

Lakefront Development Plan - Stage 3

Feedback from Active Transport Wanaka

1. Overall sentiments

We are very positive about the implementation of a 3m wide shared path, running adjacent to Lakeside Rd.

However, we are concerned that the current concept plan does not address the potential for cycle/pedestrian conflict in Dinosaur Park, pathways around the spring and along the 3m wide shared path itself.

2. Suggested Design Changes

Prioritisation and colour

We suggest the 3m wide path is split into two lanes: a 2m wide lane closest to the road for bikes and a 1m wide lane closest to the lake for pedestrians. This split recognises that a lot of foot traffic on the shared path will move to the boardwalk.

The bike lane/path should be constructed with a distinctive colour (burnt orange or similar) to clearly delineate it as a cycle path. This colour scheme should be consistent on all stages of the Lakefront Development Plan (and retrofitted to Stage 1). Such colouring is far more effective than signage in helping to keep bikes away from conflict areas.

Conflict areas

People on bikes should be actively discouraged from leaving the 3m shared path and riding down the pathway on to the narrow bridge and through into the Dinosaur Park playground. Bikes and small children do not mix. While it is difficult to completely prevent this, the design of the coloured cycle lane on the 3m path will help immensely, as will the design of Stage 4 shared path linkages.

Similarly, we believe bikes should not be actively encouraged on to the pathways around the natural spring and adjacent areas. We suggest "slow cycle zone" or "Bikes give way to pedestrians" type signage on these paths. The design of the connections from the 3m pathway to these other pathways should not encourage bikes to leave the 3m route.

Door Zones

Where the shared path runs adjacent to parked cars, a door zone buffer must be implemented **in addition** to the 3m path itself.

Wooden shared path

The current concept plan has the 3m shared path transitioning into a wooden boardwalk at the northern end of Stage 3, before crossing over the road in to the marina. Wet boardwalks and bikes are not happy partners so we request the shared path continue as concrete (or similar) at all times.

3. Lakeside Shared Path Data Collection

From 1 December 2018 through to 28 February 2019 we commissioned a bike counter on the shared path of Lakeside Rd (opposite the entrance to the Marina Terrace development). The stats are for the period

Daily average: **395** cycle movements
Peak day: **870** cycle movements (31 Dec)

Manual observations showed that for every rider on the shared path, 0.32 riders used the road. Combined shared path / road stats would therefore increase the peak day to c**1150** and the daily average to c**520**.

4. Active Transport Wanaka - the Submitter

Active Transport Wanaka was born out of this community groundswell. It is a collective of local organisations committed to developing a comprehensive cycling and walking network for the town. Organisations in the collective include representatives from Bike Wanaka (800 members), Upper Clutha Tracks Trust, Wanaka Community Board, Wanaka Primary School, Holy Family School and Mt Aspiring College.

We imagine Wanaka as the envy of the rest of New Zealand, where most residents walk or bike daily, school drop off zones are virtually empty at 8.50am and 3.00pm, the town centre, schools and public amenities are connected by a comprehensive biking and walking network and where commuting from outlying residential areas is safe and seamless.

Active Transport Wanaka supports the idea that a cycling town is a happy, liveable town with healthier people, safer roads, stronger community, improved air quality and an all-round nicer environment to live in.

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