



“Working for safer cycling on Waiheke”

Presentation to the Waiheke Local Board Public Forum- 19/04/2012

Titoki Road Upgrade- Vulnerable User Safety

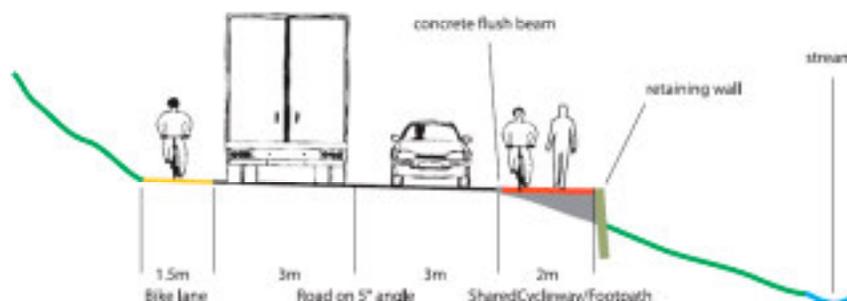
Vulnerable User: Cyclists, walkers and horse riders

Our Concerns:

Concerns with the planning/consultation process:

The current Titoki Rd upgrade has been carried out with little or no consultation with the public or formal stakeholder groups. This has generated concern in the community on a range of issues including road safety and storm water management. Cycle Action Waiheke (CAW) made representations to Auckland Transport (AT) asking for separated cycle lanes as part of the upgrade. (See below). So far, AT have said that this is not possible.

Cycle Action Waiheke alternative design Te Toki Road



A recent meeting organised by Councillor Mike Lee confirmed the requirement for CAW to work through the Waiheke Local Board (WLB) and for the board to represent CAW's interests to AT. CAW is endeavouring to make that process work for all parties.

The current works are underway, putting time pressures on all parties. We fear opportunities for vulnerable user improvements using maintenance budgets are being missed. We are concerned that any extra funding to make the upgrade safe for all users should have been costed in the original design. We feel it is unreasonable for AT to propose that this isn't possible on "maintenance" jobs. Particularly jobs that are clearly so large that in effects, they are tantamount to new capital works.

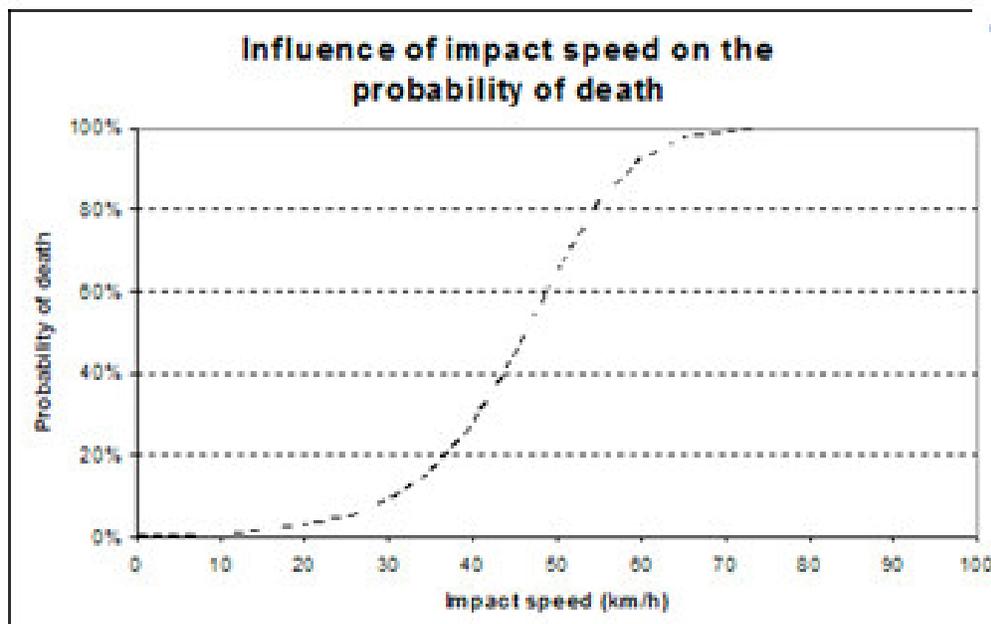
Concerns with the current Titoki Rd design/layout

Though CAW have not seen detailed plans for the Titoki Rd LSMW, through conversations with AT staff and seeing the work progress, we believe the current design is of concern because:

- The apparent lack of separated facilities for vulnerable users means they will be forced to share the road surface with motor vehicles. We question the lack of separation on what is a primary road.
- If vulnerable users are forced to share the road surface, we believe AT must manage vehicle speeds to favour the most vulnerable user. The addition of hard engineered linear curbing, smoother seal surfaces, cut back trees and widened (even a few 100mm) lanes are known to encourage higher vehicle speeds. When drivers feel confident, they are encouraged to drive at speeds that are unsuitable for a “share with care” environment.
- If no speed reduction or “shared space” design features are built into the current upgrade, then we fear drivers will routinely use it at speeds of 50- 70 km/hr. The road is flat and straight. Add wider, concrete edged and smooth to that mix and you have a recipe for speeding and increased risk of fatalities.

This theory is based on the following information. This NZTA recognised graph shows the risk of fatality for pedestrians if hit by cars at differing speeds:

The graph shows the likelihood of fatality raising from 5-7% at 30km/hr to 90-95% at 60km/hr. (NZ police commonly provide a 10km/hr allowance in a 50KM zone).



Source- <http://www.nzta.govt.nz/traffic/ways/car/driving-safely/speed.html>
generated using Ashton's 1982 formula (cited in Pasanen and Salmivaara 1993)

Based on this data, CAW believes that if AT cannot provide fully separated facilities for all vulnerable users, then it is irresponsible to design shared use roads with a working vehicle speed of anything more than 30KM/hr.

“Shared space” road design generally requires “ambiguity” to be built into the design and vehicle speeds to be managed at under 30km/hr. At working speeds of 60km/hr, AT may be literally designing “an accident waiting to happen”.

CAW believes that this type of design significantly fails to meet accepted standards of care for vulnerable users. CAW understands that acceptable standards for care of vulnerable users are required for AT to claim any funding from NZTA.

Recommended Short Term Actions:

CAW formally offers to the board their expertise in vulnerable user road design. CAW has access to trained and experienced engineers who provide their expertise, pro bono to CAW. We suggest that the WLB receives an advisory memo on the Titoki Rd works and that the WLB passes that on to the relevant road safety and opps maintenance teams. WLB can then request that AT’s specialist staff peer review CAW’s ideas.

Once this review has been carried out, we suggest a round table meeting with CAW, AT and the WLB where any potential areas of compromise and agreement can be furthered.

CAW plan to have this memo to the WLB by Friday 27/04/2012.

Recommend Longer Term Actions:

CAW recommends that the WLB send a strongly worded letter to AT. We recommend that the WLB endorse the following definition of “Large Scale Maintenance Works” (LSMW):

“Repair or maintenance works that require replacement or relocation of any road edging structure or require any edge to edge reseal of more than ten metres in length”

In the letter the WLB should outline how the planning and design function for AT jobs on Waiheke must be improved. CAW recommend that the WLB insist that the board be given the opportunity to question and then make formal representation to AT on any LSMW at three separate phases of development:

- 1) Priority setting for programmes of all LSMW- before programmes are established.
- 2) Project brief development for specific LSMW- before project planning is started.
- 3) Project plan appraisal for specific LSMW - after AT has developed engineering plans, but at least six months prior to the start of works.

CAW recommend that at each phase, the WLB facilitates input from key stakeholders such as CAW and residents on the road. CAW recommend that this is done by the WLB bringing proposals to the Transport Forum and if sufficient interest is generated, by the transport delegate on the board chairing specific project working parties.

CAW thanks the WLB for the opportunity to speak and present at public forum.

CAW Presenter- Tom Ransom

CAW Committee- Alex Kahl, Barbara Cuthbert, Daniel Mares, Ken Branch, Tony King Turner, Tom Ransom