

CYCLE ACTION WAIHEKE



“Working for more comfortable and viable cycling on Waiheke”

Pinch Point Hazard Areas To Cyclists On Waiheke’s Roads

From: The Cycle Action Waiheke Committee

To: The Waiheke Local Board and through them to Auckland Transport

Date: 19/09/2012

This report provides information and comments on the worst pinch point locations for cyclists on Waiheke Island. Other pinch point locations exist but these are seen as the ones with the highest priority to the Cycle Action Waiheke (CAW) committee. This information has been presented to the Waiheke Local Board from CAW with the intention of it being passed to the relevant road safety and cycling officers in Auckland Transport (AT). CAW welcome action by AT to improve the specific locations highlighted below.

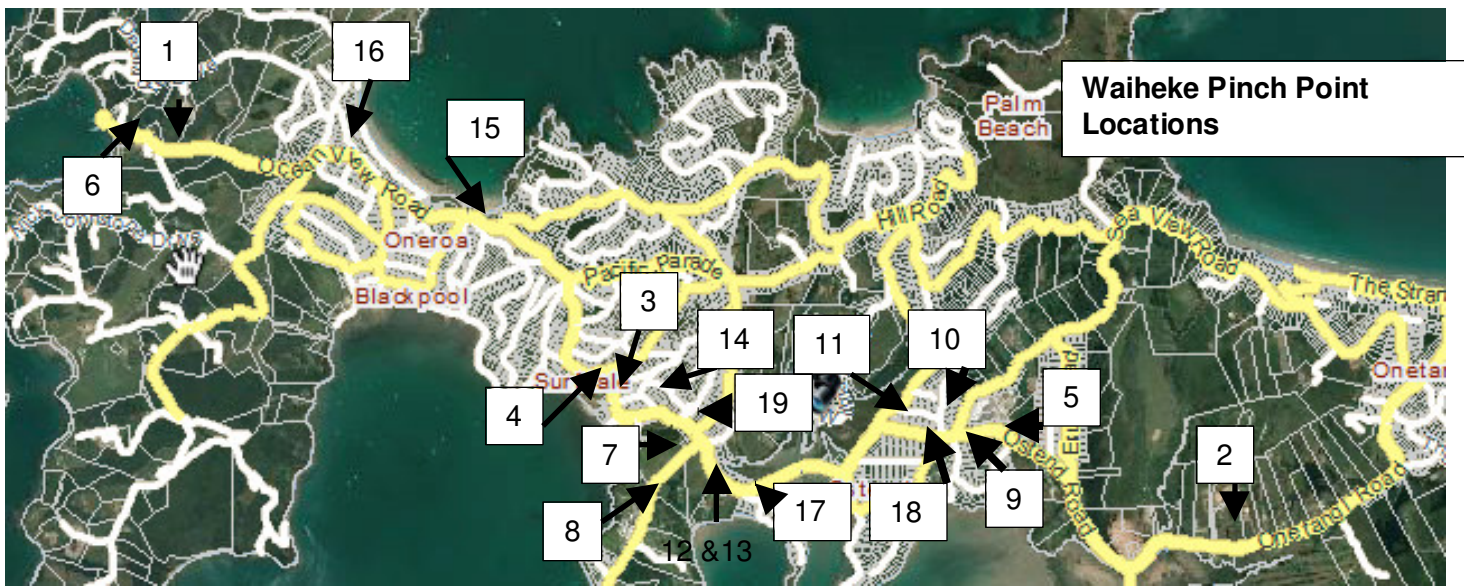
With the increased scrutiny on the design of roads at dangerous pinch points following the Jane Bishop fatality on Tamaki Drive, CAW wishes to formally alert AT of similar locations on Waiheke Island that require redesign.

The severity of risk at each pinch point has been assessed to provide a priority score with 1 being the most urgent.

With the planned release of \$200,000 of new transport funding to Waiheke Local Board, CAW believe a combination of this money and ATs safety works budget should be used to create action on the ground to resolve these problem areas.

Report prepared by Tom Ransom on behalf of and reviewed by The Cycle Action Waiheke Committee:

Alex Kahl, Barbara Cuthbert, Daniel Mares, Ken Branch, Tony King Turner, Tom Ransom.



Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET

Action Priority Number: 1.

Location: Ocean View Road heading eastbound

Reason for pinch point(s): On street parking on side of the eastbound carriageway. Opening car doors



Length of danger area (Metres)	<input type="checkbox"/> 2-5	<input type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input checked="" type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ Ferry peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input type="checkbox"/> 80+
Likely cycle users:	<input type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic		X	X	X
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist			X	X
Traffic calming in the area			X	

COMMENTS / OBSERVATIONS

This area has been a persistent danger area for cyclists on Waiheke. CAW has presented and submitted to council on this problem a number of times. Cyclists are required to overtake parked cars on a blind corner and have the danger of car doors opening up on them for the full length of the on street parking. Drivers are often frustrated and undertake dangerous manoeuvres if cyclists are in the correct, centre of the lane position. Cyclists hugging the doors are extremely vulnerable to “dooring”

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. That the relocation of all on street parking is considered. That widening the road by three metres is considered if parking is to be retained. This would allow provision of a cycle way on the inside (kerbside) of “floating” parking (Copenhagen cycle lane design). Alternatively designating the area 30 kph zone and add appropriate traffic calming including the marking of “sharrows” the full length of the hazard to encourage riders to avoid the door zone and drivers respect their centre of the lane positioning. See appendix at end of report for an explanation of sharrows.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 2.
Location: Onetangi Road heading northbound
Reason for danger: Narrow carriageway on a blind corner and hill

Picture not avialable

Length of danger area (Metres)	<input type="checkbox"/> 2-5	<input checked="" type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input type="checkbox"/> Primary/ Ferry peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input checked="" type="checkbox"/> 80+
Likely cycle users:	<input type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic			X	X
Driver behaviour at pinch point			X	X
Warning of oncoming danger to first time cyclist		X		
Traffic calming in the area			X	

COMMENTS / OBSERVATIONS

This section of road narrows just after the Quarry entrance. Cyclists are vulnerable as they head northbound because of poor visibility around the corner and running up to the small rise in front of Wild on Waiheke. Overtaking drivers often have to abort the overtaking manoeuvre at high speed or squeeze the cyclist if there is unseen oncoming traffic.

RECOMMENDATIONS

That the Waiheke Local Board requests that AT carry out a safety audit on this area. That the widening of the carriageway to provide a 1.8 metre wide cycle lane here is carried out. Add "rumble" thermo plastic paint strips to the separation line.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 3.
Location: Miami Avenue- Entry to Surfdale shops heading westbound
Reason for danger: Planting bed and on street parking beyond that, narrow the carriageway.



Length of danger area (Metres)	<input type="checkbox"/> 2-5	<input checked="" type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/ Low	<input type="checkbox"/> Secondary / Med	<input checked="" type="checkbox"/> Primary/ High	<input checked="" type="checkbox"/> Primary/ ferry/school peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input type="checkbox"/> 80+
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input checked="" type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic		X	X	X
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist		X		
Traffic calming in the area		X		

COMMENTS / OBSERVATIONS

As riders head down the hill into the village they are squeezed into the edging planter bed that acts as a traffic calming narrowing into the village. After that, parked cars in the angled parking area can back out into traffic to get better visibility before pulling out. Cyclists are squeezed into the rear of the cars.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. That the vehicle speeds before the current narrowing are significantly reduced using a speed table just past the entrance to Alison Rd as a "threshold" to the village (red painted SLOW thresholds are positioned too far into the village). That the vehicle speeds are maintained at under 30 kph from here through the village using a further speed table/pedestrian crossing in the village (with cyclist bypass lanes if this includes kerb extensions). That the planter narrowing is maintained as it helps slow speeds but that sharrows are painted on the downhill lane running up to it and through the village. That the angled parking is changed to "reverse in" angled parking Known to be safer for cyclist but no loss of parking. That the footpath though the shops is widened by a further 1.8 metres to create a separated cycle way to avoid the road- This last idea may require re-alignment of the road and loss of some on street parking on the Northern side of the road.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 4.
Location: Hamilton Rd- Entry to Surfdale shops heading westbound
Reason for danger: Parallel on street parking creates a pinch point and dooring hazard



Length of danger area (Metres)	<input type="checkbox"/> 2-5	<input checked="" type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/ Low	<input type="checkbox"/> Secondary / Med	<input checked="" type="checkbox"/> Primary/ High	<input checked="" type="checkbox"/> Primary/ ferry/school peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input type="checkbox"/> 80+
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input checked="" type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic			X	X
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist		X	X	
Traffic calming in the area			X	X

COMMENTS / OBSERVATIONS

As riders turn into Hamilton road from Miami Avenue they are squeezed into the rear of parked cars and their door opening zones due to on street parking next to a very narrow vehicle lane.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. That the vehicle speeds before this point are significantly reduced using a mini roundabout or much reduced kerb radii at the Hamilton/Miami Avenue intersection. That the on street parking between the Hamilton Rd/Miami Avenue intersection to the corner just before the Blake St intersection is removed to allow a wider live lane possibly with a narrow cycle lane. That the footpath past the shops is widened by 1.8 metres to create a separated cycle way to avoid the road. Important – at least two parking spaces could be dedicated to the Jewellery shop users on the wider corner before the Blake St intersection. Also three of the nearest car park spaces in the car park could be dedicated to the Electricity shop users. This will minimise the effects to these two businesses.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 5.
Location: Ostend Road opposite Placemakers entrance heading uphill westbound
Reason for danger: Right hand turn box into Placemakers blocks safe overtaking of cyclists



Length of danger area (Metres)	<input checked="" type="checkbox"/> 2-5	<input checked="" type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/ Low	<input type="checkbox"/> Secondary / Med	<input checked="" type="checkbox"/> Primary/ High	<input type="checkbox"/> Primary/ ferry/school peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input type="checkbox"/> 80+
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input checked="" type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic		X	X	
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist		X		
Traffic calming in the area			X	

COMMENTS / OBSERVATIONS

When cars sit in the right turn pocket they block the ability for cars to overtake cyclists. This can lead to cars swerving towards cyclists at speed, as they suddenly need to steer and reduce speed to avoid hitting the turning car or the cyclist.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. That the widening of the road is considered here to allow a 1.8 metre wide cycle lane on the uphill westbound section of road from Calais Terrace to Seaview Road. If widening of the road is not immediately possible then the reallocation of space by changing the road markings to provide more of the existing width to the uphill lane is recommended as a stop gap approach.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 6.
Location: Ocean View Road westbound
Reason for Danger: Drivers overtaking and pulling out of angled parking squeeze cyclists



Length of danger area (Metres)	<input type="checkbox"/> 2-5	<input type="checkbox"/> 10-20	<input checked="" type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak 80+
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic			X	X
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist		X	X	X
Traffic calming in the area			X	

COMMENTS / OBSERVATIONS

Parked cars in the angled parking area can back out into traffic to get better visibility before pulling out. Cyclists are squeezed into the rear of the cars or between them and overtaking cars.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. That the angled parking is removed and the area used for safer parking such as for motorbike/mopeds. That if the parking is retained it is changed to "reverse in" angled parking or parallel parking. That the area is made a 30 kph zone and that sharrows are painted in the centre of the lane leading to the ferry terminal.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 7.
Location: Donald Bruce Rd Northbound just before the roundabout
Reason for Danger: Cycle lane leads riders into the rear of parked cars.



Length of danger area (Metres)	<input checked="" type="checkbox"/> 2-5	<input type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak 80+
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input type="checkbox"/> 60-70	
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic			X	
Driver behaviour at pinch point		X		X
Warning of oncoming danger to first time cyclist		X	X	X
Traffic calming in the area		X		

COMMENTS / OBSERVATIONS

Cyclists riding in the cycle lane find that it runs out into the rear of parked cars. This happens at the intersection into the kindy where at school times traffic volumes are at peak. Inexperienced school children at risk from being doored here and hit by overtaking cars as they pull out into the live lane to overtake the parked cars.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. That three parking spaces outside the kindy are removed and the cycle lane is extended to the roundabout.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 8.
Location: Donald Bruce Rd southbound opposite the entrance to Waiheke High school
Reason for Danger: Shoulder is narrow and poorly surfaced. Vehicles stray into this area



Length of danger area (Metres)	<input type="checkbox"/> 2-5	<input checked="" type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak 80+
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic			X	X
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist		X	X	
Traffic calming in the area			X	

COMMENTS / OBSERVATIONS

Cyclists riding in the shoulder are endangered by vehicles that stray into this narrow area when undertaking cars that are positioned in the right hand turn bay into the High school. At school times this area receives high peak volumes and inexperienced child cyclists.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. That this shoulder is considerably widened into a 1.5 metre wide cycle way or 2.5 metre cycle/walkway by physical separation provided by adding wheel stops between the shoulder and the live lane. Shifting the road markings over into the 1.2 metres of unused road surface space next to the High School "cone" sculpture could considerably reduce the cost of this.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESSMENT SHEET
Action Priority Number: 9.
Location: Ostend Road heading eastbound just east of Whakarite Rd entrance
Reason for danger: Wide central island area significantly reduced the carriage width



Length of danger area (Metres)	<input type="checkbox"/> 2-5	<input type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input type="checkbox"/> 80+
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input checked="" type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic	X	X		X
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist		X		
Traffic calming in the area		X		

COMMENTS / OBSERVATIONS

Cyclist entering the narrowed carriageway here get squeezed by overtaking drivers who don't take notice of the narrowing from the island. The island is a Waiheke Primary school Travelwise walking bus improvement project, but sadly was poorly designed for cyclists. Safety for primary aged children needs to be maintained and improved at this crossing in the works.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. That the widening of the road or cutting back the island refuge is considered here to allow a 1.5 metre cycle lane through from the Whakarite to Seaview Rd intersections. This narrowing the central island may reduce the ease of crossing for pedestrians so adding a speed-tabled or zebra crossing in this location to slow vehicles would make up for that. It would also considerably slow vehicles entering the village.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 10.
Location: Belgium Street Outside the RSA eastbound
Reason for pinch point(s): Traffic calming build out narrows carriageway



Length of danger area (Metres)	<input type="checkbox"/> 2-5	<input type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input checked="" type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input type="checkbox"/> 80+
Likely cycle users:	<input type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input checked="" type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic		X	X	X
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist			X	X
Traffic calming in the area			X	

COMMENTS / OBSERVATIONS

The traffic calming build out creates a pinch point as cyclists are required to enter the narrow area and cars overtake them here. As riders are going slowly uphill here it is harder for them to claim the whole lane as per NZTA road rules to negotiate the hazard safely.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. Create a cycle by pass by reducing the inside width of the planting area (see arrow above). This will allow the traffic calming narrowing to be retained but allow cyclists to by pass the hazard. A cycle lane through the bypass should be painted to encourage use.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 11.
Location: Belgium Street eastbound
Reason for danger: Traffic calming build out narrows the carriageway



Length of danger area (Metres)	<input checked="" type="checkbox"/> 2-5	<input type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input type="checkbox"/> 80+
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input checked="" type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic			X	X
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist		x		
Traffic calming in the area		X		

COMMENTS / OBSERVATIONS

The traffic calming build out creates a pinch point as cyclists are required to enter the narrow area and cars overtake them here. As riders are going slowly uphill here is harder for them to claim the whole lane as per NZTA road rules to negotiate the hazard safely.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. Create a cycle by pass by reducing the inside width of the planting area (see arrow above). This will allow the traffic calming narrowing to be retained but allow cyclist to by pass the hazard. A cycle lane through the bypass should be painted to encourage use.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 12.
Location: The Causeway heading eastbound
Reason for danger: Pedestrian refuge island creates pinch point



Length of danger area (Metres)	<input checked="" type="checkbox"/> 2-5	<input type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input type="checkbox"/> 80+
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input checked="" type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic		X	X	
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist		X	X	
Traffic calming in the area		X		

COMMENTS / OBSERVATIONS

The central refuge creates a pinch point for cyclists entering the narrow road area when heading downhill eastbound. The refuge is rarely used as it is located too far from Wilma Rd for pedestrians to use and from Causeway Rd is located so that crossing visibility is impaired by the bend and vegetation.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. Remove this island refuge and with the new road space create a 1.5 m wide cycle lane on the westbound uphill side. Relocate the crossing point to the apex of the bend on Causeway Rd where the shared cycle/walkway ends.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 13.
Location: The Causeway heading westbound
Reason for danger: Pedestrian refuge island creates pinch point



Length of danger area (Metres)	<input checked="" type="checkbox"/> 2-5	<input type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input type="checkbox"/> 80+
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input checked="" type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic		X		
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist		X		
Traffic calming in the area		X		

COMMENTS / OBSERVATIONS

The central refuge creates a pinch point for cyclists entering the narrow road area when heading uphill westbound. Riders are slow here they are in the danger area longer. The refuge is rarely used as it is located too far from Wilma Rd for pedestrians to use and from Causeway road is located so that crossing visibility is impaired by the bend and vegetation

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. Remove this island refuge and with the new road space create a 1.5 m wide cycle lane on the westbound uphill side. Relocated crossing point to the apex of the bend on Causeway Road where the shared cycle walkway ends.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESSMENT SHEET

Action Priority Number: 14.

Location: Alison Road eastbound

Reason for danger: The eastbound live lane is too narrow through the intersection and the intersection design is poor- having very fast entries and poor “squaring” as it meets the through road.



Length of danger area (Metres)	<input type="checkbox"/> 2-5	<input checked="" type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input type="checkbox"/> 80+
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic			X	X
Driver behaviour at pinch point			X	X
Warning of oncoming danger to first time cyclist			X	X
Traffic calming in the area			X	

COMMENTS / OBSERVATIONS

As the live lane is narrow riders heading eastbound are forced to move over the edge line through Alison Rd intersection but then get pinched by overtaking cars as they reintegrate with the live lane. This is made worse when a car is waiting at the right turn pocket, as drivers need to keep left just where the rider is located. The intersection give way requirements are currently only indicated by road markings and signage, but not by the road layout. Consequently it is very fast and has a history of crashes.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. That the eastbound live lane is widened through the intersection by adding a 1.5 m cycle lane starting at the intersection and leading though to the current cycle lane past Kennedy Rd. A short (30m) section or road widening will be needed here. That the intersection is "squared up". The Alison rd intersection should be meeting the "through road" with a 90-degrees angle at the point of intersection rather than have it practically "merge eastwards" with Mitchell at a steep angle. That the “free right hand turn” should be removed by creating planting or kerb extensions to square up the intersection.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 15.
Location: Ocean View Road west of Moa Avenue
Reason for danger: The road is narrow at this point where the footpath curves into the road just before the bus stop.



Length of danger area (Metres)	<input checked="" type="checkbox"/> 2-5	<input type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input type="checkbox"/> 80+
Likely cycle users:	<input type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input checked="" type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic	X			
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist		X	X	
Traffic calming in the area		X		

COMMENTS / OBSERVATIONS

Cyclists leaving the painted cycle lane that ends just east of Moa Avenue are led into narrowing of the vehicle lane caused by the footpath as it curves into the road. This forms a pinch point with overtaking cars. This is amplified when cars sit in the flush median turning right into Moa Avenue.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. Extend the cycle lane through the intersection (best practice anyway) and rebuild the footpath to allow space for the cycle lane to reach the bus stop without needing to enter the live traffic lane.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 16.
Location: Ocean View Road just east of Korora Rd outside Artworks
Reason for Danger: Cycle lane stops too soon



Length of danger area (Metres)	<input type="checkbox"/> 2-5	<input checked="" type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	<input type="checkbox"/> 80+
Likely cycle users:	<input type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input checked="" type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic		X		
Driver behaviour at pinch point		X	X	
Warning of oncoming danger to first time cyclist		X	X	
Traffic calming in the area		X		

COMMENTS / OBSERVATIONS

Cyclists leaving the cycle lane are squeezed between parked busses and overtaking cars. The lane width here is excessive and encourages driver to speed up into the village.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. Continuation of the painted cycle lane through this parking area with green paint and cycle logos. Door hazards from busses are far less so the lane can go alongside the parking.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 17.
Location: Westbound on the Causeway
Reason for Danger: Marked cycle shoulder/lane runs out as road narrows



Length of danger area (Metres)	<input type="checkbox"/> 2-5	<input type="checkbox"/> 10-20	<input checked="" type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak 80+
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic		X	X	
Driver behaviour at pinch point		X		
Warning of oncoming danger to first time cyclist		X	X	
Traffic calming in the area			X	

COMMENTS / OBSERVATIONS

Cyclists riding in the shoulder have to re-enter the live lane and are pinched into the curb on this relatively short stretch of road before it opens up after about 30 metres.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. That this shoulder is continued through the narrow section by relocating the kerb and footpath back by 1.2 metres.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 18.
Location: Westbound on Belgium Street
Reason for Danger: Traffic calming build out narrows the carriageway



Length of danger area (Metres)	<input checked="" type="checkbox"/> 2-5	<input type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak 80+
Aprox vehicle speeds (K/hr)	<input type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input checked="" type="checkbox"/> 60-70	
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input checked="" type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic		X		
Driver behaviour at pinch point		X	X	X
Warning of oncoming danger to first time cyclist			X	X
Traffic calming in the area		X		

COMMENTS / OBSERVATIONS

The traffic calming build out creates a pinch point as cyclists are required to enter the narrow area and cars overtake them here.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. That a new threshold speed restricting devise (speed table) is created before this point to significantly slow traffic to under 30 kph. See Action Priority Number 9. above.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

PINCH POINT ASSESMENT SHEET
Action Priority Number: 19.
Location: Eastbound into Donald Bruce Rd roundabout at the end of Alison Rd
Reason for Danger: Road narrows as it enters the roundabout from the cycle lane



Length of danger area (Metres)	<input checked="" type="checkbox"/> 2-5	<input type="checkbox"/> 10-20	<input type="checkbox"/> 20-50	<input type="checkbox"/> 50+
Road hierarchy/Traffic volumes	<input type="checkbox"/> Local/Low	<input type="checkbox"/> secondary /Med	<input checked="" type="checkbox"/> Primary / High	<input checked="" type="checkbox"/> Primary/ ferry/school peak 80+
Aprox vehicle speeds (K/hr)	<input checked="" type="checkbox"/> 20-30	<input checked="" type="checkbox"/> 40-50	<input type="checkbox"/> 60-70	
Likely cycle users:	<input checked="" type="checkbox"/> School Children and families	<input checked="" type="checkbox"/> Ferry Commuters	<input checked="" type="checkbox"/> Cycle Tourists	<input type="checkbox"/> Shoppers

PINCH POINT CONDITIONS

	GOOD	FAIR	POOR	HAZARDOUS
Visibility to oncoming traffic		X		
Driver behaviour at pinch point		X		
Warning of oncoming danger to first time cyclist			X	X
Traffic calming in the area		X		

COMMENTS / OBSERVATIONS

The narrowing at the roundabout to reduce the crossing distance and traffic calm the roundabout creates a pinch point as cyclists are required to leave the painted eastbound cycle lane and enter the narrow area. This happens just as drivers are focused on looking right to cars on the roundabout.

RECOMMENDATIONS

That the Waiheke Local Board request that AT carry out a safety audit on this area. That a cycle by pass lane is created here through the kerb area (see arrow above). This will allow the traffic calming narrowing to be retained but allow cyclists to by pass the hazard. A cycle lane through the bypass should be painted to encourage use.

Cycle Action Waiheke Advisory Report to the Waiheke Local Board

Appendix- Explanation of sharrows (Share arrows):

Sharrows are commonly used in the U.S.A. as a tool to encourage cyclists to position themselves at the safest location in the live lane. The large cycle logos have an arrow that directs the cyclists to the correct position on the road. The symbol also informs drivers to expect cyclist to be in the arrowhead location, even if this is the centre of the lane. The most beneficial location for sharrows is beside on street parking to avoid cyclists straying (or being forced into) the door zone.

Sharrows are seen as a "Grade 3." cycle facility in that they are not as beneficial as separated cycle ways or on street cycle lanes. They are however very cheap to install with no need for hard engineering of the road.

Auckland City Council has carried out on street trials of sharrows in Auckland. This trial allowed the council to test various logo types and chose a preferred option. The use of sharrows in NZ may still require approval from NZTA and funding is likely to be available for trials under NZTA's safety programme. **Photographs of sharrows in use:**

