

13 December 2017

Dear Ms Leemhuis;

I understand from Paul Stott, who talked with Rick Amantea, Vice President Park Royal, that pursuant to Council's agreement to co-finance improvements to the Wardance Bridge and its approaches, a Memorandum of Understanding between the District and Park Royal is in process of formulation. As you are aware, HUB-North Shore made representations at the Dec 4 Council meeting to recommend changes to the proposed design of the sidewalk improvements as well as additional improvement measures to the bridge lanes and their approaches that could significantly enhance the safety of cyclist users. Given below for your reference are the specifics of those recommendations as requested by Mayor Smith during the Council meeting:

“HUB North Shore would support the DWV staff recommendation, provided that Park Royal would give consideration to:

- a. increasing the width of the proposed widened sidewalk; and***
- b. implement measures to improve the safety of cyclists at the following locations:***
 - crossing the road east of the bridge;***
 - riding in the traffic lanes on the bridge; and***
 - for westbound cyclists, getting back onto the Spirit Trail from the 4-way stop intersection at Taylor Way.***

In this regard, HUB North Shore is pleased that Park Royal has indicated a willingness to work with us on these matters if DWV approves the funding.”

The challenge now is to optimize the benefits of the improvements through careful attention to detailing in the design of the safety improvements. You may recall noting Mr Amantea's commitment during the Council meeting to consultation with HUB-North Shore on such design details. Cyclists are very vulnerable to the consequences of poor detailing and HUB's experience in identifying best practice can add significant value.

I further understand that the District may take some responsibility for the improvement of safety at the eastern end of the bridge approach. In view of such a division of labour in finalizing the design, we feel it would be important to ensure a consultative role for and coordination with HUB-North Shore in the design process from the cycling safety standpoint. Provision in the memorandum for such consultations on a best efforts basis could usefully serve this purpose.

If you wish, representatives of HUB-North Shore would be available to meet with you and District staff at your convenience, prior to finalization of any agreement, to discuss how HUB-North Shore could best contribute.

Sincerely, Peter

Peter Scholefield,
Vice-Chair,
HUB - North Shore Committee,