

Feedback on "Cycling and walking – Point Chevalier to Westmere"

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What do you think about this proposal in general?

It is shockingly bad. It says little for the health and safety awareness or the analytical abilities of the people who did the work.

It seems that the originators of this proposal had a single-minded objective – to promote cycling regardless of the risk, expense and inconvenience for all other road users.

It does not provide any cost estimates, a cost/benefit analysis or an analysis of the risks it will impose on other road users.

When embarking on a new project like this all aspects of the proposal should be considered. Quite obviously, this has not been done.

As far as I can see, the originators of this proposal did not give any serious consideration to safer and cheaper options, to the safety of pedestrians, to the possibility of more accidents with vehicles colliding with pedestrians and each other, major restrictions on pedestrian access up-and-down Point Chevalier Road and so on.

It also seems that they did not consider how many cyclists might use it and whether or not most of them would be recreational cyclists – which is certainly the case right now. Why should the Council spend large amounts of money providing for recreational cyclists instead of spreading that money equally among other organisations and groups of people who provide and make use of recreational facilities?

There are enormous problems with the chosen route. The cycle path should not go along most of Meola Road and Point Chevalier Road. Meola Road is already a serious hazard for cars and pedestrians because it is narrow and is a heavily used traffic route. Very often, cars are parked along both sides of the road – because the Council failed to provide sufficient parking for those wanting to use Meola Reef Park and those attending sporting events. If the proposed rearrangement is adopted, people will be injured in accidents and some may die.

Solving the Meola Road parking problem, not squandering money on cycleways that benefit only a few, should be a priority issue with the Council.

The choice of route creates lots of problems for all road users. If it can be established that there really is a need for a major cycleway, (which I doubt) it would be far better to get the cycleway off the dangerously congested Meola Road as soon as possible and take it along the established road and track through the Jaggers Bush reserve and onto Motions Road. It could then cross to Tui St through the park area or onto Moray Place and thence to Tui St. From there it could go down Kiwi Road to the traffic lights that would take the cyclists across the road safely. Then there would be a short section along Great North Road to Parr Road and along the service lane to join up with the cycleway alongside the north-western motorway. This would be cheaper and safer and provide the cyclists with a much pleasanter environment. As a major bonus it would also provide safe and convenient cycle access for pupils of Western Springs College and Pasadena Intermediate. (See satellite picture and map)

On Point Chevalier road the already quite narrow footpaths will be seriously restricted by removing the trees from the parking bays and planting new ones in the footpath. (See photos) The total loss of parking on one or both sides of the road will seriously inconvenience many motorists and deprive the shops along the road of many customers. The very narrow road space will make overtaking difficult and dangerous. Traffic queues approaching the traffic lights at Point Chevalier will become even longer.

Anyway, if there is going to be separation between cars and cycles, then why can't the cyclists have a 2.4 m lane to themselves and use it for both directions?

It is said that "some trees...will need to be relocated". This is nonsense. ALL the trees will need to be removed. (see photos) They cannot be relocated because, by now, the roots extend well under the pavement and footpath. If new trees are planted in the footpath, there will not be much room for pedestrians.

As can be seen on page 23 of the document (note that the page numbers are virtually unreadable) there is ample room for a two-way cycleway from the Garnet Road intersection down to Jaggers Park. This is the only part of the cycleway that should run along Meola Rd.

"How could we improve the proposed cycle lane designs and separation methods?"

a) do some research to find whether or not there is a need for a cycleway and establish just how much it will cost per recreational cyclist and per commuter cyclist. If the majority of users will be recreational and the cost is very high, then consider whether or not the citizens of Auckland would be better off if the same money was spent on other recreational facilities.

b) if it is good value for money, then reroute it through Jaggers Park as suggested above.

"How could we improve the proposed intersection designs?"

Have the cycle lanes set up for two-way cycle traffic. Immediately solves 50% of the intersection problem.

"How could we improve the proposed parking reconfiguration"

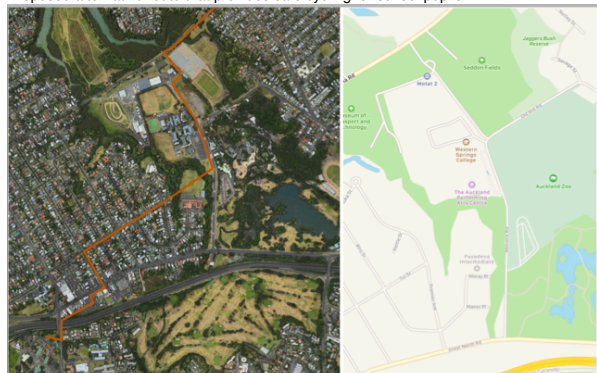
First, it's not a "reconfiguration": it is, plainly and simply, a massive loss of parking. Plain English does have its advantages!

The whole parking problem could be eliminated by adopting the revised route I have suggested above.

"Do you have any other comments or suggestions?"

Yes. Abandon the whole project and start again from scratch using a rational and sensible analytical approach based on sound engineering that considers the safety and convenience of all road users, pedestrians and shoppers.

Proposed alternative route that provides safe cycling for school pupils



The trees cannot be "relocated" and if new trees are planted on the footpath, the pedestrian access will be seriously restricted.

