



New North Road and Symonds Street Upgrade

Feedback from Living Streets Aotearoa and Walk Auckland, April 2022

On behalf of our members, Living Streets Aotearoa (the national walking and pedestrian advocacy organisation) and Walk Auckland (LSA/Walk Auckland) welcome the opportunity to provide feedback on this upgrade of a major connector route in central Auckland.

Throughout our participation in the community stakeholder workshops, we have emphasized the importance of pedestrian safety and accessibility in all aspects of street design. We argue that this must be given the highest priority as everyone in the community is a pedestrian at some stage of their journey, this includes public transport users. Disabled pedestrians, including people using wheelchairs, are at most risk from other road users.

LSA/Walk Auckland **supports Approach B** for the following reasons:

- Provides pedestrian benefits, including safer speeds, midblock crossings
- Improves bus reliability
- Maintains or improves footpath widths
- Less construction disruption and lower cost than Approach C.

Bus stop / cycle lane interface

The design of the bus stop / cycle lane interface is of concern, particularly where two-directional cycle lanes passing between the footpath and the bus are proposed. Abley notes that any bus stop bypass design should “put the pedestrian first”.¹

We believe that the bus stop bypass **must not** be designed in a way that forces bus users to board from or alight on to the cycle lane because:

- this is unsafe for people with vision impairments, people using mobility aids
- this is unsafe and people with children, including with buggies for infants and toddlers
- the volume of cyclists and bus users is likely to be high on this route

Auckland Transport must look to best practice guidance^{1,2}, which would suggest that where the bus stop must be separated from the footpath, to accommodate cycle lanes, there should be a substantial pedestrian space (island) for passengers to step on/off when disembarking/boarding the bus. This should be long enough to accommodate both the front and rear doors of the bus and wide enough to accommodate mobility aids. This space must meet all accessibility standards.

There should also be marked raised pedestrian crossings across the cycle lane with limit lines to indicate where the cyclists should stop. Road markings could be augmented by on-road bus/people activated lights at busy bus stops.

Cyclists will need continued education to remind them to give way to pedestrians. Bus drivers will also need to be reminded to look out for pedestrians waiting on the footpath some distance from

the kerbside. LSA/Walk Auckland would welcome further discussion on the design of any bus stops and recommends that disabled people's organisations are also consulted on the detail.

Conclusion

We believe there needs to be continued consultation with affected communities along the route to refine design plans to reflect the needs of particular communities.

LSA/Walk Auckland wishes to be included in this continued consultation as these plans are progressed over coming years.

References

1. Abley (2021). Bus stop bypasses. Retrieved from: <https://abley.com/abley-insights/bus-stop-bypasses/>
2. Walk Bike KC (2015). Best practice for bike lanes along major bus routes. Kansas City. Retrieved from: <https://bikewalkkc.org/blog/2015/02/best-practices-for-bike-lanes-along-major-bus-routes/>

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