

Summary of your feedback on the Glen Innes to Tamaki Drive Shared Path: Section 4 preferred route



Total number of public submissions received = 296

Contents

Summary	3
Outcome of consultation	3
Background	5
Project information	5
<i>Background</i>	5
<i>Selecting a route for section 4 of the Glen Innes to Tamaki Drive Shared Path</i>	5
Context	6
Consultation	7
Activities to raise awareness	7
Giving feedback	7
Your feedback	8
Overview	8
Themes in feedback	9
Overall sentiment for the preferred route	10
<i>Shared path</i>	13
<i>Road and road users</i>	16
<i>Crossings and intersections</i>	18
<i>Cycling and cycleways</i>	20
<i>Footpaths, pedestrian amenity</i>	22
<i>Car parking</i>	23
<i>Furniture, seating, lighting, etc.</i>	25
Other submissions	28
Attachment 1: Feedback form questions	29
Attachment 2: Our responses to your feedback	30
Attachment 3: Summary submissions from key stakeholders and interest groups	47

Summary

Auckland Transport (AT) and the NZ Transport Agency (NZTA) sought your feedback on the preferred route for Section 4 of the Te Ara Ki Uta Ki Tai - Glen Innes to Tamaki Drive Shared Path. We consulted on this proposal from 11 September to 8 October 2017, and received 296 public submissions.

Outcome of consultation

Feedback showed good support for the preferred route, and we received many suggestions and comments about the functionality and placement of this route. Following the public consultation, we will:

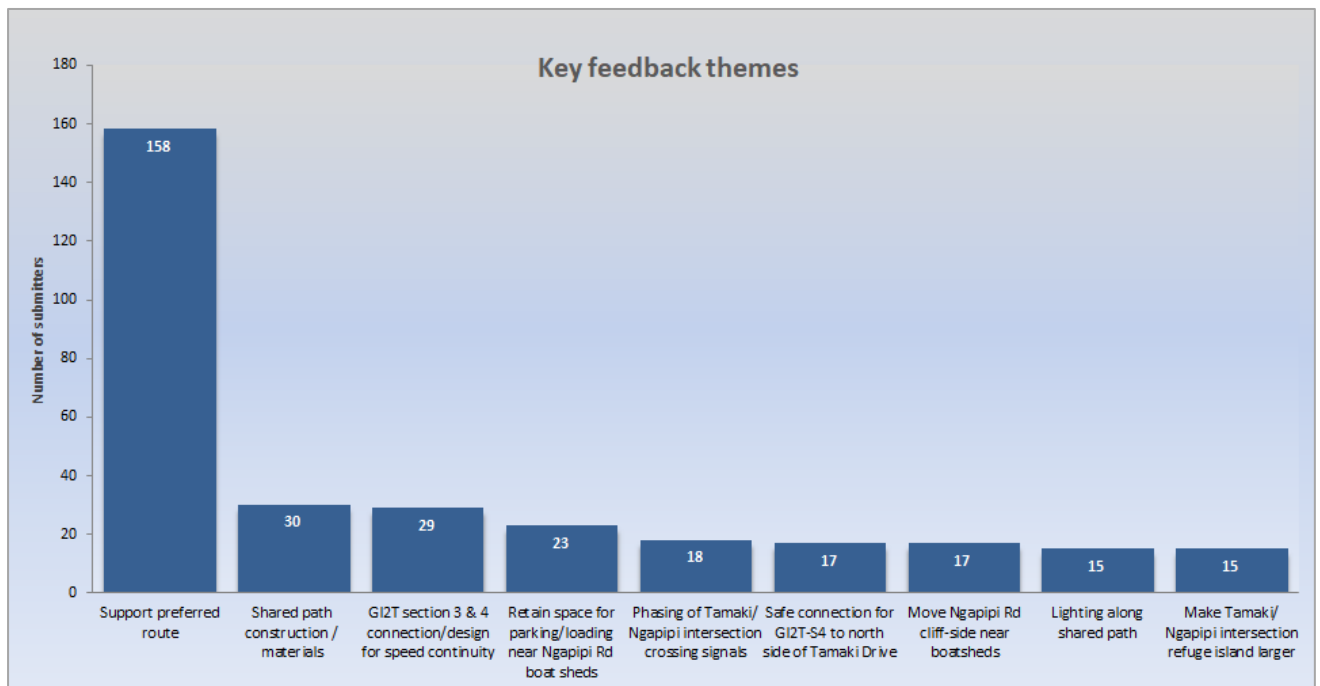
- Continue to work with boatshed owners to ensure parking and access to their sheds is retained.
- Investigate a permit-parking scheme for boatshed owners to discourage illegal parking.
- Ensure there is a connection to the shared path at the Kepa Road/Orakei Road/Ngapipi Road intersection.
- Position the boardwalk to minimise impacts on views from surrounding properties and so that it does not impede access to the water.
- Ensure the shared path curves are as gentle as possible for people on bikes.
- Ensure the boardwalk surface is non-slip and suitable for the marine environment.
- Work with Ōrākei Local Board to confirm the positioning of the shared path at Whakatakataka Bay to complement its plans to create a reserve here.

Key themes in feedback

- More than half of the respondents indicated support for the preferred route (158 responses, or 53%).
- Suggestions that the shared path be constructed with a good non-slip surface such as a composite material, or even asphalt or concrete to mitigate the risk posed by shade and damp environment (30 submitters).
- Suggestions to design generous curves to ensure reasonably consistent speeds for people on bikes, including the connection between Section's 3 and 4, and where the path turns into the bay at the Kepa Road intersection (29 submitters).
- A desire to protect the interests and safety of shared path and boatshed users alike, and to provide parking space near the boatsheds on Ngapipi Road (23 submitters).

Some submitters thought this would be best achieved by narrowing the road and moving it closer to the cliff (17 submitters).

- Desire for a safe, efficient crossing for shared path users at the Ngapipi Road-Tamaki Drive intersection to access the shared paths and cycleways on the northern (sea) side of Tamaki Drive (29 submitters). Suggestions included ensuring the central island is large enough to accommodate a number of cyclists and pedestrians at the same time (15 submitters) and to minimise signal delays (18 submitters).
- Good lighting was a key amenity respondents wanted along the shared path, to make it safe to use at all times of the day (15 submitters).



Next steps

The design for section 4 has started and we will provide a further update to submitters when the initial design is complete and available to view on-line, and once the construction timeline is confirmed.

Background

Project information

Background

The Glen Innes to Tamaki Drive Shared Path - Te Ara Ki Uta Ki Tai (the path of land and sea) is a 7km-long path that connects Auckland's eastern suburbs to the city centre. The path is being constructed in four sections and is being jointly delivered by Auckland Transport (AT) and the NZ Transport Agency (NZTA).

Selecting a route for section 4 of the Glen Innes to Tamaki Drive Shared Path

AT and NZTA investigated eight potential routes and carried out a Multi Criteria Analysis to arrive at a preferred route. The preferred route identified starts at Orakei Basin, near the new Orakei Bay Village development, crosses the Orakei Road Bridge and follows the eastern edge of Hobson Bay on a structure completely separate to Ngapipi Road. It joins Ngapipi Road south of the boatsheds in the area of Whakatakataka Bay and provides a safe connection to Tamaki Drive at the Ngapipi Road intersection that will soon become signalised with traffic lights.



Image: the preferred route for section 4 of the Glen Innes to Tamaki Drive Shared Path.

Key benefits of the preferred route include:

- Offers shelter from wind and is distanced from rail traffic and noise.
- Low gradients make the path user-friendly.
- Provides opportunities to build future connections making it easier to access by surrounding communities.
- Safely connects to the Tamaki Drive Cycle Route (via Ngapipi Road intersection) and existing cycling facilities on Tamaki Drive east of Ngapipi Road intersection.
- Scenic view of the coastline reserve and the bay.
- Convenient connection to Tamaki Drive. This route is about 745m longer than routes along the train line for city-bound users but provides a much better connection for those wanting to travel east from the Ngapipi Road/Tamaki Drive intersection.

Context

Section 4 of the path connects Orakei Basin to Tamaki Drive. It will improve access to Orakei Train Station, Orakei Bay Village, Tamaki Drive and the city centre by connecting to:

- Section 3 of the Glen Innes to Tamaki Drive Shared Path.
- The existing cycle facilities on Tamaki Drive east of Ngapipi Road intersection.
- The Tamaki Drive Cycle Route (west of Ngapipi Road intersection).

It will also provide a largely traffic-free route from Glen Innes to Tamaki Drive for people on bike and foot, providing another travel option from the eastern suburbs into Auckland city and the waterfront.

Consultation

We consulted on the preferred route for section 4 of the Glen Innes to Tamaki Drive Shared Path from 11 September to 8 October 2017.

Activities to raise awareness

To let you know about our consultation, we:

- Hand-delivered 20,000 brochures to people in east Auckland (including Parnell, Remuera, Kohimarama, Meadowbank, Mission Bay, Orakei, St Heliers, Glen Innes, Point England and St Johns).
- Set up a project webpage and an online feedback form on our website.
- Posted information on our social media channels, including Facebook, Twitter and Neighbourly.
- Placed an advertisement in the East and Bays Courier on 13 and 15 September.
- Installed 18 project signs in the area.
- Held two public open days (Wednesday 20 September at Lilliputt Mini Golf carpark and Saturday 23 September at Orakei Bay Village).
- Presented at a Bike Auckland public meeting on 7 September.

Giving feedback

We asked:

1. What you thought about the route.
2. How we could improve it.
3. Other comments or suggestions you would like to make.

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a hard copy form included in the brochures. See [Attachment 1](#) at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received public feedback on the proposal from 296 submitters.

- 192 were submitted online, 91 were submitted using the hard copy feedback form, and 13 feedback submissions were received via email.
- We also received submissions from the Ōrākei Local Board, Mission Bay Kohimarama Residents Association, Meadowbank St Johns Residents Association, Tamaki Drive Protection Society, and Bike Auckland (see [Attachment 3: Summary submissions from key stakeholders and interest groups](#) for an overview of these submissions).
- 115 submitters (38%) indicated they cycle regularly, and 84 (28%) submitters said they would cycle or cycle more often if facilities were improved.
- 188 submitters live (23%) or own property in/near the project area, 170 people (20%) often cycle in/near this area; 163 people (20%) often walk or run in the area, and 158 people (19%) said they drive or take the bus/train in the area.

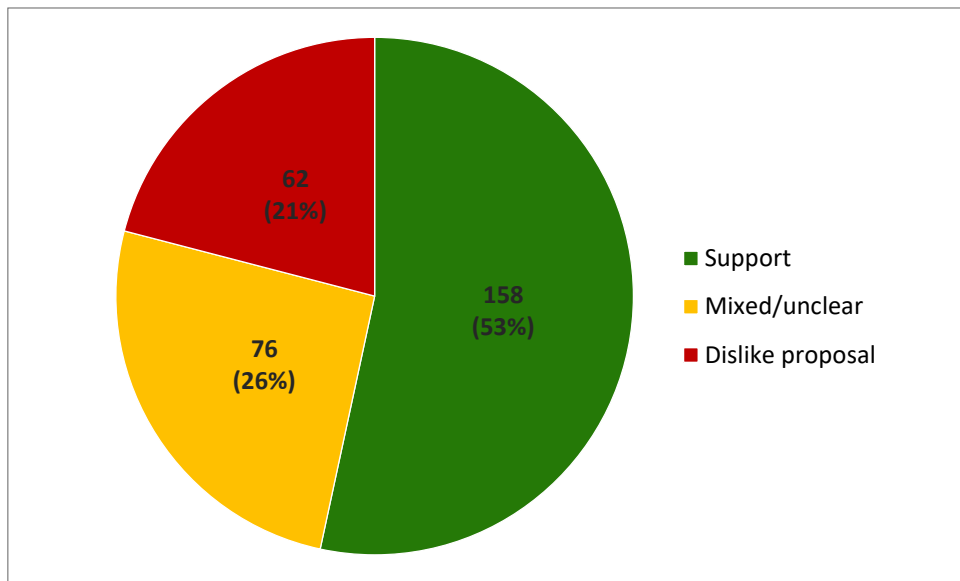
Themes in feedback

From analysis of your feedback we identified the following themes:



We have responded to comments and suggestions and have included these responses, grouped by feedback theme, in [Attachment 2: Our responses to your feedback](#).

Overall sentiment



The largest proportion of submitters (53%) support the proposal, telling us:

- They believe it is a sensible compromise given the constraints for this project.
- The route will benefit a wider range of users than other routes that were proposed.
- This route offers the best range of connections to key destinations including Mission Bay and other beaches to the east, and the CBD to the west.
- It offers a unique experience for all users with views across Hobson Bay while still in proximity to other cycleways and walkways, the roadside and inhabited areas.
- They like that it provides a safe way to connect users with the upcoming cycleway on the northern side of Tamaki Drive and footpath beside the sea, where most people would prefer to walk/cycle.
- Offers good potential for future connection at other key points i.e. Kepa Road, making it easier for the surrounding community to access.

“I think the preferred route is the best option. It is more interesting than the dead straight railside route and more sheltered. It will give great views across the bay and will be a good easy gradient.”

“Great idea - support the option. Originally thought the direct route across Hobson Bay (adjacent to the railway line) was better, but I think the chosen route will be a great ride/walk and offers other advantages.”

“I think it is the best option, despite not necessarily being the most direct for users of the full cycleway from Glen Innes.”

“This is a much more versatile and sensible routing - well done. It looks good now.”

“Fantastic and looking forward to bike it every day for my daily commute to work.”

23% of submitters indicated mixed support, primarily because:

- They liked an earlier route option more than the preferred route, but acknowledge other advantages to the preferred route that they are willing to consider.
- They wanted a more direct route along the railway line for commuting, but understand it may not be as feasible as the preferred route for a range of reasons.
- Their support of the preferred route is conditional on retaining access to amenities they currently enjoy, such as access to the bay and boatshed parking/loading space, or that separation from traffic is maintained.
- They want a solution that will complete the link to Tamaki Drive as soon as possible.

“It is disappointing that it is not going across the bay directly...But at the end of the day I just really want something built so I can cycle to the city or Eastern Bays with my kids, which I can't currently do... I can't wait to use it with my family.”

“Not ideal - the route next to the railway line is more direct for city commuters - but not too bad either.”

“Following Ngapipi (even along the shore) makes for a winding route that is slower than a direct route across the bay. The proposed boardwalk separate from Ngapipi is still cool and much better than the on-road alternatives. Well done.”

“I do not agree that the Ngapipi foreshore is the best route for the cycle way...I am prepared to support...the route around Ngapipi Road provided...the design shifts the road over as far as possible towards the cliff to maximise the space for space and parking; has traffic calming provisions to slow down the cyclists, and permitted parking is given to the boatshed owners.”

“If we must have a compromise, please get it done ASAP so the entire GI-Tamaki Drive path can open soon.”

The remaining 21% of submitters did not like the proposal, telling us:

- It is not the most direct route into the city for commuter cyclists.
- Ngapipi Road is not suitable location for a shared path.
- They do not support cycling facilities.

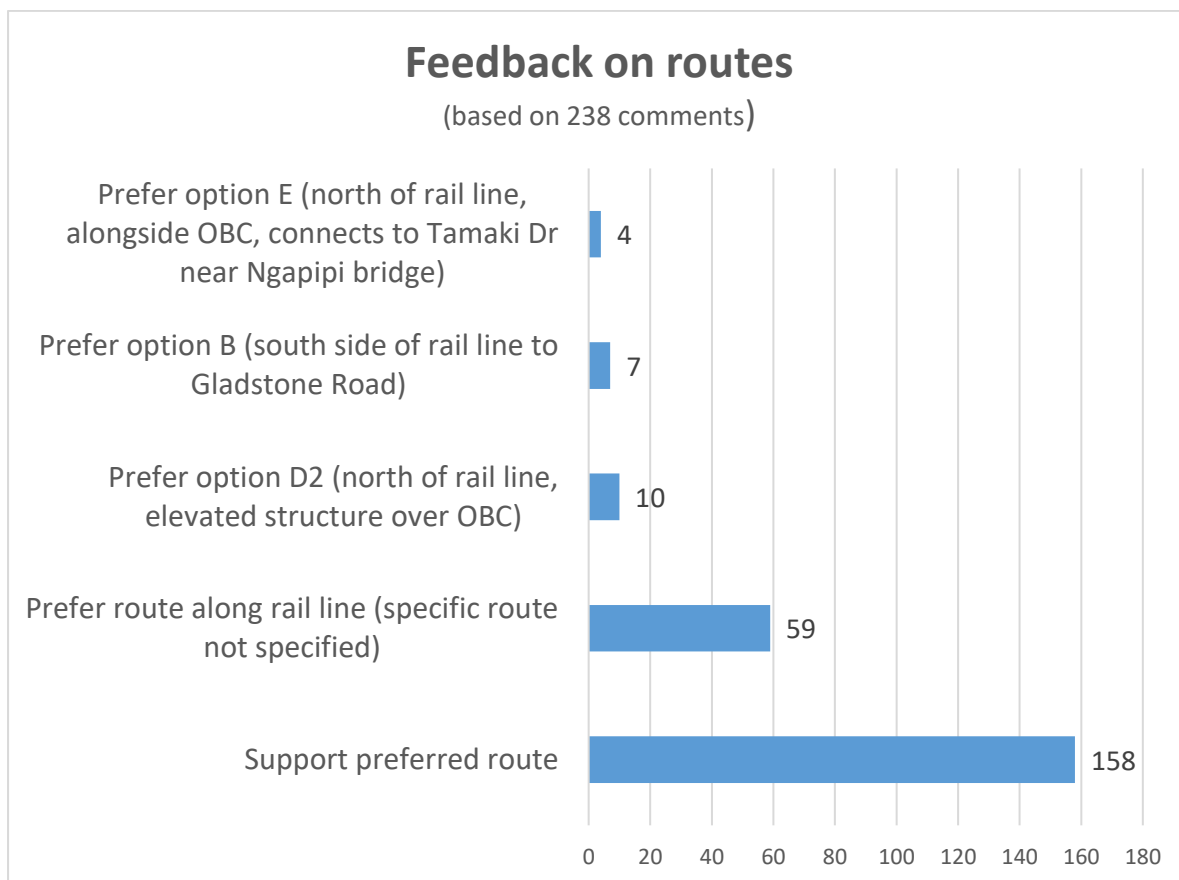
“Strongly oppose the preferred route. The road is narrow on Ngapipi Road and dangerous to cycle. The traffic lights will create extra congestion. Prefer we stay with the route across the Orakei Basin.”

“Not happy at all with this cop-out route...As a long-time cycle commuter from Panmure to the city, the direct route alongside the railway is by far the most efficient and least disruptive route.”

“A waste of taxpayers' money, I will never use [it]. Look at our motorways, fix this before we become totally grid locked.”

“I don't like it as it is a big detour from a direct route to the city.”

Feedback on the route



Along with overall sentiment for the proposal, a number of respondents expressed a preference for other route options we had considered.

59 respondents said they would have preferred section 4 of the Glen Innes to Tamaki Drive Shared Path to follow the rail line, but did not mention a specific earlier route option. Ten submitters said they preferred route option D2 (north of rail line, elevated structure over OBC). Seven respondents said they preferred route option B (south side of rail line to Gladstone Road), and a further four people suggested using route option E (north of rail line, alongside OBC, connects to Tamaki Drive near Ngapipi Bridge).

As well as being more direct to the CBD, respondents felt a rail line route would be more scenic than the preferred route. Some also thought a rail line route would make use of existing structures and be more iconic, like the 'pink path' on the old Nelson Street off-ramp.

"Move it so that it follows the rail line as originally suggested. Change it to something both iconic and practical. The preferred route will attract only leisure cyclists. A route across the bay will attract both commuter and leisure cyclists."

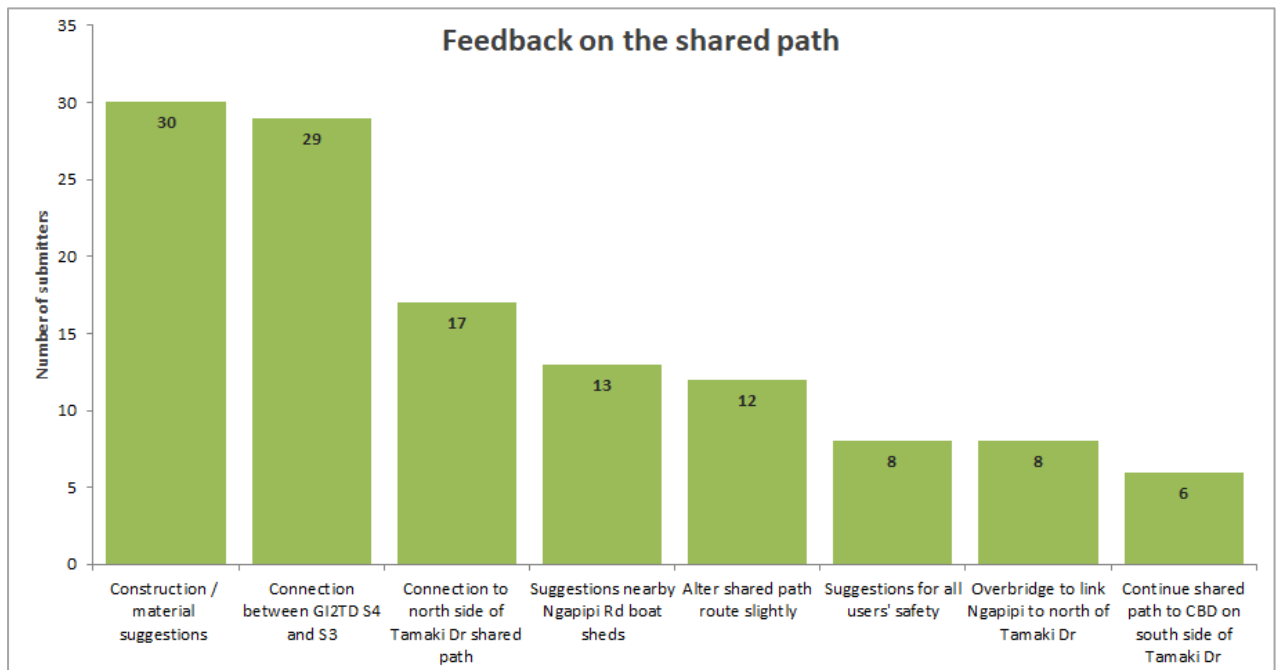
"Option D2 would be better way to get pedestrians/cyclist connected between Orakei station and city centre, at least it's the best one for me."

“Option B should be the preferred route, as it is a logical path along the south side of the existing rail line. It is a straightforward direct cycle path using existing resources.”

“Change it to along the railway line then either over OBC (beside the railway line) or a turn right along OBC with a bridge - so the boats can get out - and joining Tamaki Dr.”

“Build alongside the railway line south side running down past the pools. This route is shorter and more spectacular than the preferred one. Don't we want to create world class cycling routes in Auckland?”

Shared path



A total of 123 suggestions were made about the shared path to enhance or improve its amenity to users.

The largest proportion of these respondents (30 submitters) echoed Bike Auckland's feedback to ensure the shared path's construction and materials would enable safe, non-slip riding and walking given parts of the route are shaded and likely to be damp. Some people offered other suggestions with users' safety at heart.

“To ensure access and attractiveness to riders of a range of abilities, a good non-slip surface is crucial, as the boardwalk will be under trees and in shade for part of the day. This could be a composite material, or even asphalt or concrete (after all, a boardwalk is really just a long, low bridge).”

“Making at least 90% of the cycle route boardwalk would make it more attractive and also a more desirable route. That said, concrete would offer a more pleasurable riding experience.”

“Non-slips surfaces, not that crappy green paint. Please make sure it's for commuters and road bikes. Often the surfaces aren't smooth enough for road bikes.”

“If there are going to be timber bridges it would be good if they were safe for small-wheeled devices such as skateboards.”

“Cyclists and timber don't mix...Actually use concrete and build something correctly. You wouldn't let cars drive on wood, don't let bikes. It's a death trap on a bike.”

“Pay attention to the quality of the engineering and design. The St Johns Rd to Merton Rd cycle & pathway has poor drainage resulting in bark chips and top soil fouling the pathway.”

29 respondents made suggestions about the connection between section 4 and section 3 of the shared path. Most agreed with Bike Auckland's suggestion for generous curves for rider continuity of speed, particularly where it meets with section 3. Some submitters wanted more access points for locals to join the path while others expressed safety concerns for shared path users crossing the busy and narrow space at Orakei Bridge in particular.

“So it works for transport riders, curves should be as generous as possible so as to ensure reasonably consistent speeds. Particularly where Stage 3-to-Stage 4 curves up under the rail line onto Orakei Rd, or where it turns left at the Kepa Road intersection.”

“Ensure seamless connection around where section 3 and section 4 join by going under Orakei Road and along the northern side towards the Ngapipi/Kepa intersection.”

“Provide local access for Orakei residents, and ensure that Orakei Bridge can cope with the additional cycling and foot traffic.”

“I am not sure that, given the traffic levels along Orakei Road, channeling more pedestrians/cyclists on a heavily used narrow road is a great idea from a safety perspective.”

17 respondents had suggestions or concerns about the section 4 shared path connection to/from Ngapipi Road to the north side of Tamaki Drive. While most want this link to enable movement to and from these key connection points, they had reservations about how effective and safe it might be.

“The intersection of Ngapipi and Tamaki Drive is a high hazard area. If the 'Shared Path' for section 4 is going to safely work, this intersection will have to balance the needs of cyclists and motorists.”

“...for cyclists wanting to cross Tamaki Drive to use the North-side two-way lane is crucial for travel either way, as the North side lane would provide continuous safe segregated travel all the way to the CBD. A controlled cycle crossing is essential as is a safe and smooth exit from the south side path once it crosses Ngapipi Bridge and enters the southside, westbound traffic.”

“Link to northern side of Tamaki Drive needs to be good enough for a bunch of bikes at a time as families will ride in groups.”

“Ensure that the connection at the traffic lights from Section 4 to the newly announced (and awesome!) two-way cycle lane on Tamaki Drive is smooth and effective.”

13 respondents had specific suggestions or concerns about the area where the shared path route passes the boatsheds on Ngapipi Road. Most were concerned about the limited space for shared path and boatshed users to interact safely, especially next to a narrow and busy Ngapipi Road.

“At the boatsheds, maximise shared path space and separate from the roadway and parking.”

“My concern is the potential congestion as the route passes the boatsheds. It would be advisable for the cars to be parked on the road side and the cyclists travel between the carparks and the sheds.”

“It needs to be safely positioned around the boatsheds on Ngapipi.”

12 respondents thought the user experience could be improved by altering the preferred route slightly. Most suggestions refer to the privacy of Ngapipi Road residents along the preferred route, or the boatsheds on Ngapipi Road.

“Avoid boatsheds as mixing with pedestrians, parked cars and people stepping out of sheds...[this is] dangerous design.”

“There are only 8 houses on Ngapipi Road between the Purewa bridge and the boatsheds...I think you should do a shared path from the Purewa bridge to the boatsheds.”

“Property owners along west side of Ngapipi Rd with water frontage i.e. from top of hill to just past Paratai Drive will lose privacy. Suggest route carry on straight across bay to boat houses.”

Eight submitters made suggestions or comments to ensure the shared path offers all stakeholders a safe experience. Most of these comments relate to the boatsheds or the Ngapipi Road/Tamaki Drive intersection; both are seen as high-risk spots along the preferred route.

“Design of the route allows for a safe, and harmonious relationship between all users and stakeholders.”

“I also think how the path goes past the boatshed, will need to be considered carefully to maximise safety while allowing for use by shed owners.”

“I prefer that it enables riders to enjoy the scenic separated cycleway on the north side of Tamaki Dr from Ngapipi, plus I think most stakeholders will benefit from avoiding a second bike crossing of Tamaki Dr at Solent St.”

Eight respondents felt an overbridge was the safest and most desirable way to link section 4 shared path users from Ngapipi Road to the north side of Tamaki Drive.

“Have an overpass or underpass for cyclists and pedestrians.”

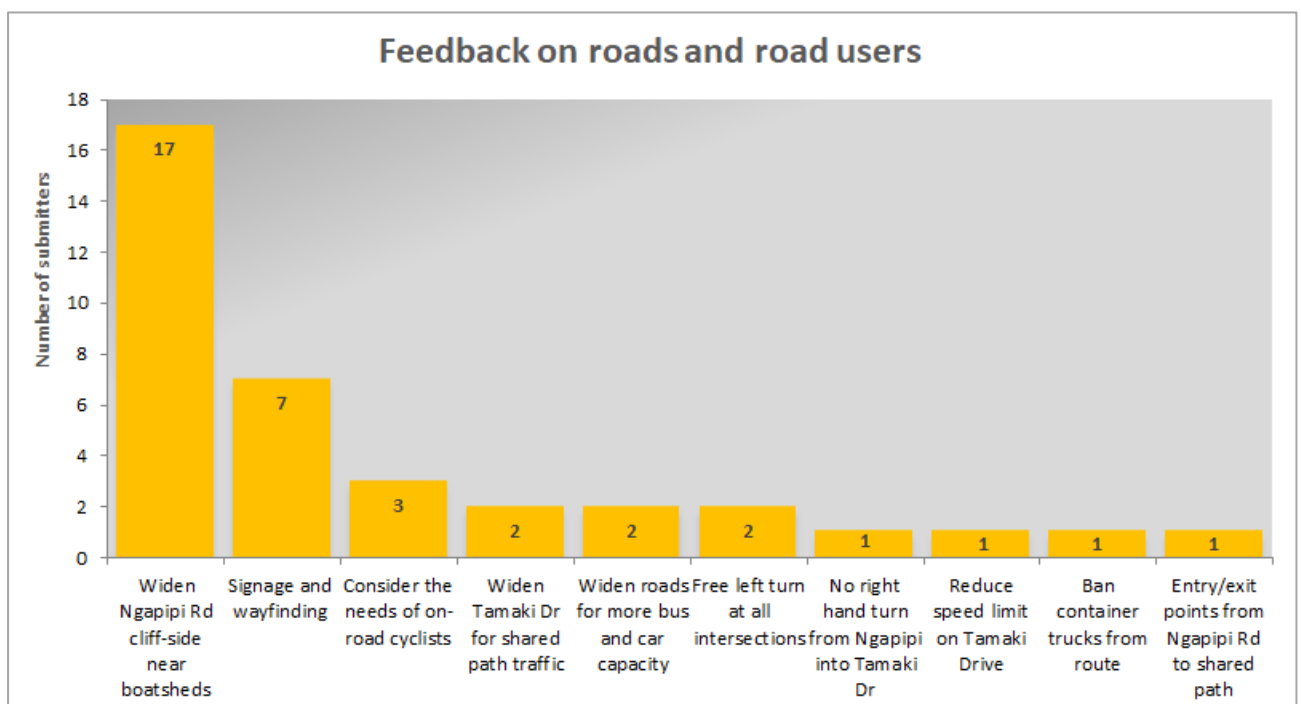
“There needs to be a cycle bridge at the Ngapipi intersection... That intersection is SO dangerous for bikes - it's the part of my commute that I dread twice a day.”

“I would strongly suggest a cycle/pedestrian overbridge over Tamaki Drive at the Ngapipi intersection.”

Six respondents felt it would be beneficial to continue the section 4 shared path over the south side of Ngapipi Bridge and all the way along the south side of Tamaki Drive to the CBD, to maximise patronage and safety for cyclists especially.

“We expect many people using GI-TD Stage 4 to get to the city or the Minigolf will want to continue on the south side of Tamaki Drive...”

Road and road users



We received a wide range of suggestions for changes and ideas to consider about the roads within the area of the shared path route, and to manage or support users of these roads.

The largest proportion of submitters (17) suggested moving Ngapipi Road closer to the cliff, to provide space for shared path and to retain parking/loading space for boatshed users.

“At the boatsheds, maximise space while retaining parking and loading (to avoid conflicts), perhaps by narrowing the road and moving it slightly closer to the cliff. This will hopefully allow up to ~8m width for the Stage 4 path and boatshed parking/loading.”

“For the boatsheds to continue to operate it is essential that the carparking outside of them is retained... This will mean both moving the road towards the cliff and slightly narrowing the lanes.”

“Pushing the road closer to the cliffs to create some extra space?”

Seven submitters requested signage along the shared path route to provide information, instruction, and wayfinding support for all users.

"...clear and continuous demarcation of bike and pedestrian lanes for example two different colours, signs asking to stay in your lanes and plenty of signs for dog owners to keep their pet on a short leash."

"Having recently done a lot of walking around Auckland (including section 1 of this route), more...signs or information about nearby facilities (i.e. bathrooms)."

"Indicate how pedestrians and cyclists can safely use the route together by signs and/or painted surface."

Three respondents wanted more consideration to be made for on-road cyclists along the shared path route. Two submitters suggested widening Tamaki Drive to accommodate shared path users; two submitters wanted Tamaki Drive widened to safeguard bus and vehicle passage.

"Cyclists will continue cycling on the road heading west to town (regardless of new cycleways on the northern/sea side)...because the road is the best choice leading up to Ngapipi bridge...and roads are preferred [by] many cyclists."

"...the route along Tamaki Drive however needs to be sufficiently wide to cope with the bike and foot traffic along this route."

"Ensure you are considering growth in Auckland. I think the roads need widening at the same time - think ahead now for the future. More car/bus route area, strategic!"

Two respondents suggested a free left turn from Ngapipi Road to Tamaki Drive one person suggested removing the right hand turn from Tamaki Drive to Ngapipi Road. One respondent suggested reducing the speed limit on Tamaki Drive to create a lower speed environment for all road users, while one other wanted trucks with containers banned from this road. One submitter suggested creating more entry and exit points to and from Ngapipi Road and the shared path.

"Consider free left turns at all intersections after giving way."

"Make it no right hand turn from Ngapipi Rd into Tamaki Drive."

"Reduce road lane width here to get a better outcome, along with a speed reduction to assist bus traffic."

"If possible, many more exit/entry points from Ngapipi Road to the route would be helpful, both from a safety perspective (i.e. you don't feel trapped on the boardwalk) and also to open it up for walkers to join at any stage."

Some respondents felt particular road users should no longer use the road space along the shared path route. One person wanted container trucks banned from the roads in the project area; another person suggested banning on-road cycling when there are shared path cycle lanes available for them to use. One submitter said cars should have the priority on roads, while one other person queried what data evidence is being used to inform decisions for this project and users movements around the Ngapipi Road/Tamaki Drive intersection.

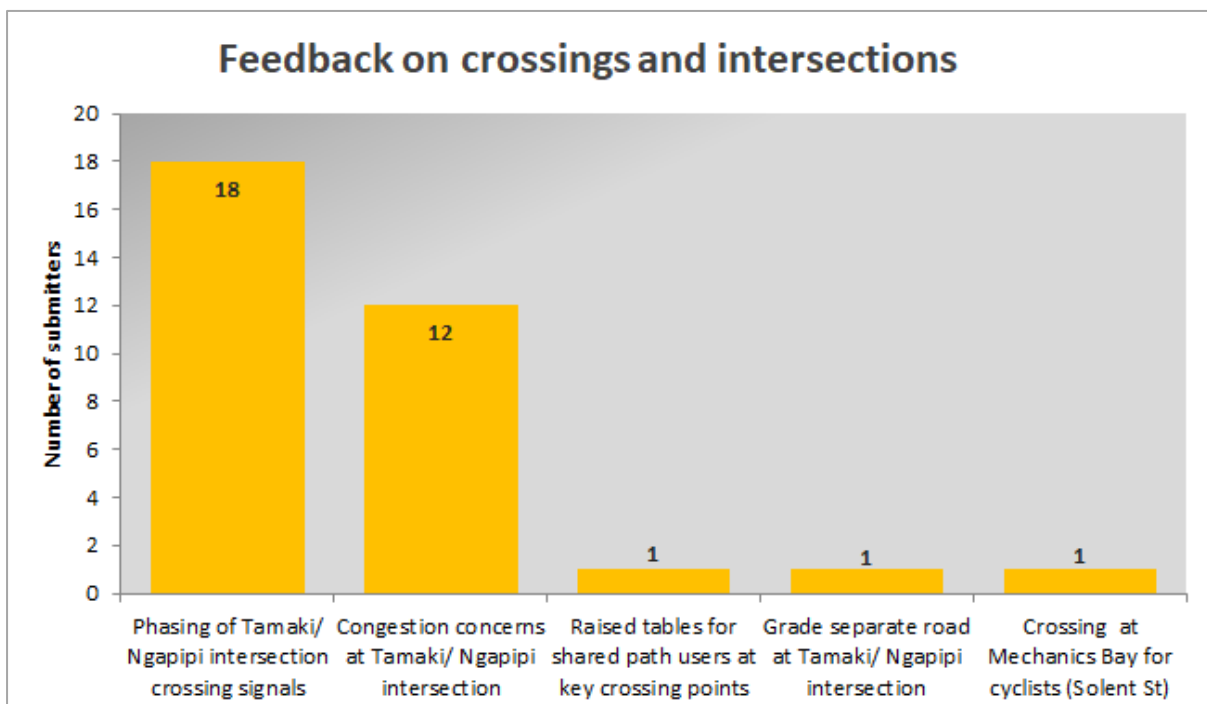
"...BAN the container trucks from this route. High value residential area & schools on the route."

"Cyclists must use cycleway provided and banned from using road or they become a hazard for cars."

"Priority to cars - you'll never get everyone on bikes in our weather."

"Have any traffic studies been done on what the impact to vehicle flow at the Ngapipi Road and Tamaki Drive intersection / crossings, [and] will [you] be using this data at peak traffic times? What are the forecasted traffic requirements for Ngapipi Road and Tamaki drive in the next 5, 10 and 15 years? How will this cycleway be affected?"

Crossings and intersections



Most respondents were united in their suggestions or concerns about the crossings and intersections in this project area as a key part of the shared path users' experience.

The majority of this feedback pertained to the provision of safe and logical interactions between shared path users and motorists, and how people can cross safely to/from Ngapipi Road and the cycleway on the northern side of Tamaki Drive.

18 respondents echoed Bike Auckland's suggestion for a larger central island space with minimal signal delays for cyclists crossing Tamaki Drive. Most felt these design changes would make the two-phase crossing safer for all users. Some respondents also suggested that the crossing signals be demand-driven. One person thought a single-stage crossing would be better to move more people across this busy intersection at once.

"At the Tamaki Drive intersection, the space in the central island needs to be larger, with minimal signal delays for cyclists crossing Tamaki Drive. This should be possible by adjusting the consented design slightly."

"At the Tamaki Drive intersection, a single stage crossing is required. Large numbers of pedestrian and cyclists will need to cross this road. A slow, complicated crossing will ruin the entire route for many people."

"Needs to have demand driven crossing at lights at Tamaki Drive to reduce both motorist frustration and buildup of cyclists at intersection."

12 respondents expressed concerns that the crossing mechanism, and the potential number of shared path users needing to cross at this intersection, would cause traffic congestion.

"...not have it go through what is already a highly congested intersection at Tamaki/Ngapipi...This is a high-risk area for cyclists...It will in fact make it worse as you are channelling even more traffic to this intersection."

"Traffic congestion will occur as a consequence of the lights to be installed at the bottom of Ngapipi Road."

"By joining at Ngapipi it will create more congestion at that intersection which is worse for cyclists and motorists."

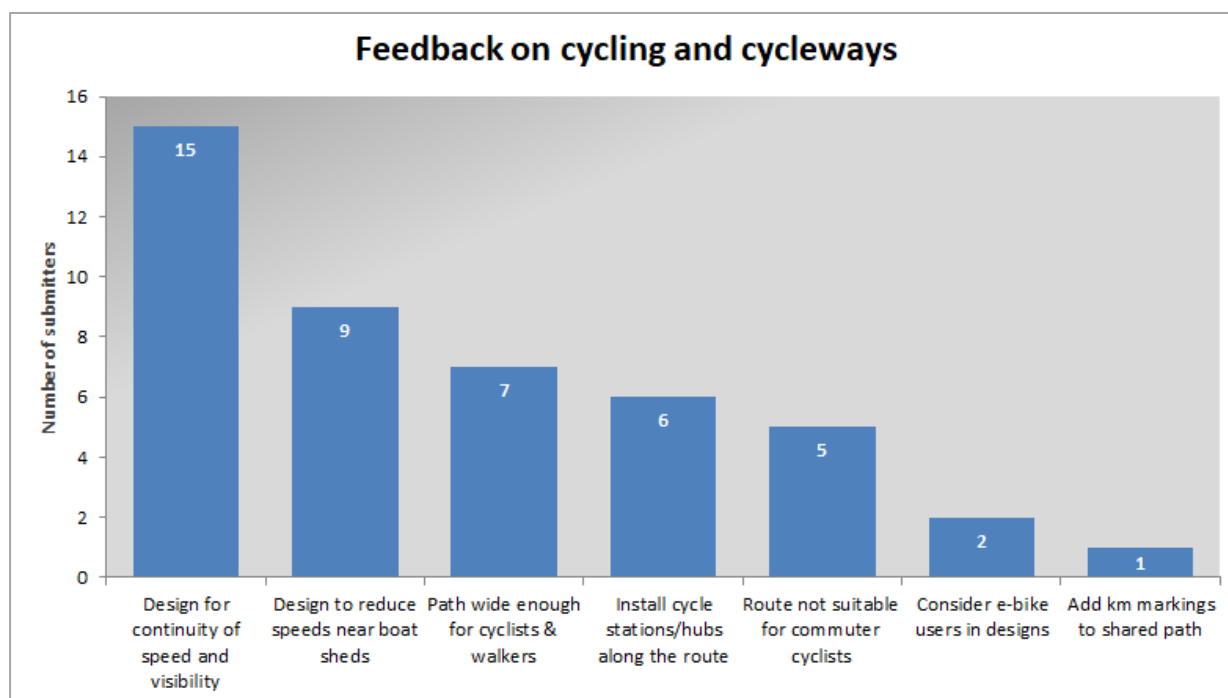
One person suggested adding raised tables to particular crossing points along the shared path route; another suggested grade-separating shared path traffic from vehicular traffic at the Ngapipi Road/Tamaki Drive intersection. One other respondent thought the crossing point for cyclists joining or leaving the shared path should be further up Tamaki Drive, near Mechanics Bay.

"The proposed route crosses the entrance to the Park and Ride at Orakei Station and the driveways to 242-266 Orakei Road....we'd like to see the Path have clear priority and for measures such as raised tables...to encourage crossing vehicles to exercise caution."

"A grade separated intersection at Ngapipi/Tamaki Drive. We should spend the money and future proof it."

"Use [the] lights at Mechanics Bay for cyclist[s] to cross to north side of Tamaki Drive."

Cycling and cycleways



15 submitters agreed with Bike Auckland's suggestion to include generous curves in the shared path design, providing transport cyclists continuity of speed and good visibility.

"So it works for transport riders, curves should be as generous as possible so as to ensure reasonably consistent speeds. Particularly where Stage 3-to-Stage 4 curves up under the rail line onto Orakei Rd, or where it turns left at the Keka Road intersection."

"Have the path sweep into and out of the bush where it is practicable, make sure the corner from Shore Road roundabout is a wide sweep with plenty of vision. Likewise any corners should have good visibility."

"It needs a slip-free surface, good lighting and line of sight visibility to all parts of the path from the roads at the end..."

Nine respondents thought the design should include measures to slow cyclists down near the boatsheds on Ngapiipi Road, to help manage the safety risk that speeding cyclists may pose to other people using this space.

"The speed of the cycles will need to be contained to ensure there is a respect for everyone's safety. Also, the route around the foreshore and past the boatsheds puts walkers and cyclists at a greater risk to danger."

"I would suggest that the cyclists adhere to a speed limit in the area of the boatsheds, to minimise any accidents occurring with moving vehicles and boats."

"...traffic calming measures are adopted to limit the speed of cycles past the boatsheds."

Seven respondents made comments about the width of the shared path to ensure cyclists and pedestrians had sufficient space to pass each other safely. Some suggested minimum dimensions while others gave feedback that was more general in nature.

“...board walks need to be at least 5m wide. This is to allow two walkers to walk abreast, and a walker or cyclist to pass safely.”

“...cyclists need 2-way wide dedicated lane. Dogs, buggies, and cyclists from both directions plus sometimes a fisherman = do not mix.”

“It needs to be nice and wide.”

Six submitters suggested cycling stations or hubs along the shared path route with facilities to support bike riders, such as air outlets for tyres and tools to assist people who get stuck or have an accidents along the path.

“We also did the cycleway out the northwestern motorway...the best feature however was the amazing bike type pump they had installed! Can we please also have one along this route?...we would definitely make the most of if this route had one of those!”

“...communication devices e.g. phones etc, if a cyclist has a breakdown, puncture, accident, is attacked etc. There aren't necessarily lots of passers-by to assist.”

“A cycle station/cyclist hub near the Orakei train station might be a nice addition.”

Five people thought the preferred route was unsuitable for commuter cycling, and felt that commuter cyclists should have had prime consideration for the preferred route choice.

“The pathway is being designed as a cycle metro, with the main purpose to provide a path for commuters to the CBD... the main purpose should be front of mind when considering the options.”

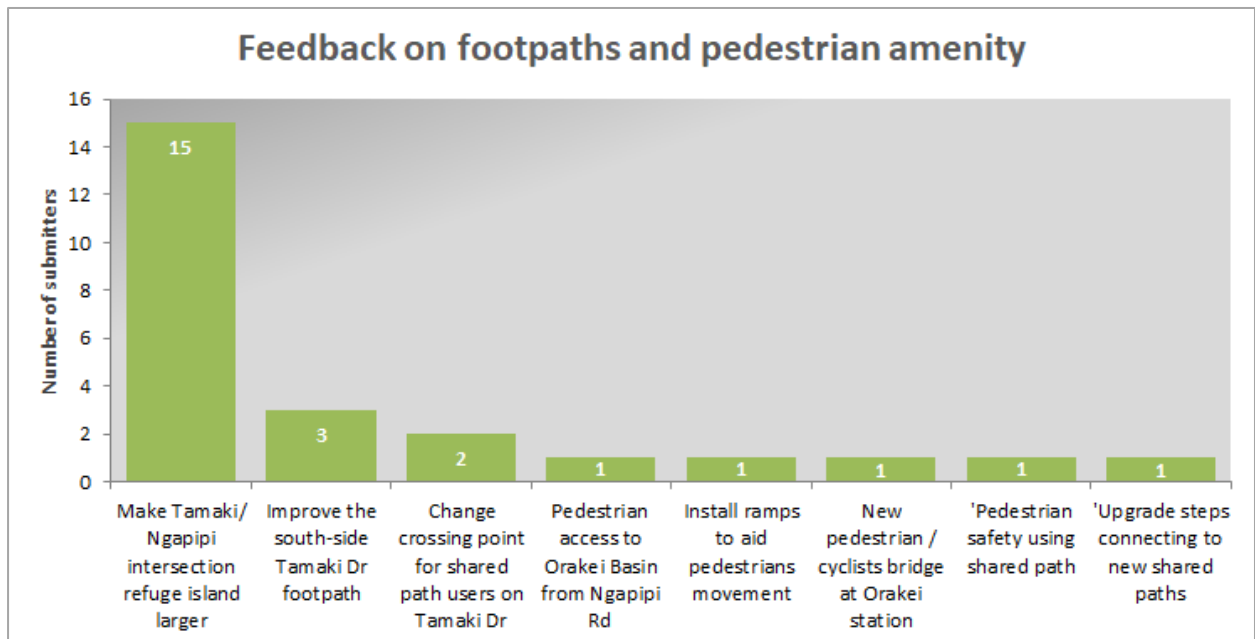
“This will not be well used as a commuter way as it will take far longer than across [the] basin following [the] train tracks.”

Two submitters said the impact of e-bike use on the shared paths needs to be considered more closely; one person suggested adding km markings along the path to align it with the existing Tamaki Drive cycleway and to add colour to the route.

“Fast and heavy e-bikes are another problem for narrow paths. There will be more cyclists soon, especially driven by the e-bike boom.”

“...km marks like on Tamaki Drive, make it colourful!”

Footpaths, pedestrian amenity



15 respondents echoed Bike Auckland's call to make the central island larger for people waiting to make their second-phase crossing at the Ngapipi Road/Tamaki Drive intersection. They felt this was necessary to move as many people through the crossing signals at this busy intersection as possible, for efficacy and safety.

"At the Tamaki Drive intersection, the space in the central island needs to be larger, with minimal signal delays for cyclists crossing Tamaki Drive. This should be possible by adjusting the consented design slightly."

"I agree with Bike Auckland: At the Tamaki Drive intersection, the space in the central island needs to be larger, with minimal signal delays for cyclists crossing Tamaki Drive."

"Also will there be a safe area for waiting at these lights? Enough room for people with bikes or large family cycling groups of 5+ people?"

"Wider island at the crossing at Tamaki Drive."

Three respondents said the south side footpath on Tamaki Drive needing improving, for safer transitions for those moving on and off the shared path.

"The state of the current south side Tamaki Drive shared path is poor, as it is uneven and unattractive...if this side is the one to be improved, it would be a blessing..."

Two people suggested changing the key crossing point for shared path users further along Tamaki Drive closer to the OBC or Ports of Auckland truck exit, as a safer option for people.

"The main crossover should be at the Ports of Auckland truck exit, as this can cope with the backup of traffic..."

One person suggested building a pram-friendly ramp for shared path pedestrians to continue on and cross to Tamaki Drive closer to the Parnell Baths. One other person suggested

replacing the current pedestrian bridge at Orakei station with a new one suited to both pedestrians and bikes and re-routing people away from the Park n Ride entrance at the station and a future apartment development to join section 4 of the shared path.

“Long gradual ramps up Parnell baths pedestrian ramp. Good for prams too. Can link to [an] over water boardwalk from north end of train station.”

“Instead of a u-turn adjacent to Orakei station I'd replace the current pedestrian bridge giving station access (which looks in pretty poor condition) with a new one to take bikes and pedestrians. The cycle way could then follow the shoreline from the west end of Orakei station, eliminating a few busy junction crossings at the station car park and the proposed new apartments to the north.

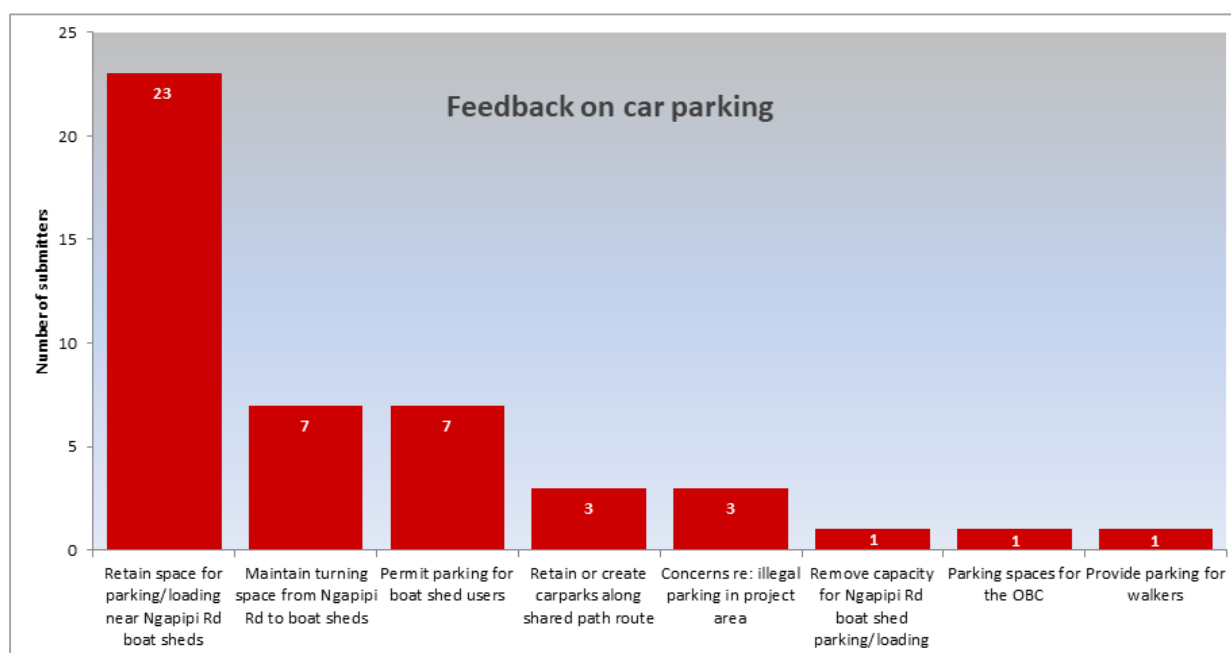
One person wanted pedestrian access to the small beaches along Orakei Basin to be maintained from Ngapipi Road; another submitter requested an upgrade to steps linking Tamaki Drive and Paratai Drive to help them link to the shared path. One respondent wanted assurance that the shared path would be wide enough for pedestrians and cyclists to use together.

“Please ensure there is access to the small beach areas next to Ngapipi Rd.”

“Please consider upgrading the steps from Tamaki Dr to Paratai Drive. Join up steps from Tamaki Drive and Paratai Drive.”

“Not sure how wide it is, but make sure there is space for cyclists and pedestrians to use it safely together.”

Car parking



A total of 46 car parking suggestions or comments were made in feedback on this project.

Half (23 responses) suggested retaining parking and loading space for boatshed owners and users along Ngapipi Road. Most respondents agreed that, to maintain safety and functional space for both shared path and boatshed users, Ngapipi Road should move closer to the cliff side to allow the required space for parking/loading, and the safe operation of both facilities.

“At the boatsheds, maximise space while retaining parking and loading (to avoid conflicts), perhaps by narrowing the road and moving it slightly closer to the cliff. This will hopefully allow up to ~8m width for the Stage 4 path and boatshed parking/loading.”

“Ideally allow up to ~8m width for the Stage 4 path and boatshed parking/loading.”

“Good, convenient car parking is maintained for boatshed owners and users.”

“It is vital that safe car parking and manoeuvring is provided.”

Seven respondents suggested maintaining turning space from Ngapipi Road to the boatsheds, to enable safe parking and loading/unloading. Most felt the shared path would become popular and that this posed a risk to safe and practical boatshed operations.

“There is concern that the cycle way may become popular and that people will use the Boatshed parking to stop and take a short ride to city, or for longer recreational rides to the city. This could potentially hinder access to our sheds if this occurs.”

“Easy car access to the boatsheds is maintained from the Ngapipi Road side.”

Seven people suggested permit parking as a way of assuring boatshed owners a longer-term commitment, and rights to, parking space by the boatsheds.

“Permitted parking may have to be considered. We hope that the cycle way will be successful, but...there is a risk that cyclists will park outside the boatsheds, and again they will not be accessible.”

“Parking permits for Boatshed users could be made available to ensure the parking is only used by Boatshed users.”

Three submitters wanted car parking to be retained or created along the shared path route, particularly mobility parking, to enable more people to use parts of the path. Another three respondents had questions or concerns about illegal parking along the roads, driveways and footpaths on the shared path route. One person suggested providing parking for walkers.

“Also it could leave a few available disability car parks on Tamaki Drive for the elderly also mothers with prams. We feel they get forgotten in the aim to favour cyclists.”

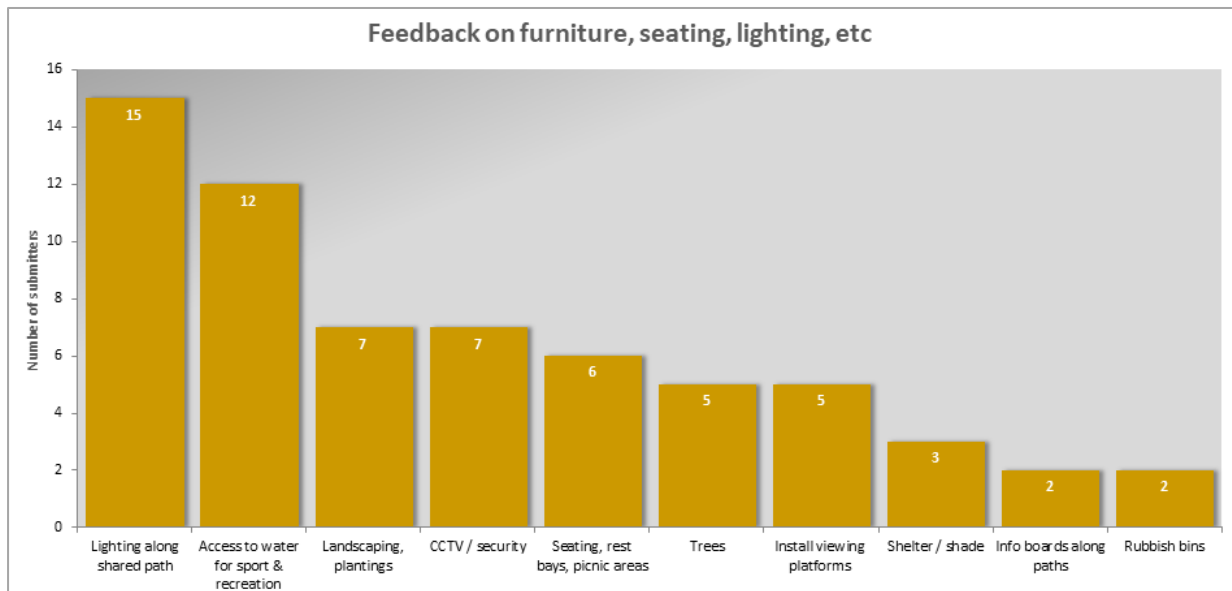
“...allow more parking areas on North side of Tamaki Drive (except clearway time).”

“Please start enforcing illegal footpath parking on Ngapipi Rd...so [there] as more ways ...to connect pedestrians to the new path, and we don't have issues with residents' entrenched feeling of entitlement to park on the footpath and across driveways.”

“If vehicles park and block the cycleway while using the boatsheds for any period of time, what will be the consequence? This is a very real probability...”

“Ensure there is parking capacity for walkers.”

Furniture, seating, lighting, etc.



We received a wide range of suggestions for amenities along the shared path to make it safe and to reflect the many ways in which people intend to use the shared path for both recreation and commuting.

15 respondents made suggestions about lighting along the shared path, primarily for visibility and to ensure the route would be safe for early morning and evening use. One person asked how any shared path lighting might impact residents and other living things along the route.

“...using it early morning or into the evening, safety and personal security are very important. It needs a slip-free surface, good lighting and line of sight visibility to all parts of the path...”

“Make sure there's enough lighting so cycling & walking is safe at night.”

“What will be the impact to wildlife and ecology with any lighting from the structure at night? What will be the impact to residents living above the cycleway?”

A further seven respondents made suggestions about CCTV and security in general to protect all shared path users, especially on sections of the path that are not in clear view of nearby residents or road users. One person wanted security measures in place to moderate safe use of the shared path, too.

“It's going to need some careful thinking about security - you'll be hidden from the road, there are plenty of bends and once you're on it there's no way off (unless you swim!) - it's a not a bad part of town but could still be intimidating for early morning runners.”

“Enhance security. CCTV, lighting and clear signage are crucial.”

“CCTV and prosecution should be considered for unsafe use of the route...”

12 submitters wanted safe access to waterways for sport and recreation, and access to culturally significance sites, to be retained all along the shared path.

“Consideration also needs to be given to people parking on Tamaki Drive and crossing the cycle way with their recreational equipment...Currently families assemble on the verge where the trees are located before going on the path.”

“I am concerned that access to the water will be restricted at Whakatakataka Bay for recreational users, and that the mangroves will be impacted. Make sure that there is access to the water for walkers, flounder fishers, kayakers, etc.”

“Archaeological - Whakatakataka Bay being one site of cultural importance to local iwi; residents - access to the water / noise / invasion of privacy.”

Seven respondents gave suggestions about landscaping, again mostly for safety reasons but also to complement or improve the surrounding landscape. A further five people also had suggestions or concerns about trees along the shared path route.

“Landscape the Ngapipi foreshore area.”

“Do not plant plants that encroach on the width of the cycleway. The...planter boxes on Quay St are growing over half the lane width and are unpleasant as they are hard on arms and legs when they get hit by the plant.”

“Along the roadside on Ngapipi Road the bush is being severely overrun with privets... consider removing all the privets and replanting with native trees.”

“...by starting works in these area you will probably have to take out trees, you say you don't 'expect' to but we think you will end up changing the tree landscape.”

Six people offered suggestions about rest areas and seating along the shared path route to add recreational options and a place for people to take a break.

“It would be good to have a few wider spots on [the} walkway to stop, view, chat with people but leave a clear path for cyclists, walkers and runners to share.”

“Make rest/picnic spots along the foreshore pathway.”

“Maybe also if there were seats for pedestrians...indented inland as to not limit the flow of the cycleway.”

Three people commented on shelter provisions along the path. Two submitters suggested installing rubbish bins along the route; two more people thought bike stands should be provided at various points along the path for both commuter and recreational riders. Another two people suggested information boards or plaques along the route to entertain and educate shared path users more about the area.

“I would disagree on the proposed path offering shelter from rain as the prevailing weather is from the south west - it would blow straight on to the path.”

“...rest stops with shelter for [families] in inclement weather could be incorporated.”

“Ensure that it is connected to facilities to store bicycles. All efforts should be made to make it a functional option for commuters.”

“Position information boards on stopping bay areas along [the] track giving local Māori and European history of [the] area.”

“Provide viewing points along the boardwalk with interpretive panels e.g. about Whakatakataka Bay.”

One person wanted water fountains installed at points along the path. Another respondent suggested providing fishing spots along the shared path. One submitter had a suggestion about the construction of any barriers along the boardwalk; another wanted repercussions for dog owners who let their dogs foul the shared path.

“Not certain if already included but [a] drinking fountain along the way would be great.”

“If possible I would like there to be, say two or three locations along the route widened and specifically allocated for fishing activities.”

“...the sides of the boardwalk can be designed to be less claustrophobic to bikes (fear of hitting handlebars on it), e.g. maybe tilting outwards.”

“Also dog owners fined for failing to pick up dog pooh!”

One respondent had concerns about the visual impact the shared path might have on the existing landscape; one further respondent believed the shared path would have a negative impact on the ecology of the area.

“There will be excessive and a damaging visual impact on Hobson Bay if the cycleway follows along the foreshore following Ngapipi Road.”

“The ecology of the shoreline will be diminished.”

Other submissions

In addition to the public feedback, we received submissions from:

- Ōrākei Local Board
- Mission Bay - Kohimarama Residents Association
- Meadowbank and St Johns Residents Association
- Tamaki Drive Protection Society
- Bike Auckland.

We have included this feedback in our analysis. An overview of these submissions is provided in [Attachment 3: Summary feedback from key stakeholders and interest groups](#).

Attachment 1: Feedback form questions

Feedback form

Please complete this freepost form and return it to us by **Sunday 8 October 2017**

Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](https://www.at.govt.nz/haveyoursay)

If you have difficulty completing the form, you can call us on **(09) 355 3553** and our contact centre staff will help you fill it in over the phone.

If your comment relates to a specific location on the route, please be sure to state where. You are welcome to attach additional pages (or provide feedback online) if you need more space.

GLEN INNES TO TAMAKI DRIVE SHARED PATH: SECTION 4

1. What do you think about the preferred route?

2. How would you improve the preferred route?

3. Do you have any other comments or suggestions?

NGAPIPI BRIDGE WIDENING

4. What do you think about the proposed widening?

5. How would you improve our proposal?

6. Do you have any other comments or suggestions?

Attachment 2: Our responses to your feedback

Theme	Number of comments	Feedback points included in theme	AT response
Shared path and footpaths			
Route	88	<ul style="list-style-type: none"> • Follow railway line; routes E, D2, B (80) • Preferred route not suitable for commuters (5) • Consider rail-side route for future development (2) • Build both preferred and railway shared path (1). 	<p>The preferred route delivers the best outcomes for the wide range of users the path will draw. We have sought to ensure that the facility provides good access to Tamaki Drive for commuter and recreational trips alike. The preferred route is approximately 745m longer than the route following the rail line.</p> <p>The routes on the north side of the rail lines (D2 and B) were discounted for various reasons including; direct impact on private property, poor connection potential to walking and cycling infrastructure on Tamaki Drive and unfavourable gradients. These routes are unlikely to be considered for future construction.</p>
	12	<ul style="list-style-type: none"> • Make straighter - cut across bay from first headland to boat sheds, extend boardwalk/cycleway to corner of southern end of boat sheds • Sweep path in and out of bush where practical, maintaining visibility • Push it as far out over the water as it can go • Visibility to all parts of the path from the roads. 	<p>Further geotechnical engineering and ecological assessments will tell where we can and can't position the boardwalk. Public feedback, safety (visibility), functionality (things like curves appropriate for people on bikes) and impact on views will also be considered to arrive at an alignment along the coast.</p>

Theme	Number of comments	Feedback points included in theme	AT response
	22	<ul style="list-style-type: none"> • Not safest route – interaction with boatsheds/cars/trailers • Maximise shared path space and boat sheds; safe positioning around to the boat sheds; avoid boat sheds altogether. 	<p>A 4m shared path will run past the boatsheds and there will be a 2.1m parking bay running along the roadside edge for boatshed owners/users. To make room for the shared path and the parking bay we will shift the road over closer to the cliff. Boatshed users will need to give way to shared path users when crossing the shared path to reach the boat. The parking bay is for boatshed users only and we are considering a permit parking scheme to discourage illegal parking.</p>
	1	<ul style="list-style-type: none"> • Concern about ecological impact. 	<p>All routes potentially have an ecological impact during construction but it is considered that any potential adverse effects will be able to be adequately avoided or mitigated through selecting construction methods that minimise disturbance. An independent specialist assessed the routes and found that the Ngapipi route potentially has the least diverse marine ecology of the three routes. There are large shellfish beds in the area of the rail line that support populations of shorebirds.</p> <p>We will be carrying out a detailed ecological survey over the next few months to position boardwalk with the least impact and to mitigate effects on the environment.</p>
Shared path design, construction and amenities	27	<ul style="list-style-type: none"> • Non-slip surface (composite material, asphalt or concrete) suitable surface for pedestrians, cyclists, scooters • No plastic mesh 	<p>Careful consideration will go into the materials to ensure the boardwalk surfacing is safe and fit for purpose. We appreciate the feedback received based on people's experiences on</p>

Theme	Number of comments	Feedback points included in theme	AT response
			structures in the nearby marine environment. We will have a better idea of the materials we will be using following the completion of the preliminary design.
	29	<ul style="list-style-type: none"> • Design for transport riders – generous curves to ensure reasonably consistent speeds and good visibility. • Particularly where Section 3 section 4 curves up under the rail line onto Orakei Rd, or where it turns left at the Kepa Road intersection. 	<p>There are some constraints such as geotechnical and ecological surveys that will determine where we can and can't locate the boardwalk along the coast, and space constraints on Orakei Road/Kepa Road and adjacent to the Orakei Rail Station. We will endeavour to ensure the best possible alignments for people on bikes.</p> <p>More information about the alignment of the route will be provided following the completion of these assessments and the preliminary design work.</p>
	9	<ul style="list-style-type: none"> • Reduce cyclists' speeds near boat sheds. 	<p>A ramped curb will slow boatshed users accessing the parking bay, however we won't be installing speed bumps for cyclists as these can be hazardous for people and bikes and walkers alike. Path users will need to be aware that this section of the path is accessed by boatsheds users and will need be mindful of the presence of other users and adjust their speeds accordingly.</p>
	3	<ul style="list-style-type: none"> • Set boardwalk at sea level • Set at an elevation to allow for sea level rise/king tides • Consider floating pontoons. 	<p>The height of the boardwalk will take into account sea level rise and access for kayakers and other bay users. Floating pontoons would restrict access so are not being considered.</p>

Theme	Number of comments	Feedback points included in theme	AT response
	5	<ul style="list-style-type: none"> • Install viewing platforms. 	Our budget won't cover viewing platforms but this doesn't mean that they can't be introduced in the future.
Width / user separation	31	<ul style="list-style-type: none"> • Make path as wide as possible; make board walk at least 5m wide for two abreast walkers + room for walker/cyclist to pass by. • Keep shared path users separated from traffic • Separate cycling and pedestrians i.e. different colours; signs telling cyclists to stay in their lane; signs for cyclists and pedestrians on how to use the route together safely • Install cycling hubs/stations along cycle lanes/paths • Consider safety impact of e-bikes and their fast speeds on cycleways 	<p>The shared path will be 4m wide, which is consistent with the path width on the other sections of the route and there will not be separation between pedestrians and people on bikes.</p> <p>The path is separated from traffic along the length. Short sections run along widened sections of footpath where necessary but the majority of the path is located away from roads.</p> <p>E-bikes are bicycles, people have to be considerate and careful, and ride as per conditions.</p>
Connections	58	<ul style="list-style-type: none"> • Provide exit/entry points to/from Ngapipi Road and Kepa Road • Extend cycleway down Kepa Road; link to Coates Ave • Link to Selwyn College or close from Meadowbank Station, link to Gowing Drive; include bridges from Meadowbank path to join with Selwyn College side 	<p>The path will connect to Ngapipi Road near Whakatakataka Bay, which is to the south of the boatsheds.</p> <p>We also will be providing an access point to the shared path from Kepa Road near the roundabout.</p> <p>This sits outside the scope of this project, but we will share this feedback with the AT Walking & Cycling Team.</p> <p>There are several projects currently underway which will provide links to the Glen Innes to Tamaki Drive Shared Path –</p>

Theme	Number of comments	Feedback points included in theme	AT response
		<ul style="list-style-type: none"> • Provide connections to wider suburbs all along the path • Add cross connections to Kapa Rd/Thatcher St 	<ul style="list-style-type: none"> ○ The Links to Glen Innes Cycleways project will provide connections to the shared path from Glen Innes, St Johns, Stonefields and Point England. ○ AT is investigating a connection to the shared path via John Rymer Place. ○ The Ōrākei Local Board has recently finished a public consultation on plans to build a number of shared cycle/pedestrian paths through Tahapa and Tahapa East Reserves, linking the community to the Glen Innes to Tamaki Drive Shared path. The Local Board will receive a report and landscape plans from Parks staff shortly, and hopes to begin improvements to the reserves in 2018.
		<ul style="list-style-type: none"> • Build overpass / flyover / underpass from Ngapi Rd to north side of Tamaki Drive (12) 	<p>When the intersection improvement project is complete mid-2018, the crossing to the north side of Tamaki Drive will be safe and convenient. An over/under pass would introduce gradients (ups and downs, or tight curves) that could be challenging or dangerous for some users.</p>
		<ul style="list-style-type: none"> • Access to Whakatakataka Bay and sea for walkers, flounder fishers, kayakers, paddle boarders etc; fishing spots along route 	<p>The boardwalk will be positioned so that it improves access to the bay, and does not obstruct it.</p> <p>The Ōrākei Local Board plans to create a reserve in Whakatakataka Bay. The land was acquired by Auckland Council from Watercare. We will work closely with the Local Board to</p>

Theme	Number of comments	Feedback points included in theme	AT response
			ensure the shared path complements its plans and provides access for more people to the future reserve and to the bay.
Pedestrian amenities /footpaths/ crossings	8	<ul style="list-style-type: none"> • Install ramp or new overbridge for pedestrians near Orakei Station 	This infrastructure is part of the train station; we will pass this feedback onto to our rail team.
		<ul style="list-style-type: none"> • Join/upgrade steps from Tamaki Drive and Paratai Drive to link more people to shared path. 	This is outside the scope of this project but we will pass the suggestion on to Auckland Council Parks team.
		<ul style="list-style-type: none"> • Safe crossings where path passes the entrance to the Orakei Train Station and driveways to 242-266 Orakei Road. 	We will ensure that safe crossings are provided at these driveways.
Roads and road users			
Roads and road users	47	<ul style="list-style-type: none"> • Maximise space at boat sheds (to avoid conflicts), allow up to 8m width for path and boat shed parking/loading • Shift road over towards the cliff to maximise space • Give road space priority to cars. 	We will ensure access to the boatsheds is maintained. The 4m shared path will run past the boatsheds and there will be a 2.1m parking bay running along the roadside edge for boatshed owners/users. To make room for the shared path and the parking bay we will shift the road over closer to the cliff. Boatshed users will need to give way to shared path users when crossing the shared path to reach the boat. The parking bay is for boatshed users only and we are considering a permit parking scheme to discourage illegal parking.
		<ul style="list-style-type: none"> • Traffic calming on Orakei Road. 	The shared path is 4m wide and is separated from traffic by being raised to footpath height so traffic slowing or calming isn't necessary.

Theme	Number of comments	Feedback points included in theme	AT response
		<ul style="list-style-type: none"> • Slow traffic on Ngapipi Road; narrow the road. 	<p>Ngapipi Road is a route for over dimension vehicles, which are prohibited from travelling on the motorway so there are restrictions about narrowing the road. AT has recently made some changes on this road including repairing and water cutting the surface for improved grip. A speed camera has also been installed.</p>
		<ul style="list-style-type: none"> • Ban cyclists from using the road once paths are in place • Consider cyclists who will continue to use road way to train as paths inadequate/unsafe for serious cyclists; 	<p>By law, people on bike have the same right to use the road as any other road user, even if there is a cycleway or shared path alternative available. Cycling infrastructure is complementary to the road network.</p>
		<ul style="list-style-type: none"> • Ban container trucks from this route 	<p>Ngapipi Road is an alternative route for trucks travelling from the Port of Auckland in the event that the motorway is closed for any reason (i.e. accident). It is also a route for over dimension vehicles, which are prohibited from travelling on the Auckland motorways.</p>
		<ul style="list-style-type: none"> • Consider bus service increase and space requirements to run these along shared path route. 	<p>When the Central New Network is implemented in mid-2018 there will be a new Link service along Tamaki Drive. This service will operate every 15 minutes between approximately 5:30am and midnight, 7 days a week. It will go from Glen Innes to Britomart via St Heliers and Tamaki Drive. It will be a branded service like the City, Inner and Outer Links.</p>

Theme	Number of comments	Feedback points included in theme	AT response
Car parking			
Car parking	46	<ul style="list-style-type: none"> • Retain boat sheds parking/loading; remove Ngapipi Road boat shed parking/loading • Maintain access & turning space from Ngapipi Road to boat sheds • Consider permit parking for boat shed users; concerns about illegal parking • Create carparks for public along shared path route. 	<p>A 4m shared path will run past the boatsheds and there will be a 2.1m parking bay running along the roadside edge for boatshed owners/users. To make room for the shared path and the parking bay we will shift the road over closer to the cliff. Boatshed users will need to give way to shared path users when crossing the shared path to reach the boat. The parking bay is for boatshed users only and we are considering a permit parking scheme to discourage illegal parking.</p> <p>Ngapipi Road is narrow and there isn't space to provide public car parking. However, people can park nearby on Tamaki Drive, or along other sections of the path.</p>
Furniture, lighting, seating, trees, signage etc			
Furniture, seating, lighting, other	67	<ul style="list-style-type: none"> • Good lighting along whole path for user safety/security/visibility; • Different coloured LED lights over the water; • Consider impact of lighting on residents living near boardwalk 	<p>Good lighting will be incorporated into the design to extend hours of access, especially during winter. Lighting will be carefully angled to ensure there is no nuisance to surrounding properties.</p>
		<ul style="list-style-type: none"> • Install CCTV for security along key points of the shared path esp. areas far from road and other publicly visible points 	<p>CCTV will be installed along the shared path.</p>
		<ul style="list-style-type: none"> • Provide seating, shelter, and rest/picnic areas; preferably 	<p>We will not be installing any viewing platforms, seating, water fountains or bike parking during</p>

Theme	Number of comments	Feedback points included in theme	AT response
		with vantage points/viewing platforms along shared path; slightly indent rest areas inland/off shared path; <ul style="list-style-type: none"> • Water fountains/bottle filling stations • Install bike racks/facilities to store bicycles along paths and rest stops. 	this project however, this does not mean they might not be introduced in the future, where space allows or as feasible.
		<ul style="list-style-type: none"> • Don't prune low hanging branches of pohutukawas or remove trees along route • Landscape Ngapiipi foreshore area; consider impact of works on mangroves; do not use planter boxes/tall grasses in planter boxes like Quay St. 	Some tree trimming may be required during construction, and as a last resort tree removal. The Ōrākei Local Board plans to create a reserve in Whakatakataka Bay. The land was acquired by Auckland Council from Watercare. We will work closely with the Local Board to ensure the shared path complements its plans and provides access for more people to the future reserve and to the bay.
		<ul style="list-style-type: none"> • Put rubbish bins all along shared path; maintain/clean rubbish regularly. 	We will not be installing rubbish bins along the path. Path users will need to take their rubbish with them or use existing rubbish bins locally.
		<ul style="list-style-type: none"> • Add information board/plaques along shared path about the local area – history, cultural significance, and heritage. • Add km markings to along path like on Tamaki Drive (1) • Signs or information about nearby facilities (i.e bathrooms) • Paint more cycle symbols on the road • Signs for dog owners to keep dog on short lead. 	Wayfinding signage will be installed and cultural elements will be integrated into the design.
Outside of scope of this project			
Tamaki Drive Cycle		<ul style="list-style-type: none"> • Road widening at Outboard Boating Club entrance and incorporate a median strip for cars towing boats to turn. 	Our upcoming work in this section of Tamaki Drive does not include installing slip lanes or a


Theme	Number of comments	Feedback points included in theme	AT response
Route / Tamaki Drive			median strip.
		<ul style="list-style-type: none"> • Move pedestrian crossing from Ngapipi/Tamaki intersection to Outboard Boating Club via controlled traffic pedestrian / traffic sensing control lights. 	<p>The Ngapipi Road-Tamaki Drive intersection is being signalised to improve safety at this intersection and pedestrian crossings will be installed. At this intersection users of the Glen Innes to Tamaki Drive Shared Path can safely cross and connect to the walking and cycling facilities on the northern side of Tamaki Drive. We will not be installing an additional set of lights outside the OBC.</p>
		<ul style="list-style-type: none"> • Why is there both a bi-directional cycleway and a shared cycleway with pedestrians? • Make existing footpaths in project area smoother esp. south side Tamaki Drive pavement, remove tree roots 	<p>There are no plans to upgrade the shared path on the seaside of Tamaki Drive at this time. The shared path markings will not be re-applied west of Ngapipi Road and will eventually fade. AT's expectation is that people on bikes will use the new cycleway and in practise the 'shared path' will be used mainly by pedestrians, as has been happening on Quay Street since the cycleway was installed.</p> <p>To make room for the cycleway on Tamaki Drive, the shared path on the southern (rail) side will be converted to a footpath and the width reduced to a maximum of 2.4m. We will repair the footpath at the same time, where tree roots are uplifting the footpath will investigate treatments such as boardwalks to avoid tree removal. If a tree needs to be moved or relocated, we will apply for consent.</p>

Theme	Number of comments	Feedback points included in theme	AT response
		<ul style="list-style-type: none"> • Remove pedestrian footpath along southern side [of Tamaki Drive]. • Put cycleway on south side of Tamaki Drive; one bike lane for both directions either side. • Calm traffic by reducing Tamaki Drive road lane width; reduce speed limit on Tamaki Drive. • Road widths will be narrower than NZ standards require for an arterial road used by trucks and buses. • Ports of Auckland truck entrance at Sunderland Street is extremely busy/dangerous; separate cyclists and trucks. 	<p>The footpath is needed here for people who park on this side of Tamaki Drive, and for visitors to the Lilliputt Mini Golf and the Outboard Boating Club and for all those who want/need to walk on the southern side. Pedestrians are the most vulnerable road user; they must have their allocated space on both sides of the road (particularly on such a busy road like Tamaki Drive).</p> <p>A one-directional cycleway on each side of the road takes up more space than a bi-directional cycleway and would impact lane width and our ability to retain parking. Further, public feedback showed a clear preference for a separated cycleway located on the northern side of Tamaki Drive.</p> <p>There are currently no plans to change the speed limit on Tamaki Drive or calm traffic.</p> <p>We will ensure that lane widths comply with all required standards.</p> <p>We are continuing to investigate options to upgrade The Strand and Solent Street intersections.</p>
Ngapipi Rd-Tamaki Drive intersection	33	<ul style="list-style-type: none"> • Increase size of central pedestrian refuge; enough room for skaters, people on bikes and walkers; • Phasing crossing signals to minimise delays crossing Tamaki Drive to Ngapipi Rd; timing long enough to enable families/cycling groups to cross together; demand-driven 	<p>We have reviewed the design and made some changes to optimise the space for walkers and people on bikes to use.</p> <p>The signals phasing will be optimised for people crossing the road while balancing this</p>

Theme	Number of comments	Feedback points included in theme	AT response
		and bike sensitive sensors; timed so pedestrians and cyclists can cross frequently.	with the need to ensure traffic also flows efficiently.
		<ul style="list-style-type: none"> • Ensure both lanes of traffic move at once i.e. turning and straight; reduce lane-swapping 	As part of the intersection upgrade currently underway we are installing a second left-turn lane on Ngapiipi Rd and a second lane on the westbound approach to Ngapiipi Rd.
		<ul style="list-style-type: none"> • Install roundabout at intersection instead. 	To address the safety issues at the intersection, a range of options have been considered including various forms of roundabout and other intersection layout options.
		<ul style="list-style-type: none"> • Grade separate Ngapiipi Rd/Tamaki Dr intersection; future-proof design. 	
		<ul style="list-style-type: none"> • No right-hand turn from Ngapiipi Road into Tamaki Drive; consider free left turns at all intersections after giving way. 	A number of studies and work carried out over a period of years has identified that the installation of traffic signals is the most appropriate solution for this location. This is because the signals will address the identified safety issues by separating conflicting traffic movements at the intersection and at the same time allow safe crossing opportunities for walkers and people on bikes. The intersection has been carefully designed with strong reference to the Tamaki Drive Masterplan and supports the long-term vision set for this corridor.
<ul style="list-style-type: none"> • Concerns re: traffic congestion especially during morning & evening rush hour; channelling more people into a high-risk area. 	The intersection is currently being upgraded to enhance the safety for all road users at the intersection. Once the intersection is signalised, it will be connected to our operation centre for		

Theme	Number of comments	Feedback points included in theme	AT response
		<ul style="list-style-type: none"> • Clear give way signage at the Ngapipi/Tamaki intersection. 	<p>monitoring and synchronisation with the signals in the wider network.</p> <p>Traffic flow will be monitored using a combination of signals loops and cameras that have been installed along the corridor of Tamaki Drive and Ngapipi Road. These will allow our operation centre to prioritise and optimise signals phasing accordingly.</p> <p>Give way signage will not be required at this intersection once the upgrade is complete because all traffic movements will be controlled by traffic signals.</p>
Questions you raised			
"What is the design and where are the images and design specs of the facility we are supposed to be providing feedback on?"		We sought feedback on the positioning of the preferred route and to gather insights into the community's concerns or wishes so these (where possible) could be incorporated, or accounted for, in the final placement and design of the facility. We will notify everyone who submitted on the project when the preliminary design is available to view on our website.	
"Does the Tamaki Drive project depend on the Ngapipi cycleway connecting to it?"		No, it does not. Feedback overwhelmingly showed people preferred a route on the northern side of Tamaki Drive and for separation between pedestrians and cyclists. The Ngapipi Road-Tamaki Drive intersection is being signalised to improve safety for all road users. We are leveraging this project as it provides safe passage across Tamaki Drive for people on bikes and pedestrians, enabling them to connect onto the Tamaki Drive shared path and cycle routes.	
"I note there is now only one 'preferred option' being proposed in the consultation report (and now consulted on). Are there any other options that are still 'under consideration' from those originally proposed?"		The other options were discounted as unfeasible or less desirable, following an independent multi criteria analysis process. You can read more about the route evaluation process and see the reports here .	

Theme	Number of comments	Feedback points included in theme	AT response
“How do pedestrians have access from Ngapipi Bridge to say Outboard Boating Club or do they have to cross over twice to northern side?”		The footpath on the southern (rail) side of Tamaki Drive is not being removed, it is being narrowed so that we can shift the road lanes over and install a two-way cycleway on the northern side of the road. New footpaths are also being installed on both sides of Ngapipi Bridge and the old footpaths will be converted for cycling.	
There may be potential to take the path under The Strand by utilising part of one of the spans of the railway bridge. Has this been investigated?		The route running along the southern side of the rail line was discounted early on because it offers poor connection to Tamaki Drive (it connects to Gladstone Road).	
“Why couldn't you keep the path going along the tracks and coming out to Tamaki Drive near the mini golf course? Please tell us why this is now your preferred route and why you changed from the original.”		<p>The routes on the north side of the rail lines (D2 and B) were discounted due to a combination of factors including; direct impact on private property, poor connection potential to walking and cycling infrastructure on Tamaki Drive, ecological impacts, and/or unfavourable gradients.</p> <p>To arrive at a preferred route an independent panel of experts looked at; safety, encroachment on private land, environmental and heritage considerations and maximising public amenity by creating a path that is pleasant and easy to use.</p> <p>The preferred route offers good connectivity to other walking and cycling routes, it provides better opportunities for future connections and is easier to access by the surrounding community; is more sheltered from wind across the bay and distanced from rail noise. It also has the least impact on private land (including the Outboard Boating Club), and public space, such as the public reserve to the west of the Outboard Boating Club.</p>	
“How is the Orakei Bridge to be altered to accommodate the cycleway? Will Purewa Bridge have to be widened to accommodate the shared path?”		The shared path will run along the footpath on the bridge over the rail line (Orakei Bridge). We will look at resurfacing and retaining work at either end for a wider path. On Purewa Bridge we are investigating installing a ‘clip on’ or building a separate bridge for the shared path.	
“Please would you clarify where/how it physically connects up from alongside the railway line and Orakei Basin boardwalk, to the 4th section along the coast?”		The shared path will cross Orakei Basin adjacent to the rail line, running under Orakei Bridge (section 3 in yellow below). Section 4 (in blue) will loop around and up to connect to Orakei Road and will run along Orakei Road and connect onto a boardwalk from Purewa Bridge, near the Kepa Road intersection.	

Theme	Number of comments	Feedback points included in theme	AT response
			
Issues you raised			
<p>“When Council considers undertaking activities which affect such an environment it does so only after considering the fine balance between the social and economic well-being of people and communities and the maintenance and appropriate enhancement of our natural coastal heritage. Accordingly a decision of such significance and precedent should not be solely based on: a) The cost of alternate solutions b) The difficulty of seeking to solve connectivity issues of various cycle lanes c) Expediency d) Perceived weighting of options which reduce the value or worth of statutory required values (enshrined in the Hauraki Gulf Marine Park Act and Council’s unitary plan)”</p>		<p>An objective, independent evaluation was carried out to ensure the route chosen will deliver the best outcomes for the wide range of users it will draw and for the surrounding community. We have sought to ensure that the facility provides good access to Tamaki Drive for people on bike and foot, and is accessible for people in wheelchairs and those all ages and abilities (discounted routes had steeper gradients to avoid trees and other structures). The Ngapipi route also offers good connectivity and better potential to connect future routes; is sheltered from wind across the bay and distanced from rail noise. It also has the least impact on private land and public space, including the public reserve to the west of the Outboard Boating Club. Cost was not used in the Multi Criteria Analysis of the three shortlisted options. The reports on the route evaluations are available on our project web page.</p>	

Theme	Number of comments	Feedback points included in theme	AT response
<p>"The AT website states that the "preferred cycle way" was announced on 4 August 2017 following a process whereby "Eight potential routes were evaluated and this one was selected following a robust process involving key stakeholders and the community." The residential property owners adjacent to the proposed route, all key stakeholders, were not consulted."</p>		<p>The local community were not consulted with during the initial evaluation process but were consulted once a preferred route had been determined. We did involve some stakeholders in the route evaluation process, including Mana Whenua and those whose land was directly impacted by one or more of the routes i.e. land purchase would be required.</p>	
<p>"Although I understand the Ngapipi Rd route has been claimed to be cheaper, you do not need to be an engineer to see that this is not correct. The much greater expense of the preferred route is due to: 1) The widening of the Orakei Rd bridge. 2) The construction of a longer path over water in a zone with a high tidal velocity with both sides requiring piles driven into the mud. 3) The need to widen Tamaki Dr to create a usable cycleway (noting at the moment the bulk of cyclists do not use the existing footpath route). The preferred route will also have the costs of moving or removing a number of pohutukawa trees along Tamaki Drive."</p>		<p>We evaluated the routes against a number of criteria to ensure the route chosen will deliver the best outcomes for the wide range of users it will draw and for the surrounding community. Cost was not a determining factor in the multi criteria analysis of the shortlisted routes.</p> <p>The Tamaki Drive cycle route is a separate project. During the consultation for this project public feedback overwhelmingly showed people preferred a route on the northern side of Tamaki Drive and for separation between pedestrians and cyclists.</p>	
<p>"Ecological impact – it is noted in the report by Coast & Catchment Ltd dated 29 November that "the ecological values of this route (Ngapipi coastline) are considered to be lower than those along the rail causeway". But they do state "however a more detailed assessment would be required to confirm this." It is also noted that there a number of options to potentially mitigate</p>		<p>All routes across the harbour will have ecological impacts. Further assessments will be carried out to ensure the boardwalk is located to minimise ecological impacts.</p>	

Theme	Number of comments	Feedback points included in theme	AT response
<p>most of the concerns outlined in the report. As a local resident my observation is that there would appear to be significantly more bird life along the coastline than the railway line and further assessment should be undertaken and given the appropriate weighting.”</p>			
<p>Why is all of Auckland & AT being dominated to by the security fears & Trailer parking (re. Santec p.5) of the OBC, who occupy a key public position on reclaimed and public land. The Santec report relies on use of this reclaimed land by OBC for 'trailer parking fees' as the highest & best use - as opposed to full public cycle access: really a fundamental flaw in their assessment. Santec report seems to rely on the CPTED safety issue as another main reason for dismissing the North rail route; this is a huge over-reaction to a minor issue easily mitigated.</p>		<p>To run the shared path past the Outboard Boating Club we would need to compulsory acquire their land (it is private property, only a small section next to the reserve on the western boundary is leased from Council). Further, following a thorough evaluation of all routes, the Ngapipi coastline route was found to have more advantages and was selected on that basis. The advantages of the Ngapipi coastal route are:</p> <ul style="list-style-type: none"> • Provides an opportunity to experience Hobson Bay • Offers shelter from wind and is distanced from rail traffic and noise • Low gradients make the path user-friendly • Provides opportunities to build future connections making it easier to access by surrounding communities • Safely connects to the Tamaki Drive Cycle Route (via Ngapipi Road intersection) and existing cycling facilities on Tamaki Drive east of Ngapipi Road intersection • Convenient cycle connection to Tamaki Drive (this route is about 745m longer than routes along the train line for city-bound users but provides a much better connection for those wanting to travel east from the Ngapipi/Tamaki intersection) 	

Attachment 3: Summary submissions from key stakeholders and interest groups

Ōrākei Local Board feedback

Ōrākei Local Board made a detailed written submission about the preferred route for section 4 of the Glen Innes to Tamaki Drive shared path. In summary, the Board:

- Support the preferred route as the only feasible option that can be delivered within current budget constraints and balance outcomes for a broad variety of users.
- Welcomes an elevated, foreshore cycleway weaving its way through the natural areas of Hobson Bay and Ngapipi Reserve.
- Notes the merit of the more aspirational, direct route following the railway lines across Hobson Bay but acknowledges there was insufficient funding for this option.
- Would like to be informed by AT on its plans to keep pedestrians and cyclists safe at the Ōrākei Train Station intersection.
- Expressed concerns about people and cyclists crossing at the Ngapipi Rd/Tamaki Drive intersections, and would like AT to:
 - a) ensure traffic signal and main road signal timings allow for a continuous crossing flow for pedestrians and cyclists to prevent a bottleneck at the traffic island
 - b) ensure the traffic island allows enough room for those people crossing here from north to south, should there be a cross signal delay.
- Wishes the parking for boatshed users to be retained.
- Expects careful consideration for a safe, effective surface given the tree cover and shade along this stage of the shared path.
- Expects detailed planning will ensure the shared path links seamlessly to Whakataktaka Bay and provides optimal amenity for residents and users.
- Requests the footpath on the eastern side of Ngapipi Rd be extended all the way to the bottom of Ngapipi Rd rather than its current end outside 8 Ngapipi Rd.

The Board also noted its views on the preferred route were not unanimous.

Mission Bay-Kohimarama Residents Association feedback

This residents' association made a detailed written submission about the preferred route. Below is a summary of its feedback.

- Support the preferred route saying it will provide a good cycling, running and walking connection from adjacent suburbs to key destinations, and better links to a range of both existing and planned cycleways and walkways.
- Strongly advocate alignment of this project with other Tamaki Drive projects, and the Tamaki Drive Master Plan.
- Want the shared path route should to future development of continuous, separated cycling and walking paths from St Heliers to Quay Street, which will require a 4m wide promenade for pedestrians plus an additional 2.5m two-way cycleway on the northern side of Tamaki Drive.
- Would have liked more information on how section 4 will link to section 3 of the shared path, and how section 4 shared path users will connect from Ngapipi Road to the cycleway on the northern side of Tamaki Drive – felt details were lacking.
- Believe commuter cyclists are unlikely to cross at Ngapipi Road to get to the northern side of Tamaki Drive cycleway; this may undermine intended outcomes of the Shared Path and Tamaki Drive Cycleway projects.
- Suggested an underpass or overpass to be built in the near future, for shared path users to move seamlessly across this intersection in both directions.
- Requested clarification on when Tamaki Drive will be raised 500mm near the Outboard Boating Club and how this will integrate with this and other related projects.
- Concerns whether light phasing at the Ngapipi Road intersection (currently under construction) will account for increased cyclists/pedestrians using the shared path.
- Ensure the cycleway surfaces are suitable for all forms of cycling, particularly higher speed commuter cycling; remove tree roots and manage other hazards.
- Enable more connections at various points along the preferred route for locals to join this section of the shared path.

Meadowbank St Johns Residents Association feedback

The Meadowbank St Johns Residents Association also made a detailed submission on behalf of its members. Below is a summary of their feedback.

- Support the proposed route, although members' support was not unanimous.
- Suggested traffic calming measures (raised tables) on Orakei Road section of the route to give shared path users priority, like the Beach Road cycle path.
- A non-slip surface for the shared path as much of the route is shaded by trees.
- Provide generous curves with no blind corners so people can cycle at a steady speed
- Keep the area where the path passes in front of the boatsheds on Ngapipi Road free from parked cars and boat trailers.
- Had some concerns about people and cyclists crossing at the Ngapipi Rd/Tamaki Drive intersections, and suggested AT
 - (a) ensure crossings are timed to allow people to cross both roads in quick succession; prioritise westbound for mornings and eastbound priority for afternoons
 - (b) ensure the traffic island allows enough room for people to wait safely to cross.
- Provide safe crossings for walkers and cyclists where path passes the entrance to the Orakei Station Park and Ride and the driveways to 242-266 Orakei Road.
- Consider extending the path along the south side of Tamaki Drive for people to get to the city or the Mini golf - but accepts this may not be in scope at this time.

Tamaki Drive Protection Society feedback

The Tamaki Drive Protection Society made a submission. Below is a summary of their feedback.

- The preferred route will have the benefits set out in the AT assessment.
- Support the comprehensive approach to this project, which includes the widening of Ngapipi Bridge and Orakei Bridge.
- Would like the rail-side route to be considered for future development as an alternate for commuter cyclists.

Bike Auckland feedback

Bike Auckland publicly shared their feedback about the preferred route for section 4 of the Glen Innes to Tamaki Drive shared path. Below is a summary of this feedback.

- Bike Auckland supports the route, as it connects the network well in the face of significant money, time and space constraints.
- To accommodate for transport riders, curves should be as generous as possible on the shared path to ensure reasonably consistent speeds, particularly where Section 3 to Section 4 curves up under the rail line onto Orakei Rd, or where it turns left at the Kepa Road intersection.
- A good non-slip surface is crucial, as the boardwalk will be under trees and in shade for part of the day. This could be a composite material, asphalt, or concrete.
- At the boatsheds, maximise space while retaining parking and loading (to avoid conflicts) by narrowing Ngapipi Road and moving it slightly closer to the cliff. This might allow up to ~8m width for the Stage 4 path and boatshed parking/loading
- At the Tamaki Drive intersection, the space in the central island needs to be larger, with minimal signal delays for cyclists crossing Tamaki Drive; slight adjustments to the design will make this achievable.