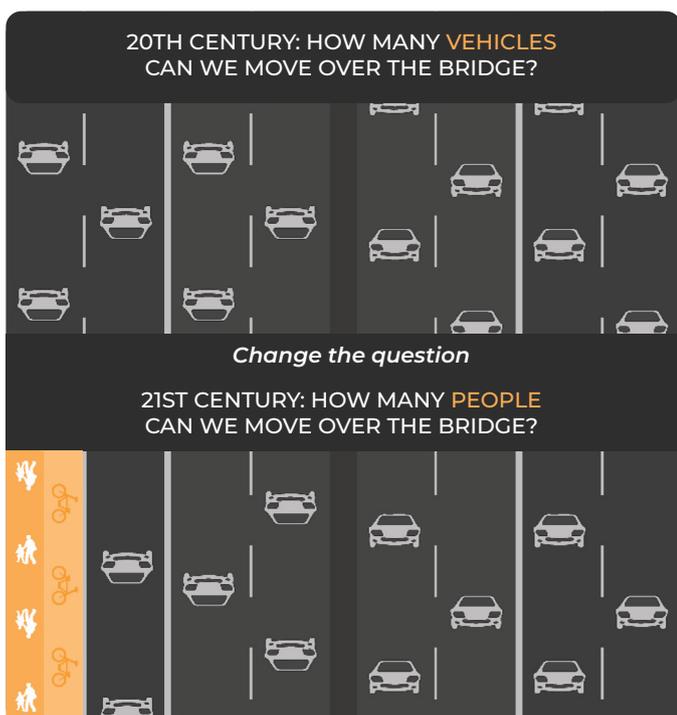


IMPROVED TRAFFIC FLOW, GREATER TRAVEL CHOICE

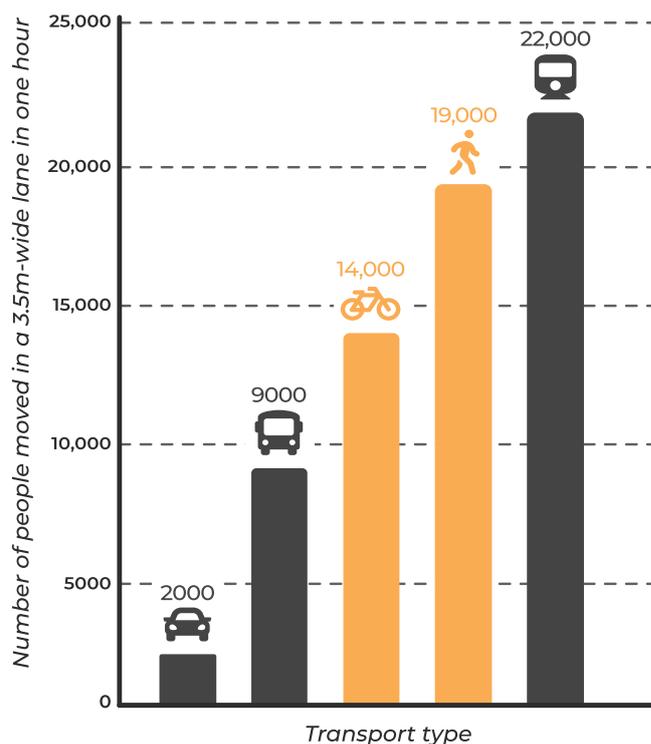
ARĀ A TE IWI – THE PEOPLE'S PATH

WHY WE MUST TRIAL 'LIBERATING A LANE' OF THE HARBOUR BRIDGE FOR WALKING AND CYCLING

LET'S MOVE MORE PEOPLE AND LESS PRIVATE VEHICLES



A PATHWAY CAN MOVE MORE PEOPLE PER HOUR THAN A TRAFFIC LANE



HOW WOULD IT WORK?

- **Redeploying the western-most lane of the Bridge** will provide a 4-metre wide walking and cycling path. This would connect to Curran St in Westhaven (near the promenade) and Sulphur Beach Road, Northcote Point (which links to Northcote Safe Cycle route via Stafford Park).
- **Disappearing traffic.** There are many examples where traffic lanes have been converted to walking and cycling with great success.¹ An international study of 70 road space reduction projects² outlines how the traffic disappears. Predictions of traffic chaos have proved to be misguided, in fact traffic has 'evaporated'.³
- **It's a low cost trial.** Temporary barriers can be installed to safely enable the trial for 3 days over a Friday to Sunday. If there are unexpected problems, the trial can be removed quickly.

LESS CONGESTION, REDUCED EMISSIONS AND GREATER FREEDOM

WORTHY OF AN INITIAL SHORT TRIAL? WE CERTAINLY BELIEVE SO! LET'S TRIAL IT FOR 3 DAYS OVER A FRIDAY TO SUNDAY.

BIKE AUCKLAND'S ILLUSTRATION



Image – Paul Roper for Bike Auckland

WHY DO THIS TRIAL?

It's the future... Trying to build our way out of congestion doesn't work because it induces more vehicle trips. The only long-term solution is mode shift⁴ – which is what the Northern Busway has achieved. Let's replicate that success with a pathway for walking and cycling on the Auckland Harbour Bridge.

The bridge has sufficient capacity. In converting the western-most traffic lane to enable walking and cycling, the bridge retains necessary capacity to ensure traffic travel time predictability.⁵

DOES THIS ALIGN WITH GOVERNMENT POLICY?

Yes, the Government Policy on Land Transport requires NZTA to reduce each year vehicle kilometres, single occupancy car trips and greenhouse gas emissions for New Zealand.⁶

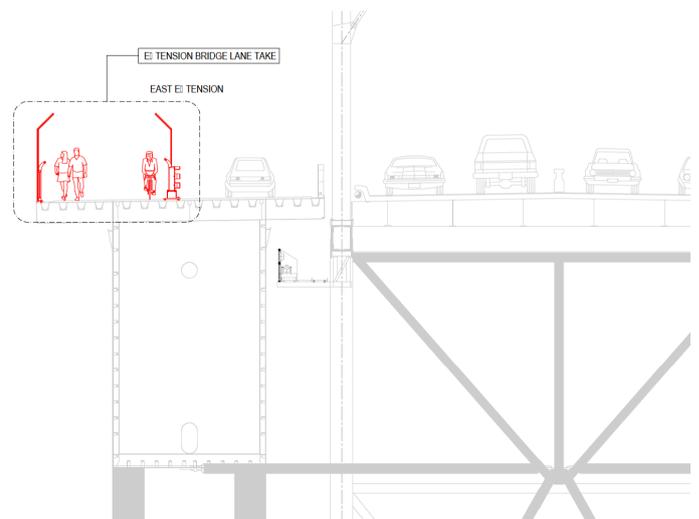
LIBERATING THE WESTERN-MOST LANE OF THE AUCKLAND HARBOUR BRIDGE SO WE CAN ALL GET HOME FASTER

WHAT DO NZTA THINK OF THE IDEA?

NZTA's culture is to build its way out of congestion with large engineering projects, hence they're struggling to this low-cost solution. NZTA's traffic assessment of liberating a lane of the Bridge assumes no one gets out of their car to cycle, scooter or walk.

NZTA are primarily funded by taxes and road user charges dependent on consumption of fossil fuel – so it's not in NZTA's financial interest to reduce traffic.

NZTA HAVE DESIGNED IT



¹ Seattle - <https://www.citynews1130.com/2019/07/14/burrard-bike-lane-birthday/>
Ghent, Belgium - <https://www.greatauckland.org.nz/2020/01/21/modeshift-targets-critical-lessons-from-ghent/>
New York City - <https://www.nytimes.com/2021/01/28/nyregion/bike-brooklyn-bridge-de-blasio.html>

² https://nacto.org/docs/usdg/disappearing_traffic_cairns.pdf

³ "Evaporating Traffic" - <https://thecityfix.com/blog/traffic-evaporation-what-really-happens-when-road-space-is-reallocated-from-cars/>

⁴ See NZTA's publication "Keeping Cities Moving"

⁵ Traffic on the AHB is generally uncongested and the key bottle necks are before and after the Bridge. Hence the conversion of one lane will have little impact on total travel time.

⁶ Per Section 2.6 of GPS 2021-2031: Indicators for how progress will be measured