Trevor’s Big Day out - Equitable access across the Auckland Harbour Bridge

LINK TO VIDEO

Fiáin d'Leafy

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Richard Young

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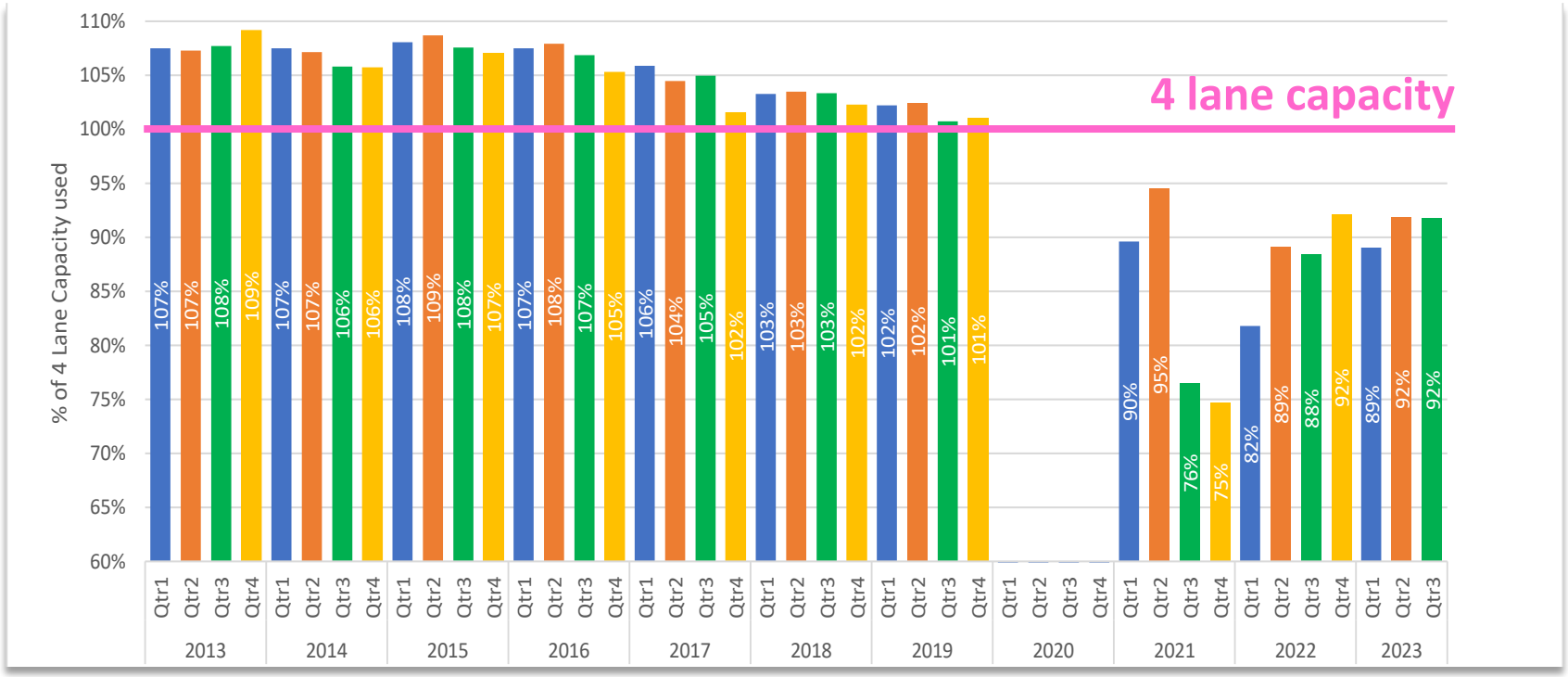
Traffic Volumes and Flows

- Peak Period flows have reduced since 2016.
- Current flows consistently below pre-COVID levels.
- Even if one lane is used of walking and cycling there is still spare capacity.



Waka Kotahi provided capacities and 15-minute traffic counts NB 3-7pm

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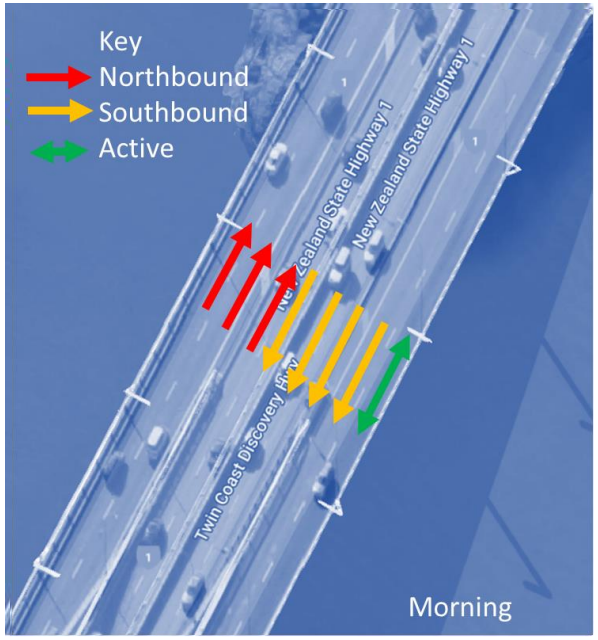
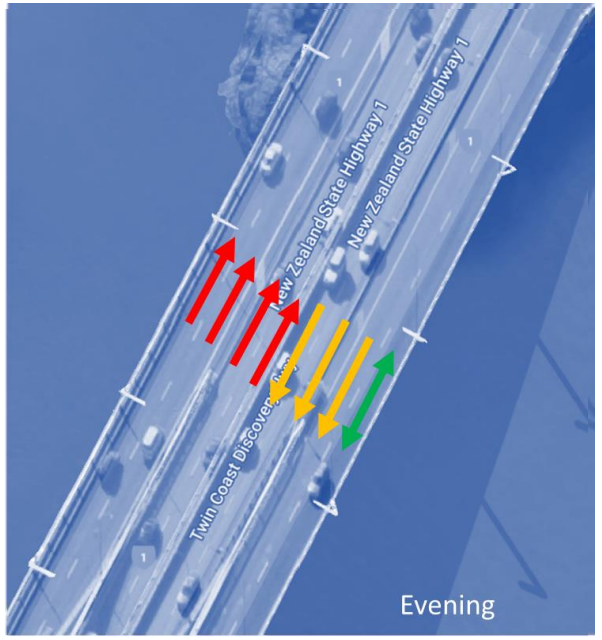
Traffic Volumes and Flows

- Bridge Traffic 101
  - Currently 5+3 arrangement at peak periods.
  - Propose 4+3+1 Active lane arrangement.





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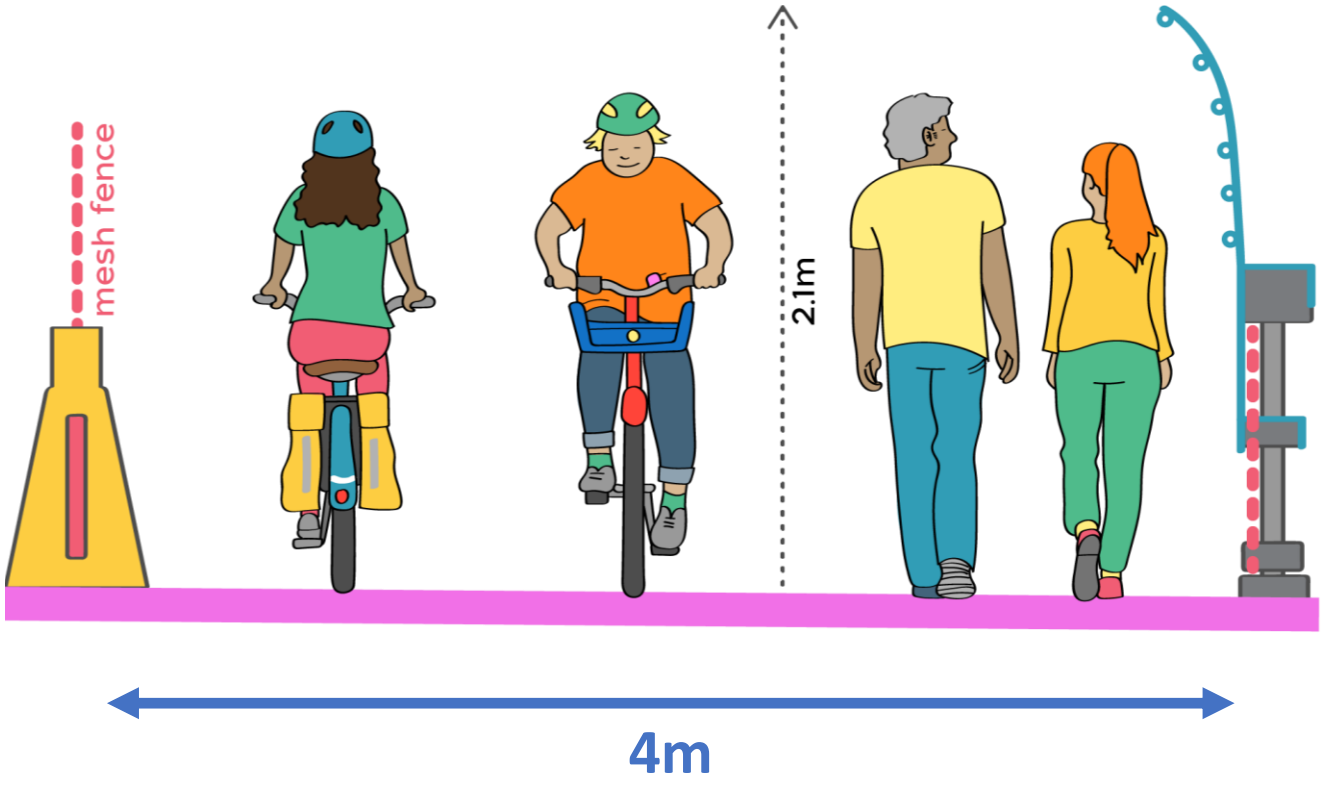
A Smidge of the Bridge



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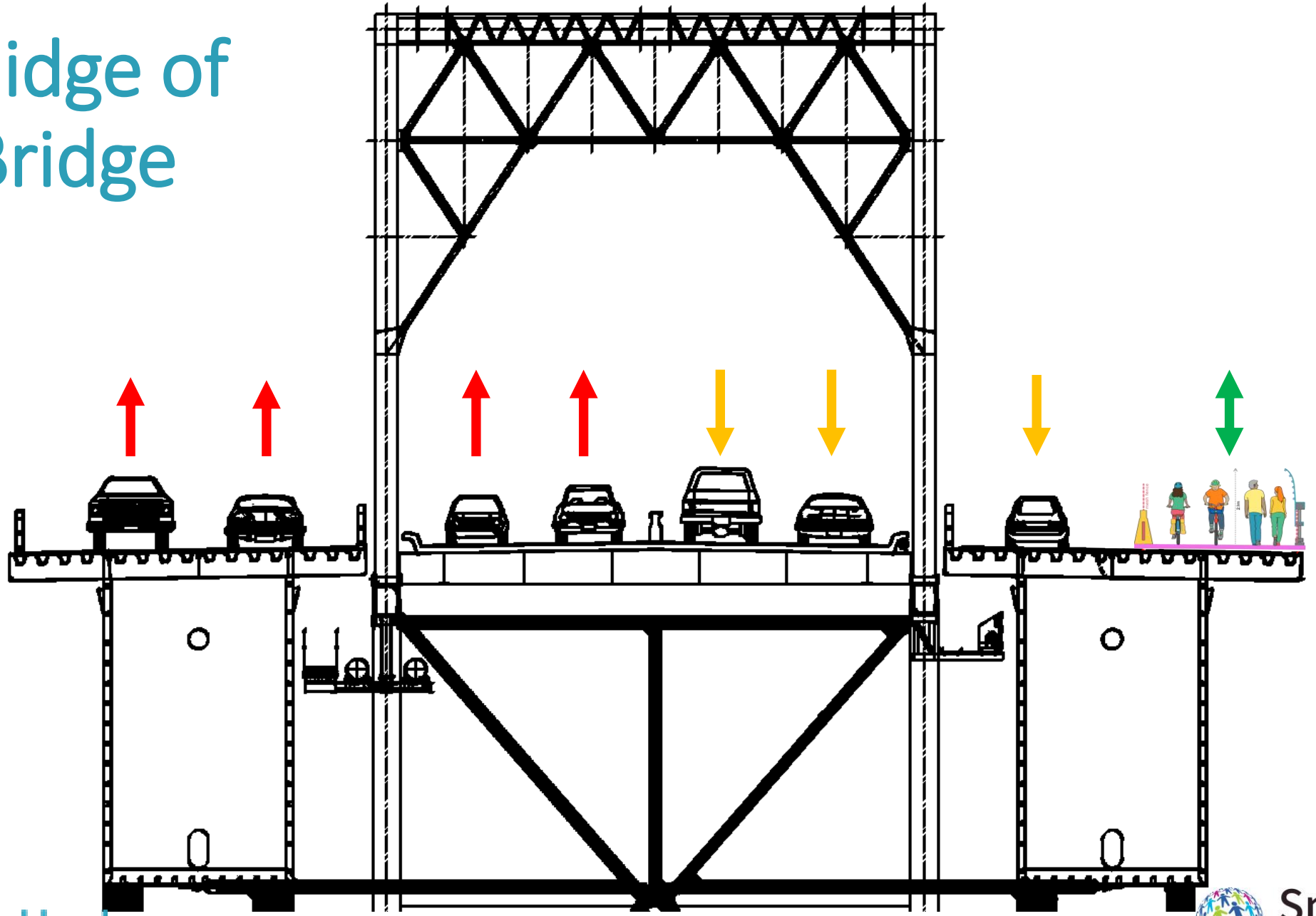

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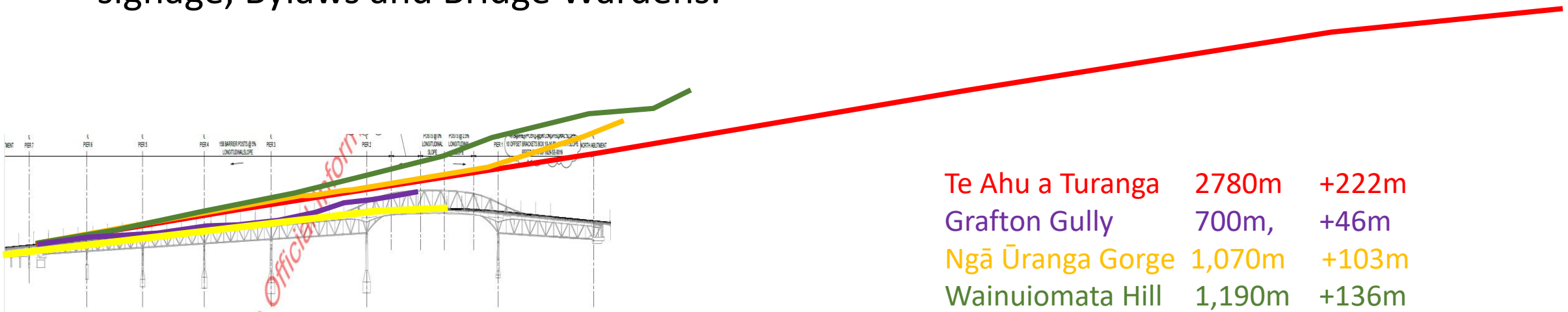
Gradient of Path

Auckland Harbour Bridge has a maximum gradient of 5% (1:20)

- Not actually steep.
- Waka Kotahi proposing this bridge for walking and cycling by around 2045.
- Not steep or long compared to other paths.
- Any speedy cyclists/scooters regulated by volume of users, peer pressure, signage, Bylaws and Bridge Wardens.



Vertical scale doubled – just for Simon Court MP.

Te Ahu a Turanga	2780m	+222m
Grafton Gully	700m,	+46m
Ngā Ūranga Gorge	1,070m	+103m
Wainuiomata Hill	1,190m	+136m
Auckland Harbour	900m	+45m

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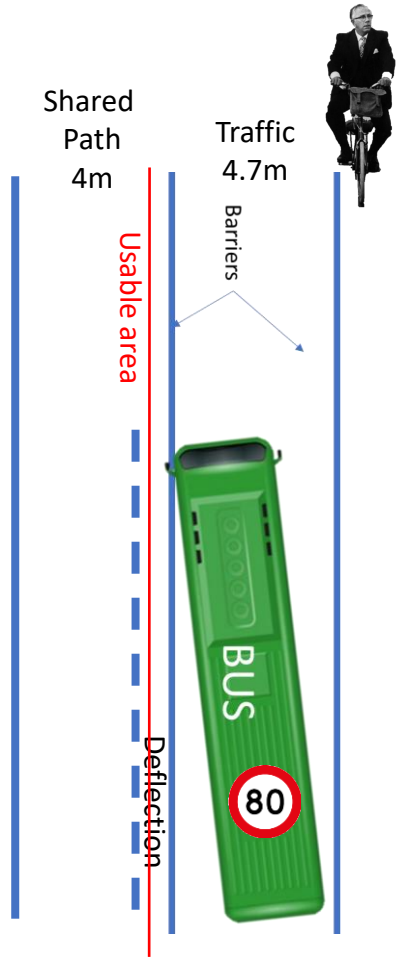
Vehicle Barriers

- Protection of people from vehicles
  - Off the shelf CSP approved steel barriers
  - No heavier than a line of utes.
  - If hit by a full bus movement is under 0.75m
  - Unlikely anyone would be close to a barrier.
  - Remember many 80km/h roads have no protection.



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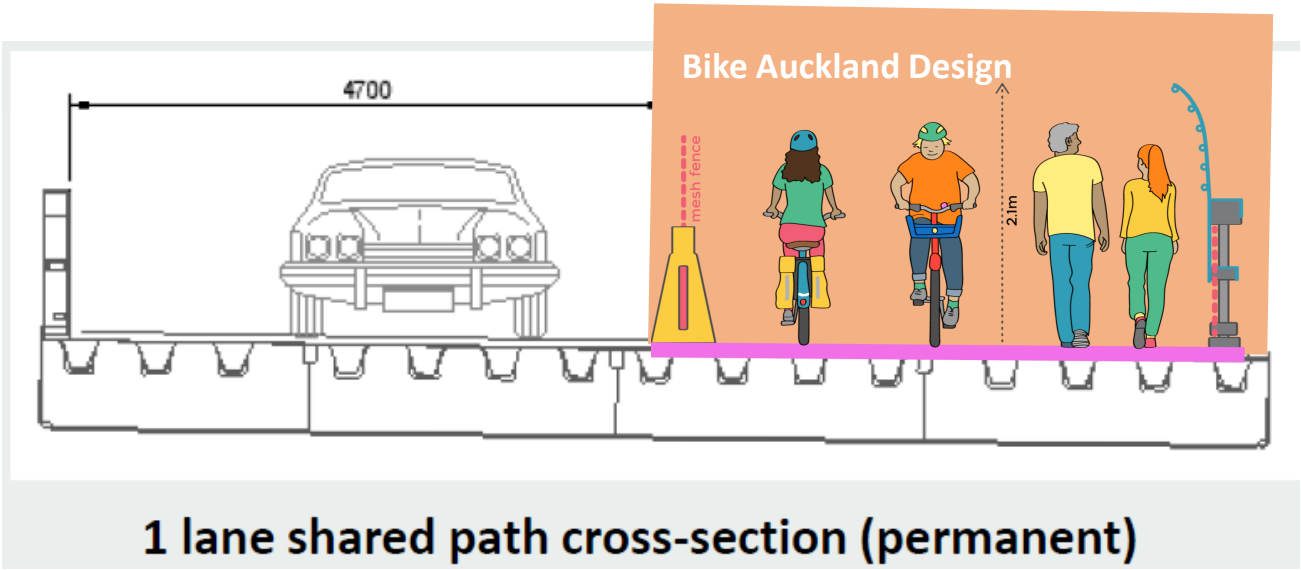
Width of the Active Mode Path

Proposed path width is 4m

- Same width as considered by Waka Kotahi
- Proposed shared path can take 600 bicycles and 200 pedestrians per hour.
- Waka Kotahi usage prediction 850 bicycles and 100 pedestrians per day



1 lane shared path cross-section (permanent)

Waka Kotahi image

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Anti-Climb Provision

- Deterrent people climbing.
  - Barriers reduce climbing by 50%.
  - A 2.1m high fence is shown to be effective on high bridges.
  - Other provisions would be trained staff, monitored CCTV, and other soft provisions.
  - Retains the view.
  - Lower mesh fence on traffic side (1.6m) to catch objects and provide some visual screening.

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Wind and Weather Events

- The path will be closed on occasions due to weather (as the bridge does now).
  - Most strong winds are from the west* (path on east).
  - Unexpected crosswind gusts are not as likely as Waka Kotahi have stated.*
  - Path to remains open at wind speeds <75km/h
  - Closures up to 5 times a year appear necessary.
  - If it is windy, cyclists can walk – self-selection.
  - People approaching the bridge can make informed decisions.
  - Bridge staff can assist to close the bridge.

*OIA 10638 provided all available wind data 83% of winds from west.

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Clip-On Sway Issue

Media coverage that the bridge sways side-to-side.

- Large numbers (1,000+ simultaneously) of **walkers** on a Clip-ons can cause it to sway.*
- The structure is safe but hazardous gaps appears.*
- Waka Kotahi have a lightweight solution designed to prevent this.*
- A single lane shared path is remote from any gap.
- Forecast pedestrian usage is too low to cause swaying.
- Sway should be resolved.

50mm Gap opens / closes when 100's of walkers present

*Official Information Act Requests (12397,12821)

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