



# Dominion Road

## Balancing Place and Movement

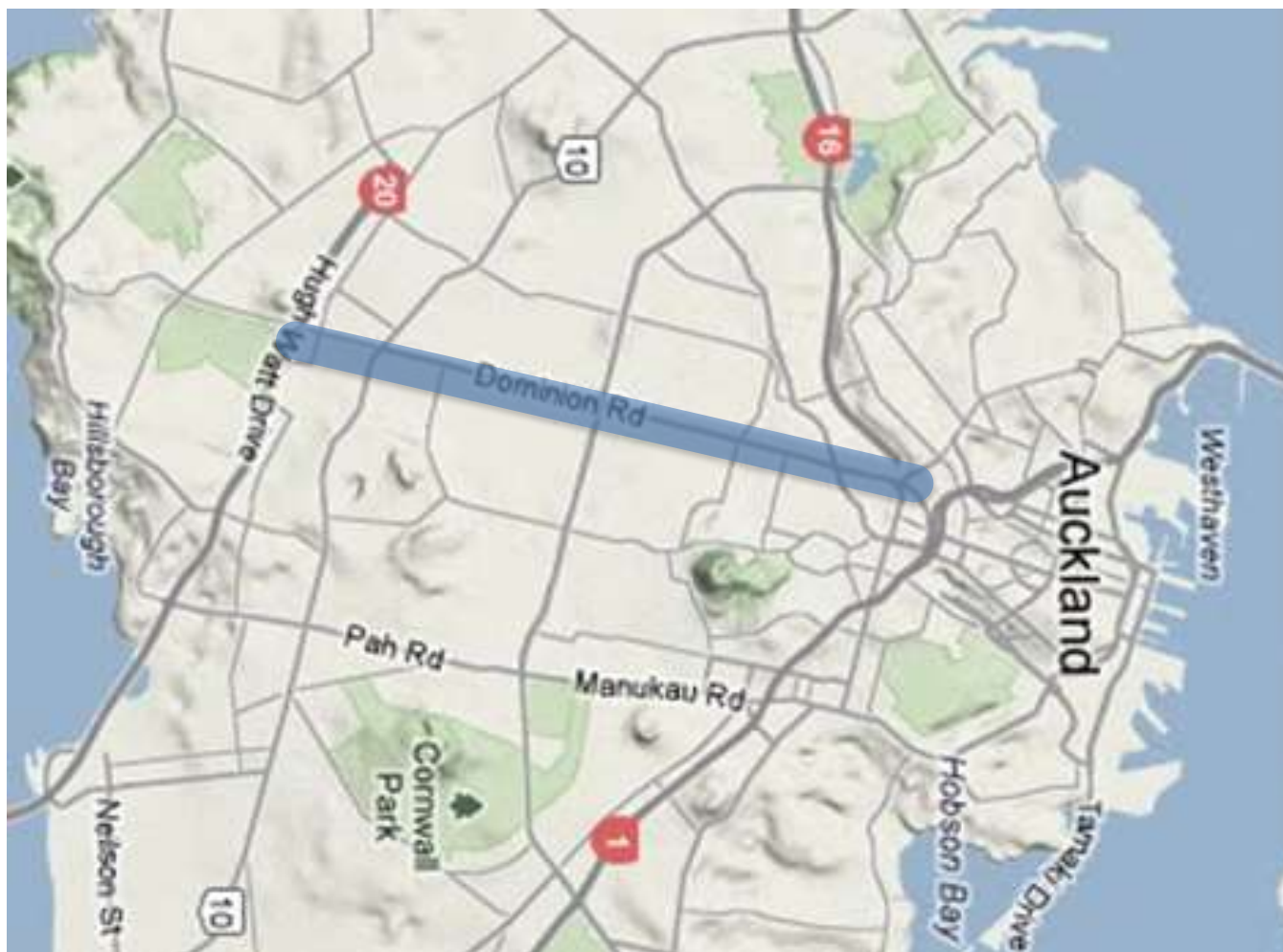
ROAD CONTROLLING AUTHORITIES FORUM (NZ) Inc.

Friday, 30 November 2012

# Presentation outline

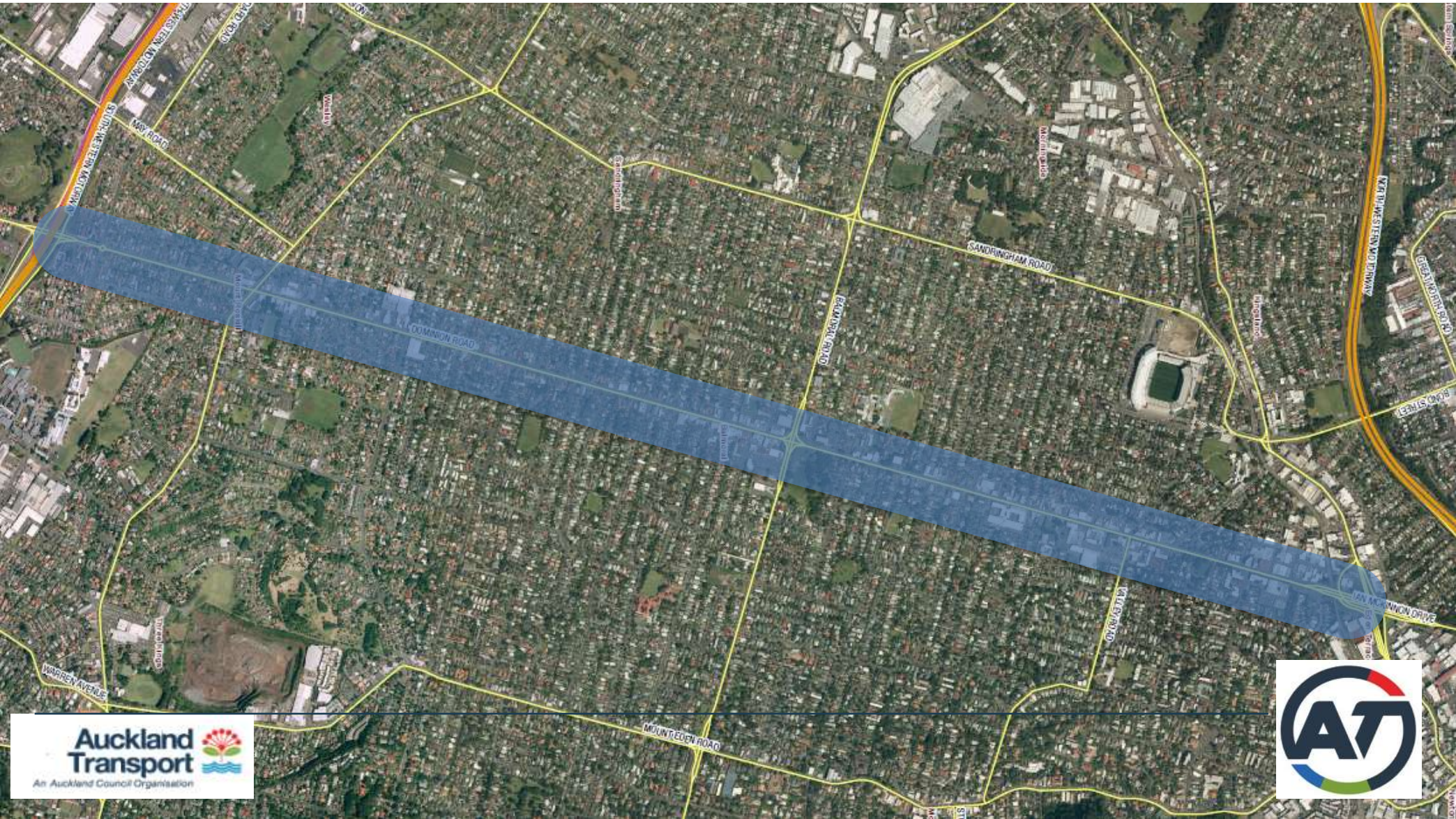
- Location of the project
- Movement considerations
- Place considerations
- Attempts to balance movement and place
- The outcome

# Location of the project





# Location of the project





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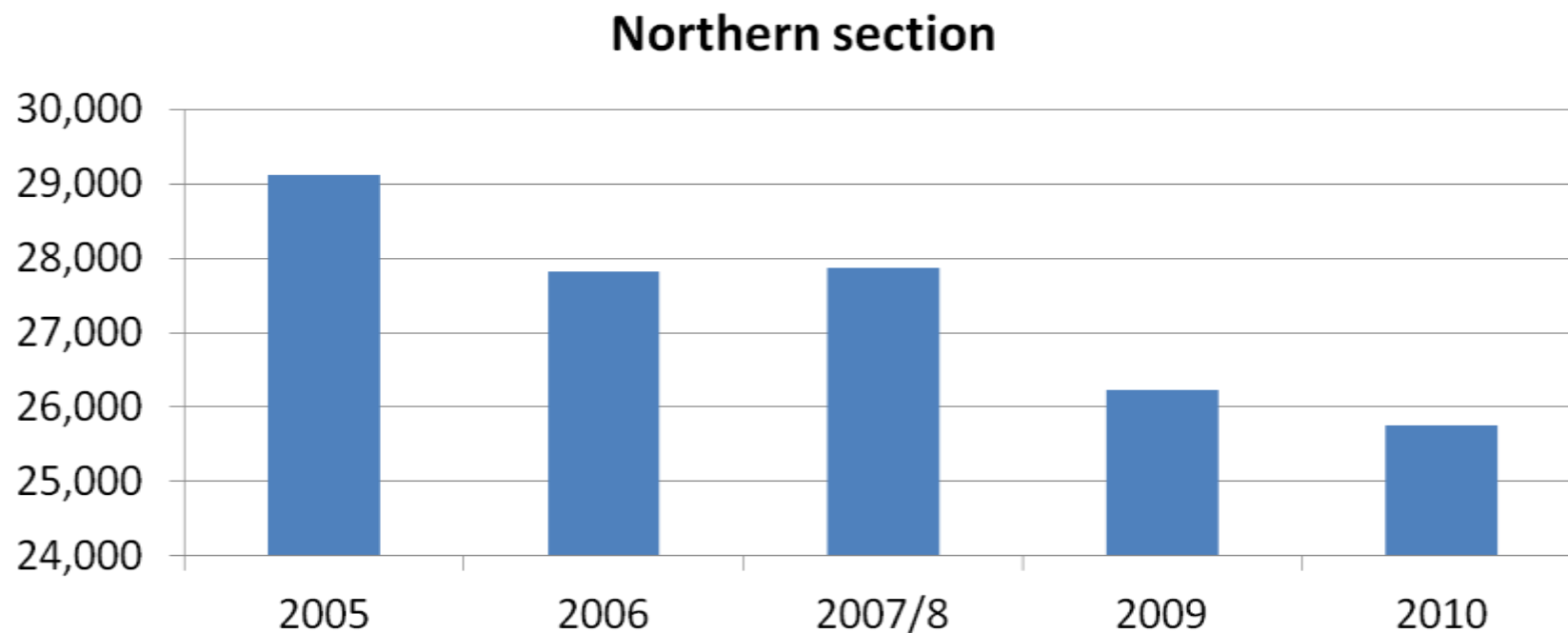


# Movement considerations

- 15,000 - 25,000 vehicles per day
- 30 buses in peak hour (bus every second minute)
- 286 cyclists per day (Balmoral Intersection)

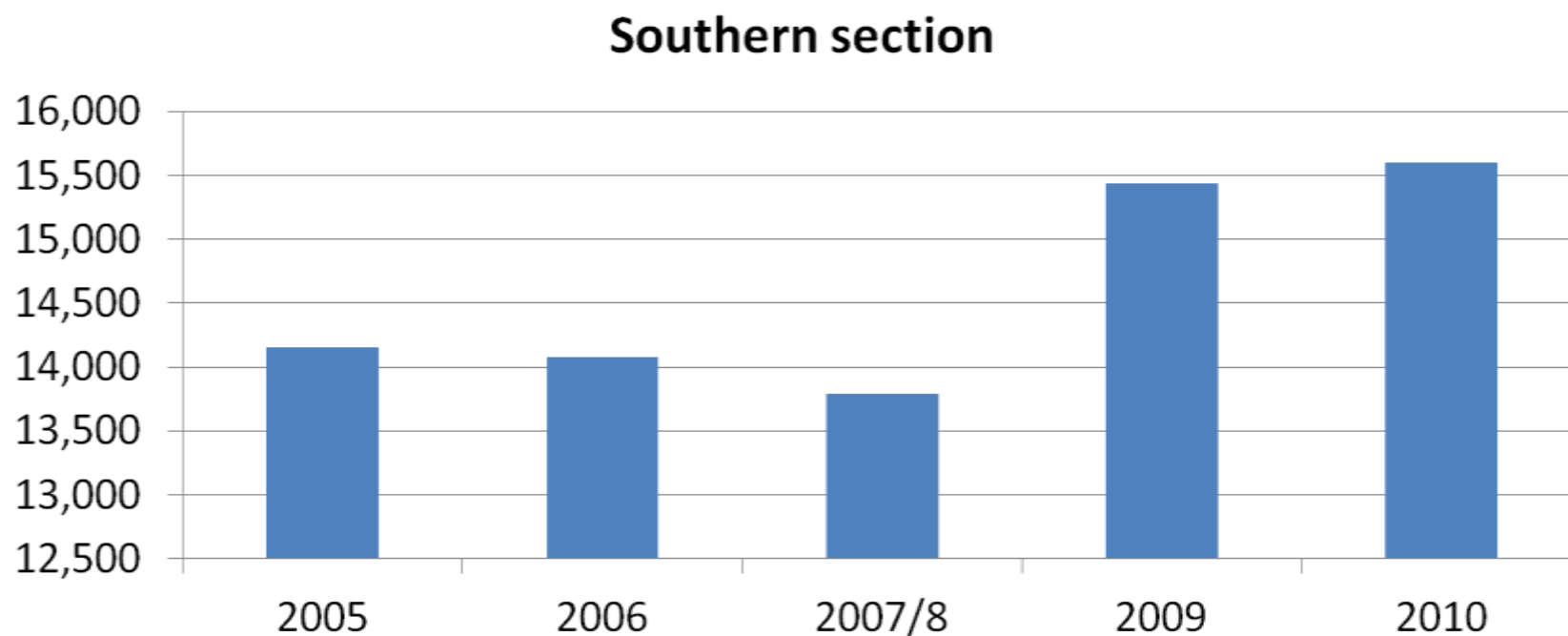
# Movement considerations

- 'car' growth over last 5 years



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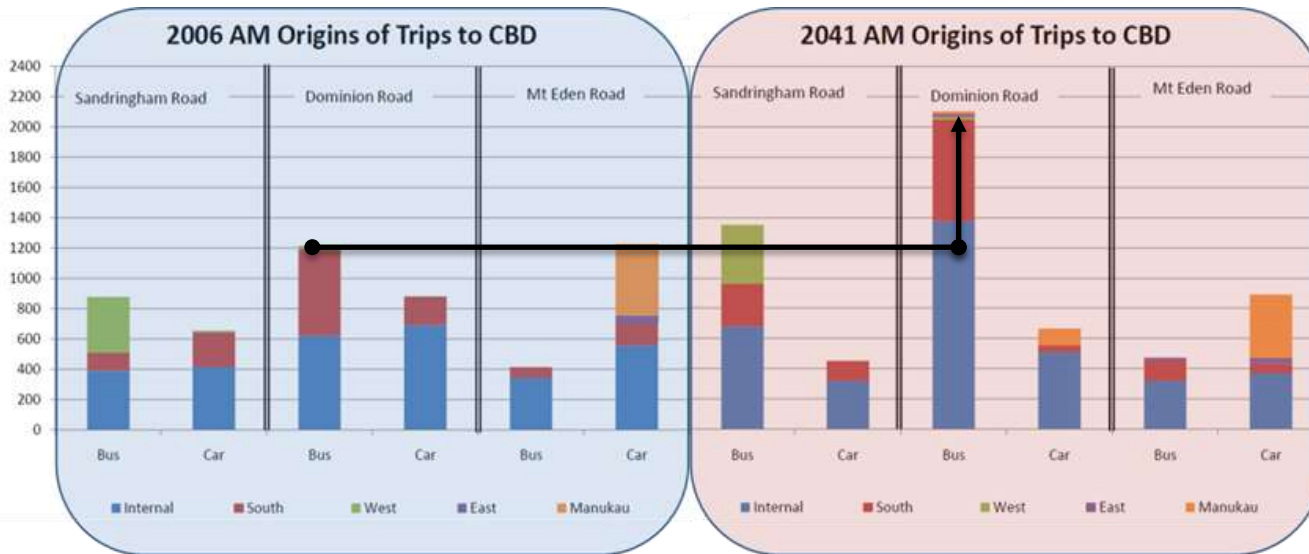
# Movement considerations

Dominion Road carries just over 3% of the **entire region's** public transport trips – that being 2.2 million passenger trips in the period March 2010-March 2011.

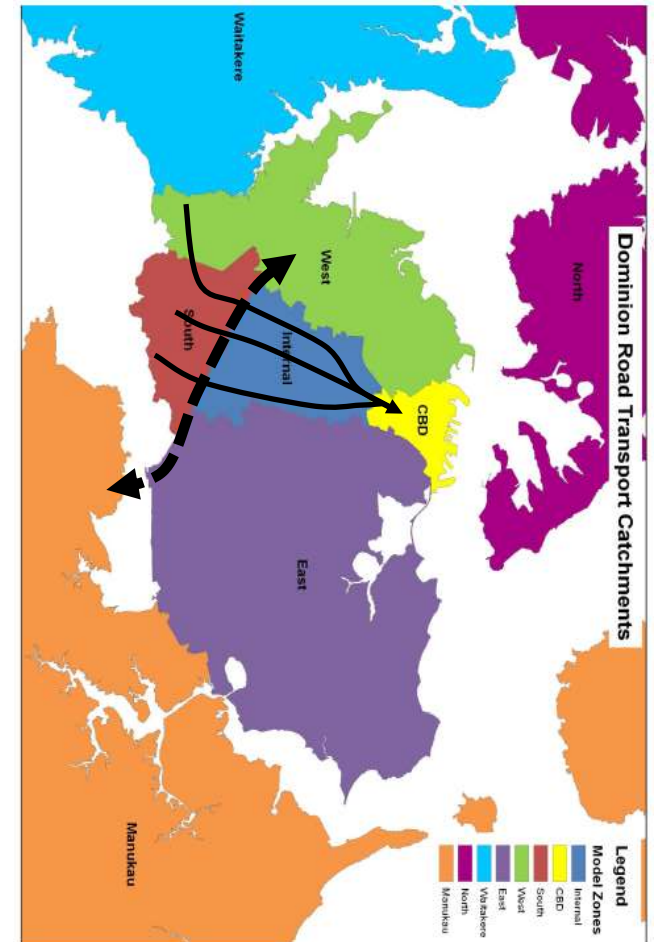
# Movement considerations

In the morning peak hour, buses already carry more people than cars do. The buses transport up to 1,100 people (in 30 buses) whilst the car lane transport up to 900 people (in 800 cars) over the same period.

# Movement considerations



- The strategic traffic model predicts a 30% increase in transport trips - largely driven from within the walk-up catchment.





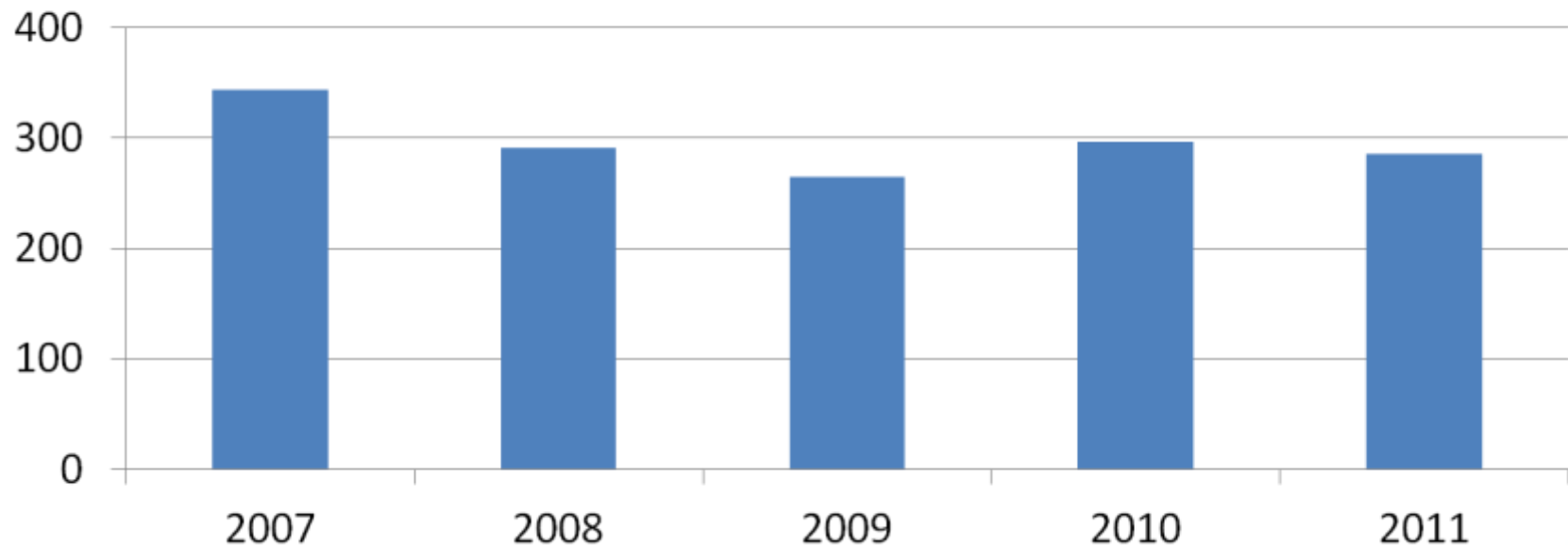
# Movement considerations

It's also part of the regional cycle network.

# Movement considerations

- Cycle movement stable on Dominion Rd but city wide it has increased by 30% from 2007 to 2010

**Balmoral intersection**



# Movement considerations





# Place considerations



# Place considerations

Mount Roskill

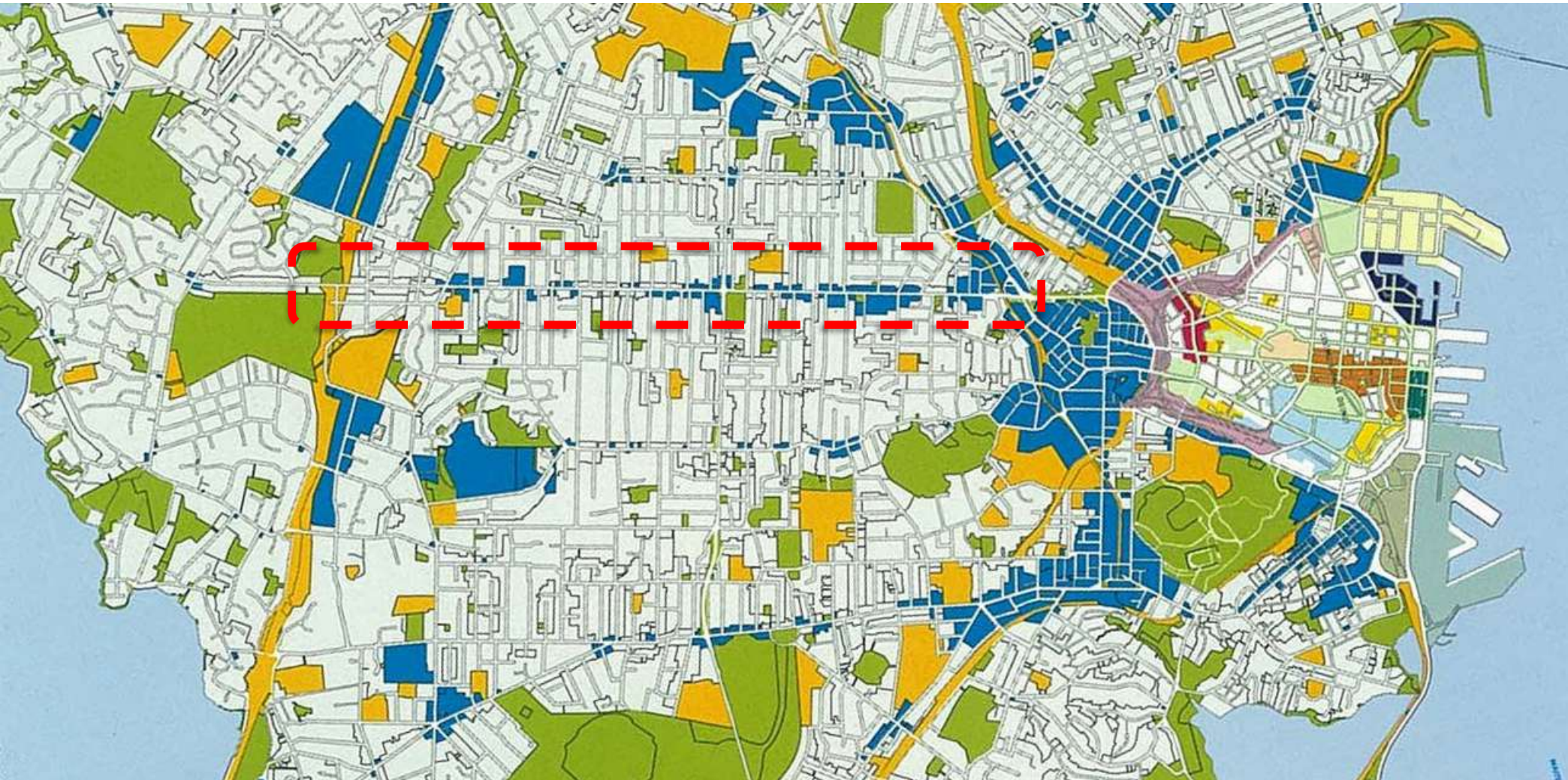
Balmoral

Eden Valley





# Place considerations





# Place considerations

## Heritage status buildings



# Attempts to balance movement and place

- Extremely difficult to balance the movement and place function
- Took three scheme assessments over almost 20 years to confirm an option to progress to detailed design

# Attempts to balance movement and place

- Main issues:
  - Movement demands a wider corridor and place a narrower corridor



# Attempts to balance movement and place

- Main issues:
  - Business demands access (parking) and movement requires clearways

# Attempts to balance movement and place



# Attempts to balance movement and place

Tried to please everyone, ended up  
with ...



# Attempts to balance movement and place





# Attempts to balance movement and place



# Attempts to balance movement and place

- Main issues:
  - Significant cost (excess of \$150M)
  - Significant community opposition (6,000 strong petition)

# Attempts to balance movement and place

*“Dominion Road is bending, under its own weight...”*

Muttonbirds

# Recast the vision of the project

- Dominion Road will reclaim its status as one of Auckland's great character streets. As a great street Dominion Road will unite and enliven the communities along it.
- Dominion Road will provide a high quality public transport choice balanced with the needs of other road users.



# The objectives

- Retention of character and enhanced sense of place
- Balance movement (capacity) and place (character) functions of street
- Quality street and movement outcomes to support
  - Frequent, reliable PT
  - High amenity streetscapes and public realm
  - Safe and convenient cycle provision
  - Stronger emphasis on pedestrians and place making within centres

# Approved project

	Parking 24 Hour	Parking 22 Hour	Pedestrians Approximate area of footpaths	Crossings Ability for pedestrians to cross safely and freely.	Vegetation Trees and vegetation	Seating Opportunity for seating	Bus Stops Bus Stop facilities and waiting area	Bicycles Bicycle lanes and opportunities for bicycle facilities
<b>EXISTING</b>	0 Carparks	79 Carparks	4,080m <sup>2</sup>					
<b>OPTION 1</b>	3 Carparks	69 Carparks	3,760m <sup>2</sup>					
<b>OPTION 2</b>	0 Carparks	102 Carparks	3,350m <sup>2</sup>					

# Approved project

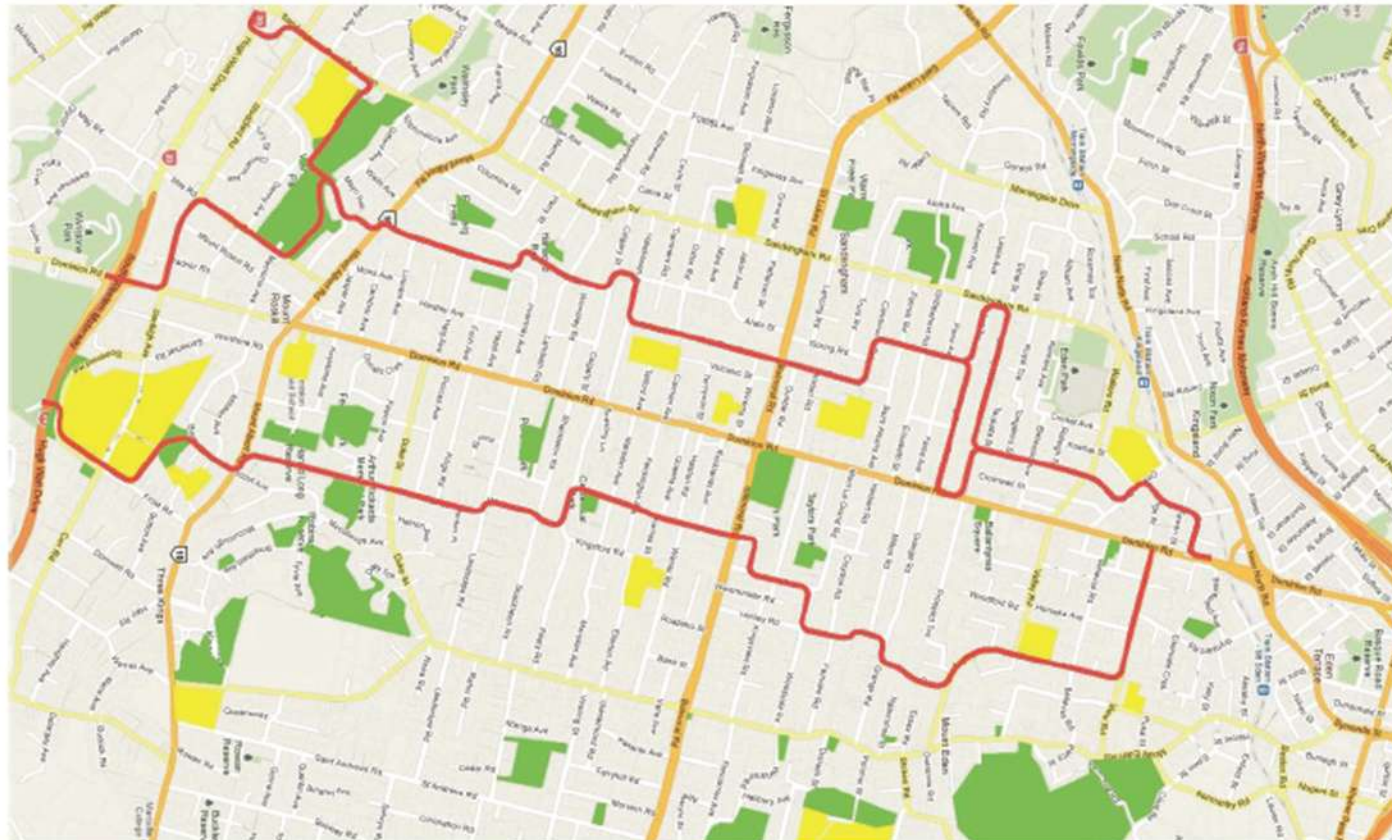
Outcomes	Options								
	5	4C	4B	4A	3	2	1C	1B	1A
Confirm the status of Dominion Road as a QTN route (now FTN) that works as part of a network with other QTN routes within the isthmus	Met	Met	Met	Met	Met	Met	Met	Met	Met
Improve the quality of the infrastructure that supports the FTN level of service along Dominion Road by improving the bus travel time reliability and reducing travel times for bus passengers along the corridor	Met	Met	Met	Met	Met	Met	Met	Met	Met
Improve the safety for cycling by providing wider shared use bus/bike lanes along Dominion Road and provide parallel cycle routes on less trafficked streets	Met	Partially met	Partially met	Partially met	Partially met	Partially met	Not met	Not met	Not met
Improve walkability by improving the quality of the footpath surfacing, the frequency of street crossing facilities and maximising footpath width	Met	Met	Met	Met	Partially met	Not met	Not met	Not met	Not met
Improve customer satisfaction by providing quality amenity and passenger comfort along the corridor	Met	Met	Met	Met	Partially met	Not met	Not met	Not met	Not met
Funding profile	HHM	HHM	HHM	HHH	HHH	HMH	HMH	HMH	HMH
Total Estimate (million)	\$100	\$70	\$53	\$47	\$40	\$32	\$30	\$30	\$30

# Approved project

- In brief, the option provides:
- Continuous peak hour bus lanes along entire length of corridor
- Retained ability to park in the bus lanes outside of peak hours
- ITS to improve utilisation of car parks on side streets

# Approved project

- Introduces parallel cycle routes on less trafficked streets.





# Approved project

- It also provides:
- Widen footpaths in village centres
- Pedestrian refuge islands at 100m spacing
- Raised tables at all side roads
- Improved landscape and lighting

# Approved project

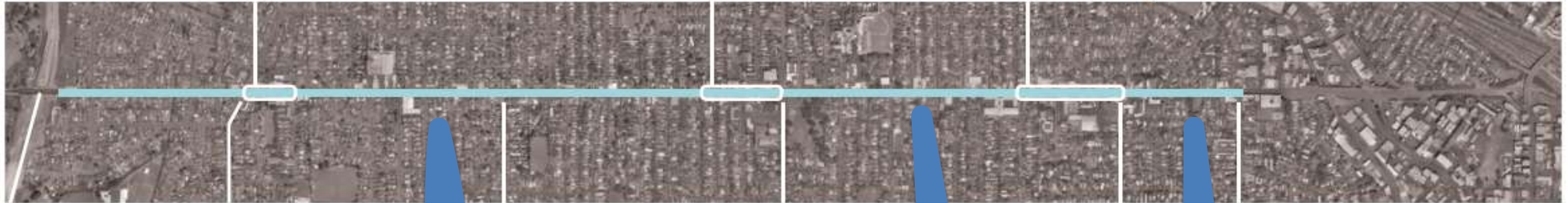


# Approved project

Mount Roskill

Balmoral

Eden Valley



SH20  
Mount Albert Road

Landscape Road

Balmoral Road

Valley Road

New Road



Existing



Proposed

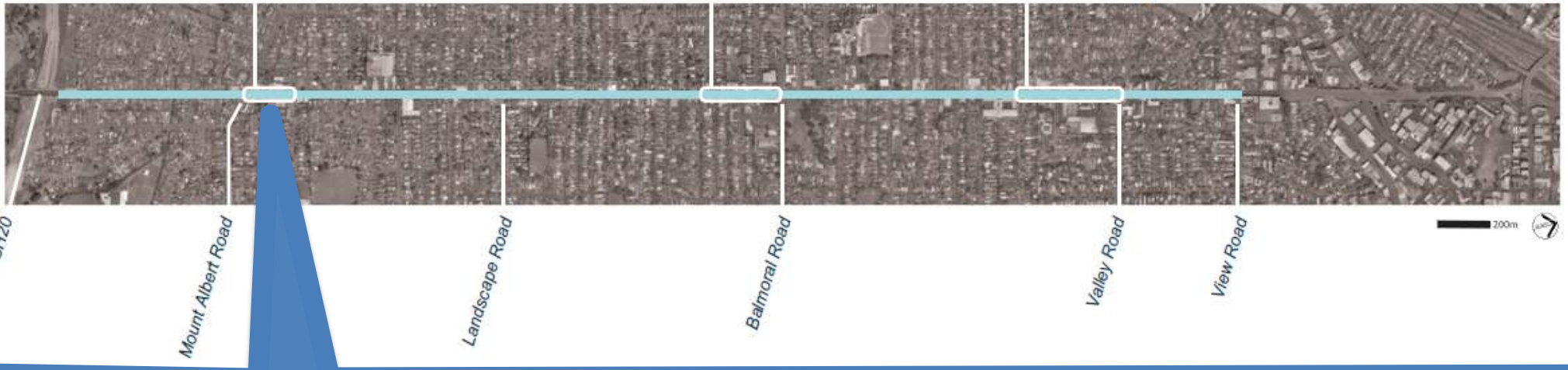


# Approved project

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## Existing condition



## Concept based on approved plan



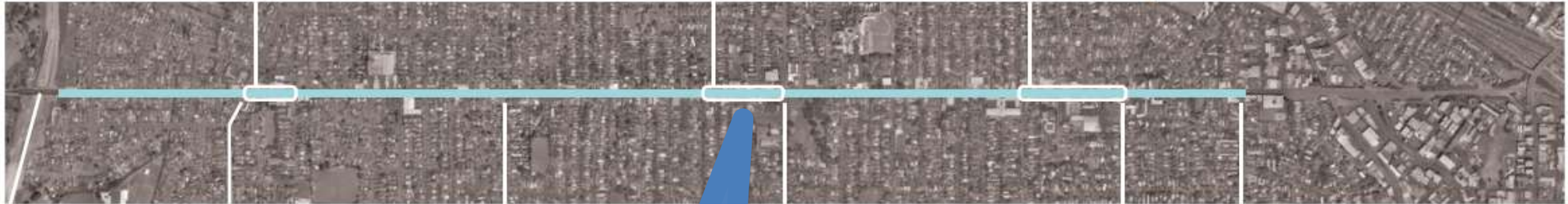


# Approved project

Mount Roskill

Balmoral

Eden Valley



SH20

Mount Albert Road

Landscape Road

Balmoral Road

Valley Road

View Road



## Existing condition





# Concept based on approved plan, showing indicative pavement patterns

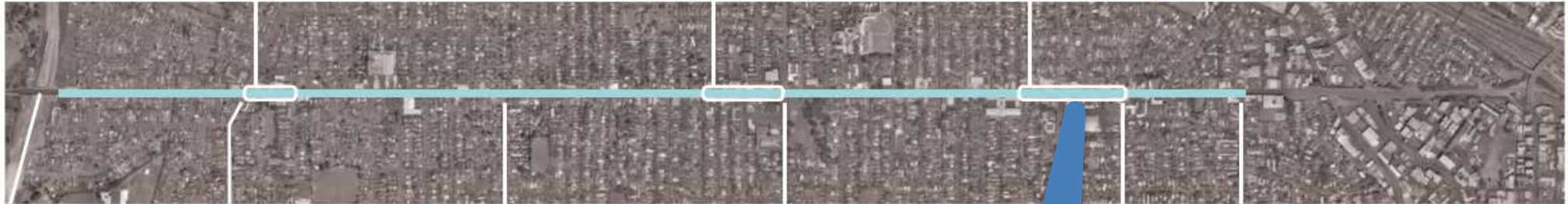


# Approved project

Mount Roskill

Balmoral

Eden Valley



SH20

Mount Albert Road

Landscape Road

Balmoral Road

Valley Road

View Road



Bus Stop

Pavement taken across side streets pedestrian movement

Pedestrian Crossing Zone

Signalised Pedestrian Crossing

Bus Stop

Planted Median / Pedestrian Refuse

Wider Footpaths

Wider Footpaths

Ewington Avenue

uses:



# Existing condition



# Concept based on approved plan, showing indicative pavement patterns





# Thank you.

