

30 August 2013
Tony Avery
General Manager Operations
Dunedin City Council
P.O. Box 5045
Dunedin 9031



Re: State Highway 88 Designation.

Mountain Biking Otago have been asked to look at and express any concerns based on our observations that we perceive may have a negative impact on the health and safety of our organisations members or fellow cyclists with regard to vehicle access, traffic controls and cycle paths in the immediate area of the intersection of SH88, Frederick street and Ward Street over bridge. One of our primary interest is ensuring there is a safe and direct link between the harbour cycleway and Signal Hill recreational reserve.

We have explored the affected area and surrounding cycle ways to determine how routes and traffic lights established during the construction process of State Highway 88 interact with this intersection. We have observed where we consider the designated routes for cyclists may be located, if they are contrary to a cyclist's natural path of travel and if these routes fail to direct cyclists towards safe havens and or away from areas of significant traffic density or heavy vehicle routes. We have also looked to see if cycle ways and corridors are placed for the sole purpose of commuting or take into account final cycle specific destinations.

Initial observations are that most corridors and paths running from St Andrew Street along Anzac Avenue to the roundabout on SH88 at the Stadium intersection have been constructed as per the original civil works documents made available to us but that some amendments or omissions have occurred during the construction stage or that some features have yet to be implemented, specifically..

- Cycle boxes and lanes do not appear to have been finalised around the Frederick Street, SH88 intersections. We have assumed that these will be completed once issues associated with this intersection have been resolved.
- Cycle ways identified on Parry Street have not been constructed; rather cyclists and pedestrians are directed onto the footpath apron at a commercial vehicle access point and across multiple gated entrances and vehicle exit points when following this path.
- The cycleway / pedestrian route running along the North West side of SH88 stops as a cycleway at the Stadium roundabout and does not continue in the North West direction around to Logan Park as originally intended. The continuance is identified as pedestrian access only.

This is of some significance to us as an organisation as this path should be available to take cyclists to and from the bottom of the Signal Hill reserve where a high level of recreational Mountain bike activity occurs. It should be noted that the SH88 cycle corridor is not the natural or safest path for cyclists to access Logan park and most cyclists commuting from the Eastern and South Eastern suburbs to and from Signal Hill will do so along the original Anzac Avenue corridor between Frederick Street and Logan Park with a small deviation on and off SH88.

While any commuting from St Andrew Street or Frederick Street to either Signal Hill via Anzac Avenue or Ravensbourne via SH88 is well catered for and presents minimal risk we have determined that any course taken in reverse direction does appear to present a high level of risk.

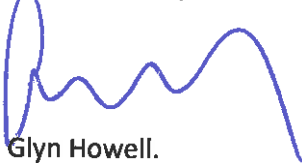
- Signal Hill to Frederick Street via Anzac Avenue. Although this is not the designated cycle way this is the most likely path for a recreational cyclist to take when commuting to the Eastern or South Eastern suburbs from Signal Hill. This presents a risk to the cyclist as they must cross two lanes and a turning lane on SH88 and direct themselves into a cycle lane that divides traffic intending to turn left into the adjacent commercial properties or Ward Street over bridge and straight through traffic placing the cyclist between two lanes of traffic.
- Ravensbourne to Frederick Street via SH88. Of particular concern is the location of the cycle lane and box dividing the straight through traffic and traffic intending to turn left into the adjacent commercial properties or Ward Street over bridge. This layout places a cyclist in a narrow corridor of traffic, likely to be heavy commercial vehicles, travelling at considerable speed from a free flowing section of state highway. The beginning of this cycle lane occurs on the inside of a corner where adjacent traffic may drift left onto the cycle lane. The currently marked lane width allocated for heavy vehicles turning into the adjacent commercial properties would appear to be quite narrow, as does the cycle way. The layout in place but not in full effect is remarkably similar in width and placement to the original commuter corridors provided along Cumberland and Castle streets from Lower Stuart Street through the Hospital precinct and beyond which have undergone significant widening and placement of barriers to prevent further fatalities between cyclists and heavy commercial vehicles. It would appear that the model used at this intersection may no longer reflect the cities current strategy on cycling safety and may need to be re-assessed to determine how appropriate this design is in light of recent tragic events, particularly involving heavy commercial vehicles and cyclists.
- Frederick Street, Anzac Ave, SH88 controlled intersection. We are concerned that this intersection poses a risk to cyclists by virtue of its many approaches and the inability for traffic sensors to detect cyclists and the obscure commercial yard access point. It is not uncommon for cyclists to get trapped at intersections for extended periods of time as buried traffic sensors fail to detect the cyclist. This results in the cyclist illegally entering the intersection against the red light having determined the lights are unlikely to change in their favour and the way through is clear or, the cyclist takes a perceived path of least risk against the red light which would potentially be to stay left and divert up the Ward Street Bridge or Anzac Avenue cycle lane inadvertently crossing the less obvious commercial yard entrance on their left. Risk to the cyclist could be considered present should the cyclist fail to identify the yard entrance, a vehicle attempting to exit the adjacent commercial yard or confuse a vehicle as parked rather than a vehicle trying to enter the intersection.
- Fryatt Street Cycleway. The North end of the Fryatt Street cycleway is incomplete and provides no clear route out of this area. The natural course when exiting off this cycle way is to turn West onto Wickliffe Street and cross the Ward Street over bridge and descend to the Frederick Street intersection. This path at present effectively directs cyclists into a complex intersection involving heavy commercial vehicles.

In summary, while reasonably confident that every endeavour was made during the design stage of SH88 and its associated intersections it appears there may still be some details that require further consideration.

- At present the designated path seems to cater for commuters and doesn't lend itself well to Signal Hill reserve as a destination in the immediate vicinity as the natural path to this destination may not have been taken in to account.
- The location of the SH88 cycle lane dividing two lanes of traffic and its current width aspects seem to be out of line with the current city cycle safety strategy.
- The incomplete cycleway on Fryatt Street diverts cyclist into a complex intersection.
- Commuting cyclists and Heavy commercial vehicles converge at a single point, a scenario better eliminated than controlled if possible.

We object to the road between Frederick Street and the Stadium Roundabout being designated as a State Highway in its current form based on the safety issues we have identified.

Yours sincerely



Glyn Howell.

Mountainbiking Otago Committee Member