

Infrastructure and Works Committee

**Wednesday, 5 November 2008
Commencing at 9.30 am**

Item 2: Urgent Business

**Item 2A: Cycleway Projects along
Central Park Drive, Triangle
Road and Universal Drive
Extension.**

**AGENDA SUPPLEMENT TO A MEETING OF THE INFRASTRUCTURE AND WORKS
COMMITTEE TO BE HELD IN THE COUNCIL CHAMBERS AT WAITAKERE
CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON WEDNESDAY, 5 NOVEMBER 2008,
COMMENCING AT 9.30 AM**

2 URGENT BUSINESS

That the matter of the Cycleway Projects along Central Park Drive, Triangle Road and Universal Drive extension be considered as Urgent Business as there is a high degree of public concern over the Cycleway Projects and the Infrastructure and Works Committee need to make a decision in order for the Council to be able to communicate back to the submitters in a timely manner, the December 2008 Infrastructure and Works meeting would be too late for effective communication.



**2A CYCLEWAY PROJECTS ALONG CENTRAL PARK DRIVE, TRIANGLE ROAD AND
UNIVERSAL DRIVE EXTENSION**

GLOSSARY

Auckland Regional Land Transport Strategy 2005
Waitakere City Transport Strategy 2006-2016

(Regional Strategy)
(Transport Strategy)

EXECUTIVE SUMMARY

This report outlines three cycleway projects along Central Park Drive, Triangle Road and Universal Drive Extension. The Infrastructure and Works Committee has the opportunity to consider the feedback from the cycleway workshop held on 31 October 2008 and the amended concept design for Central Park Drive.

This report summarises the updated cycleway option at Central Park Drive and the outcome from the workshop held on 31 October 2008 as the Infrastructure and Works Committee advocated at its meeting held on 1 October 2008.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Cycleway Projects along Central Park Drive, Triangle Road and Universal Drive Extension report.
2. **Approve** the commissioning of detailed design work, based on the updated option, for the Central Park Drive cycleway project.
3. **Approve** the commissioning of detailed design work, based on the updated option, for the Triangle Road cycleway project.
4. **Approve** the inclusion of the cycle lanes along Universal Drive Extension.

BACKGROUND

1. In mid 2007 Council began an investigation of feasible cycleway projects along Central Park Drive and Triangle Road. Various options were investigated for this cycleway projects scheme including on-road cycle lanes and off-road shared paths.

2. The concept designs for cycleway projects along Central Park Drive and Triangle Road were included in separate consultation material that was distributed in these areas. Consultation for these projects also included Council workshops, Community Board workshops and community consultation.
3. In response to the initial consultation, the cycleway project along Central Park Drive was updated and distributed in another round of consultation. The net loss for this updated proposal was approximately 20 car parks compared to the 131 car parks that would have been lost in the initial scheme.
4. A report with these updated concept designs was submitted to the Infrastructure and Works Committee meeting held on 1 October 2008 for its approval in order to progress to the detailed design stage.
5. At its meeting held on 1 October 2008, the Infrastructure and Works Committee resolved to:
 - “1. **Receive** the Cycle Projects for Detailed Design report.
 2. **Approve** the commissioning of detailed design work, based on the preferred option, for the Triangle Road cycleway project.
 3. **Approve** the commissioning of detailed design work, based on the preferred option, for the Te Atatu Road cycleway project.
 4. **Approve** the commissioning of detailed design work, based on the preferred option, for the Central Park Drive cycleway project.
 5. **Approve** that a workshop be held by 30 November 2008 to discuss the cycle programme and in alignment with Council’s strategies and planning, including the Annual Plan and Long Term Council Community Plan.”

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DECISION MAKING

6. It is often necessary to remove on-street car parking to safely implement on-road cycle lanes because the road carriageway is too narrow to provide both. Opposition to cycleway projects can be based on a desire to maintain current levels of on-street parking. Off-road shared paths do not usually create so much dissent because they do not impact on parking. Off-road shared paths are only appropriate when there is limited driveway and road access intersecting the path.
7. The cycle network presented in the Waitakere City Transport Strategy 2006-2016 (Transport Strategy) is a comprehensive and cohesive network. If some parts of its routes are not approved, it will then create breaks and incomplete sections within the City network and the regional network.

Options Identified

8. **Central Park Drive:**

Option 1: On-road cycle lanes on both sides of Central Park Drive with a flush median between Lincoln Road and the Henderson Creek Bridge.

Option 2: Off-road shared path on the northern side of Central Park Drive between Lincoln Road and the Henderson Creek Bridge.

Option 3: A combination of on-road cycle lanes and an off-road shared path at the northern end of Central Park Drive between Lincoln Road and the north-western cycle link. On-road cycle lanes and an off-road shared path between the Henderson Creek Bridge and Te Pai Place. A shared path in front of The Trusts Stadium between Te Pai Place and Universal Drive Extension, a flush median but no dedicated cycle facility between Universal Drive Extension and the north-western cycle link.

9. **Triangle Road:**

The only feasible option considered was on-road cycle lanes between Don Buck Road and Lincoln Road.

10. **Universal Drive Extension:**

Option 1: The proposed road marking layout is to have No Stopping At All Times parking restrictions on the north side of Universal Drive, two cycle lanes, two traffic lanes, a flush median and on-road parking on the south side of Universal Drive.

Option 2: The proposed road marking layout is similar to Option 1 except the flush median is removed to provide on-road parking on both sides of Universal Drive.

Consideration of Community Views

11. Council officers have consulted with the affected residents and other parties on the initial and the amended plans and have taken into consideration the safest option for the local community and the road users.

Preferred Option

12. **Central Park Drive:** Option 3 is the preferred option.

- A1 13. A map illustrating the preferred option concept design for Central Park Drive is attached at page A1. This proposal results in additional 10 on-street car park spaces along Central Park Drive. Twenty recessed car parking bays will be provided on the southern side of the road between Collard Place and Lincoln Road. An afternoon clearway zone currently prohibits on-street parking in this area after 4 pm. Recessed car parking bays would allow for some parking in this area during the timed clearway. These car parks would be time restricted to 180 minutes during business hours so that these would be available for use by customers rather than employees.

14. A summary of the changes to parking provision in Central Park Drive is summarised in the table below:

Proposal	Loss of car parks	Gain of car parks
Original	131	-
Option proposed on 1 October 2008	20	-
Option proposed on 31 October 2008	-	10

15. This option also provides a flush median from Universal Drive Extension to Collard Place to provide a safer right turn movement into side roads and driveways. This option requires the removal of the existing No Stopping At All Time parking restrictions between Universal Drive Extension and Te Pai Place to provide the extra 10 on-street car parks.

16. There are three crossing points in this preferred option along Central Park Drive. Two of them are at intersections with Universal Drive Extension and Te Pai Place. Both are signal controlled intersections and the cyclist can use the pedestrian facility at these intersections to cross the road safely. The third crossing point is at the north-western cycle link. The preferred option proposes a central refuge island to make the buffer area safer compared to the painted flush median.
- A2 17. **Triangle Road:** A map illustrating the preferred option for the concept design of the cycleway project is attached at page A2. This option includes the modification of Triangle Road and Makora Road intersection, Triangle Road and Waimumu Road roundabout, and a cycle bridge on Huruhuru Creek.
18. Council has planned to include the investigation of possible recessed car parking facilities between Makora Road and Zefiro Drive in detail design stage as a response to the initial consultation for the cycleway project along Triangle Road. This option includes the provision of approximately 75 on-road car parking spaces.
19. **Universal Drive Extension:** Option 1 is the preferred option for operational and safety reasons. In December 2006, this option was consulted and agreed with the Body Corporate and the affected landowners as part of the requirements in the Agreement for Sale and Purchase of land. The No Stopping At All Times parking restrictions on the north side of Universal Drive would give better visibility for motorists exiting Soljan Drive and some driveways.
- A3 20. A flush median is intended as a refuge, clear of through traffic, for vehicles turning right to or from properties, and to safely separate opposing traffic. A flush median also has a traffic calming effect by reducing carriageway widths. This option is shown on attachment page A3.

STRATEGIC CONTEXT

21. The Auckland Regional Transport Strategy 2005 (Regional Strategy) identifies the development of a regional cycle network as a key action. The Regional Strategy states that expanding the role of cycling as a viable mode of transport for shorter journeys will be an important element to support intensification around selected growth centres and corridors, transport nodes and the development of greenfield sites. The Regional Strategy set a target to complete 50% of the regional cycle network by 2016.
22. The Transport Strategy requires the establishment of a network of routes for walking and cycling which connect to key local destinations. The Council's vision for transport is "a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city". This vision supports a change from single occupant vehicle use to more sustainable modes of travel, including cycling. The three cycleway projects outlined in this report support the vision, aim, and objectives of the Transport Strategy.
23. Increased provision for cycling has the potential to have a strong positive influence on the Council's strategic platforms such as urban and rural villages, integrated transport and communication, strong communities and sustainable energy and clean air.
24. Non completion of the Waitakere components of the regional cycle network could negatively impact the cohesiveness and efficiency of the network.

CONSULTATION

25. The cycleway Council workshop was held on 31 October 2008 as recommended by the Infrastructure and Works Committee's meeting held on 1 October 2008. The key outcomes of the workshop are as follows:
- Confirm the adoption of Council's Transport Strategy including Cycling and Walking Strategy;
 - Agree to proceed to the detailed design of the proposed concept designs of the proposed cycleway projects along Central Park Drive and Triangle Road;
 - Confirm the approval of the cycle lanes along Universal Drive Extension; and
 - Report back to the Infrastructure and Works Committee in mid 2009 regarding the No Stopping At All Times parking restrictions prior to the construction.
26. A letter will be sent to all interested parties advising them of the decisions made by the Infrastructure and Works Committee.

RESOURCES

27. Adequate funding is available in this year's budget to complete the detailed design of the cycleway project along Central Park Drive and Triangle Road. Funding has been provided in the Annual Plan 2008/2009 for the construction of Universal Drive Extension. A detailed budget for the cycleway projects was submitted to the Council workshop held on 31 October 2008.

IMPLEMENTATION ISSUES

28. Council will now progress the Central Park Drive and Triangle Road cycleway projects to the stage of detailed design and the construction of Universal Drive Extension.
29. Implementation of the changes to parking will require resolutions to revoke existing parking. These will be developed in consultation with affected parties, including the Trusts Stadium.
30. Parking restrictions removed outside the Trusts Stadium will be replaced by management of parking through Traffic Management Plans prepared by the Trusts Stadium for specific events.

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