



Ina Stenzel

Separated paths for peds and pobs



The Changing
Face of Transport
in New Zealand





Separated paths for



and

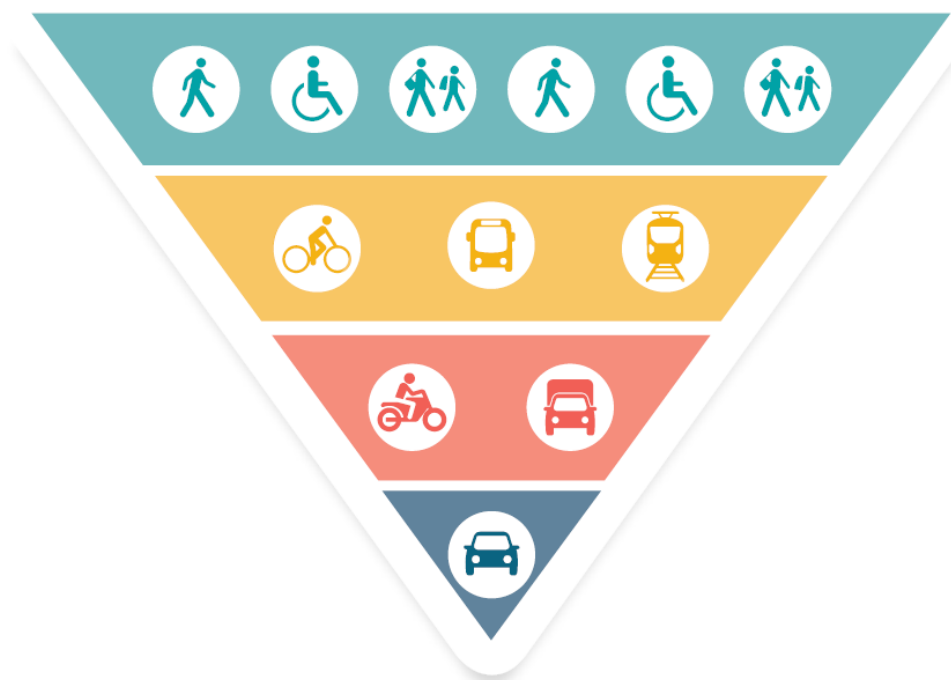


Ina Stenzel – Principal Specialist W&C

Strategic Priorities



Government Policy Statement



AT Roads and Streets Framework

More people walk and cycle

Simon Wilson: How dare Auckland Transport pit schoolkids against cyclists

22 Feb, 2019 NZ Herald
6 minutes to read

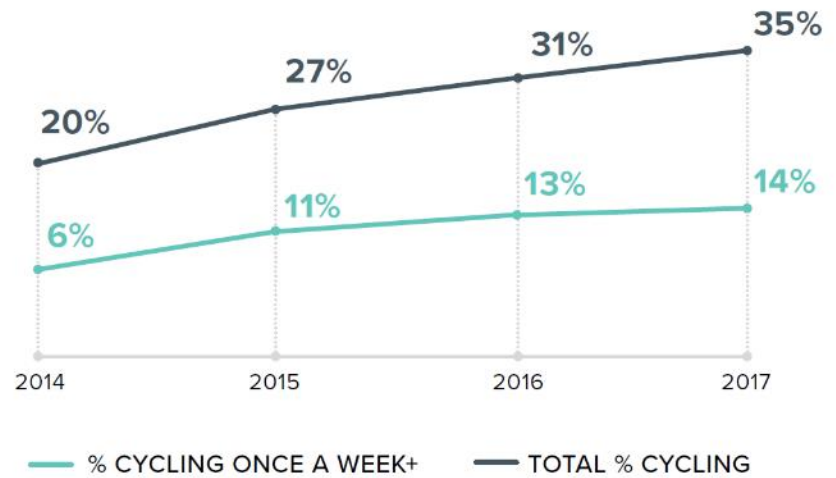


Bikes and walkers don't always mix on Auckland's shared cycleways.

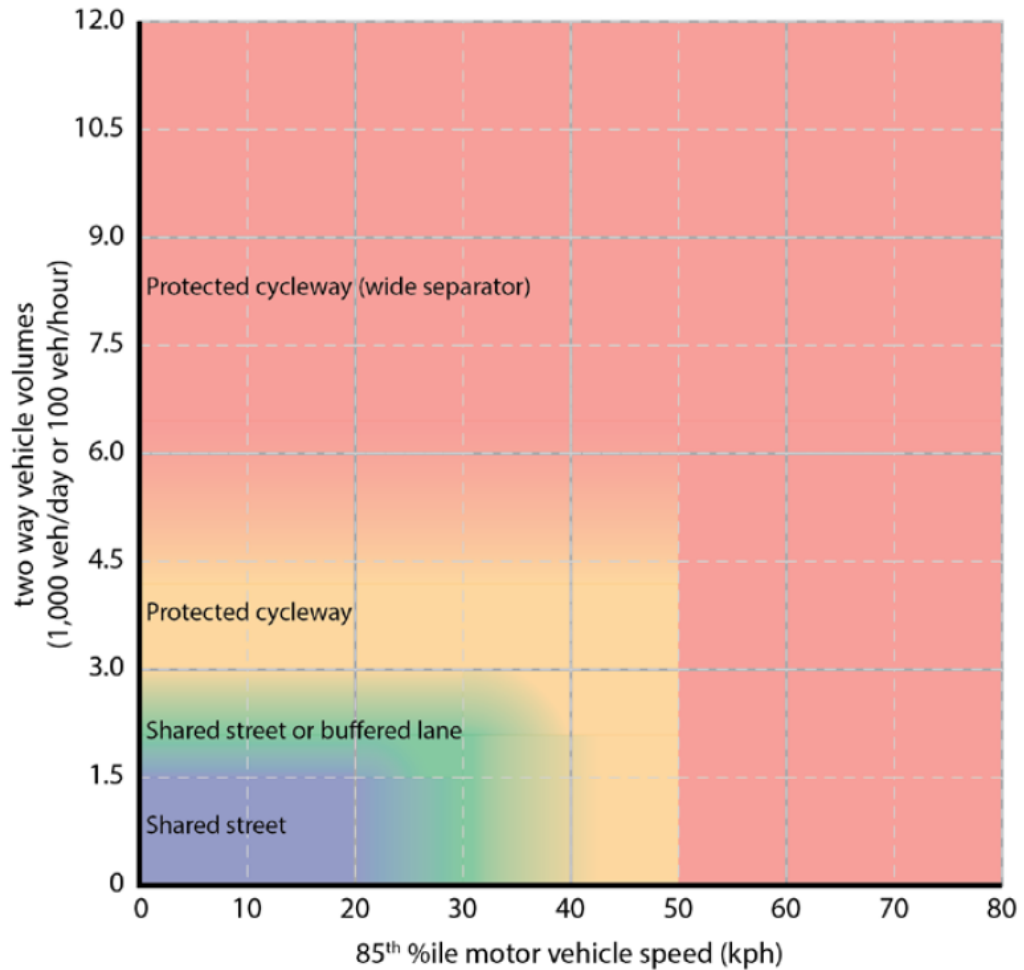


PEDESTRIANS, SCOOTER AND BIKE RIDERS ON THE NORTHWESTERN CYCLEWAY. PHOTO: RNZ / ROWAN QUINN
Cyclists 1, children 0: School abandons walking bus on 'dangerous' shared path

CYCLING BEHAVIOUR
(% OF AUCKLANDERS)



Separated paths – design approach



The issue



If footpaths are converted into shared paths or if new streets are designed with shared paths



.... the most vulnerable road users may be ‘designed out’.



Path users

Who are we designing for?



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Demographic Trends

24% with a disability
(SNZ, 2013)

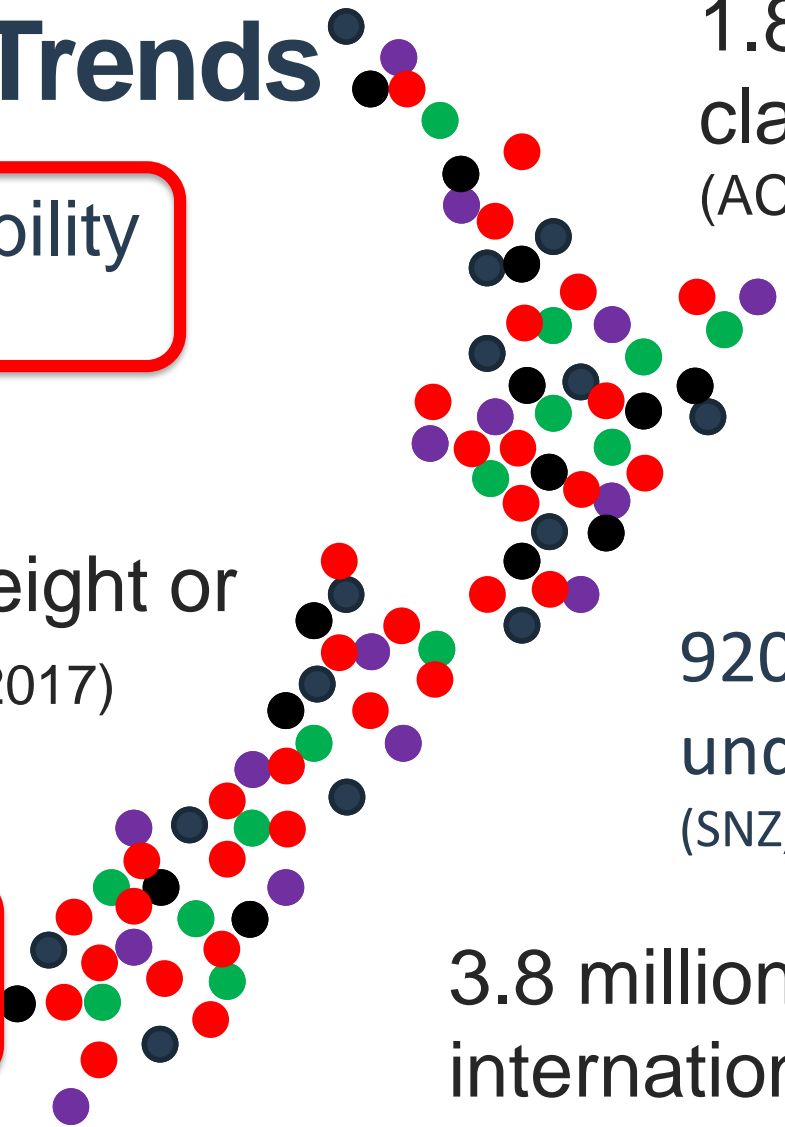
66% Overweight or
Obese (MoH, 2017)

1.3 million 65+ by
2039 (SNZ, 2016)

1.8 million injury
claims each year
(ACC, 2018)

920,000 Children
under the age of 14
(SNZ, 2017)

3.8 million
international visitors
(SNZ, 2018)



Pedestrians with specific disability

- Visual impairments -

12,300 registered people (07/2016)

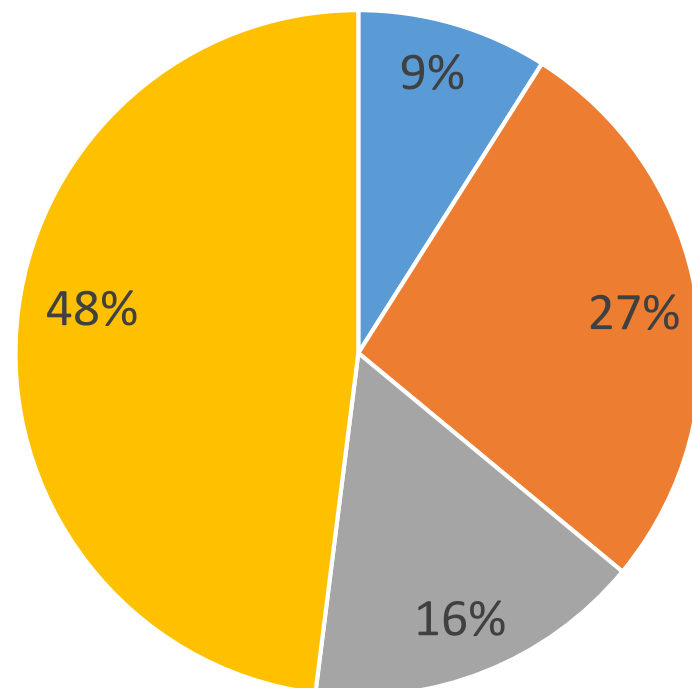
Percentage of age groups



59%



41%



■ 0-21 ■ 22-64 ■ 65-79 ■ 80+

Visual impairments



Healthy eye condition



Eye Conditions - Macular Degeneration
most common cause of vision loss
1 in 7 people over 50

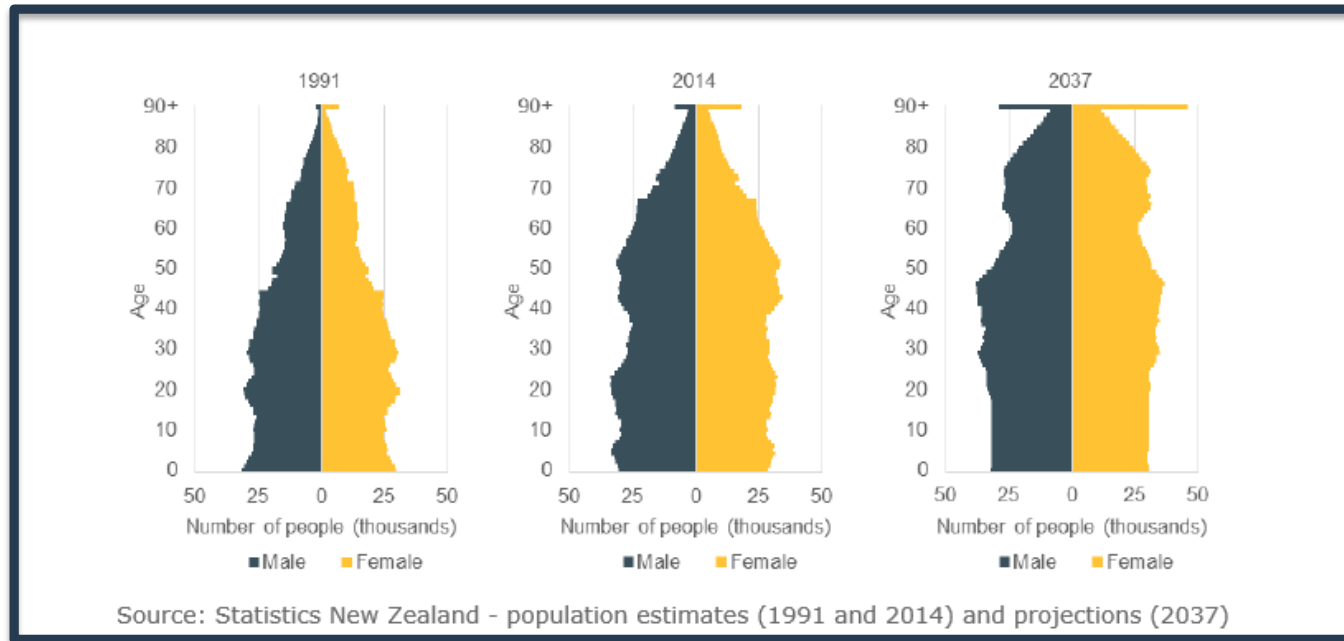


Eye Conditions - Glaucoma
2% over the age of 40
10% of those over 70 years



Eye Conditions - Cataracts
Associated with getting older
Very common

Growing aging population

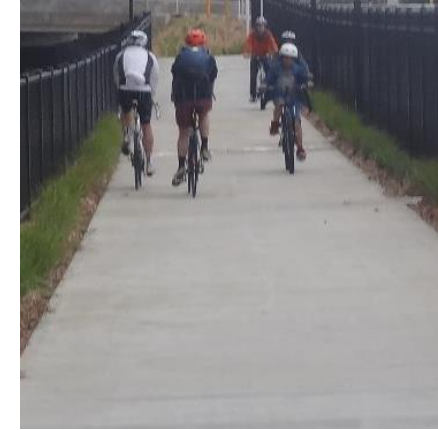
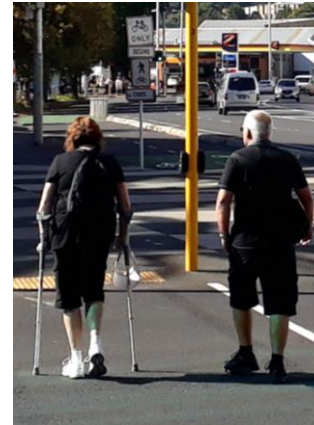


- NZers live longer, stay active longer
- With age vision, hearing, mobility functions decline
- 59% age 65+ have a disability
- For some walking is only mode of transport

Excluded participation

Senior and disabled people avoid walking on busy shared paths due to:

- cycling speed
- collision risk
- reduced physical capacity
- impaired vision



Behaviours causing fear of danger

 fear that  are:

- Riding at high speed
- Overtaking too close
- Failing to signal before overtaking

 fear that  are:

- Blocking the path
- Doing unpredictable movements
- Crossing the path without looking

Shared paths



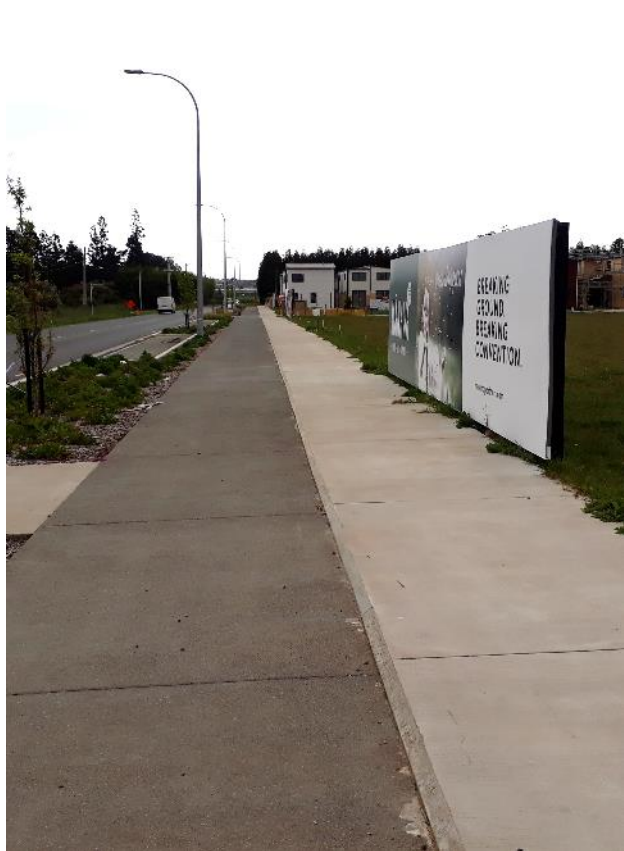
Reduced safety - reduced user comfort
for older people and disabled people

Separation of paths

preferred by pedestrians and people on bikes,
because:

- Improves safety
 - reduces potential for conflict
 - recognises speed differential
 - clearly defines operating space
- Acknowledges user group preference to be separated
- Provides a more pleasant w&c environment
- Improves the LoS /QoS for users

Separated paths examples



Akl – Scott Rd



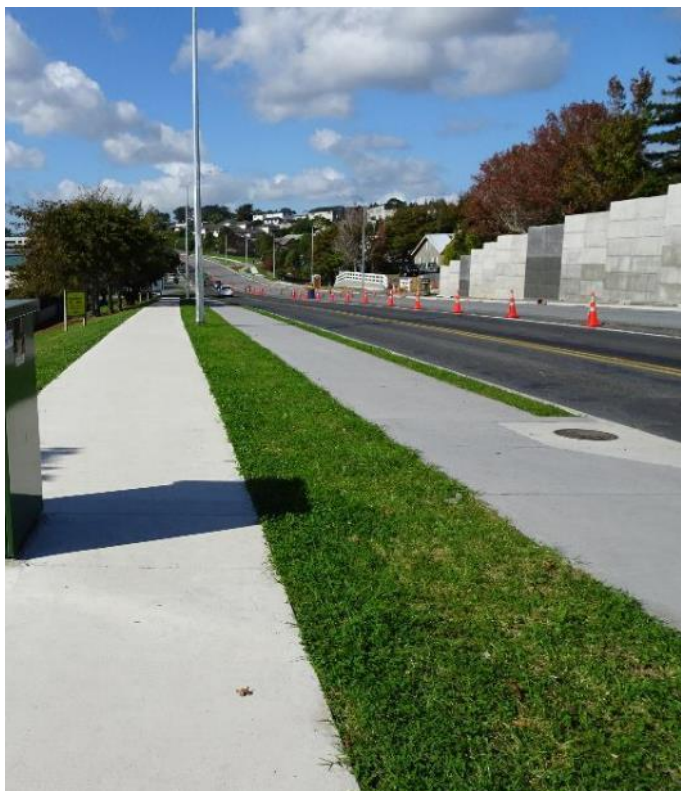
CC – Colombo St



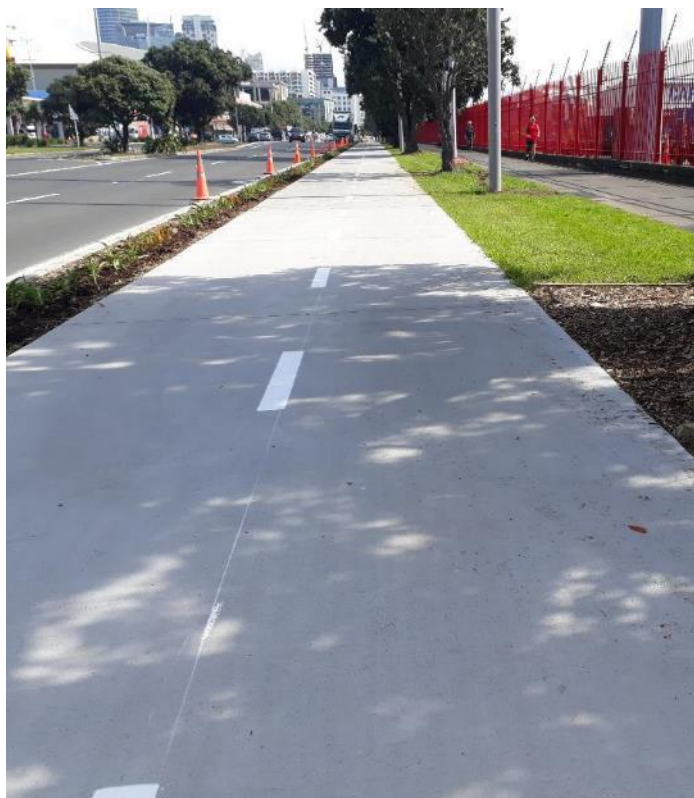
Akl – Beach Rd

Vertical separation

Separated paths examples



Akl – Albany Highway



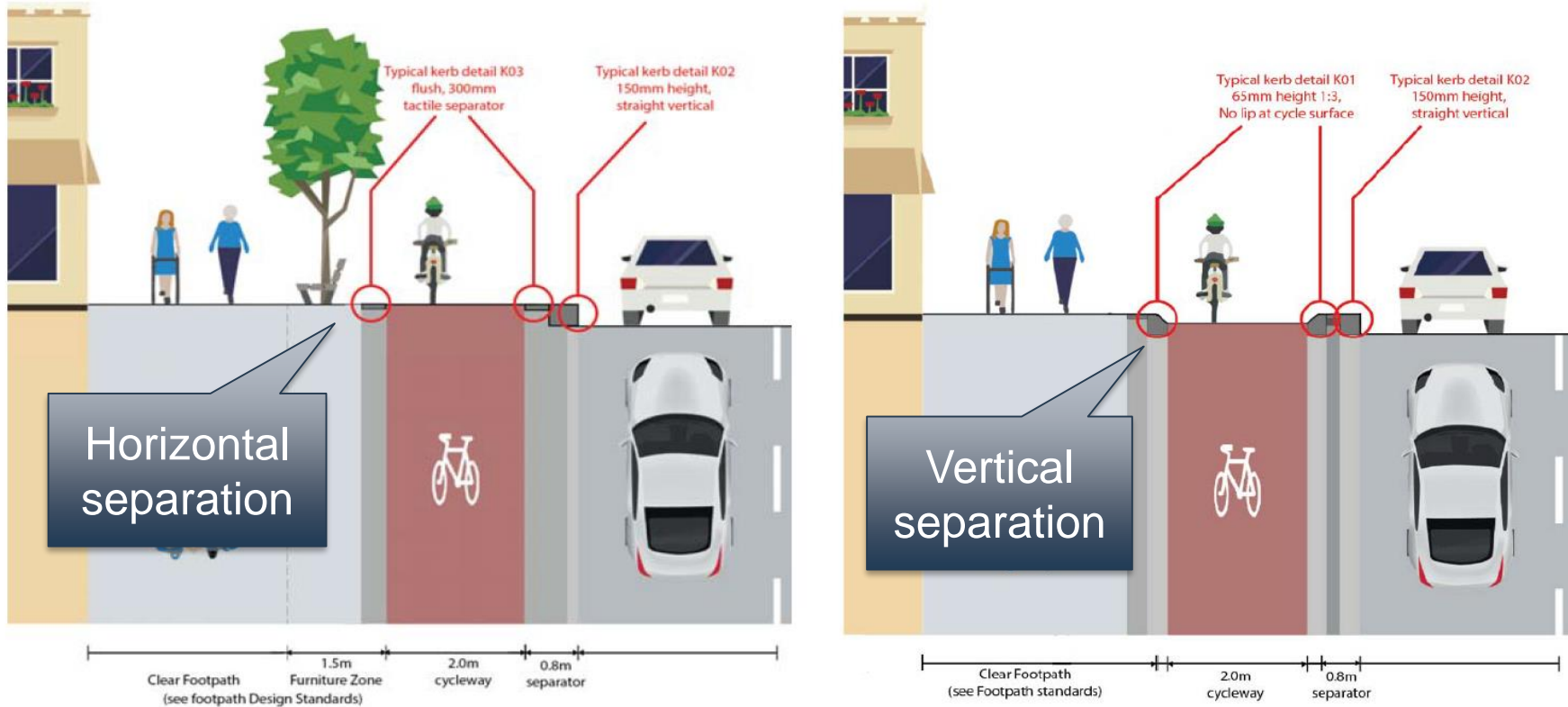
Akl – Quay Street



Akl- Franklin Rd

Horizontal separation

AT standards



Separated facilities – preferred design
all ages and abilities, safe system, QoS

Intersections



Separation continues across intersection

Retrofits/ temporary sites



Delineating/Separating w&c space when paths are directly adjacent to each other and at the same level

Retrofit/temporary – AT examples



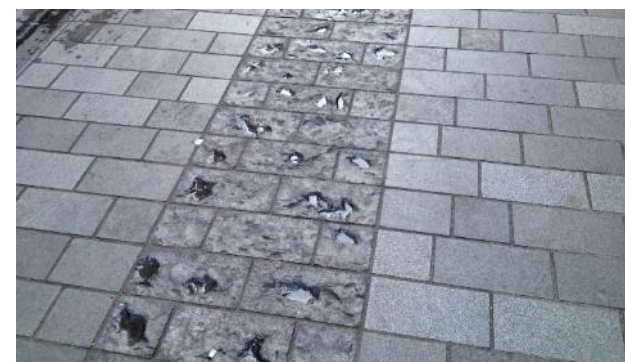
Nelson Street - red thermoplastic 'brick' inprint - 300mm wide, 10-12mm high



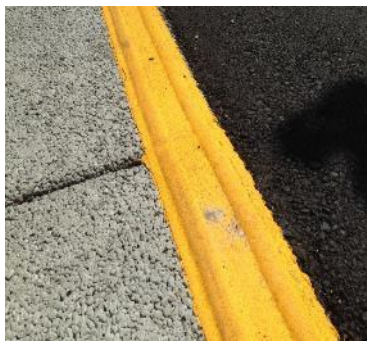
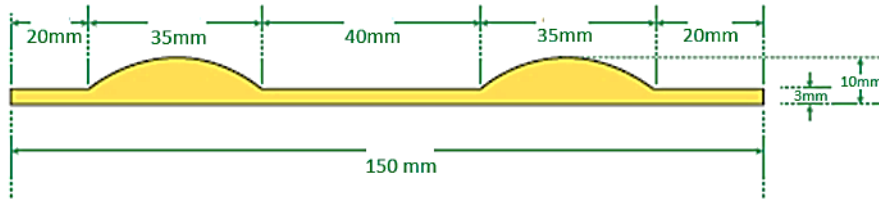
Upper Queen Street - 300mm wide basalt set strip



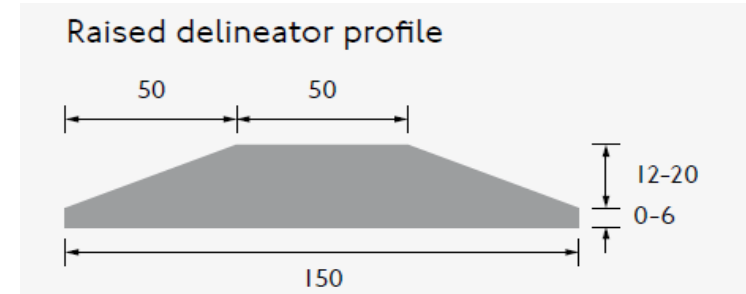
Shared Spaces – 600mm wide basalt set strip



Retrofit/temporary – overseas examples



Seattle- 150mm wide, double ridge of 6mm high thermoplastic strips



London – 150mm wide – 20mm high concrete

Summary

- Separated paths should be first design choice because they are:
 - Safer
 - Preferred by users
 - Provide better QoS
 - best practice
- Preferred AT design solution
- Still seeking temporary/retrofit solutions

Separate to be inclusive



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