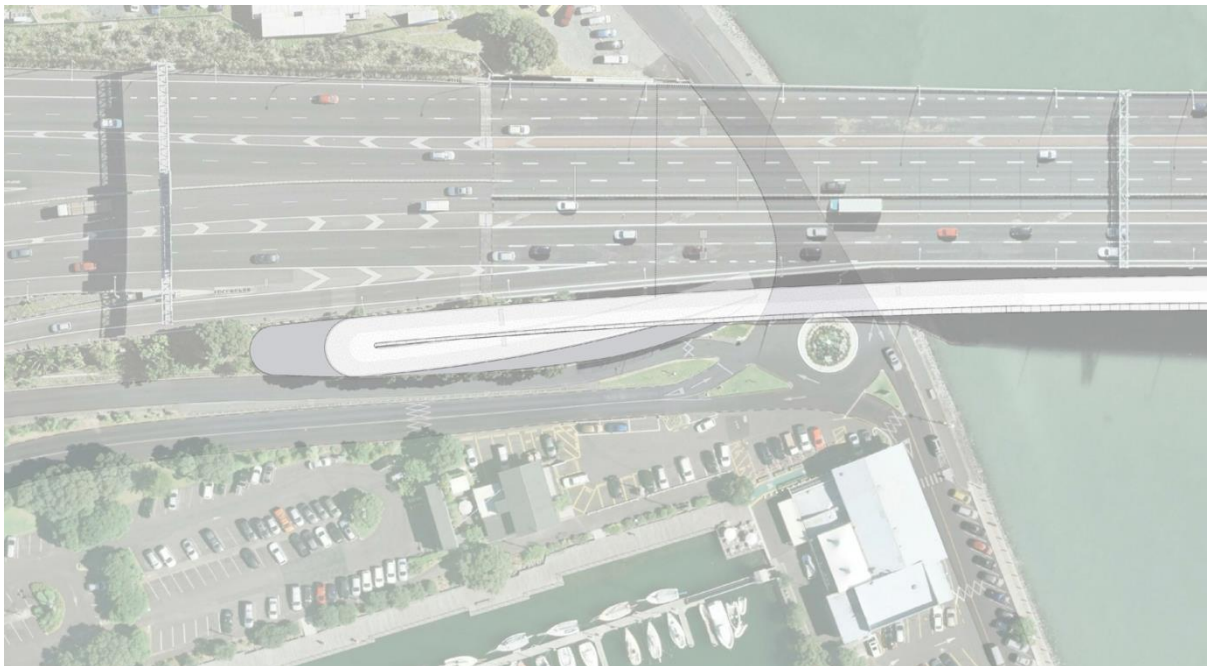


Summary of feedback on the Auckland Harbour Bridge Shared Path – August/ September 2019



Total number of submissions received = 472

1.0 Feedback analysis – Internal summary report

1.1 Background

Waka Kotahi NZ Transport Agency will deliver a transformational walking and cycling link between Auckland's city centre and Takapuna, with future plans to continue to extend the corridor to the north. A new shared path will be built alongside the Auckland Harbour Bridge (AHB), connecting with the Westhaven walking and cycling connections on the city side and Takapuna via Northcote and SeaPath. When it is finished, the link will change how Aucklanders and visitors get around and experience our city.

The Auckland Harbour Bridge section will be a five-metre wide shared path on the east of the AHB (facing Auckland City), directly linking the city centre and Takapuna and connecting with the future SeaPath route to create a seamless connection between the city, the North Shore and beyond. There will be entry and exit points along the way at locations such as Westhaven, Northcote Point, Onewa Road and Esmonde Road.

Using public feedback collected in July this year, as well as information from the SkyPath resource consent process and from our expert technical investigations, we developed two potential options for linking the Auckland Harbour Bridge Shared Path (AHB Shared Path) with other walking and cycling connections.

1.2 Feedback sought

The consultation ran 20 August to 4 September 2019. We sought your feedback on two concept designs landing at the northern and southern ends of the AHB Shared Path, before connecting to the Westhaven Boardwalk and SeaPath.

- Option 1: The Transport Agency's preferred concept design for landings at the northern and southern ends. Ramps specifically designed to connect with the Transport Agency's preferred new AHB Shared Path design (which is now five metres wide rather than four metres) located alongside and then landing under the Auckland Harbour Bridge at both ends, largely within the consented SkyPath design footprint.
- Option 2: Lift and stairs combination located next to and underneath the Auckland Harbour Bridge.

Your feedback has helped us to reflect on the designs further and is important background to the detailed business case (DBC) for the AHB Shared Path section of the project.

1.3 Activities to raise awareness

To let you know about our consultation and to gather your feedback, we:

- Emailed and delivered flyers to 20 local schools
- Distributed over 300 flyers in the community including to local businesses, libraries and community centres
- Sent an e-newsletter to over 600 subscribers on our database
- Provided information to local boards, councillors and key stakeholders
- Promoted posts on the NZTA Facebook page
- Media release
- Held three drop-in information sessions in the following locations:
 - Northcote War Memorial Hall, 2 Rodney Road, Northcote Point, Tuesday 20 August, 3.45 - 5.45pm
 - Glenfield Community Centre, Cnr Bentley Avenue and Glenfield Road, Glenfield, Tuesday 20 August, 7.00 – 9.00pm
 - Ponsonby Primary School Hall, 44 Curran Street, Herne Bay, Thursday 22 August, 5 – 7.30pm.

1.4 Next Steps

The DBC is expected to be finished before the end of this year, followed by a developed design stage and a consenting process.

Part of our current work is looking at the consents that have already been secured for the SkyPath design. The start date for construction depends on the consenting process, and the AHB Shared Path will take about two and a half years to build.

2.0 Summary of your feedback

2.1 Number of submissions

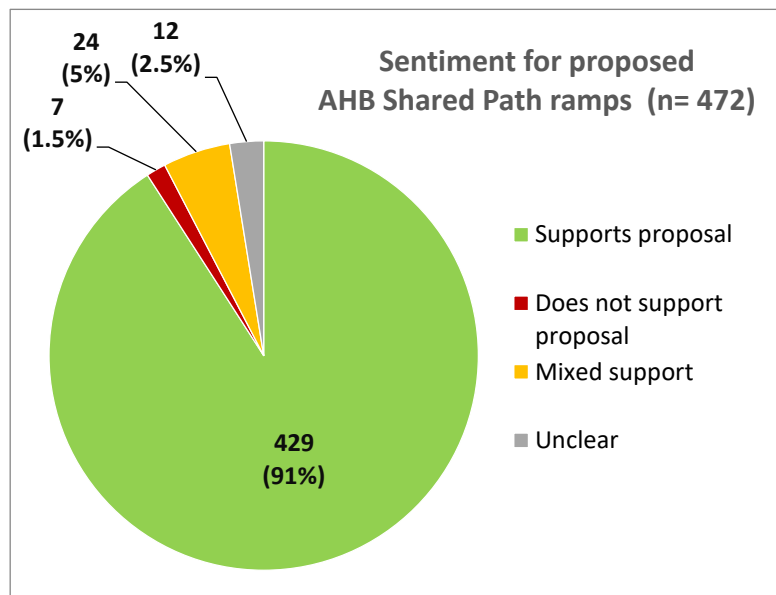
We received 472 submissions from the public; 434 were completed using the online feedback form, 35 using our hard copy feedback form, and three detailed submissions were emailed to us.

We received written feedback from key stakeholder groups and a good cross-section of the public the proposal would both directly and indirectly affect. This report includes a summary of key stakeholders' feedback.

2.2 Overall sentiment for the preferred ramps option

A clear majority of respondents (91%, 429 people) said they support the concept design of ramps as their preferred option on both the southern and northern sides of the AHB Shared Path. The most common reasons cited were:

- Ramps offer the most practical solution for more people to access the AHB Shared Path via a range of transport modes i.e. walking, cycling, mobility vehicle, etc.
- Enables use of the AHB Shared Path as a key commuter/transport route as well as for recreation and tourism.
- Lifts and stairs will cause congestion, safety and cost-effectiveness issues due to wait times, accessibility issues for cyclists, lift breakdowns and high maintenance costs.



Most ramp supporters offered further suggestions to improve or enhance their design.

“The overall look and design appears to be fit for purpose...ramps will allow all Aucklanders to use the shared path.”

“Ramps are the best option as they provide minimal maintenance once built and...better flow and integration with the local cycle network.”

“This appears to be a workable concept...going to 5m wide is future proofing the design.”

Seven submissions (1.5% of respondents) objected to the proposed ramps as private individuals or on behalf of directly affected stakeholders. Key reasons cited by these submitters include:

- They do not support the wider AHB Shared Path project and prefer the Transport Agency invest in other transport infrastructure such as rail, roads, and road safety improvements.
- Concerns large numbers of AHB Shared Path users would negatively impact upon local residents near the northern landing in particular; personal security and safety issues, commuter car parking, and environmental impacts were common concerns.

“...complete waste of money! Something sensible, like a heavy rail link, not pandering to a very small number of cyclists and an even smaller number of weekend walkers!”

“Those who are unfortunate to live close to the proposed landing in Princes Street will be prisoners in their homes on peak days. The antisocial behaviour, traffic issues, litter and noise arising from usage will be unbearable...”

24 respondents gave mixed feedback on the proposed ramps. While they support the proposed AHB Shared Path overall, most felt the ramp designs gave too little detail for the public to comment on or they wanted ramps plus some combination of Option 2 (lifts and/or stairs) to further improve pedestrian and mobility vehicle access. Others wanted the proposed northern ramp landing moved to a different location to link with other existing or future pathways and minimise impacts on Northcote Point residents.

“Usability of ramp depends on gradient and curvature. It will have to be usable for cyclists going downhill at moderate speed. No sufficient detail visible to judge design.”

“Ramp, stairs and lifts are all needed. Cyclist will use ramps, pedestrians the stairs and disabled people or...prams will use the elevators. No other solution is robust enough.”

“As long as it doesn't encroach on the current neighbourhood of Northcote Point. Limit impact on community. Incorporate as much of the seaside of the current motorway.”

The remaining 12 respondents (1.5%) gave no clear indication of their opinion on this project in their feedback.

We have summarised and responded to all feedback in our [suggestions table](#) at the back of this report.

2.3 Option 1 - Ramps concept design

We received 309 pieces of feedback about the proposed ramps concept design in total. Of these, 189 were general comments or suggestions about both ramps. The majority of this feedback related to user safety, visibility, ramp accessibility, and the separation of active transport modes. Your comments and suggestions include:

- This design is the preferred, safest option for cyclists (26 people – 6%)
- Make ramp gradients suitable for bikes/mobility vehicles/prams (21 people – 4%)
- Make turning arcs wider for both ramps (20 people – 4%)
- Include calming measures to slow cyclists down (13 people – 3%)
- Install median barrier to separate southbound and northbound users (13 people – 3%)
- Use a non-slip surface on both ramps for cycle safety (12 people – 3%)
- Visibility concerns on the ramp bends (12 people – 3%)
- Install any handrails at a safe height for cyclists (3 people)
- Reserve the inside of ramp bends for pedestrians (2 people)
- Paint green cycle lane on outside of ramp bends, install padded/protective wall surfaces for user safety, install transparent wall panels for user visibility, install bollards to prevent cars from entering ramps (1 person each).

The remainder suggested other features and amenities for users' convenience and enjoyment:

- Provide rest areas and/or viewing platforms on the ramps (5 people)
- Drinking fountains at both ends on the ramps (3 people)
- Display user information at the start of each ramp, provide a secure bike lock-up/parking facility near ramps (1 person each).

2.3.1 Southern ramp

A total of 73 comments or suggestions were specifically about the southern ramp. Most feedback related to the ramp's city centre and Ponsonby-bound connections, continuity and safety of the design for cyclists, and managing potential conflicts between cyclists and pedestrians on the ramp itself.

- Make turning arc wider on ramp's bend for safety/visibility (21 people – 4%)
- Connect ramp directly to Westhaven boardwalk (18 people – 4%)
- Concerns about safety/ congestion at the ramp's proposed landing site (10 people – 2%)

- Add stairs at the ramp's bend for pedestrians (8 people)
- Connect ramp directly to Shelly Beach Road (3 people)
- General concerns about user visibility (3 people).

Some respondents wanted more information about the southern landing, and how we propose to manage multi-modal interactions between ramp and road users near the Curran Street/Westhaven Drive roundabout. Others offered ideas to manage the interactions of path users at the southern landing point safely, including proposed relocation.

- Clarify link to/from the southern ramp landing to/from the road (5 people)
- Move southern ramp landing to the western side of the bridge (2 people)
- Move southern ramp landing to north of Victoria Park (1 person)
- Directional signage to help users move east or west to/from the landing (1 person)
- Install a signalised crossing between the ramp's landing and the road (1 person).

2.3.2 Northern ramp design

A total of 47 comments or suggestions were specifically about the northern ramp. The majority of this feedback related to the proposed landing's connectivity to existing cycleways and proposed shared paths for the North Shore, particularly SeaPath.

Many respondents suggested relocating the ramp's landing to enable these connections, or to reduce the perceived impacts of the proposed landing upon Northcote Point residents:

- Connect ramp directly to SeaPath on eastern side of bridge (19 people)
- Connect ramp directly to the Northcote Cycleway (8 people)
- Move ramp landing closer to Stafford Park (3 people)
- Move ramp landing to Sulphur Beach dinghy lockup area (2 people)
- Redirect landing to the west toward Little Shoal Bay (2 people)
- Move ramp entry/exit further north to Esmonde Rd/AUT/bus depot (1 person)
- Connect ramp landing directly to Princes Street (1 person)

The remainder put forward the following ramp design changes to improve the ramp's safety, primarily for cyclists:

- Redesign/remove the 'S' bend in the concept design (5 people)
- Design a more direct ramp connection (2 people)
- Make turning arcs wider on northern ramp (2 people)
- Make ramp gradient suitable for all shared path users (1 person)
- Make northern ramp gradient the same as the southern ramp (1 person).

2.4 Option 2 – Lifts and stairs combination

In all we received 154 pieces of feedback about the second proposed option of a lift and stairs combination at both ends of the bridge. Most respondents who commented on Option 2 did not support it as a viable solution, particularly for commuter cyclists.

A large proportion of these responses expressed concern that lifts would be too slow, unreliable and costly to support a high number of expectant shared path users, especially at peak times. A few submitters thought Option 2 was not feasible due to the bridge's height and length.

- Option 2 would disrupt flow/cause commuter congestion (60 people – 13%)
- Lifts unreliable; will need regular maintenance (36 people – 8%)
- Lifts not a cost-effective long-term solution (9 people)
- Accessibility issues due to bridge height/length (5 people).

Conversely, a small but notable proportion of respondents thought lifts and/or stairs should be included alongside the ramps to enable pedestrian and mobility vehicle access separate from the ramps which cyclists are more likely to use:

- Include lifts with the ramps design now or in the future (19 people – 4%)
- Include stairs with ramps design (14 people – 3%)
- Include both stairs and lifts for pedestrians alongside ramps (10 people)
- Install lifts and stairs instead of ramps (1 person)

2.5 Auckland Harbour Bridge (AHB) Shared Path

A significant proportion of the feedback (150 comments) focussed on the user experience and local community impacts of the AHB Shared Path in its entirety, with the landing designs as a key factor.

Most respondents expressed excitement and urgency for works to begin on the AHB Shared Path. Several suggestions were also made to manage safety issues they believed shared path users might encounter such as modal conflicts, personal security, night-time visibility, exposure to weather and noise from bridge traffic, and more. These suggestions include:

- Provide clear separation of cyclists and pedestrians (22 people – 5%)
- Install good lighting all along the shared path for safety (22 people – 5%)
- Provide shelter from weather/traffic noise (14 people – 3%)
- Signage/markings to separate cyclists and pedestrians (10 people)
- Provide security on shared path for users' safety (9 people)
- Consider interaction of e-bikes and scooter with other shared path users (4 people)
- Install barrier to separate cyclists and pedestrians (2 people)

- Install handrails at a safe height for to avoid cyclists (2 people)
- Build cycle and walking only paths on opposite sides of bridge (1 person)
- Design shared path for high volumes of users (1 person)
- Clarify expected/projected path user numbers (1 person).

Respondents also expressed support for the AHB Shared Path as a pivotal, long-awaited connection between Auckland city centre and central suburbs and North Shore suburbs via the established cycleway and shared path network, as well as the proposed SeaPath linking users to Northcote, Takapuna, Devonport, and beyond.

A small group of respondents wanted clarification of how and when the proposed SeaPath will connect to the AHB Shared Path. A few respondents noted that no works should start until a detailed business case and designs are complete for the AHB Shared Path, SeaPath, and any city-side upgrades that may be needed to deliver a single, contiguous, fully-consented path:

- Link AHB Shared Path to existing and proposed paths i.e. Westhaven boardwalk, Onepoto Domain, Northcote Cycleway, SeaPath, etc. (22 people – 5%)
- Clarify AHB Shared Path connection to the proposed SeaPath (4 people)
- Continue cycleway north alongside busway (1 person).

Some went on to suggest amenities to ensure recreational users and commuters enjoy a world-class, practical facility that showcases the harbour, city skyline, panoramic views of the wider Auckland region, and our cultural heritage or local art, as follows:

- Designs/artworks to make the shared path attractive (19 people – 4 %)
- Provide viewing bays along the shared path (7 people)
- Keep shared path open 24/7 and free to use (4 people)
- Provide public toilet facilities (2 people)
- E-bike and scooter charging facilities (1 person)
- Install rubbish bins along shared path (1 person)
- Include plantings along the shared path (1 person).

We have summarised and responded to all feedback received in our [suggestions table](#) at the back of this report.

2.6 Car parking

A small proportion of respondents had concerns about commuter car parking in and around the proposed ramp landing locations, particularly at Northcote Point. Most felt strongly that car parking should not be provided for people intending to use the AHB Shared Path, to encourage people to access the ramps using active transport modes i.e. cycling, walking.

Others believe recreational users and tourists would inevitably arrive at the ramps by car or by tour bus and wanted a plan to mitigate the impacts on nearby street parking, and on local residents and businesses, that this influx might cause. Suggestions include:

- Make no provisions for commuter car parking (9 people)
- Plan to manage commuter parking north of the bridge (3 people)
- Concerns about commuter parking (3 people)
- Provide commuter parking on the northern side of the bridge (1 person)
- Utilise car parks near the Sulphur Beach dinghy lockup (1 person).

We have summarised and responded to all feedback received in our [suggestions table](#) at the back of this report.

2.7 Other matters

Consultation process

4% of respondents (13 people) commented on the consultation process. The most common comments or concerns were:

- The concept designs presented did not offer enough detail for respondents to fully comment on/critique the proposal i.e. ramp gradients, projected path user numbers, etc.
- Better communication about the Transport Agency's rationale for the proposed ramps, and the constraints we are operating within to bring the AHB Shared Path project to fruition.
- That Northcote Point residents are communicated with directly and regularly at each stage of the project's development.

We have responded to these and other concerns for the public in the 'Questions' and 'Issues' sections of the [design suggestions summary table](#).

2.8 Summary of key stakeholder feedback

Tenants/ berth holders at Westhaven Marina:

- Support the redesigned bridge-based portions of the Auckland Harbour Bridge Shared Path to address issues identified in earlier designs.

- Do not support the current proposed land-based portions of the design; believe more information and planning is needed to implement either option at this stage.
- Prefer the Transport Agency presents its business case, plans and drawn proposals for the AHB Shared Path in its entirety, including the land-based and viaduct extensions of the Bridge-based segments.
- Would like to know what patronage the Transport Agency is planning for, including frequency during normal and peak times, and risks identified/mitigation plan to manage these risks.
- Believe any cost-in-use and Cost Benefit Analysis performed by NZTA for this project should be made available for public review and feedback.
- Propose that both proposed entry/exit points for the AHB Shared Path be relocated to include parking, toilets, warden and emergency facilities.
- Suggest that the Southern entry point be located at the Northern end of Victoria Park and the Northern point next to the existing bus station (adjacent to Esmond Road/AUT).
- Want a contiguous pathway to be established between both the North and South entry/exit points and links to all other existing/proposed cycleways established, before works commence; all links to be operational upon launch of the AHB Shared Path.
- Would like to be directly involved in further consultation to support final designs and consent applications.
- Would like the Transport Agency to ensure its entire proposal is safe, environmentally sound and economically sensible.

City and Wynyard Quarter groups:

- Support the use of ramps (Option 1) for entry/exit to the AHB Shared Path.
- Concerned that the Southern ramp design presents a safety issue in that large volumes of pedestrians and cyclists will exit onto a roundabout with no safe crossing provided.
- Would like city-side cycling connections to be improved before implementing the AHB Shared Path and connections - particularly Wynyard Quarter, Te Wero Bridge replacement (no cycling facility provided), Fanshawe Street, Viaduct shared paths (dangerous, better separation from cars and high-volume pedestrians).
- Would like the AHB Shared Path to be acknowledged as an essential link for everyday people to use recreationally as well as for commuter/transport purposes.

- Ensure design is environmentally sound and improves Auckland's liveability for people.
- Support the preferred ramps option over stairs and would be great to see this built as soon as possible.
- Would like to see smooth connections for the AHB Shared Path both at Westhaven and Northcote Point to ensure users have safe and uninterrupted journeys.
- As a transport link, the AHB Shared Path should be as easy and seamless as possible for everyone to access.
- Ramp gradients need to be easily navigated by those on wheels as well as pedestrians.
- Suggest clear separation of different user groups i.e. cyclists and pedestrians should be considered through the use of texture or colour on the path surface, or similar.
- Consider including bike/scooter infrastructure such as charging stations and signage for active modes.

Community groups – based on the southern side of the Auckland Harbour Bridge:

- Support the overall concept of the AHB Shared Path project and welcomes the proposed width increase to 5m but would like details such as separation into north/southbound lanes and speed limits for bikes/scooters to be investigated.
- Felt the concept designs did not give enough detail for them to comment on and would like the opportunity to comment further when detailed designs are available.
- Note the proposed ramps appear to be a reasonable solution and may work well in combination with a lift and/or stair, particularly at the southern end.
- Acknowledge lifts do not work well for bikes.
- Are concerned about AHB Shared Path maintenance and security, particularly at night; suggest providing good lighting, especially around public toilets, and CCTV cameras.
- Maintenance of any lifts and public toilets is also essential.
- Concerned that path users may generate litter via local food retailers that could end up in the harbour and cause general mess along and nearby the shared path.
- Would like city-side cycling connections to be improved and made safer for high volumes of multi-modal users before implementing the AHB Shared Path and connections - particularly Wynyard Quarter, Te Wero Bridge replacement (no cycling facility provided), Fanshawe Street, and Viaduct shared paths.
- Parking logistics need to be considered.

User interest groups:

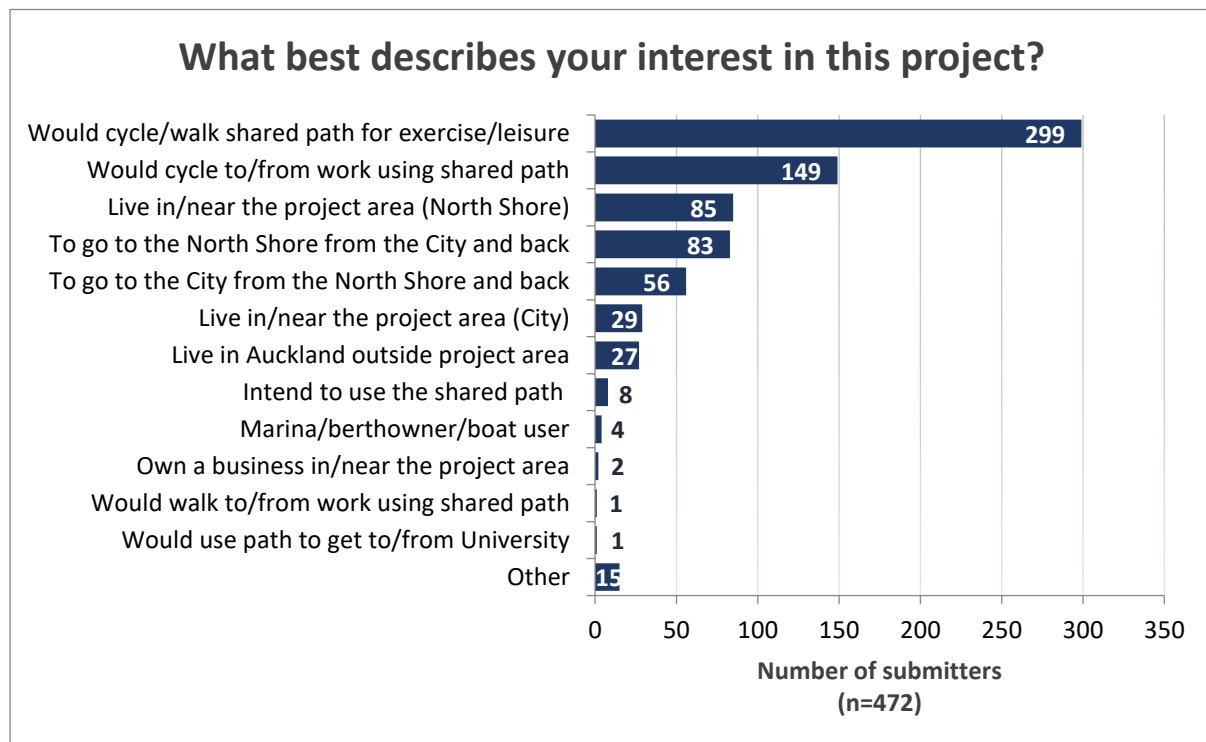
- Support the proposed ramps as the preferred option overall.
- Would like gradients of ramps to be clarified for all potential path users i.e. cyclists, pedestrians, wheelchairs, other mobility devices.
- Believe visibility may be an issue for commuter cyclists, which may pose a safety issue for all ramp users.
- Suggest maximum transparency at the bend on the Southern ramp by allocating cyclists use of the outside portion of the bend.
- At the Northern landing, support use of opaque panels along the outer edges of the path to ensure privacy for people's back yards provided they do not create any blind spots around curves on the ramp itself.
- Would like greater clarification of connections; in particular how the Southern ramp would smoothly interface with the roundabout slip lane, Curran St, and Westhaven Drive/ the Westhaven boardwalk, and smooth connections to SeaPath and Northcote Point via the Northern ramp.
- Believe stairs and lifts can be retrofitted at a later date, if required.

2.9 About our respondents

Respondents were asked to self-describe their interest/s in this project. A significant majority plan to use the AHB Shared Path regularly for exercise, recreation, and to cycle to/from work. Submitters self-identified as follows:

- 299 people (63%) intend to cycle/walk the shared path for exercise and recreation
- 149 people (32%) will use the path to cycle to and from work
- 85 people (18%) stated they live in or near the Northern side of the project area
- 83 people (18%) will use the path to go to the North Shore from the City and back
- 56 people (12%) will use the path to go to the City from the North Shore and back
- 29 people (6%) stated they live in or near the Southern side of the project area
- 27 people (5%) stated they live outside the project area or the Auckland region
- Eight people intend to use the shared path (in an unspecified way)
- Four people are a berth owner or boat user at a nearby marina
- Two people own a business in or near the project area
- One person would use the shared path to get to/from University in the city
- One person would use the shared path to walk to/from work.

15 people cited other reasons for their interest in this project i.e. former residents in the project area, advocacy groups, study/work in relevant industries such as engineering, urban planning, landscape architecture, cycling industry, etc. Two of this group said they would consider moving to the North Shore if this new transport link is established.



Please note: not all submitters answered this question. Responses were open-ended.

Design suggestions and our responses

Below is a summary of all design suggestions and concerns provided in your feedback. We have also responded directly to key questions and issues you have raised.

Feedback suggestions	NZTA response
Option 1 - Ramps	
Both ramps	
<p>Accessibility and safety</p> <ul style="list-style-type: none"> • Make ramp gradients safe/suitable/consistent for all wheeled active transport modes (bikes, prams, mobility vehicles and pedestrians) to negotiate. • Make turning arcs wider on the bends for both ramps to improve visibility of oncoming path users and to give cyclists better journey continuity, less jarring use of brakes, and reduce the need for cyclists to dismount bikes to negotiate the bend/s safely • Add traffic calming measures and/or apply a speed limit to manage ramp users' speeds – cyclists, e-bikes, scooters in particular. • Install padded/protective wall surfaces to cushion users should they overshoot ramp bends at speed. • Use non-slip surfaces on both ramps to provide a safe cycling and walking environment. • Paint green cycle lanes on the outside of the ramp bends to give cyclists the widest possible/safest turning arc; demarcate a dedicated lane for pedestrians on the inside of the bend. • Install clear wall panels along the ramps to maximise user visibility in both directions. • Install handrails to assist pedestrians, the elderly or mobility impaired path users <ul style="list-style-type: none"> - Place any ramp handrails at a safe height clear of cyclists' handle bars. • Install bollards at the bottom of each ramp to prevent cars from entering the ramps. 	<p>The gradient of the ramps (at 1:12) has been designed to provide accessibility for all users. This is in line with the <i>Austrroads Guide to Road Design Part 6A: Paths for Walking and Cycling</i> as well as the building code.</p> <p>We are undertaking further design work, including the necessary independent safety audits, to help guide and develop our ramp designs.</p> <p>During the next design stage of the project, an Urban and Landscape Design Framework will be developed with input from partners, stakeholders and the community which will assist the consenting phase of the project. It will be during this process that features such as handrails, surface treatment, as well as all safety features are detailed, designed and confirmed.</p>
Separation of active transport modes	We understand that the shared path will be accommodating a lot of different active modes which will travel at different speeds. Safety for all future users is a priority for

Feedback suggestions	NZTA response
<ul style="list-style-type: none"> • Provide clear separation of the shared path for cyclists and pedestrians <ul style="list-style-type: none"> - Create lanes for each using a physical barrier - Mark out cycle and walking lanes using different coloured materials or painted surfaces - Install signage to guide and separate cyclists and pedestrians - Provide clarity on lane/s e-bikes, scooters, and mobility vehicles are expected to use. • Separate ramp users by their direction of travel over the ramps (i.e. northbound and southbound traffic) to avoid modal and speed conflicts. 	<p>the Transport Agency and we will carry out safety audits in the next design stages to help guide and develop our designs.</p> <p>We will seek further feedback to allow for further development of these elements through an Urban and Landscape Design Framework which will assist the consenting phase of the project.</p>
<p>Amenities</p> <ul style="list-style-type: none"> • Provide rest areas or indented viewing bays on the ramps <ul style="list-style-type: none"> - widen the path on the bends to allow space outside cyclists and scooter users' desire lines - possibly include seating • Install drinking fountains for people using the path for exercise and recreation. • Display information for path users at the start of the ramps; about the region, views, for tourists, rules for use of the path, directional info, etc. 	<p>The AHB Shared Path concept provides up to three pause points (viewing platforms) along the bridge so that people who want to take a break can move out of the main thoroughfare, while others can continue their journey onwards. At these points, the path will be widened by approximately 4.2 metres.</p> <p>During the next design stage of the project, an Urban and Landscape Design Framework will be developed. This will help to enhance the experience for users and visitors to the shared path and importantly highlight the social, cultural and environmental features of the area. It will be during this phase of the project that features like seating, water fountains and wayfinding for tourists are discussed in detail.</p>
<p>Southern ramp only</p>	
<p>Accessibility and safety</p> <ul style="list-style-type: none"> • Make the turning arc wider on the bend to improve visibility of oncoming path users, give cyclists better continuity/stability, and reduce the need to dismount bikes to negotiate bend safely. <ul style="list-style-type: none"> - Straighten the bend as much as possible for a smoother descent and more direct link to Westhaven boardwalk. • Make ramp gradient safe/suitable and consistent with the northern ramp for all wheeled active transport modes (cycles, prams, mobility vehicles, scooters) and pedestrians to negotiate. 	<p>During the next design stages of the project, further work will take into consideration this feedback however there are some significant constraints that will be considered and managed around the southern ramp and landing site. We are currently undertaking further design work, including the necessary independent safety audits, to help guide and develop our ramp designs.</p> <p>User safety is a priority for the Transport Agency and the gradient of the ramp has been designed to provide a suitable environment for all users as required by the Austroads <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i>, as well as the building code.</p> <p>The Transport Agency will be working closely with Panuku within the Westhaven Marina area to develop designs for appropriate and safe access to and from the</p>

Feedback suggestions	NZTA response
<ul style="list-style-type: none"> • Include stairs at the southern ramp's bend to give pedestrians a more convenient and direct ramp entry/exit option to/from Westhaven boardwalk; reduce modal conflicts between cyclists/pedestrians. • Install a signalised crossing to manage ramp user access to/from the southern ramp near Curran Street/Westhaven Drive roundabout; give cars accessing Westhaven marina and yachting club priority. 	<p>southern ramp. This feedback will be further considered during the upcoming design phases of the project.</p>
<p>Shared path/cycleway connections</p> <ul style="list-style-type: none"> • Connect ramp directly to the Westhaven boardwalk instead of to the north and near the road <ul style="list-style-type: none"> - Build a straight ramp that crosses over Westhaven Drive and Shelly Beach Road - Create the above ramp in addition to the proposed ramp. • Connect ramp directly to Shelly Beach Road to <ul style="list-style-type: none"> - Connect users to Ponsonby as well as the city (if delivered alongside the proposed ramp) - Create the above instead of the proposed ramp to divert path users away from the marina. 	<p>The Transport Agency is committed to working in partnership with Panuku and in consultation with the Westhaven community in the development of the southern landing. This will include how we will incorporate safe access to and from the AHB Shared Path from the existing walking and cycling network.</p> <p>At this stage, it is not proposed for the AHB Shared Path to provide a walking or cycling connection with Shelly Beach Road. The Shelly Beach Road offramp is a high-volume road with limited space to safely introduce a safe walking or cycling path.</p>
<p>Ramp landing site</p> <ul style="list-style-type: none"> • Move ramp landing site slightly west side of the current location/the bridge nearer the green space and away from the roundabout; to avoid modal conflicts. • Relocate landing site to the northern end of Victoria Park; still close to existing paths, Westhaven and accessible for people using all active modes while freeing up Westhaven marina for berth users. 	<p>At this stage of the project the design of the landing under the southern side of the bridge will integrate with work being undertaken by Panuku and to make use of the space available.</p> <p>The location of the landing site is proposed to be in Westhaven as the AHB Shared Path is designed to connect to the existing Auckland Harbour Bridge. The landing of the AHB Shared Path will integrate with the existing walking and cycling network to optimise connections</p>
<p>Amenities</p> <ul style="list-style-type: none"> • Install directional signage to guide users to the east and west upon exiting the southern ramp. 	<p>During the next design stage of the project, an Urban and Landscape Design Framework will be developed. This will help to enhance the experience for users and visitors when they use the shared path and importantly highlight the social, cultural and environmental features of the area. It will be during this phase of the project that features like wayfinding for users are consulted on in detail.</p>

Feedback suggestions	NZTA response
Northern ramp only	
<p>Accessibility and safety</p> <ul style="list-style-type: none"> • Redesign the proposed ‘S’ bend/sharply angled turns on the northern ramp to reduce the safety risk to cyclists and for easier mobility vehicle access <ul style="list-style-type: none"> - Design gentler curves with wider turning arcs so cyclists will not have to dismount - Remove bends altogether to make the ramp straighter/more direct to the landing site. • Make ramp gradient safe/suitable and consistent with the southern ramp for all wheeled active transport modes (cycles, prams, mobility vehicles) and pedestrians to negotiate. 	<p>During the next design stage of the project, an Urban and Landscape Design Framework will be developed. This will help to enhance the experience for users and visitors when they use the shared path.</p> <p>We are undertaking further design work, including the necessary independent safety audits, to help guide and develop our ramp designs.</p> <p>User safety is a priority for the Transport Agency and the gradient of the ramp has been designed to ensure it provides suitable access for all users as required by the Austroads <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i> as well as the Building Code.</p>
<p>Shared path/cycleway connections</p> <ul style="list-style-type: none"> • Connect the northern ramp directly to the proposed SeaPath along north-eastern side of the bridge <ul style="list-style-type: none"> - Ensure design enables this link in future, as well as the proposed landing near Northcote Point - Design and build a ramp that seamlessly connects to SeaPath instead of the proposed landing site; launch both SeaPath and the AHB Shared Path at the same time for a contiguous route. • Connect ramp directly/cleanly to the Northcote cycleway along Queen Street <ul style="list-style-type: none"> - Also consider a connection to the Ferry Terminal. • Connect northern ramp users to Onepoto Domain via Stafford Park. 	<p>Creating a seamless connection with SeaPath and other local walking and cycling paths as well as community facilities is a priority for the project team. Further work during the next stage of design and Urban and Landscape Design Framework will look at these connections in detail.</p>
<p>Ramp landing site</p> <ul style="list-style-type: none"> • Move landing site directly to Princes Street; enables access to local businesses and onward connections to Queen Street (Northcote cycleway, Bridgeway Cinema, etc.) and Onepoto Domain. • Relocate landing site further north and away from Northcote Point residents, toward NZ Motorway Police HQ/Stafford Park (via Sulphur Beach Road) 	<p>Due to property, access, environmental and cultural considerations the landing site cannot be moved to the proposed locations suggested. The project team will build on feedback received from partners, stakeholders and community to design improved connections appropriate for local businesses, community and recreational facilities.</p> <p>There will be a connection at both Northcote Point and Sulphur Beach Road which currently falls within the project area for SeaPath.</p>

Feedback suggestions	NZTA response
<ul style="list-style-type: none"> • Move landing site even further north toward Esmonde Road/AUT junction on the western side of the northern motorway; consider continuing path to follow the Northern Busway. • Move ramp landing site toward the grassed area near the Sulphur Beach Road dinghy lock-up, and away from residential properties. • Redirect landing site further to the west toward Little Shoal Bay (via Queen Street).Du 	
Option 2 – Lifts and stairs combination	
<p>Accessibility and safety</p> <ul style="list-style-type: none"> • Include lifts and stairs either now or in the future alongside the proposed ramps <ul style="list-style-type: none"> - Lifts at both ends to support those with limited mobility or a mobility vehicles, and pedestrians - Lifts and stairs only at the northern landing instead of a ramp. • Include stairs only alongside both ramps to give pedestrians a convenient, more direct means to access the ramp apex, separated from cyclists • Stairs on the bend of the southern ramp only as a convenient, more direct means to access the apex, separated from cyclists. • Do not include lifts in the final design; too unreliable with regular break-downs (nearby example given at St Mary’s Bay), high operating and maintenance costs, bridge height constraints, and poor capacity to serve large volumes of paths users and cyclists that would congest the pathway. 	<p>Ramps have been identified as the preferred option by our partners, stakeholders and community and will be provided as part of this project. At this stage, lifts and/or stairs will not be included alongside fully accessible ramps. This does not preclude their addition at some future date.</p>
Auckland Harbour Bridge (AHB) Shared Path	
<p>Shared path/cycleway connections</p> <ul style="list-style-type: none"> • Maximise AHB Shared Path links to as many existing and future shared paths and cycleways as possible, both city-side and on the North Shore, to make it an effective transport link. • Connect AHB Shared Path directly to the proposed SeaPath specifically <ul style="list-style-type: none"> - Ensure final designs enable this link to be made in future, so the proposed ramps and AHB Shared Path can be built and opened as soon as possible 	<p>The AHB Shared Path and SeaPath projects will create a seamless connection between the city, the North Shore and beyond. There will be entry and exit points along the way at locations such as Westhaven, Northcote Point, Onewa Road and Esmonde Road. This will connect the path into the current network of walking and cycling paths on both sides of the harbour.</p> <p>We will continue to work closely with our partners at Auckland Transport and Panuku to connect both the AHB Shared Path and SeaPath into local walking and cycling networks.</p>

Feedback suggestions	NZTA response
<ul style="list-style-type: none"> - Keep AHB Shared Path to the eastern side of the motorway rather than via Northcote Point - Do not commence works on the ramps until a single, contiguous and consented route, including SeaPath and the AHB Shared Path as pivotal links to the North Shore, has been approved. • Improve the capacity/safety of existing city-side shared paths/cycleways to provide solid connections for AHB Shared Path users exiting the southern ramps, particularly at <ul style="list-style-type: none"> - Wynyard Quarter - Te Wero Bridge replacement (no cycling facility provided) - Fanshawe Street, and Viaduct shared paths. 	<p>The design of the AHB Shared Path takes into consideration multiple factors including environmental impacts and the ease of connection with existing walking and cycling networks which are largely located to the west of the motorway.</p> <p>We are aware that improvements in safe cycling paths increases the appeal of this active mode for longer distance travel and for cycling to continue to increase in popularity, we will be working to integrate our project appropriately with current and planned cycleways.</p>
<p>Accessibility and safety</p> <ul style="list-style-type: none"> • Provide clear separation of cyclists and pedestrians to prevent modal conflicts via <ul style="list-style-type: none"> - Markings, a painted centre line, or use of textured/coloured surfaces to delineate each mode - Raised/separate pavement for pedestrians - A barrier to physically separate cyclists and pedestrians - Signage to show which area is for cyclists/wheeled users and which is for pedestrians. • Separate shared path users by their direction of travel to minimise the risk of collisions i.e. northbound one side of the path, southbound on the other <ul style="list-style-type: none"> - Ensure the proposed width of the path is sufficient for an expected high volume of users - Consider widening the path further to allow user separation based on both direction of travel AND mode of travel. • Consider completely separate paths on opposite sides of the bridge; one for commuter cyclists/ scooters/e-bikes on one side and a path for pedestrians/recreational users on the other side. • Install handrails to assist pedestrians, the elderly or mobility impaired path users; place any handrails at a safe height clear of cyclists' handle bars. • Install mesh grates/grills all along the AHB Shared Path structure to prevent people from jumping off. 	<p>During the upcoming design phase, the project team will review best practice guidance, safety requirements and engage with future users and experts to review the layout of the shared path to accommodate for all users, safely.</p> <p>By providing a five-metre-wide path, the AHB Shared Path will cater safely for the different modes using the path, travelling in both directions between the North Shore and the City.</p> <p>The AHB Shared Path will be located on the eastern side of the bridge, next to the southbound traffic lane (at the same level of traffic deck).</p> <p>Edge protection will include handrails in accordance with the Building Code requirements and unclimbable anti-throw screens.</p>

Feedback suggestions	NZTA response
<ul style="list-style-type: none"> Install CCTV/security cameras all along the AHB Shared Path, including the ramps, as a safety measure for users and residents/businesses near the landings. 	
<p>Amenities</p> <ul style="list-style-type: none"> Provide good lighting, day and night, to make the path safer and to promote good visibility. Install rubbish bins to manage path users' waste; ensure it does not end up in the harbour. Provide security guards on the shared and by the ramps, particularly at night. Install viewing bays/platforms at strategic points on the shared path for people to enjoy the views <ul style="list-style-type: none"> To act as rest areas possibly with some seating provided Consider the design so cyclists can move through/past viewing bays separately/safely. Provide shelter along the shared path to protect users from the elements and block out traffic noise. 	<p>During the next design stage of the project, an Urban and Landscape Design Framework will be developed. This will help to develop design to enhance the experience for users and visitors to the shared path and importantly highlight the social, cultural and environmental features of the area. It will be during this phase of the project that features like lighting, rubbish bins, seating, shelter and wayfinding are discussed in detail.</p> <p>The AHB Shared Path is designed to provide up to three pause points along the bridge so that users who need to stop for a break can move out of the main thoroughfare, while others can continue onwards. At these points, the path will be widened by approximately 4.2 metres.</p> <p>At this stage the concept design includes shelter over the pause points on the AHB Shared Path. Further design development will confirm this, and any noise treatment, considering the high winds experienced on the bridge at times and the challenges associated with this.</p>
<p>Operational considerations</p> <ul style="list-style-type: none"> Keep the path open 24 hours a day, seven days a week <ul style="list-style-type: none"> Make the shared path free of charge for users Provide e-bike and scooter charging facilities. Provide public toilet facilities at one or the other end of the AHB Shared Path; or, connect the public to existing facilities wherever possible. 	<p>During the detailed design and consenting phases of the project, the operational elements of the project, such as operating hours will be confirmed.</p> <p>It has been confirmed the AHB Shared Path will be free of charge to all users. This will promote the use of active modes as an appealing travel option between the North Shore, city centre and wider walking and cycling network.</p> <p>During the detailed design and consenting phases of the project, the operational elements of the project, such as e-bike/ scooter facilities and public toilets will be confirmed.</p>
Car parking	
<p>On-street parking</p> <ul style="list-style-type: none"> General concerns about car-parking and the pressure shared path users/tourists driving to the ramps might place on residential on-street parking space 	<p>The AHB Shared Path and SeaPath projects will create a seamless connection between the city, the North Shore and beyond. There will be entry and exit points along the way at Westhaven, Northcote Point, Onewa Road and Esmonde Road.</p>

Feedback suggestions	NZTA response
<ul style="list-style-type: none"> - Include a plan to mitigate these potential parking issues, particularly around Northcote Point - Consider a residents-only parking zone in the streets immediately surrounding the proposed northern landing - Consider impacts large scales of visitors parking on the streets may have on local business. <p>Allocated parking spaces</p> <ul style="list-style-type: none"> • Allow people to utilise the existing car parking near the Sulphur Beach dinghy lock-up area / under the bridge. • Do not provide commuter car parking options for those intending to use the shared path, to actively discourage them from driving to the ramps to access the AHB Shared Path. 	<p>This will connect the path into the local network of walking and cycling paths on both sides of the harbour.</p> <p>Future users will be able enter and exit the path from many locations without needing to drive to either the northern or southern landings to access this path.</p> <p>Public transport connections will further enhance the accessibility of people to this connected walking and cycling facility and provide local users, tourists and commuters a variety of travel options when moving around Auckland.</p> <p>Car parking will not be provided for users of the AHB Shared Path. The Transport Agency will continue to work closely with Auckland Transport who manage parking in the area.</p>
Questions	
<p>“For the ramp, how will the traffic heading in opposite directions be separated? How will walkers and cyclists be managed within the space?”</p> <p>“Will there be lighting day and night? What other consideration will be given to personal security?”</p> <p>“How will it link with Shelly Beach Road?”</p>	<p>During the next design phase, the project team will review international guidance, safety requirements and engage with future users and experts to review the layout of the shared path to accommodate for all users, safely.</p> <p>We understand that the shared path will be accommodating a lot of different active modes which will travel at different speeds. Safety for all future users is a priority for the Transport Agency and we will carry out safety audits in the next design stages. We are undertaking further design work, including the necessary independent safety audits, to help guide and develop our designs.</p> <p>During the next design stage, an Urban and Landscape Design Framework will be developed. This will help to enhance the experience for users and visitors when they use the shared path and importantly highlight the social, cultural and environmental features of the area. It will be during this phase of the project that features like lighting, security/safety and wayfinding for users to continue their onward travel on both ends of the path are detailed, designed and confirmed.</p>

Feedback suggestions	NZTA response
<p>“Why doesn’t the shared path go further along the motorway and exit along Shoal Bay as an earlier design?” This would be less disruptive to the current neighbourhood and provide a smoother connection to the SeaPath link.”</p> <p>“When will SeaPath and a link to Devonport peninsula be ready?”</p> <p>“Would the cycle way to the South of Westhaven and Z Pier be able to handle the extra cycle/pedestrian traffic?”</p> <p>“How practical is this shared path for serious cycle commuters? Are there dedicated lanes for cyclists?”</p> <p>“How much consideration has genuinely been given to leisure riders in the design of the cycle path?”</p> <p>“What cyclist design speed has been used? How steep will the gradient of the bridge shared path be?”</p> <p>“Are the tight bends necessary and suitable for a shared a path with cyclists and pedestrians?”</p> <p>“How about more integration with public transport?”</p>	<p>At this stage, it is not proposed to provide a walking or cycling connection directly with Shelly Beach Road as the offramp is a high-volume road with limited space to safely introduce a safe walking or cycling path.</p> <p>The AHB Shared Path and SeaPath projects will create a seamless connection between the city, the North Shore and beyond. There will be entry and exit points along the way at locations such as Westhaven, Northcote Point, Onewa Road and Esmonde Road. This will connect the the path into the current network of walking and cycling paths on both sides of the harbour.</p> <p>SeaPath is currently in the detailed design phase of work. The Transport Agency intends to progress these projects together as they provide the critical connecting link for walking and cycling between Auckland city and Takapuna/ North Shore.</p> <p>The cycleway to the south of Westhaven Marina is managed by Auckland Transport. The Transport Agency will continue to work closely with Auckland Transport to consider additional capacity on all local networks as part of this project.</p> <p>We understand that the shared path will be accommodating a lot of different active modes which will travel at different speeds. Safety for all future users is a priority for the Transport Agency. These aspects will be looked at more closely in the upcoming design phase. We will seek further feedback during this.</p> <p>The AHB Shared Path follows the gradient of the existing Auckland Harbour Bridge which has gradients up to 1:20. Ramps will be designed at a maximum gradient of 1:12. Both gradients will provide access for all users, by meeting the Austroads <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i> as well as the building code requirements for access.</p> <p>We are undertaking further design work, including the necessary independent safety audits, to help guide and develop our ramp designs.</p> <p>The Transport Agency will continue to work closely with the Auckland Transport to integrate with public transport to support the AHB Shared Path and SeaPath projects.</p>

Feedback suggestions	NZTA response
<p>“What are the opening hours?”</p> <p>“It wasn’t clear in the plans but I recall seeing viewing platforms protruding out from the cycle path. Is this still the case?”</p> <p>“Where will those wanting to use the AHB Shared Path park? What about residents’ parking? Where do other people park?”</p> <p>“Do you have artist(s) involved early on the design process?”</p>	<p>During the detailed design and consenting phases of the project, the operational elements of the project, such as operating hours will be confirmed.</p> <p>The AHB Shared Path is designed to provide up to three pause points along the bridge so that those who need to stop for a break can move out of the main thoroughfare, while others can continue onwards. At these points, the path will be widened by approximately 4.2 metres.</p> <p>The AHB Shared Path and SeaPath projects will create a seamless connection between the city, the North Shore and beyond. There will be entry and exit points along the way at Westhaven, Northcote Point, Onewa Road and Esmonde Road. This will connect the path into the local network of walking and cycling paths on both sides of the harbour. Future users will be able enter and exit the path from many locations without needing to drive to either the northern or southern landings to access the path.</p> <p>The Transport Agency is working together with mana whenua to appoint an artist to be involved in AHB Shared Path and SeaPath. Further opportunities for artists to be involved will be identified with partners, stakeholders and community as the project progresses.</p>
Issues	
<p>“Am a bit concerned about visibility around blind-corner curves and the risk of collisions with oncoming cyclists/peds. Suggest mitigation of possible blind-spots on the ramps turns.”</p> <p>“The Westhaven shared path is not 5m wide and the road has sharrows. How do you propose safe cycling in and out of the city?”</p>	<p>We are undertaking further design work, including the necessary independent safety audits, to help guide and develop our ramp designs.</p> <p>The Transport Agency is committed to working in partnership with Panuku and the Westhaven community in the development of the southern landing. This will include how we will incorporate safe access to and from the AHB Shared Path from the existing walking and cycling network.</p>

Feedback suggestions	NZTA response
<p>"I am very pleased that this is finally happening but fear there will be disruption and more delays if a new mayor is elected."</p>	<p>The AHB Shared Path Detailed Business Case is progressing so a programme for delivery can be confirmed.</p>
<p>"Are you planning to have the project called in and RMA issues ruled on by the minister?"</p>	<p>The AHB Shared Path will follow the required planning process under the Resource Management Act for approval of this project. At this stage the project team are working to confirm the consenting strategy for AHB Shared Path and SeaPath.</p>
<p>"Much more work needs to be done making Westhaven through Wynyard a much safer cycling and walking environment for the huge increase of cyclist and pedestrians we will see."</p>	<p>Thank you for your feedback, which we will share with Auckland Transport, who manage this local network, as part of integrating the proposed path into the walking and cycling network.</p>
<p>"Given the official patronage figures...of up to 15,000 users per day it is obvious that there is not enough parking to cater for the thousands of visitors...The impact of visitor parking will be to reduce or remove the very limited parking for residents and local business users in Northcote Point."</p>	<p>The Detailed Business Case will provide more accurate patronage figures, modelled by the Transport Agency, and this will be shared when available.</p>
<p>"Privacy factors for the surrounding residents' homes. Noise, rubbish, excess vehicles, parking. Impact of crowds on local residents."</p>	<p>The Transport Agency will continue to work with local property owners, community and partners to assess and where possible mitigate the potential impacts of the project. This will be a significant part of the design and consenting process.</p>
<p>"Has consideration been given to this path being used as a "suicide jump"?"</p>	<p>The AHB Shared Path design does take into consideration the safety requirements to prevent people from jumping this structure. Further details associated with this will be developed during the detailed design phase of the project.</p>
<p>"The proposed NZTA northern landings would not legally uphold the December 2016 Environment Court [Final Decision and Conditions of Consent] ruling. Consequently, a northern landing resource consent will be required for the pathway proposal to proceed."</p>	<p>The Transport Agency will follow the required planning process under the Resource Management Act for approval of this project. At this stage the project team are looking at what the best consenting strategy for AHB Shared Path could be.</p>