



GETTING TO YES

The devil is in the detail

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BACKGROUND

- **Lake Road is a major arterial connecting Devonport to Takapuna on Auckland's North Shore**
- **3.5km planned for cycle lanes, in both directions**
- **Identified as a priority in the Strategic Cycle Plan**
- **Route is the heaviest used by cyclists on the Shore**
- **Began in 2005 and still finishing nearly 3 years later.**

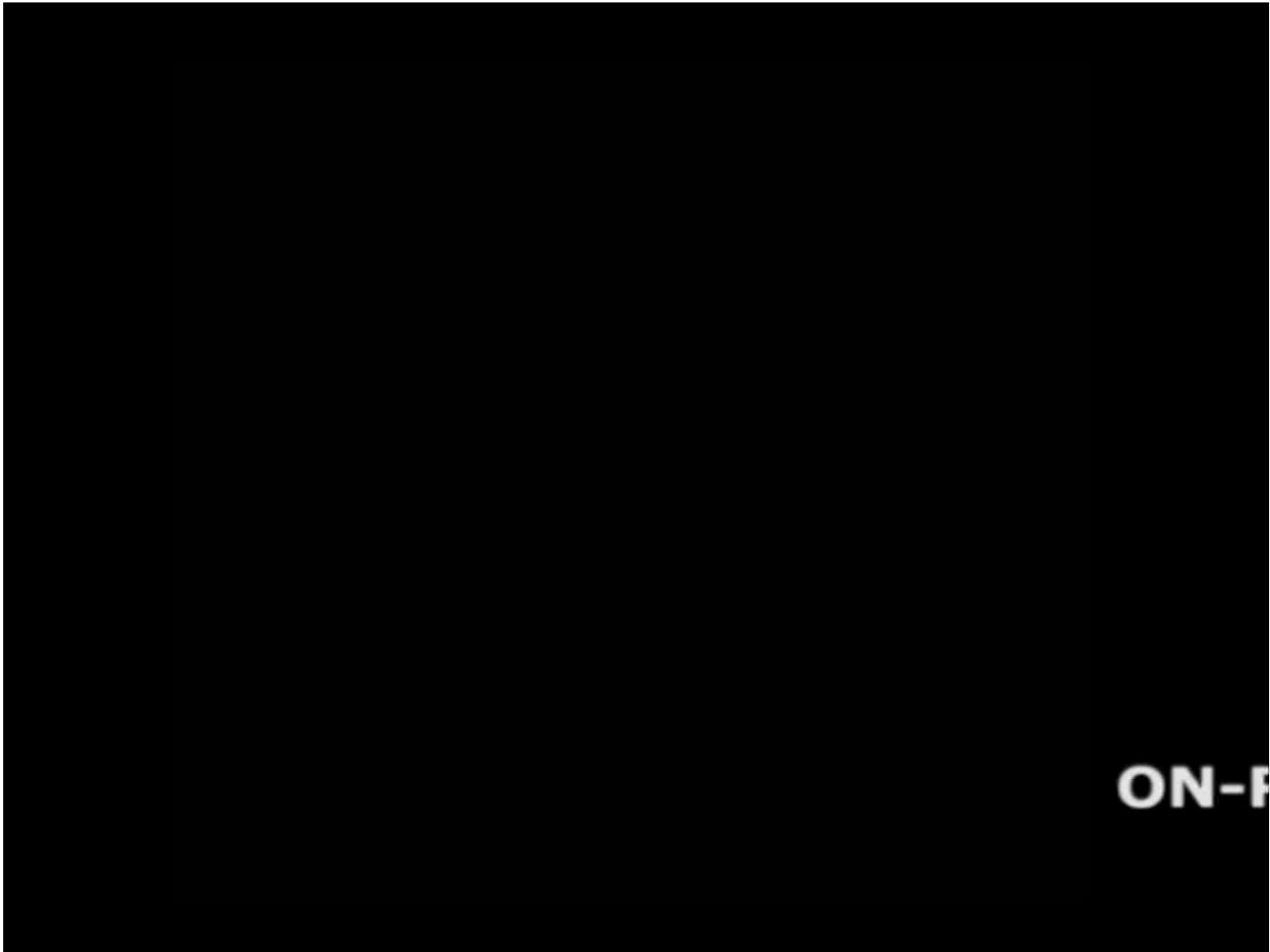


BACKGROUND *contd.*

Land use along this 3.5km route -

- **Residents**
- **Wilson Home for special needs**
- **Four schools**
- **Small shopping centre**
- **Memorial Drive for returned servicemen**
- **Golf Club**
- **Fire Station**

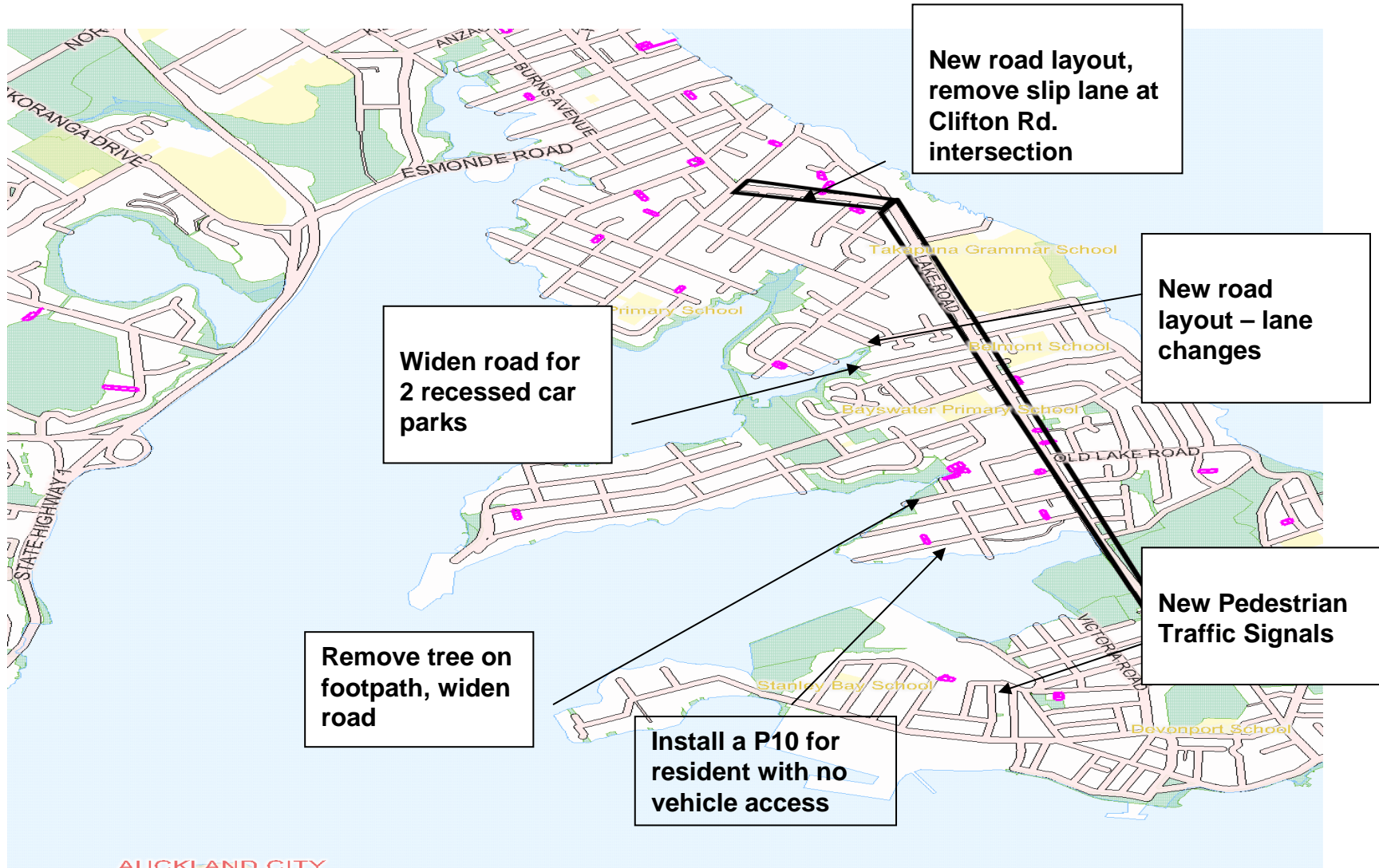




ON-P



LAKE ROAD CYCLE LANE ROUTE -3.5KM



AUCKLAND CITY



INITIAL CONSULATION

- Sought feedback for cycle lanes, pedestrian crossings and loss of parking.
- 8,500 brochures distributed, 358 responses = 4% response.
- 71% supported the cycle lanes.
- Many issues were raised. Six main problem areas emerged
- Community Board reports
- Meetings with various community groups



PROBLEM AREAS ALONG THE ROUTE

- **Six main problem areas were identified in the concept plan.**
- **Five of the six drew opposition from local residents - NIMBY**



Problem 1

Pedestrian crossing needed at the Devonport end

- Complaints about no safe crossing for pedestrians in Lake Road near Devonport
- Too much traffic for a zebra crossing

Solution

- Mid block signals were the solution



BEFORE PEDESTRIAN SIGNALS



NEW PEDESTRIAN SIGNALS



ISSUES

About four local residents were opposed to traffic signals

- **Too much light spillage at night**
- **Ugly**
- **Will generate noise and pollution**
- **Not enough pedestrians to warrant a crossing**



Problem 2

Find parking for one resident with no vehicle access onto his property

Solution

- **Compromise by interrupting the cycle lane for 12m with a P10 for drop off and pick up**



Problem 3

Puriri tree in poor health growing on the footpath, was in the way to enable road widening for cycle lane

Solution

- Remove the tree with a resource consent
- Tree trunk to be used to carve a memorial for Devonport



PURIRI TREE FOR REMOVAL



Problem 4

Customers will be lost as a result of removal of parking outside 2 shops

- Not enough road reserve to accommodate cycle lanes and parking.

Solution

- Contractor investigates footpath underground services
- 2 indented car park bays can be achieved
- Owner to contribute costs for shop veranda modification



PARKING BEFORE CYCLE LANES BY 2 SHOPS



Problem 5

Road layout at intersection means insufficient room for cycle lanes

Solution

- Traffic modelling carried out to determine queuing issues
- Lanes changed from two through lanes (one shared with right turn) to right turn only and one through lane



Problem 6

Difficult 'T' intersection on a bend with a southbound slip lane and planted island

- Road very wide with excess flush median
- Lots of crashes
- Pedestrians walk on the flush median as their desire line
- A rare palm growing on the island

Solution

- Close slip lane, replace with a planted median
- Reduce road width by shifting planted island forward and divide with a 2m footpath through the middle
- Redesign access for residents

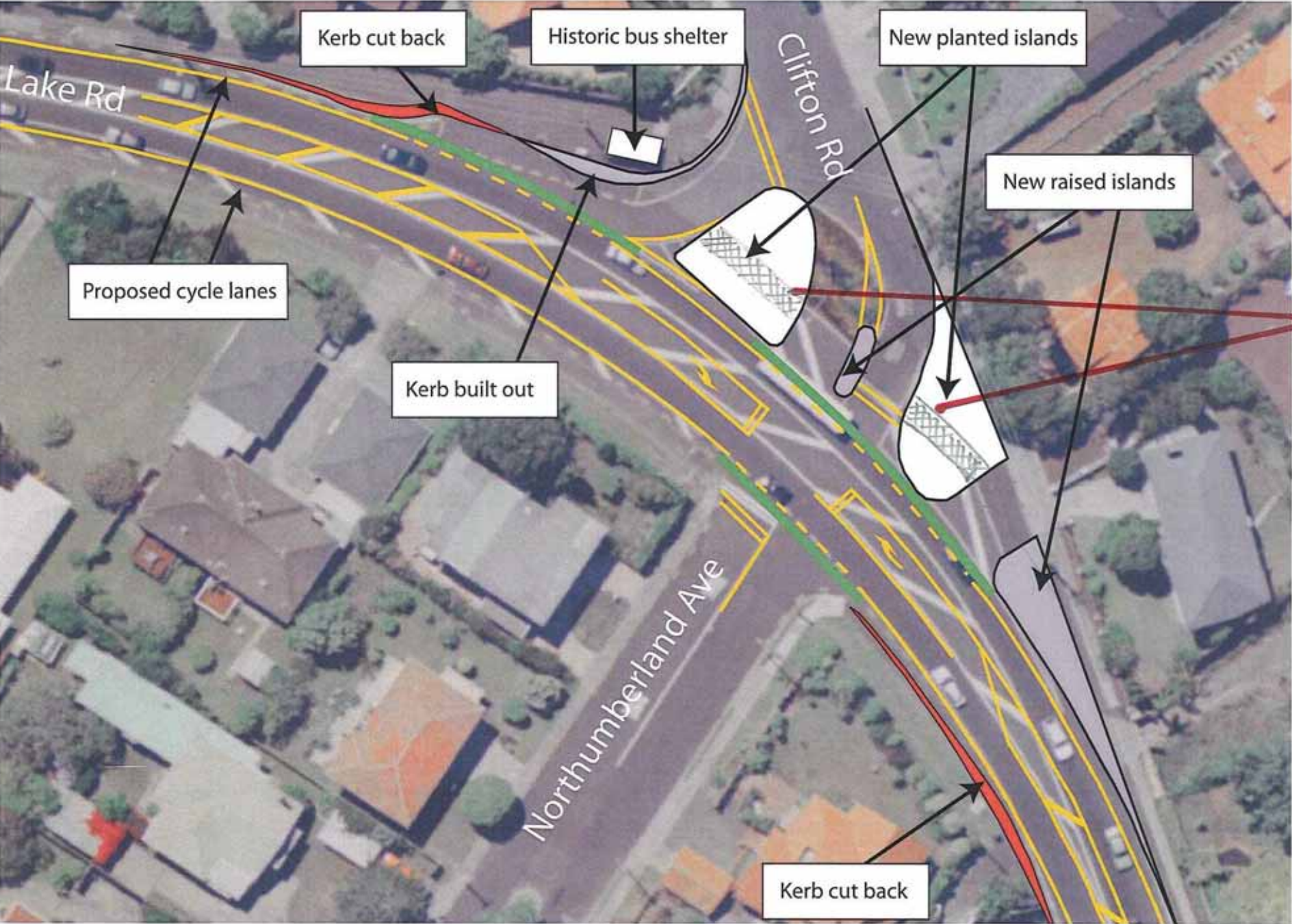


ISSUES

- **Resident resistance because of access/egress from their properties**
- **Opposition to constructing two right turn bays with flush median**
- **Opposition to close southbound slip lane**



Lake Rd/Clifton Rd: Intersection improvements



Construction at Clifton Road Intersection.



Construction at Clifton Road Intersection.



LESSONS

Check list for Community Boards

- ✓ Yes, we did cycle counts
- ✓ Yes, there were no alternative routes
- ✓ Yes, we consulted
- ✓ Yes, on-road car parks would be removed.
- ✓ Yes we considered pedestrians.



LESSONS *contd.*

- The Project Brief plays a major role - *it's all about the details*
- Ensure mail is addressed to the property owners and residents, not a mailbox drop
- Identify the areas that will have the biggest impact on residents or businesses
- Identify all your stakeholders



LESSONS *contd.*

- True road measurements v GIS
- Ensure all changes are carried over to the detailed plan
- Know your facts and your plan.
- Don't leave the stakeholders guessing
- Every time you change the plans let the affected residents know about it.



LESSONS *contd.*

- Be prepared for more feedback once the cycle lanes have been constructed
- The road user rule – *no parking in a cycle lane 24/7* is not understood by everyone
- It might be necessary to install NSSAT yellow lines inside cycle lanes in the beginning.





THANK YOU



QUESTIONS?

