

Ōrākei Local Board feedback on the Tamaki Drive area improvements:

1. What do you think about the preferred [GI2T Section 4] route?

- a. The Ōrākei Local Board agree the Ngapipi Rd Coastal route is the best option considering the constraints and balances outcomes effectively for a broad variety of users. The Board welcomes an elevated, foreshore cycleway weaving its way through the natural areas of Hobson Bay and Ngapipi Reserve.
- b. It is noted that this option is the only feasible option deliverable within current budget constraints.
- c. While the Board notes the merit of the perhaps more aspirational and direct route following the railway lines across Hobson Bay, the Board acknowledges there was insufficient funding for this option. While a more direct route would undoubtedly be favoured by most cycling commuters to the CBD it is the Board's view that that many residents of our Ward, particularly those from the suburbs of Orakei, Meadowbank, St Johns, and Kohimarama will be using the GI2TP for access to eastern beaches, recreational purposes, and to access other communities within the local board area. The additional estimated 700 metres added to the city commute via this route as opposed to a direct route is balanced by the advantage to other users in its proximity to the amenities of the bays suburbs.

2. How would you improve the preferred [GI2T Section 4] route?

- a. The safety of all users at the connection near the Ōrākei Train Station was frequently mentioned in our Local Board Plan consultation feedback. The Board would like AT to plan and keep the Board informed how they will keep pedestrians and cyclists safe at this busy intersection with such a variety of users.
- b. The Ngapipi/Tamaki Drive intersections poses some safety challenges particularly given that traversing Tamaki Drive will be a two stage process. The slip land traffic signal and main road signal will ideally be time adjusted to ensure a continuous crossing flow for pedestrians and cyclists to prevent a bottle neck at the traffic island. The Board has concerns that the current design for the traffic island may not be allow enough room for those people crossing here from north to south, should there be a delay for a cross signal.

3. Do you have any other comments or suggestions [on the GI2T Section 4]?

- a. The Board has particular interest in where the shared path meets the newly acquired Ngapipi Reserve and wishes to be involved through the more detailed planning to ensure that the open space at Ngapipi

Reserve and the Shared Path link seamlessly in a way that provides optimal amenity for residents and users.

- b. The Board wishes the parking for the boatsheds be retained.
- c. The surface of the shared path is particularly important as there have been concerns over slipperiness. Given the tree cover and shade along this stage of the path, the Board expects careful consideration for a safe, effective surface.
- d. The Board would like the scope of Stage 4 to include safety and speed calming measures for vehicular traffic down Ngapipi Road. It is currently a busy arterial road that is very difficult for pedestrians to cross. Factors the Board would like to be considered include speed calming so that walkers and cyclists can travel safely as well as one or two crossing points.
- e. The Board requests that the footpath on the eastern side of Ngapipi be extended all the way to the bottom of Ngapipi Road rather than terminating outside 8 Ngapipi Road like it does currently.
- f. The Board's views on the preferred route are not unanimous.

4. What do you think about the proposed widening [of Ngapipi Bridge]?

- a. The widening is necessary for the success of the Tamaki Drive Shared Path and for all to enjoy the amenity of Tamaki Drive
- b. It will be a confusing intersection going between the Ngapipi Road Shared Path and Tamaki Drive Shared Path.
- c. The Heritage value of the panels on the original sides of the bridge need to be considered. The Board requests AT work with the Board over the design of this bridge to ensure it doesn't lead to a utilitarian design and can rather enhance the visual amenity of Tamaki Drive and preserve any historic features of merit.

5. How would you improve our proposal [for Ngapipi Bridge]?

- a. The Ngapipi intersection needs to consider how it will work for:
 - i. Cyclists going from Ngapipi Road to turn left or right onto Tamaki Drive
 - ii. Cyclists going straight through Tamaki Drive eastbound and westbound
 - iii. Cyclists turning right from Tamaki Drive cycle lane onto the G12TD Shared Path
- b. The needs of different users, including motorists, must be balanced to avoid a confusing and potentially dangerous intersection. The Board expects AT to discuss how the needs of all users will be addressed to ensure safety.
- c. There will likely be issues with cyclists riding both eastbound and westbound on the southern side of Ngapipi Bridge so the Board wish to know how AT will keep this section of the bridge safe.

6. Do you have any other comments or suggestions?

- a. Given the Ngapipi intersection was decided and designed before Stage 4 of the Shared Path was set to terminate at the end of Ngapipi Road, the Board has concerns that the design of the intersection may not have adequately balanced the need to maintain traffic flow, particularly given that the current unsignalled left turn from Ngapipi into Tamaki Drive will now be controlled under this design. The loss of the free left turn from Ngapipi to Tamaki Drive will potentially lead to traffic queues on Ngapipi Road as well as how cyclists move through the Ngapipi intersection. The Board requests a workshop explaining how these projects fit together to balance the needs and efficiency of the local transport network.
- b. The Board has the following points of feedback on The Tamaki Drive (Plumer St – Ngapipi Rd) Cycle Route Project:
 - i. This is a significant project that will affect thousands of residents in the Orakei Ward, many being daily commuters on Tamaki Drive travelling in and out of the city. The route is also highly popular with regular recreational users from our communities. Given the scope of the project, and its importance to the many people of the Orakei Local Board area, the Board's feedback was crucial. The Orakei Local Board's views and formal feedback on the revised design for this project should have been obtained in a satisfactory manner by AT following proper process. The Board is not simply another stakeholder and Auckland Transport should acknowledge its statutory role as governor in local matters accordingly.
 - ii. The Board is pleased the cycle lane is now on the north side and supports the design in principle noting there are more details to be worked through.
 - iii. The Board is pleased that our advocacy to increase the height of the road in flood prone areas on Tamaki Drive has been incorporated into planning to minimise future flooding. The Board requests to be kept informed of the design features as detailed design progresses.
 - iv. Signage along the Tamaki Shared Path on the north side will be essential in order to encourage safety of all users given there will be dogs, walkers, cyclists, wheelchairs and many other users.
 - v. The Board requests that the gaps between the panels separating the Tamaki cycle lane and the roadway are increased to create a safer margin of error for emergency manoeuvring by cycleway users when required.

- vi. The Board would like more information on how the Tamaki Cycle Route Project will deal with pack cyclists who regularly cause disruptions and complaints among other users of Tamaki Drive.
- vii. Parking along Tamaki Drive is an issue of concern for the Board due to frequent comments from residents. The Board wish to be kept informed of parking plans as detailed design is underway.
- viii. The Board hope AT will continue listening to the Board and progress this cycle path further east, all the way along Tamaki Drive. The Board acknowledges the road may not be wide enough in certain places so requests AT investigate a boardwalk on the northern side. While it will be a significant investment, Tamaki Drive is a jewel in the crown of Auckland and the results will be worth it to produce a world class asset for enjoyment by both local communities and visitors from all over the globe. The Board requests involvement in key planning details as this project progresses.