

Date: Thursday 18 February 2021
Time: 9.30am
Meeting Room: Upper Harbour Local Board Office
Venue: 30 Kell Drive
Albany

Upper Harbour Local Board

OPEN MINUTE ITEM ATTACHMENTS

ITEM	TABLE OF CONTENTS	PAGE
9.1	Bike Albany - Nicholas Carman	
	A. 18 February 2021 Upper Harbour Local Board: Item 9.1 Bike Albany - Nicholas Carman, letter to Auckland Transport	3
18	Board members' reports - February 2021	
	A. 18 February 2021 Upper Harbour Local Board: Item 18 Board members report - Chairperson M Miles	5

To:	Shane Ellison
CC:	Bike Auckland Upper Harbour Local Board Councillor John Watson Councillor Wayne Walker Councillor Chris Darby Councilor Bill Cashmore Adrienne Young-Cooper
Subject:	Follow up on Oteha Valley Road Cycleway Petition
From:	Bike Albany
Contact Information:	bikealbanynz@gmail.com
Date:	2 February 2021

Summary

We request action following the petition presented to AT in December 2018. This petition was signed by 3,043 supporters and requested a safe cycleway and pedestrian crossings along Oteha Valley Road. To date this has not happened. We request that this upgrade gets priority in the RLTP and that building works start ASAP.

Context

Oteha Valley Road is a key connecting route running between Albany Highway and East Coast Road. The road does not have safe cycleways. In 2018 there were two tragic deaths, one cyclist and one pedestrian. Bike Albany believe that safe cycle lanes the length of the road are imperative for the following reasons:

- Safety. The road is patently unsafe for cyclists with cars travelling very fast. The speed limit recently got reduced to 50km per hour, but it is a fast straight dual carriageway, so cars go much faster. It is not safe to cycle on the road with the traffic. AT's own design guide specifies that at these speeds with this volume of traffic a protected cycleway is needed.
- Since the petition was presented to Auckland Transport, one set of lights has been put in for pedestrian crossing with an advance stop box for cyclists. This really does not improve the cycling safety at all.
- Anecdotally many cyclists avoid Oteha Valley Road, choosing to drive instead as it is so dangerous.
- Auckland Council has signed up to Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan and the Government has declared a climate emergency. Action T3 of the Climate Plan is to 'increase access to bicycles, micro-mobility devices and the safe, connected and dedicated infrastructure that supports their use.' Oteha Valley Road is an obvious gap considering this.

Other Considerations

- Cycle Connections.
 - o NZTA is currently building a shared path alongside the motorway between Oteha Valley Road and Constellation Station as part of the NCI project. Currently there is no safe way to connect onto this shared path from Albany or the East Coast Bays.

- Albany Highway. At the western end of Oteha Valley road, Albany Highway already has a separated cycle route. This is under-utilized as it does not connect very well. If Oteha Valley road had safe cycleways there would be a safe route between Schnapper Rock through to East Coast Road, past Albany, the Park and Ride, schools and recreation areas.
- AT have announced plans to progress the 'Glenvar intersection' upgrade. As part of this a safe separated cycleway will exist along East Coast Road from Glenvar Road to Oteha Valley Road. It seems obvious to provide the linkage down Oteha Valley Road to the bus station and along to Albany.
- A safe cycleway would be used by many people to commute to the Park and Ride at Albany, continuing their journey on public transport. This would be both cyclists and other micro-mobility devices and could alleviate parking issues.
- Oteha Valley Road also has benefits of connecting to the Westfield Mall, Albany Stadium, Hooten Reserve, Oteha Valley School and the Park and Ride. Being able to cycle safely between these locations is obvious.
- The western half of Oteha Valley Road (SH1 to Albany Highway) could be fixed relatively cheaply using shared paths. This area is not residential and largely has open space on both sides (Hooten Reserve, Albany Stadium etc.). Shared paths exist on approximately 40% of the footpaths on this end, but they are not continuous, and it is impossible to ride from one end to the other. If the footpath were to be widened in places where it is not shared path width, this half of the road could be made safe for cyclists relatively cheaply.

We look forward to your response on this issue.

Bike Albany



17 February 2021

Margaret Miles Chair's Report

Roles assigned by the local board

Topic lead meeting 21 January LPMP

UHEN meeting 15 February

General / assigned roles update

Meetings / events attended

- 19 January - Chair/Deputy Chair Local Board Staff Catchup
- 21 January – Scott Point Eco-Services
- 25 January - Collaboration Business North Harbour
- 25 January - Chair/Deputy Chair Local Board Staff Catchup
- 2 February - Chair/Deputy Chair Local Board Staff Catchup
- 2 February - attended Greenhithe Ratepayers meeting
- 5 February- Site Visit resident invite William Pitcher Place
- 9 February - Chair/Deputy Chair Local Board Staff Catchup
- 10 February - Finance and Performance Workshop
- 10 February – attended Whenuapai Ratepayers meeting
- 15 February - Chairs Forum
- 16 February - Chair/Deputy Chair Local Board Staff Catchup
- 17 February – Planning Committee workshop on National Policy Statement - Urban Development

Happy to discuss detail of any of the above.

Recommendation

That this report be received

M. Miles

Margaret Miles QSM JP
Chairperson Upper Harbour Local Board