with the Manukau Harbour Crossing.



Twin Streams Cycleway, Waitakere City

Section 3 Overarching Matters

This section sets out our general concerns regarding the project. These inform the specific requests made here and further on in Section 4 of the submission.

Section 3.1 Regional Cycling Connectivity

We consider that, despite provision of some cycleway works, the proposal does not provide particularly well for cycling.

- The primary cycling improvements of the proposal occur only at the very ends of existing cycleways (Sector 1, Te Atatu) and (Sector 9, Alan Woods Reserve). Here, Cycle Action is pleased to see fully new sections of cycleway - however, some sections lack good access to the local road network, or are severely impaired in convenience by motorway interchanges.
- In Sectors 2 to 7, we note that most of the new cycleway works represent a replacement of already existing infrastructure, made necessary because the motorway widening / works will force the removal of the current facilities. Cycle Action acknowledges that in a number of locations this is to result in upgrades of existing structures that currently do not provide well for cycling. However several concerns remain or are created by the new works.
- It is of major concern that no cycleway is planned in Sector 8, nor does NZTA propose other improvements to existing cycle infrastructure. This means that there is would be no cycling connectivity between the cycleways of SH16 and SH20, nor any improved north-south and west-east connectivity to create mutual benefits, network link-up and greater cycling uptake.

The specific issues are discussed in more detail in Section 4 of this submission.

As set out above, the **core concern** of our submission is the lack of a such a “Sector 8 Cycleway” (see also Section 4.8 of this submission for a map) which we would define as:

A dedicated (mostly or all off-road) walk- and cycleway link between the Northwestern Cycleway in the general area of Great North Road Interchange and the Waikaraka Cycleway at Alan Wood Reserve.

It would provide a walking / cycling bridge over the Western Line railway, likely near Soljak Place, a walking / cycling bridge over Oakley Creek, likely in the general area of Phyllis Reserve, as well as a north-south off-road link between Phyllis Reserve and the Northwestern Cycleway (either west of Oakley Creek along Great North Road, or east of it in the Unitec / Carrington Road area).

Despite having proposed such a cycleway in earlier public information (as late as early 2010), NZTA now argues that with the proposal being in tunnels in Sector 8, no mitigation is required in Sector 8, and that providing such a cycleway would be the responsibility of Council / the future Auckland Transport CCO. We strongly reject this argument and its conclusions, as NZTA is mandated to facilitate transport mode shift, and the scale and location of the proposal is such that all modes should be catered for, including cycling.

We consider that the cycleway should be provided by NZTA (or by NZTA and Council) as part of a binding, consent condition-based requirement, as part of the proposal works. The main reasons for this are:

- The significant transport benefits of a Sector 8 Cycleway:
 - Linking up the SH16 and SH20 cycleways - providing improved safety and convenience for various routes, as well as increasing the number of users on both cycleways by extending and linking their easily accessible user catchments.

This will improve cycling connectivity between residential areas in Waterview, Avondale and Owairaka / Mt Albert and the Auckland CBD via the already very popular Northwestern Cycleway. It will also improve cycling connectivity of these areas (and Pt Chevalier) with the Mt Albert / Mt Roskill areas and to Onehunga and Manukau.

The new link will also enable much improved regional cycle connectivity between southern Auckland City and western and northern Waitakere City, such as the Lincoln and Te Atatu areas.
 - Creating a safe, continuous cycling route across Auckland (from Waitakere through Auckland to Manukau, using the existing SH16 and SH20 cycleways), with regional and national benefits, and for use by cycling tourists travelling from Auckland Airport by bicycle.
 - Providing added local connectivity for walking and cycling, over significant barriers such as motorways, rail lines or Oakley Creek, thus fulfilling Council and NZTA objectives to facilitate alternative transport modes. Not all cycleway trips will be long-distance or commuter-type, as shown by the active local community use of the newly off-road Kingsland section of the Northwestern Cycleway.
 - Reducing motorway traffic and peak hour congestion along the SH16 and SH20 corridors by providing an alternative travel mode for regional cycle trips which would otherwise occur on the motorway (especially but not only commuter trips), thus contributing to travel time reliability and helping retain network capacity.
- The cycleway is not (only) mitigation - similar to the proposed motorway tunnels (which are not “mitigation” for existing motor vehicle transport problems, but a new feature), a Sector 8 Cycleway would be a fully new transport link for integrated, sustainable transport.
- Designing, approving and constructing a Sector 8 Cycleway in parallel with and as an integral part of the Waterview Connection proposal avoids uncertainty, as well as planning and design issues and costs which could delay the implementation of such a cycleway for many years beyond the already lengthy time frame of the proposal.¹

¹ As an example, the lack of timely agreement on just 300m of cycleway along Mt Roskill took two additional years to resolve before the SH20 cycleway could be fully opened in 2010 - even though SH20 had been open since 2008.

- Construction of a Sector 8 Cycleway as part of the Waterview Connection proposal offers the ability to achieve cost-efficient construction as part of the much larger works which will already be occurring in the area, reducing construction cost and disruption for residents and transport users.
- As per the Land Transport Act 2003, NZTA is tasked to “*contribute to an affordable, integrated, safe, responsive and sustainable land transport system for New Zealand*” (our emphasis). Connected cycling provision within the proposal would fulfil the objective of a more integrated and sustainable transport system - for a marginal cost compared to the overall budget.²
- The type of cycling provision sought by the creation of a Sector 8 Cycleway also forms part of numerous strategy and policy documents, in particular:
 - The Cycling and Walking Framework, Auckland City Council, 2007, and the associated Cycling Action Plan which foresees future cycling infrastructure on proposal-area transport links, such as Great North Road (part of the likely route of a Sector 8 Cycleway).
 - The Regional Land Transport Strategy 2010-2040, ARC, which specifically shows cycling provision along the route of a Sector 8 Cycleway in the Regional Cycle Network. Expansion of the network is one of the major goals of the RLTS, and this links is identified as a significant need and opportunity for cycling provision in this area.
 - The New Zealand Transport Strategy, Ministry of Transport, 2008, which targets an “*Increase [in] walking, cycling and other active modes to 30 percent of total trips in urban areas by 2040.*”
 - The Planning Policy Manual, Transit (now NZTA) August 2007, which notes in its “Walking and cycling policy” that Transit/NZTA is:

“...committed to providing and maintaining appropriate, safe and cost-effective walking and cycling facilities... aimed at cyclists and pedestrians on state highways.” and that it will seek: “*...consistency between local and regional cycling strategies, the relevant provisions of regional land transport strategies and Transit’s State Highway Forecast.*” (our emphasis).
 - The Statement of Intent 2010-2013, NZTA, which explains that NZTA intends to “*provide a safe and reliable state highway network and ensure that it makes an optimum contribution to an integrated multi-modal land transport system*” (our emphasis).
 - The proposal's own objectives, which state “*providing opportunities for improved public transport, cycling and walking*” as a confirmed goal.

² Especially when considering that most of the investment into “new” cycleways currently in the proposal scope is intended for replacement (if sometimes to a higher quality) of already existing cycle infrastructure - with the replacement not being necessary if the proposed motorway works did not occur.

Finally, if NZTA were to construct the Waterview Connection as a non-motorway state highway, it would have to provide for walking and cycling as a matter of course, over the full length of the project. It is therefore hard to understand why lifting the quality, safety and capacity of a state highway to a motorway should excuse NZTA from its responsibility to provide for walking and cycling on such a significant part of the proposal.

For these reasons, we ask the Board of Inquiry to modify the proposal so that a Sector 8 Cycleway is provided as an integral part of the proposal.

Section 3.2 Local Cycling Connectivity

The current proposal fails to make best and most cost-efficient use of opportunities to provide connectivity between the relocated or new cycleways within the proposal area.

Local connectivity will be important both to restore links cut by the project's existing and new motorways (barrier effect), and to enable new accesses to the regional cycleways in the proposal area, especially in Sectors 1 and 9.



It is particularly crucial to add these improvements at this stage, because:

- Local cycling access links are crucial to increase everyday cycling and improve patronage on the regional cycling links helping achieve the regional and national cycling objectives and targets discussed in Section 3.1 above. This will be particularly important for the Northwestern Cycleway along SH16 into the CBD, and the Waikaraka Cycleway along SH20 to Onehunga.

Unlike on motorways, there are many benefits and almost no drawbacks to providing numerous local accesses.³ Plentiful local cycle accesses allow the bypassing of busier/more intimidating on-road sections and reduce journey lengths, thus encouraging new cyclists.

- Construction costs of additional local accesses tend to be marginal, as land for local access will generally already be part of the proposal area, for use during construction, and/or later extensive landscaping, including with retaining structures and noise walls. This makes the inclusion of short sections of side access cycle paths particularly uncomplicated.

Cycle Action also requests that most of the narrower-width walking paths or footpaths already proposed as side accesses (to be established or restored) be widened to allow shared path use with cycling, again at negligible cost.

For these reasons, we ask the Board of Inquiry to modify the proposal so that improved local connections as set out in Section 4 of this submission are provided as part of the proposal, to ensure the greatest efficiency and uptake of the proposed cycling provisions.

³ As shown on the new Kingsland extension of the Northwestern Cycleway just east of the project area, where NZTA constructed five new side accesses over less than 1.5 km.

Section 3.3 General Cycling Design

As further general comments, we would like to note that:

- All cycle provision in the proposal should incorporate CPTED principles, appropriate landscaping (not infringing sightlines required for safety and security) and path lighting. While the proposal generally meets these requirements, a general consent condition to this effect is requested to ensure that this is also applied to future design changes.
- Existing pedestrian and cycle connectivity needs to be protected strongly during the construction phase of the proposal. Otherwise, the temporary works may cause unacceptable levels of disruption to cycling in the affected areas, potentially for several years. A strong general consent condition requiring safe and convenient alternative routes through or around work zones, designed in consultation with stakeholders like Council and Cycle Action Auckland, is therefore required.

For these reasons, we ask the Board of Inquiry to strengthen the appropriate conditions of consent so that CPTED, lighting and associated landscaping design occur in a consistent manner, and to strengthen the appropriate conditions of consent so that walking and cycling provision through temporary works is provided in a safe and convenient manner, in consultation with stakeholders.

Section 3.4 Public Transport, Regional

Cycle Action Auckland considers that the proposal does not adequately address the needs of public transport. Auckland is already car-dominated to a degree which is exceptional in the international context and problematic in light of potential future fuel price and fuel supply issues, as well as in light of expected further population growth.

We therefore add our voice to those of other submitters asking for greater infrastructural commitment to public transport, particularly on SH16 and particularly in terms of improved bus movement through interchanges (where bus shoulders are interrupted by the interchange ramps, and thus lose much of their benefit) and as regarding the future-proofing especially of SH16 for further public transport improvements, including the possibility of a full busway.

We strongly support the proposal's protections and partial infrastructural preparations of a future Avondale-Southdown rail line.

For these reasons, we ask the Board of Inquiry to require further improvements to public transport infrastructure and public transport future-proofing in the proposal design.

Section 4 Specific Matters

This section lists our specific concerns with the proposal, sorted by project sector 1-9. These concerns generally are informed by the overarching concerns set out in Section 3 of this submission.

Section 4.1 Sector 1 - Te Atatu Interchange

Connection to Marewa Street - Local Access Concern

Near the western end of the proposal area, at the cul-de-sac end of Marewa Street, the future project area touches Marewa Street itself. Providing a short, overlapped break in the noise wall would allow a short (~20m) long section of side path access to be constructed, all within the project area.



This would enable Marewa Street and Paton Ave users of the new cycleway much more direct access, rather than having to use a significant detour along Flanshaw Road. Greater walking and cycling connectivity at the cul-de-sac end (without motor vehicle traffic increase) and greater cycleway use would result.

For these reasons, we ask the Board of Inquiry to modify the proposal to create a cycleway access at Marewa Street.

Clarify retention of connection to McCormick Road - Local Access Concern

The various application plan sets are unclear about whether connectivity of the cycleway to McCormick Road is retained, as (or similar to) the existing link from the interchange to this cul-de-sac (though some of the plans and text documents indicate this is the case).

This access should be retained, to avoid forcing users from the west of Te Atatu Road to have to use the busy Te Atatu Road itself.

For these reasons, we ask the Board of Inquiry to clarify that the proposal will retain the cycleway access at McCormick Street.

Major delays for cycleway users at Te Atatu Interchange - Regional Connectivity Concern

The current proposal for the Te Atatu Interchange layout assumes that west-east cyclists will have to cross **FOUR** signalised road crossings to continue on the path. These are:

- westbound on-ramp
- northbound through lanes
- southbound through lanes
- westbound off-ramp

This is one additional crossing more than at present, and represents a major barrier for cycling, as the traffic signals will be highly optimised for motor vehicles, and will create delays of many minutes for cyclists in an unpleasant environment.

Assuming a 3-minute delay to cross the four crossings (considered a conservatively low estimate), and a 30-60 minute journey duration on the cycleway in total, this one short section of interchange could represent between 5-10% of the total travel time alone.

We therefore consider the interchange needs to be modified to provide an improved environment for cyclists, and reduce their delays to encourage cycling.

While a single overbridge (like already present at Great North Road or Rosebank Road interchanges) may not be feasible here, we consider that the provision of one or two underpasses / overbridges would allow some or all these crossings to be removed safely. The underpasses / overbridges could be located generally as shown below:



- Underpass / overbridge A - crossing the westbound on-ramp *[allowing cyclists to then cross the Te Atatu Road Bridge next to the main SH16 motorway, i.e. grade-separated underneath the Te Atatu Road bridge itself]*
- Underpass / overbridge B - crossing the westbound off-ramp, allowing cyclists to rejoin the cycleway on the southern side

We consider that a good treatment with overbridges, or with underpasses of sufficiently safe and amenable design (width, sightlines) could provide a riding environment appropriate to a major cycleway of this type, rather than the decidedly inferior treatment creating regular delays in quick succession, even during off-peak times.

Overseas examples generally do not expect cyclists to cross major interchanges at grade. Further, using underpasses or overbridges could allow the removal or de-emphasising of some crossing signals, creating safety and motorist benefits as well.

For these reasons, we ask the Board of Inquiry to modify the proposal to create grade separation for the main cycleway movement across the Te Atatu Interchange, using underpasses or overbridges.

Major delays for cycleway users at Te Atatu Interchange - Regional Connectivity Concern

The current proposal for the Te Atatu Interchange layout assumes that north-south cyclists will have to cross **FOUR** signalised road crossings to continue on the path from Te Atatu North (eastern side, where the off-road path is located) to Te Atatu South or to the east on the main cycleway to Auckland City. These are:

- eastbound on-ramp
- priority on-ramp turn gap
- westbound off-ramp (x2 crossings)

This represents a major barrier for cycling, as the traffic signals will be highly optimised for motor vehicles, and will create delays of many minutes for cyclists in an unpleasant environment.

We therefore consider that a detour around the interchange should be provided for the main cyclist movement affected here (Te Atatu North to Auckland City). This would provide a cycleway on the northern side of the motorway from the interchange to the Whau River, where cyclists would be provided with a path underneath the Whau River bridges (which remain essentially as proposed) to rejoin the cycleway. The path could be located (possibly as a boardwalk) above the swale area shown in the current plans.



It is accepted that the passage of the alternative cycleway under the Whau Bridge might, during some extreme tides, be difficult or blocked due to high waters. However, from our reading of the structure plans provided with the proposal, the western end of the Whau River Bridge will still provide around 2.5m above Mean High Water Spring Level, and thus will be suitable for a crossing / passage.

It is also accepted that the gradients to access under the Whau Bridge might require wheeling ramps (see photo at right) instead of normal cycling ramps. We consider that this would remain a massive improvement over delays at multiple signalised crossing phased for motorists.



Security / CPTED issues could be avoided by locating the path approaches so that the area underneath the Whau Bridge can be clearly seen before actually entering the passage. The passage would also be open to one side under the bridge, reducing the enclosure effect experienced, especially compared to an underpass.

Providing such an alternate route would reduce the signalised crossings for this movement from 4 to 0, providing significant travel time and safety benefits.

For these reasons, we ask the Board of Inquiry to modify the proposal to create grade separation for the primary cycleway route to / from Te Atatu North, via a crossing underneath the proposal's Whau River bridges.

Te Atatu Interchange Crossings - Design Issues

Cycle Action considers that, even if the above improvements are implemented, some signalised crossings (especially for north-south movements) will remain. It is necessary to design these to a high level, in which regard we have some concerns.

- Waiting area size

Several of the proposed islands between multi-stage signal crossings are of minimal size, and unsuitable for safe storage of the multiple cyclists and pedestrians which could accumulate here on such a major cycleway.

The platooning effect (long signal delays for pedestrian / cyclist users) and the use of the cycleway by families and tourist / sports cycling groups make it quite likely that these islands will regularly have to accommodate 6+ cyclists and pedestrians at one time. This risks creating added delays and unsafe crowding of the islands next to high-speed traffic lanes.

We have particular doubts about two of the proposed islands, being the island between the westbound on-ramp and the northbound through lanes (Te Atatu South side) and the island between the north and southbound through lanes (Te Atatu North side). Both barely provide 3x3m space.

- Provision of cycle signals

Currently, most crossings over interchanges are pedestrian-signalised only. Since the crossings in the proposal are to accommodate cycleways, they should, as a matter of course, be designed with cycle “aspects” (cycle signal lights), which ensure that cyclists do not have to dismount. This has already been provided at St Lukes Road interchange to a degree.

For these reasons, we ask the Board of Inquiry to modify the proposed island waiting areas to accommodate larger cyclist groups, and to clarify / mandate that new pedestrian signals in the proposal also be provided as cycle signals.

Connection to Alwyn Ave - Local Access Concern

Near the eastern end of Sector 1, the future project area touches Alwyn Ave itself. Providing a short, overlapped break in the noise wall would allow a ramp side access from the path to be constructed, within the project area - preferably near the eastern end of Alwyn Ave, near the accessway to Bridge Ave.

This would enable Alwyn Ave, Bridge Ave and Covil Ave area users of the new cycleway much more direct access, rather than having to travel along (likely on the wrong side) of busy, intimidating Te Atatu Road.

For these reasons, we ask the Board of Inquiry to modify the proposal to create a cycleway access near the eastern end Alwyn Ave.

Positives / Supported Designs

Cycle Action is pleased to see / supports the following cycle-related designs in Sector 1:

- New off-road cycleway from Te Atatu Interchange to Henderson Creek
- Retention / improvement of underpass towards Te Atatu North
- Short new off-road cycleway on Te Atatu Road north of Royal View Road
- Relocated (and widened) off-road cycleway east of Te Atatu Interchange

We thank NZTA for these proposed improvements / designs.

Section 4.2 Sector 2 - Whau River

Positives / Supported Designs

Cycle Action is pleased to see / supports the following cycle-related designs in Sector 2:

- New (and widened) off-road cycleway bridge, off-set from and higher than the motorway bridge

We thank NZTA for these proposed improvements / designs.

Apart from the proposed Te Atatu North grade-separated cycleway link proposed in our Sector 1 comments earlier (which would somewhat affect Sector 2), we have no concerns regarding this sector.

Section 4.3 Sector 3 - Rosebank Terrestrial

Rosebank Terrestrial - Design Issues

Cycle Action considers that the proposed narrowing of the cycleway near the Rosebank Interchange (Patiki Road) to 2.0m over approximately 100m is a significant concern. The Northwestern Cycleway is Auckland's major commuter cycleway, and improvements being prepared (as part of this proposal, and through the planned extension of the cycleway all the way into the CBD) will further increase its importance and patronage.

Such a significant narrowing would therefore create issues when overtaking and high cyclist volumes (with usage in both directions) coincide. Occasional joggers also use this path section, adding to the mix of users.

Further, we note that this narrowing appears to be:

- Necessary only due to the motorway widening (existing cycleway is wider)
- technically avoidable at least in part, as per our reading of the cross-sections and assessment text (a wider path would not require removal of the industrial building, only some further property acquisition)⁴

We therefore consider that the design / land take should be modified to provide at least 2.5m width, which is the “desirable minimum width” for a “separated two-way path” as per Guide to Road Design Part 6A, Austroads 2009, Table 7.5. We note that the same guide notes a “desirable minimum width” of 3.0m for “shared [commuter] paths” in Table 7.4.

Note: Due to the much shorter length of width infringement, we are less concerned about the narrowing of the path next to the existing cell phone tower.

For these reasons, we ask the Board of Inquiry to modify the proposal to ensure 2.5m minimum path width is retained in Sector 3 and to clarify that narrowing only occur where absolutely required, and not, as noted in some of the proposal documentation, between “Rosebank (Road) Interchange and Patiki Road”, a distance of more than 700m.

Connection to Rosebank Road - Local Access Concern

This [existing] side access has safety issues, due to the lack of sufficient sightlines between the main cycleway and the side access (blocked by ground contours /landscaping). This is made worse due to the steep gradient onto the main cycleway.

Improvements here should be easily possible, as the whole path appears to have to be relocated anyway due to the motorway widening.

For these reasons, we ask the Board of Inquiry to modify the proposal to create better sightlines at the Rosebank Road side access.

⁴ Refer “Typical Cross Sections, Sheet 2”, 20111-3-D-C-101-202, Rev B - noting particularly the significant width remaining between the cycleway boundary fence and the building edge

Positives / Supported Designs

Cycle Action is pleased to see / supports the following cycle-related designs in Sector 3:

- New (now separated) off-road cycleway along Rosebank Domain
- New (and improved) off-road cycleway bridge over the Rosebank Interchange, with less difficult turns
- Improved cycleway boardwalk at eastern end of sector

We thank NZTA for these proposed improvements / designs.

Section 4.4 Sector 4 - Reclamation

Positives / Supported Designs

Cycle Action is pleased to see / supports the following cycle-related designs in Sector 4:

- New (and widened) off-road cycleway bridge, off-set from and higher than the motorway bridge

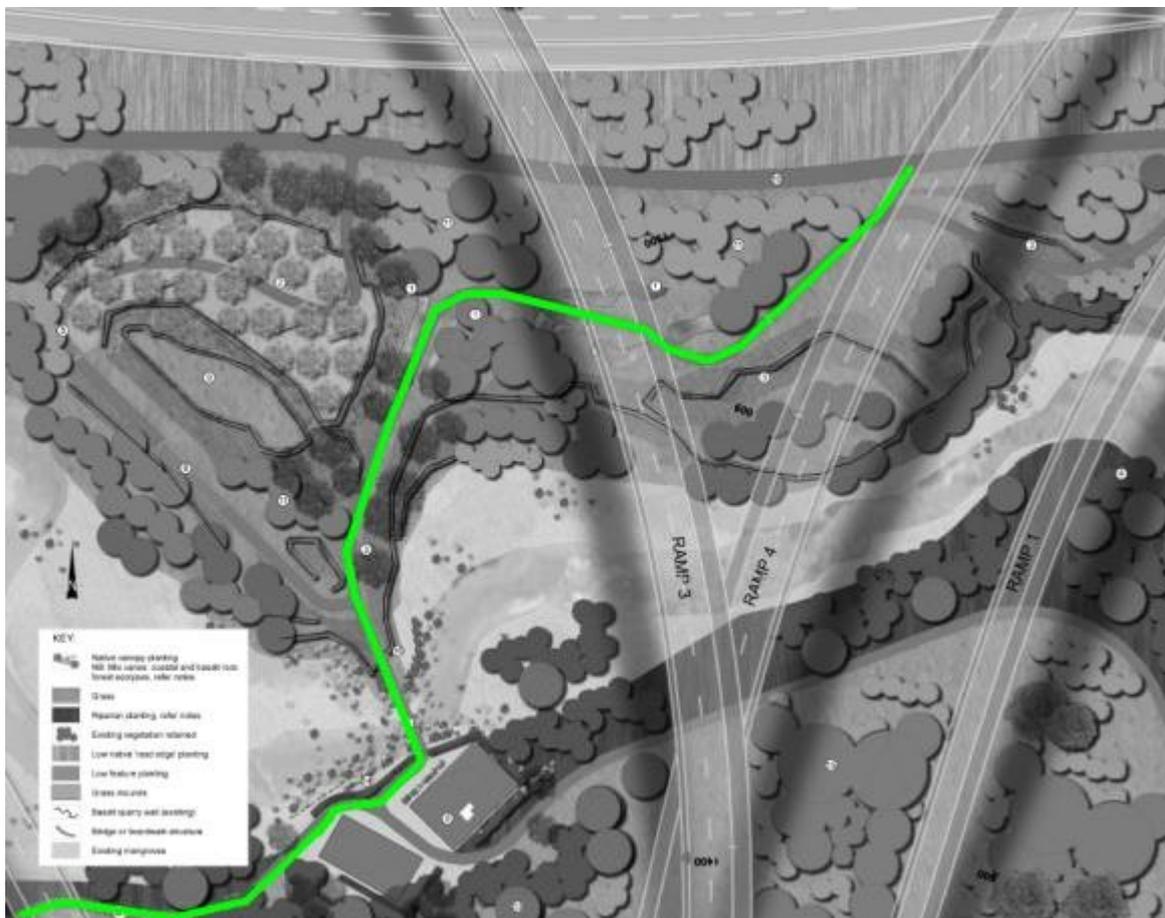
We thank NZTA for these proposed improvements / designs. We have no concerns regarding this sector.

Section 4.5 Sector 5 - Great North Road Interchange

Connection to Waterview, Waterbank Crescent - Local Access Concern

The concept for the Star Mill archaeological site underneath / to the southwest of the interchange proposes walking paths and bridge to link the cycleway with Waterbank Crescent (Waterview). However, the proposed paths are too narrow to allow cycling.

Cycle Action considers that these paths could easily be widened (to at least 2.0m width, preferably 2.5m or more) to create an off-road cycling access from the Waterview suburb to the SH16 cycleway. This does not only safely accommodate those cyclists which will use this path anyway (unless prevented by draconian measures like stairs and gates) but also, for little extra cost, improves the crucial Waterview / Pt Chevalier link by improving cycling access (cyclists can avoid the hostile Great North Road route).



Safety for pedestrians can be accommodated by ensuring that landscaping protects appropriate sightlines, as well as via small curve radii and chicanes to slow cyclist speeds on this minor path (chicanes should however not force cyclists to dismount).

For these reasons, we ask the Board of Inquiry to modify the proposal to create a cyclist-friendly side access between the cycleway and Waterbank Crescent, slightly upgrading the already proposed pedestrian path and bridge.

Connection to Waterview, Herdman Street - Local Access Concern

The works within the future northern tunnel portal area will mean significant disruption and afterwards, wholesale reconstruction of the landscaping and Great North Road edge between Herdman Street and Great North Road Interchange. Despite this, NZTA only proposes to reinstate a narrow footpath on the western side, noting that cyclists can cross to the off-road path on the eastern side at the Herdman Road / Great North Road signals.

Cycle Action considers that it will be an extremely marginal cost to upgrade the footpath between Herdman Road and the Great North Road Interchange to an at least 2.5m wide shared path, much improving Waterview's access to the Northwestern Cycleway and the existing walking / cycling overbridge.

For these reasons, we ask the Board of Inquiry to modify the proposal to widen the reinstated footpath to a shared path along the western side of Great North Road between Herdman Road and the Great North Road Interchange.

Great North Road Interchange - Design Issues

Cycle Action notes some further design concerns in Sector 5.

- Provision of cycle signals

Currently, most crossings over this interchange are pedestrian-signalised only - or have no pedestrian signal aspects at all, despite being crossed by a shared path (Pt Chevalier-bound westbound off-ramp).

Since the crossings in the proposal are to accommodate cycleways, they should, as a matter of course, be designed with cycle "aspects" (cycle signal lights), which ensure that cyclists do not have to dismount. This has already been provided at St Lukes Road interchange to a degree.

For these reasons, we ask the Board of Inquiry to clarify / mandate that new pedestrian signals in the proposal also be provided as cycle signals.

Positives / Supported Designs

Cycle Action is pleased to see / supports the following cycle-related designs in Sector 5:

- Retention of existing off-road cycleway bridge crossing interchange
- Retention / improvements to northern (non-Unitec) west-east cycleway
- Retention / relocation of the remaining off-road cycleways in the area

We thank NZTA for these proposed improvements / designs.

Section 4.6 Sector 6 - SH16 to St Lukes

Carrington Road Crossing / Sutherland Road - Design Issues

The NZTA proposal considers that off-roading the Northwestern Cycleway from Carrington Road to the Chamberlain Park Golf Course is not of sufficient importance to merit the purchase of significant property sections.

We agree with this assessment, as Sutherland Road is a pleasant cycling environment.

However, we strongly disagree with NZTA's decision to not assess possibilities to improve the crossing of Carrington Road at the end of the Unitec path section. NZTA's assessment argues that this is a local issue outside of the proposal area, and then drops the matter.

We dispute this interpretation, as the cycleway interrupted by a difficult crossing of busy Carrington Road is part of the NZTA-associated SH16 Northwestern Cycleway. There is precedent for NZTA taking a leading role in such improvements, with significant NZTA-constructed parts of the cycleway being on Council land or maintained by Council.

We therefore ask NZTA to investigate better crossing options of Carrington Road for cyclists - who are not well served by the pedestrian crossing much further south from the desire line, which is also ill-suited for eastbound travel. Options could include a new / relocated zebra or refuge island crossing.

For these reasons, we ask the Board of Inquiry to mandate that NZTA should, as part of the proposal, work with Council to improve the crossing of Carrington Road for cyclists.

St Lukes Road Interchange - Design Issues

Cycle Action notes some further design concerns in Sector 6.

- Provision of pedestrian / cyclist crossings and routes on interchange

Currently, this interchange provides no north-south pedestrian / cyclist facilities on the western side of the interchange. These should be provided to improve access and safety, though NZTA has declared that in their consideration the proposal area ends west of the interchange overbridge.

- Intervisibility between westbound cyclists and westbound off-ramp traffic

Currently, the type of fencing between the westbound off-ramp and the cycleway prevents good intervisibility. This fence should be modified to allow this (using experience gained from research into better pedestrian fencing where the vertical supports are staggered so as to provide intervisibility).

For these reasons, we ask the Board of Inquiry to modify the proposal to include pedestrian / cyclist provisions on the western side of the overbridge, and to mandate an improved screening fence along the westbound off-ramp.

Section 4.7 Sector 7 - Great North Road Underpass

We have no concerns specifically regarding this sector, though we note our related concerns regarding:

- Cycling Provision through temporary work zones (Section 3.3 of this submission), with this area likely to see significant disruption and multiple temporary alignments
- Shared path provision requested on western side of Great North Road (Section 4.5 of this submission)
- Sector 8 Cycleway requested, possibly starting near southern end of Sector 7 (Section 3.1 and Section 4.8 of this submission)

We consider that Great North Road should not simply be reinstated “as is” by NZTA, but agree that (with the exception of a Sector 8 Cycleway), this is primarily a Council matter.

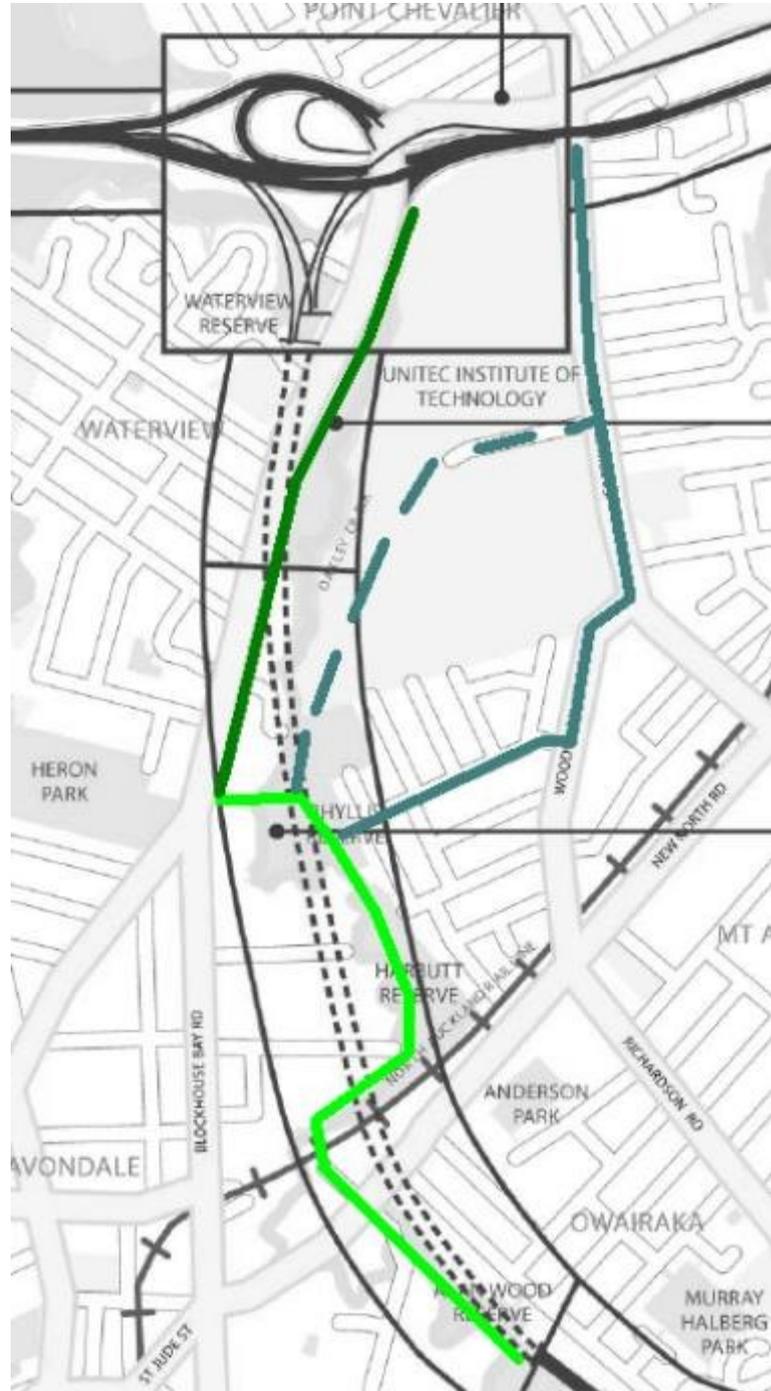
Section 4.8 Sector 8 - Avondale Heights Tunnel

Our concern regarding the non-provision of a cycleway in this sector has already been discussed in Section 3.1. In this section of our submission, we therefore only provide a map showing potential / preferred routes for the “Sector 8 Cycleway” discussed there.

Southern route - all variants includes bridges over rail (likely at Soljak Place) and over Oakley Creek (likely at Phyllis Reserve) to provide west-east connectivity (and allow all catchments, west and east) to access SH16 and SH20 cycleways safely.

Northwestern route Off-road path along rebuilt Great North Road, linking into existing off-road path. Some concerns about side accesses / driveways across cycleway.

Northeastern route Partly on-road route using existing and improved on-road cycling facilities on Carrington Road, and possibly having access through Unitec if such a route is acceptable.



Our request to the Board of Inquiry is discussed in Section 3.1 of this submission.

Section 4.9 Sector 9 - Alan Wood Reserve

In advance of our specific concerns, we note our related concerns regarding:

- Sector 8 Cycleway requested, starting near western end of Sector 9 (Section 3.1 and Section 4.8 of this submission)

Connection to Bollard Avenue, New North Road and Hendon Avenue (west of sports fields) - Local Access Concern

Beyond the fact that these accesses should be linked to a Sector 8 Cycleway, we note that all three paths shown indicatively are too narrow for a shared path, providing only 1.5m width. Even in the unlikely event that a Sector 8 Cycleway is not provided, a widening to at least 2.5m is required to take into account that they link directly to the cycleway along SH20 already proposed for Sector 9. The extra width is easily provided.

For these reasons, we ask the Board of Inquiry to modify the proposal to widen these side accesses to adequate widths for shared paths.

Connection to Methuen Road - Local Access Concern

There is very little connectivity between Alan Woods Reserve / the proposed cycleway and the suburbs to the south. Furthermore, at the proposed access from Methuen Road, we note that the path shown indicatively is too narrow for a shared path, providing only 1.5m width, and has relatively sharp turns.

A widening to at least 2.5m is required to take into account that this is the only link from the nearby southern-side suburbs onto the cycleway, and that it will be used by some cyclists even if draconian measures such as gates are used to discourage access. Not providing good access here loses a major catchment for the cycleway, as the “nearest” accesses require detouring / doubling back of over a kilometre on local roads.

For these reasons, we ask the Board of Inquiry to modify the proposal to upgrade the side access to Methuen Road to adequate widths and standards for a shared path.

Connection to Valonia Street through Sports Fields Area - Local Access Concern

The proposed access path from Valonia Street, between the two senior football fields, is too narrow for a shared path, providing only 1.5m width.

A widening to at least 2.5m is required to take into account that this is the most direct link to the “Hendon Bridge” walking / cycling overbridge, and is also a sports fields access - it will thus see significant pedestrian and cyclist numbers. The extra width is easily provided.

For these reasons, we ask the Board of Inquiry to modify the proposal to widen the side access to Valonia Street to adequate widths for a shared path.

Connection to Hendon Avenue - Local Access Concern

The proposed access path from Hendon Avenue to the “Hendon Bridge” walking / cycling overbridge is too narrow for a shared path, providing only 1.5m width.

A widening to at least 2.5m is required to take into account that this is the most direct link from the northwest of the area to the “Hendon Bridge” walking / cycling overbridge, and also the sports fields to the south - it will thus see significant pedestrian and cyclist numbers. The extra width is easily provided.

For these reasons, we ask the Board of Inquiry to modify the proposal to widen the side access to Valonia Street to adequate widths for a shared path.

Richardson Road bridge - Design Issues

We note that the new Richardson Road is proposed as a bridge with wide parking bays on the bridge itself (of 2600mm width, standard parking bay widths are recommended to be between 2200 and 2500mm). We consider that providing parking on the bridge is an unsustainable, and in the local environment / local parking demand situation, unnecessary use of space on an expensive new structure.

We also note that the bridge is not being provided with cycle lanes or wide traffic lanes easing cycling, nor with wide footpaths (traffic lanes to be provided at 3000mm width only, with footpaths at a standard but not generous 1500mm width).

We consider that if the parking is in fact intended to future-proof the bridge for four-laning in the future, this would then immediately have even worse consequences for cyclists than the current non-provision of any cyclist facilities, as it would result in four extremely narrow traffic lanes lanes.

In summary, the proposed widths do not appear very sensible for either motorists or cyclists. We therefore consider that the parking should be dispensed with on the bridge, and cycle lanes be included instead, or the bridge be minimally widened to allow such cycle lanes in addition to parking.

For these reasons, we ask the Board of Inquiry to modify the proposal in terms of the Richardson Road bridge layout to allow cycle lanes.

Positives / Supported Designs

Cycle Action is pleased to see / supports the following cycle-related designs in Sector 9:

- New off-road cycleway from Maioro Street to southern tunnel portal
- New “Hendon Bridge” walking / cycling overbridge
- Grade-separated cycleway passage underneath Richardson Road

We thank NZTA for these proposed improvements / designs.

Section 5 Conclusions

In summary of our submission, we consider that while NZTA proposes a number of improvements to cycling infrastructure in the proposal area, there is a disappointing and extremely significant gap, being the lack of a “Sector 8 Cycleway” connecting the existing cycleways along SH16 in the north and S20 in the south, which could also provide significant benefits for west-east cycling.

Considering the marginal cost of providing such a cycleway as part of the proposal, and NZTA's duties to provide for an integrated, sustainable land transport network and provide for walking and cycling on state highways, we do not share NZTA's opinion that such a cycleway is not required as part of the transport links created by the proposal.

We therefore call on NZTA and the Board of Inquiry to reinstate this natural and regionally significant cycleway connection, as an integral part of the proposal - and to avoid past mistakes where such alternative mode linkages are still missing decades after the motor vehicle infrastructure was completed. The synergies of acting now - in financial, planning and consenting terms - will not occur again.

Further, we consider that there are a number of locations where better local access to the proposed cycleways could be provided with little extra effort, and as a matter of course within the major works already planned for these proposal areas.

Finally, we would like to applaud NZTA for the high technical standard of the proposal, and we remain confident that it will also apply for the additions / modifications we seek.

We ask to be heard by the Board of Inquiry in regards to our submission, and will participate in pre-hearing discussions related to our concerns.

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