

19 January 2018

Ōrākei Local Board
Attn: Transport Portfolio Lead

Dear **<insert name>**,

Notification:

Glen Innes to Tamaki Drive Shared Path: Section 4 preferred route

Auckland Transport (AT) and the NZ Transport Agency (NZTA) sought feedback on the preferred route for Section 4 of the Te Ara Ki Uta Ki Tai - Glen Innes to Tamaki Drive Shared Path in September 2017 and received 296 submissions.

Ōrākei Local Board feedback

Board feedback	AT/NZTA response
<p>The Ōrākei Local Board agree the Ngapipi Road 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.</p>	<p>AT and NZTA appreciates the board's support of the preferred route.</p>
<p>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.</p>	<p>We appreciate that safe crossings at the intersections along this section are a very important aspect of the design. We will have a better idea of the design following the completion of the preliminary design and will keep the board updated as design progresses.</p>
<p>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.</p>	<p>We will work closely with the board to ensure the connection of the boardwalk to Ngapipi Road, and it's positioning within the bay, are complementary to the board's plans to create a reserve. The Glen Innes to Tamaki Drive Shared Path will provide a key alternative access point and an important connection to the new reserve.</p>
<p>The Board wishes the parking for the boatsheds be retained.</p>	<p>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</p>

Board feedback	AT/NZTA response
	owners/users. We are considering a permit parking scheme to discourage illegal parking.
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.	Careful consideration will go into the materials to ensure the boardwalk surfacing is safe and fit for purpose. We will have a better idea of the materials we will be using following the completion of the preliminary design and will share these with the board once completed.
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.	This is outside the shared path project scope and budget. However, we will work with the road safety team to investigate the safety concerns the local board has raised and report back.
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.	This is outside the shared path project scope and budget. However, we will investigate and report back to the board.

Public feedback

Feedback showed support for the preferred route (53%), and we received many suggestions and comments about the functionality and placement of this route. More information about the feedback received is provided in the [summary report](#) provided in this notification.

Outcome of consultation

Following the public consultation AT and NZTA will:

- Continue to work with boatshed owners to ensure parking and access to the sheds is retained.
- Investigate a permit-parking scheme for boatshed owners to discourage illegal parking.
- Ensure a connection to the shared path at the Kepa Road/Orakei Road/Ngapipi Road intersection is provided for.
- Position the path 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 the Board to confirm the positioning of the shared path at Whakatakataka Bay to complement its plans to create a reserve here.

Next steps

A public feedback analysis report will be published and submitters notified in the next few weeks.

The preliminary design for section 4 is underway and AT will continue to keep the board informed. We will:

- Work with the local board to determine the positioning of the boardwalk in Whakatakataka Bay.
- Provide further updates on design of the path along Orakei Road, in particular our proposed treatments to provide safe crossing of driveways, and proposed treatments for the surfacing and design of the boardwalk.
- Keep the board informed of developments following our enquiries into speed calming and extending the Ngapiipi Road footpath.

Yours faithfully

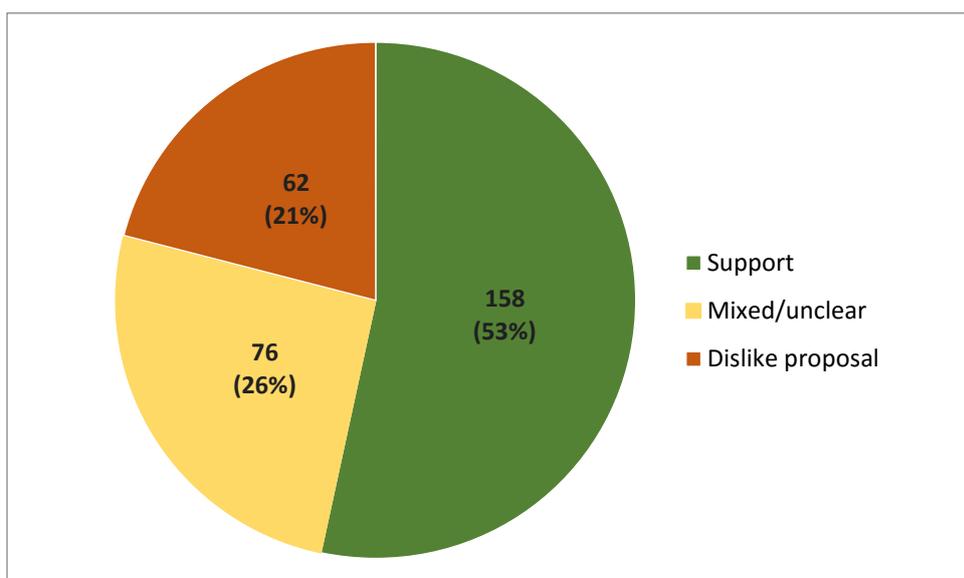
Matt Ah Mu
Senior Project Manager
Auckland Transport

Summary report: public feedback

Feedback analysis identified the following key themes:

- More than half support the preferred route (158 responses)
- Suggestions that the shared path to 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).

Overall sentiment for proposal



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

- it is a sensible choice
- will benefit a wider range of users than other routes that were proposed

- offers the best range of connections to key destinations including Mission Bay and other beaches to the east
- 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.
- provides a safe way to connect users with the cycleway on the northern side of Tamaki Drive and footpath beside the sea
- Offers good potential for future connection at other key points i.e. Kepa Road, making it easier to access by surrounding community.

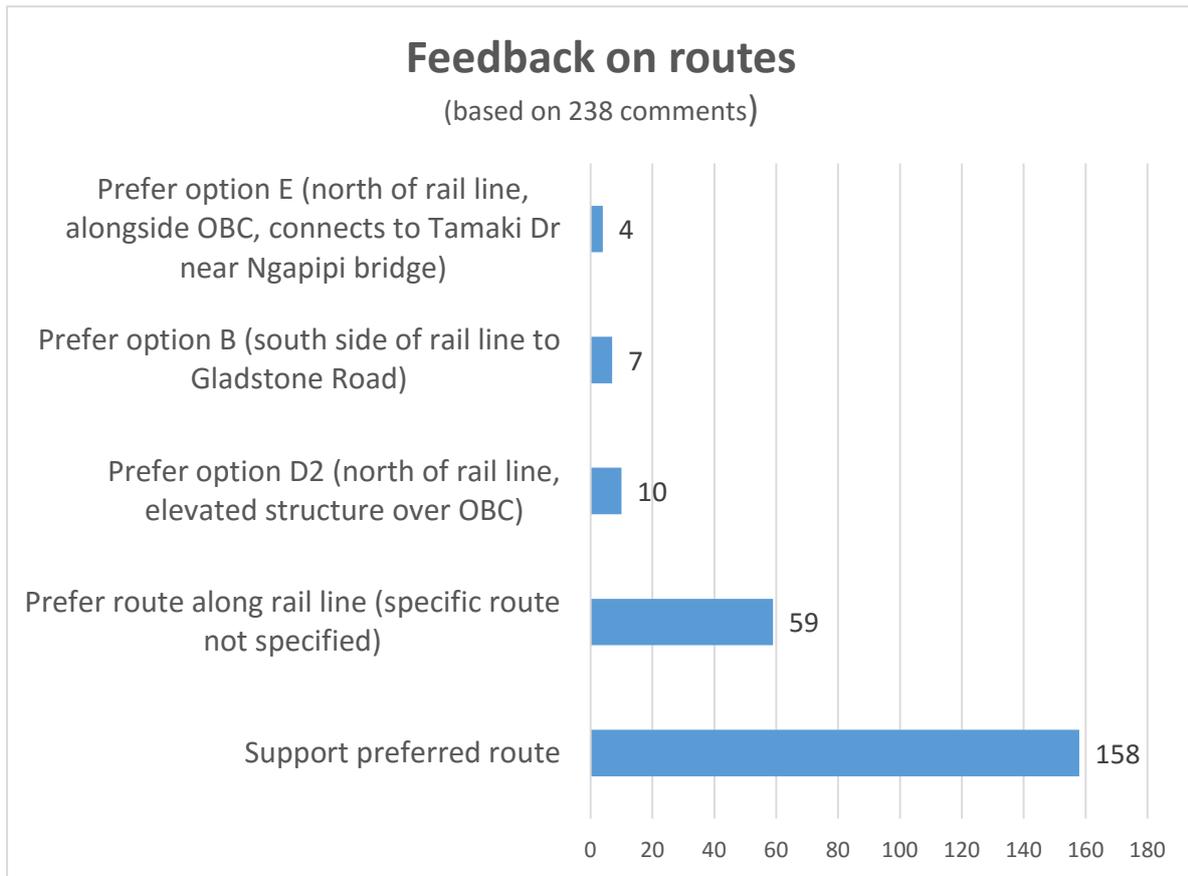
23% of submitters indicated mixed support for the proposal, primarily because:

- they liked an earlier route option, but acknowledge other advantages to the preferred route that they are willing to consider
- their support 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.

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

- it is not the most direct route into the city for commuter cyclists
- Ngapi Road is not suitable to locate a shared path
- they do not support cycling facilities.

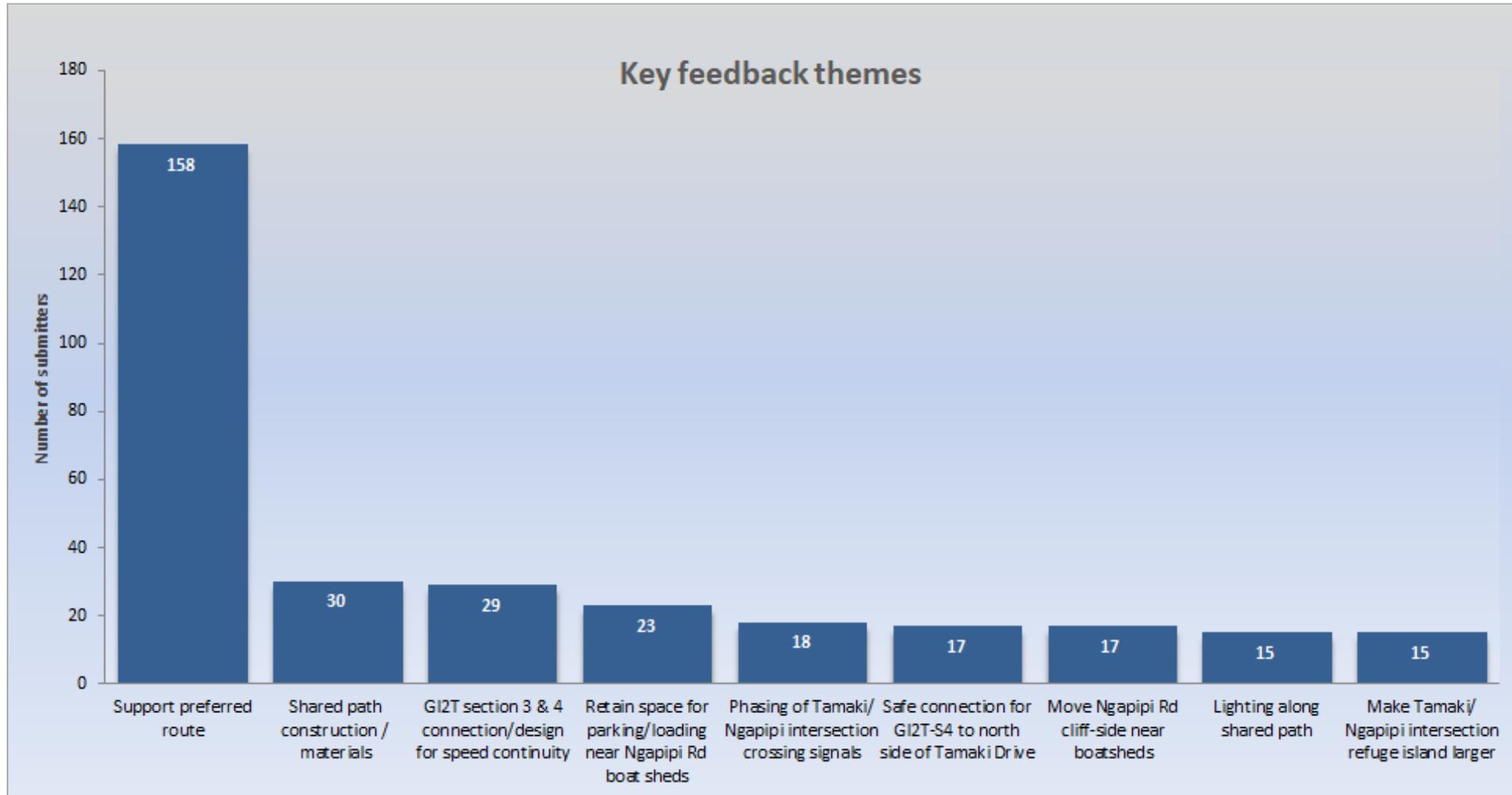
Feedback on routes



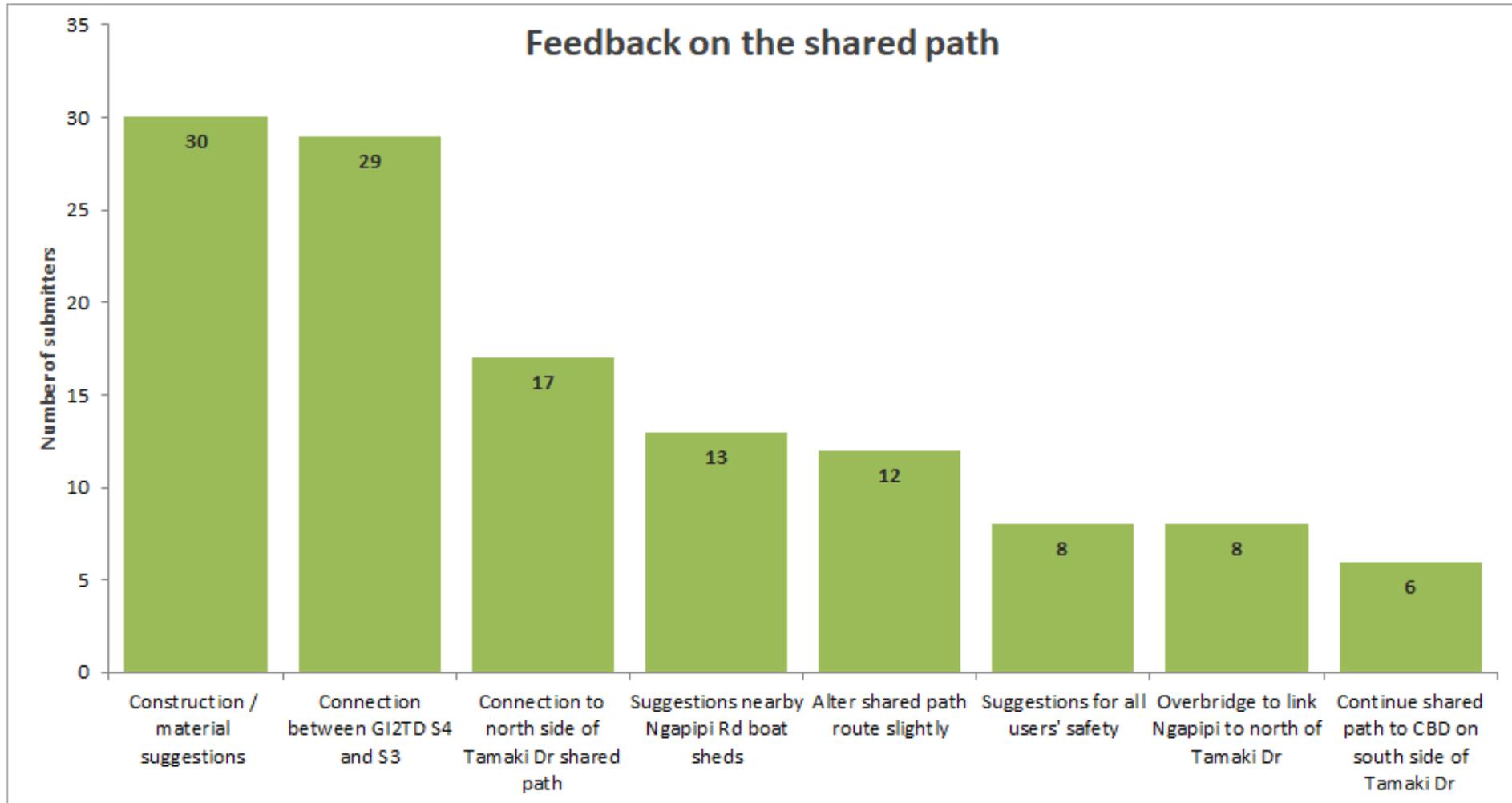
Some respondents expressed a preference for other the route options, their key points being:

- it is more direct to the CBD
- it would be more scenic
- it would make use of existing structures and be more iconic, like the 'pink path'.

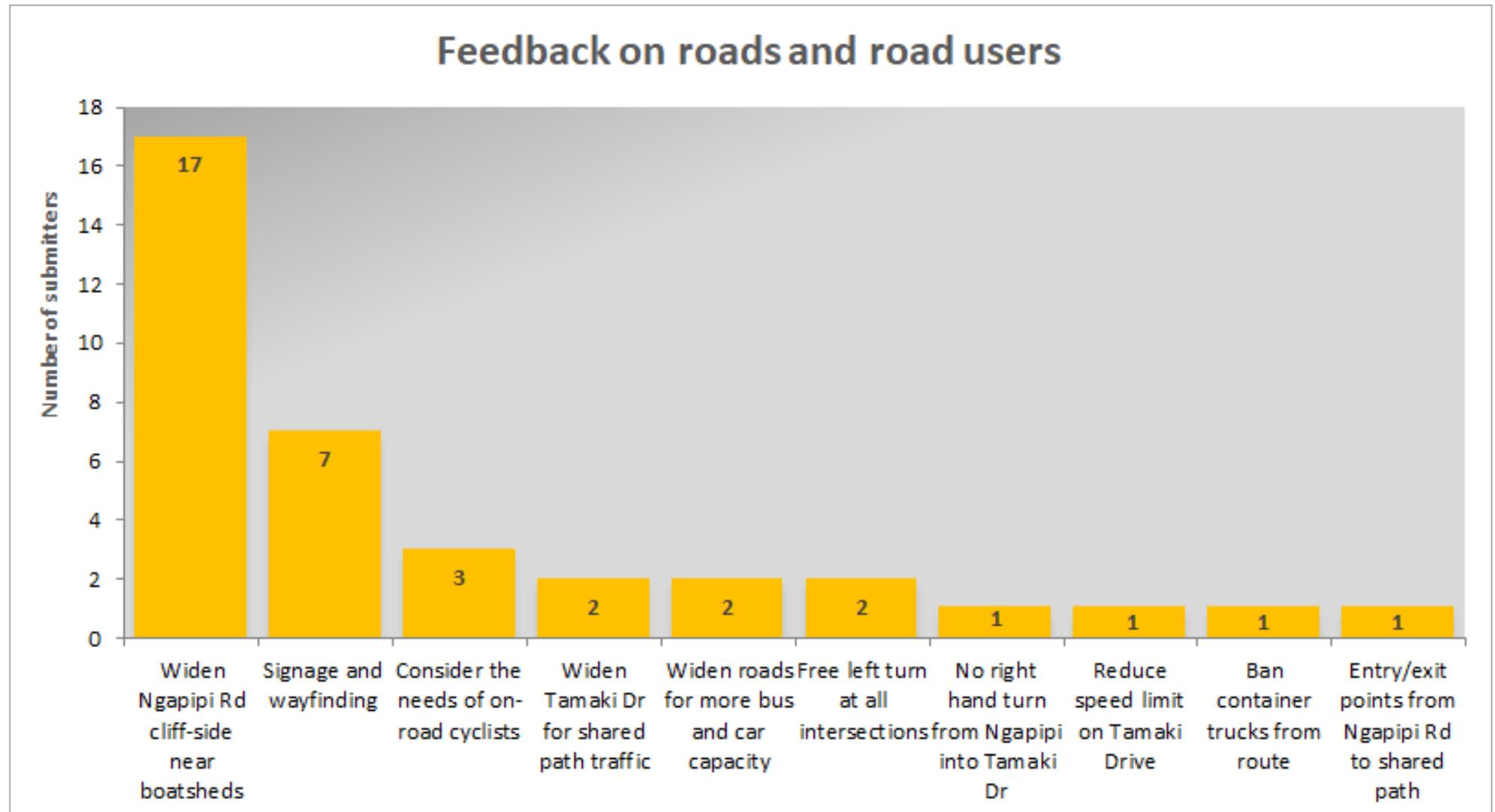
Key themes



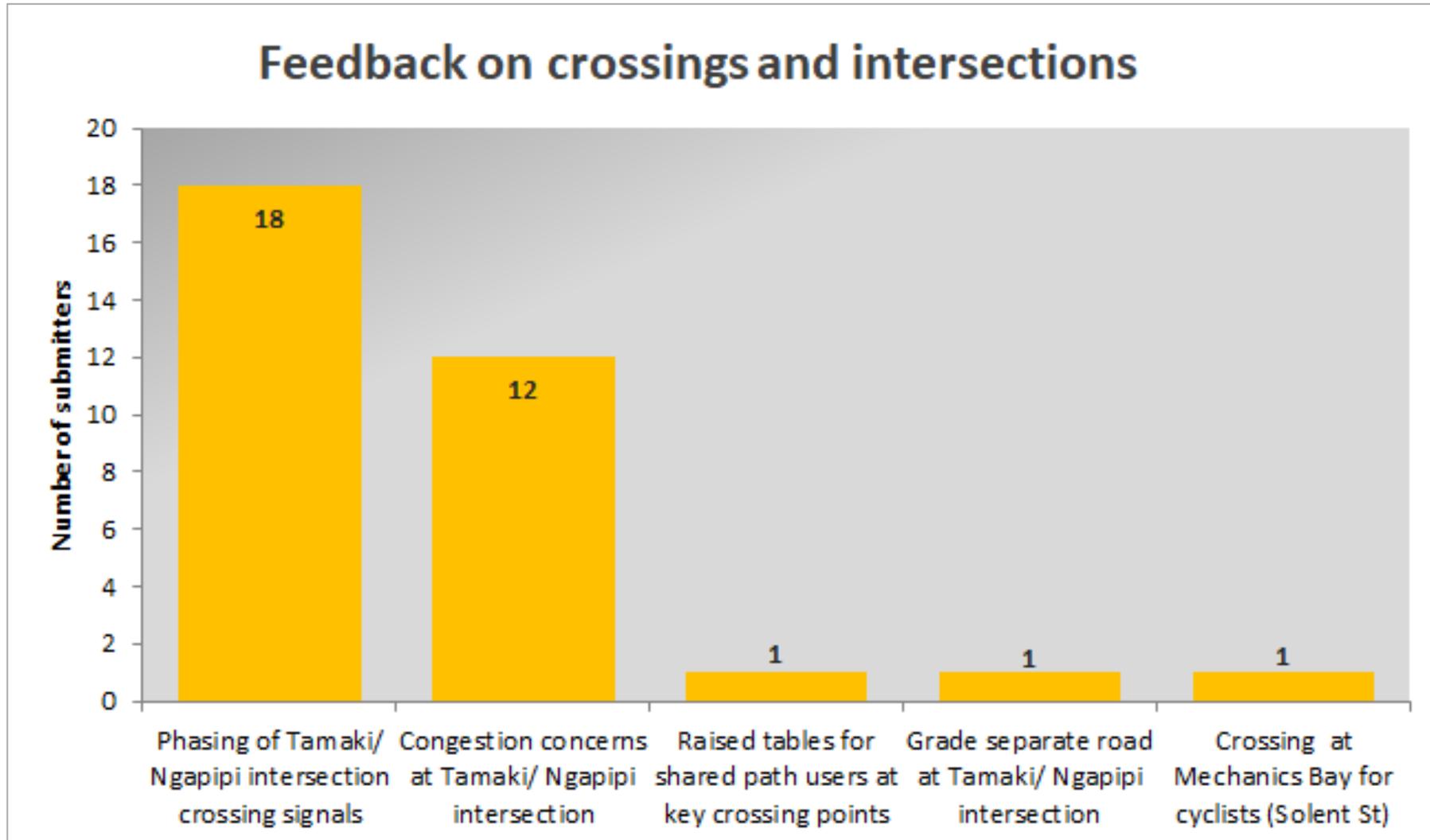
Shared path



Road and road users

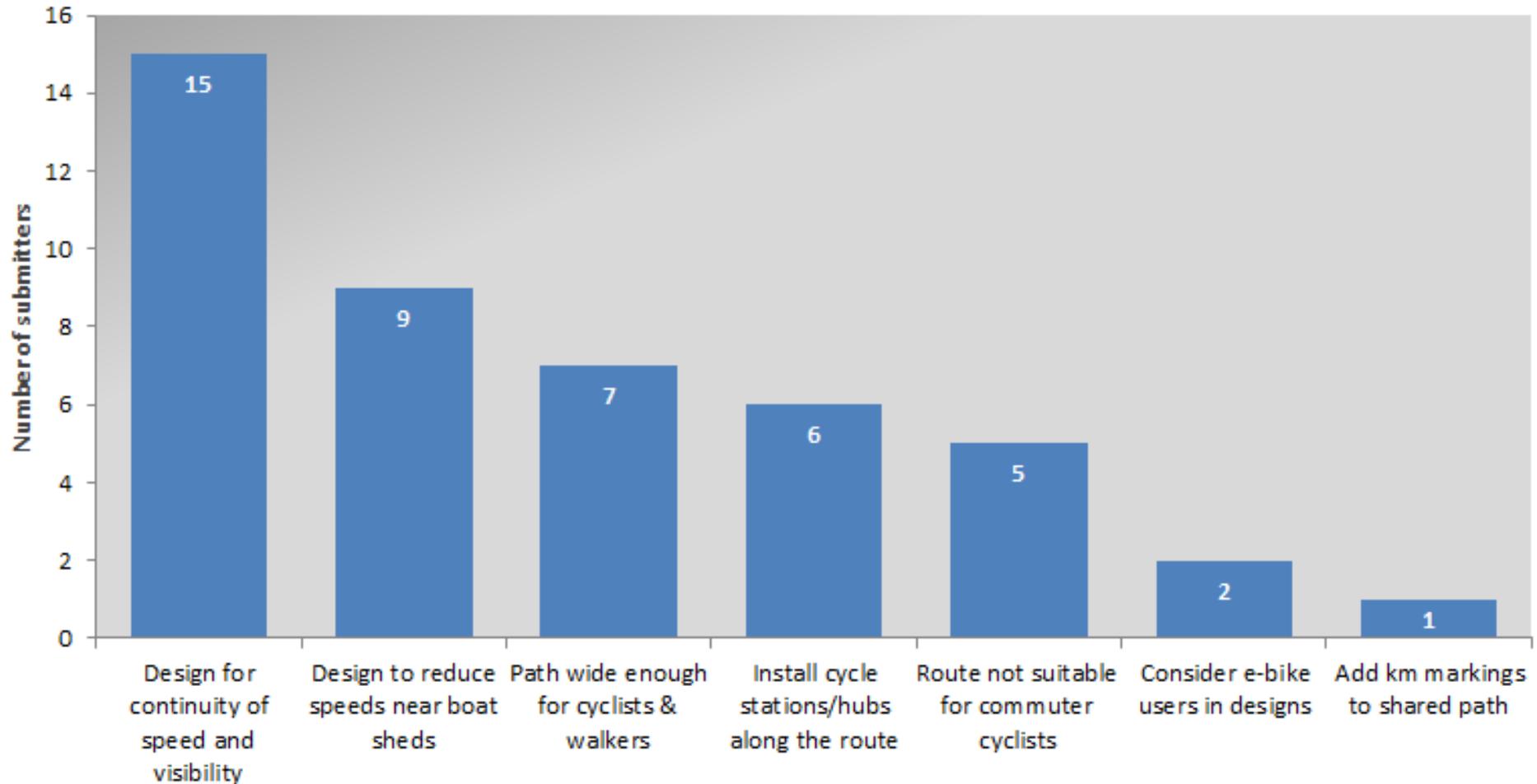


Crossings and intersections

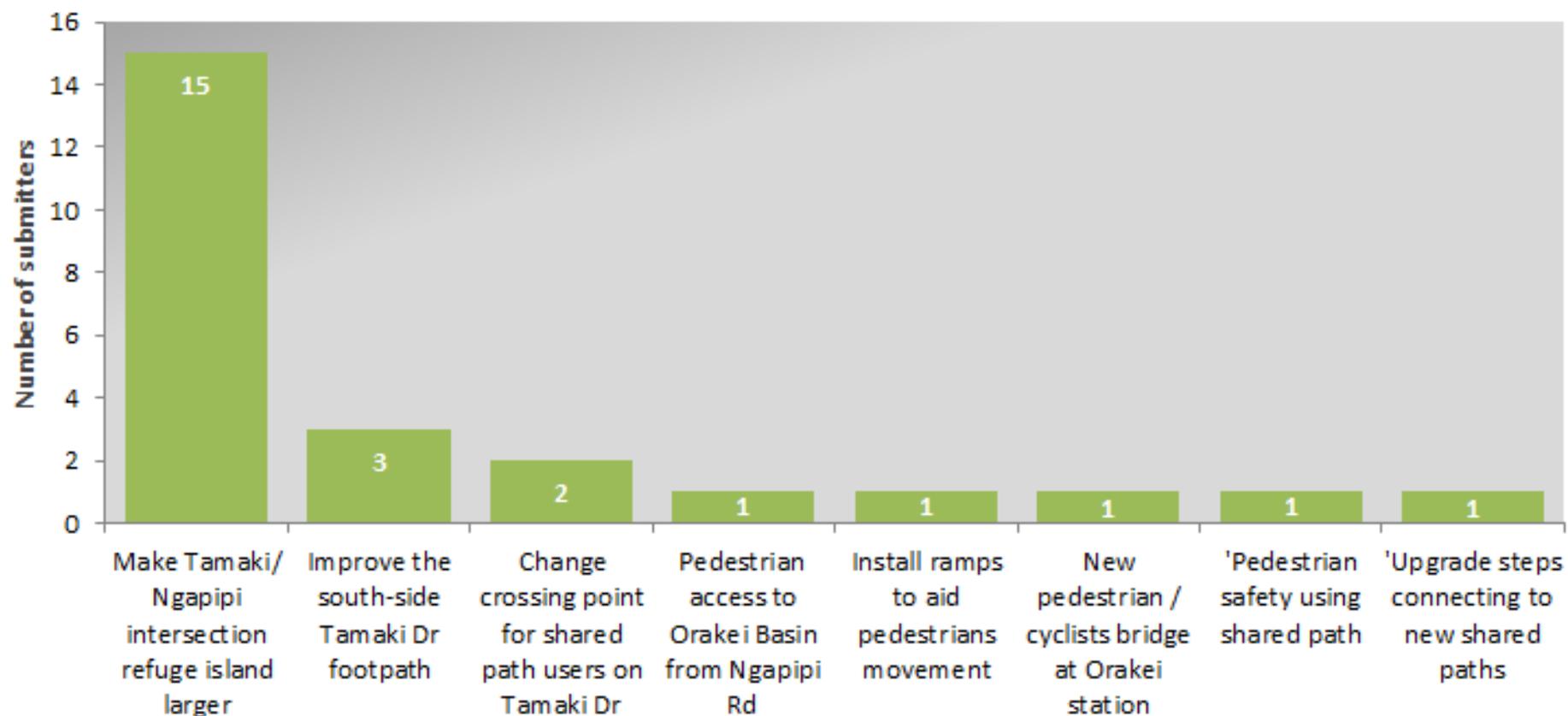


Cycling and cycleways

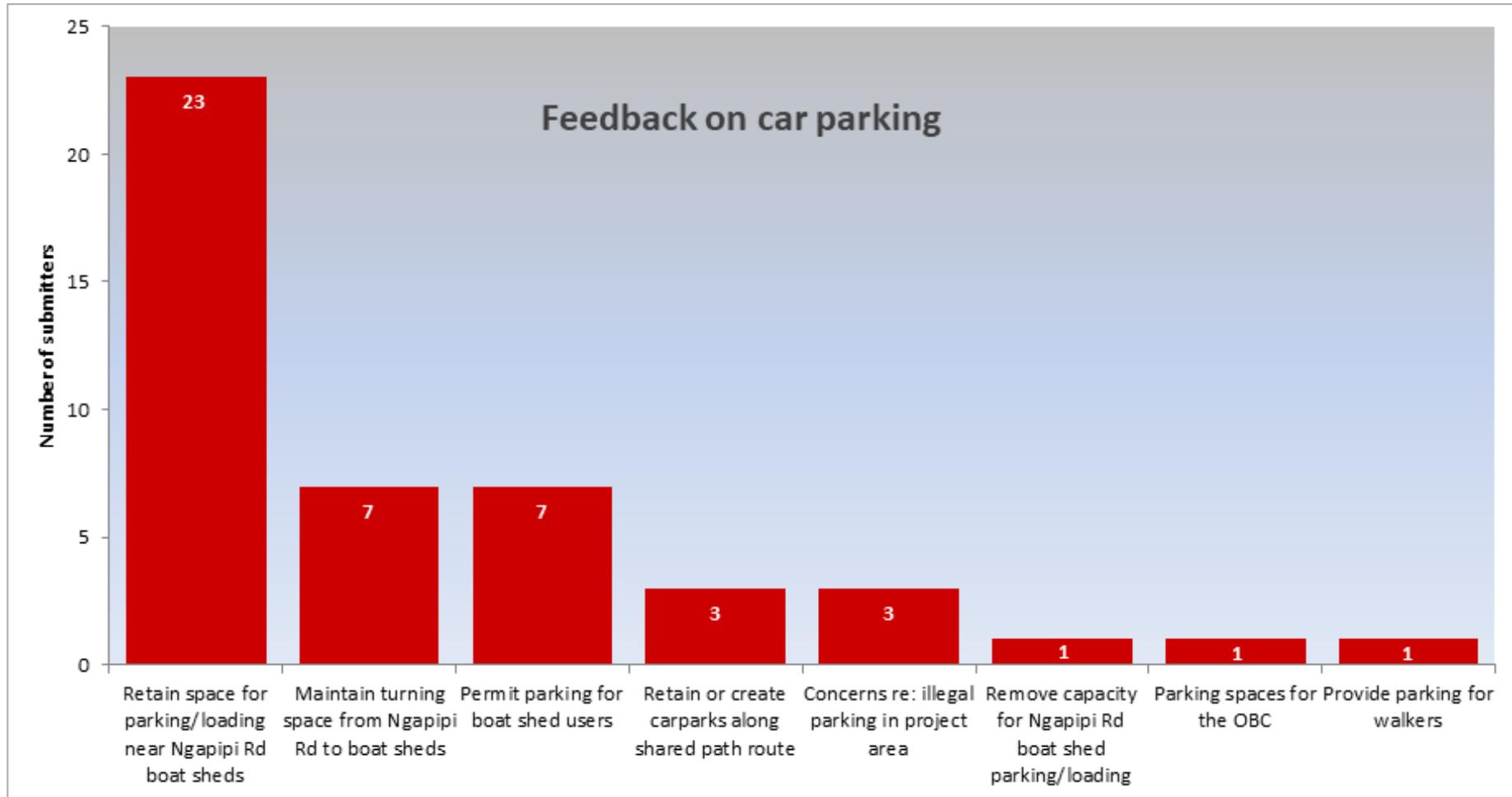
Feedback on cycling and cycleways



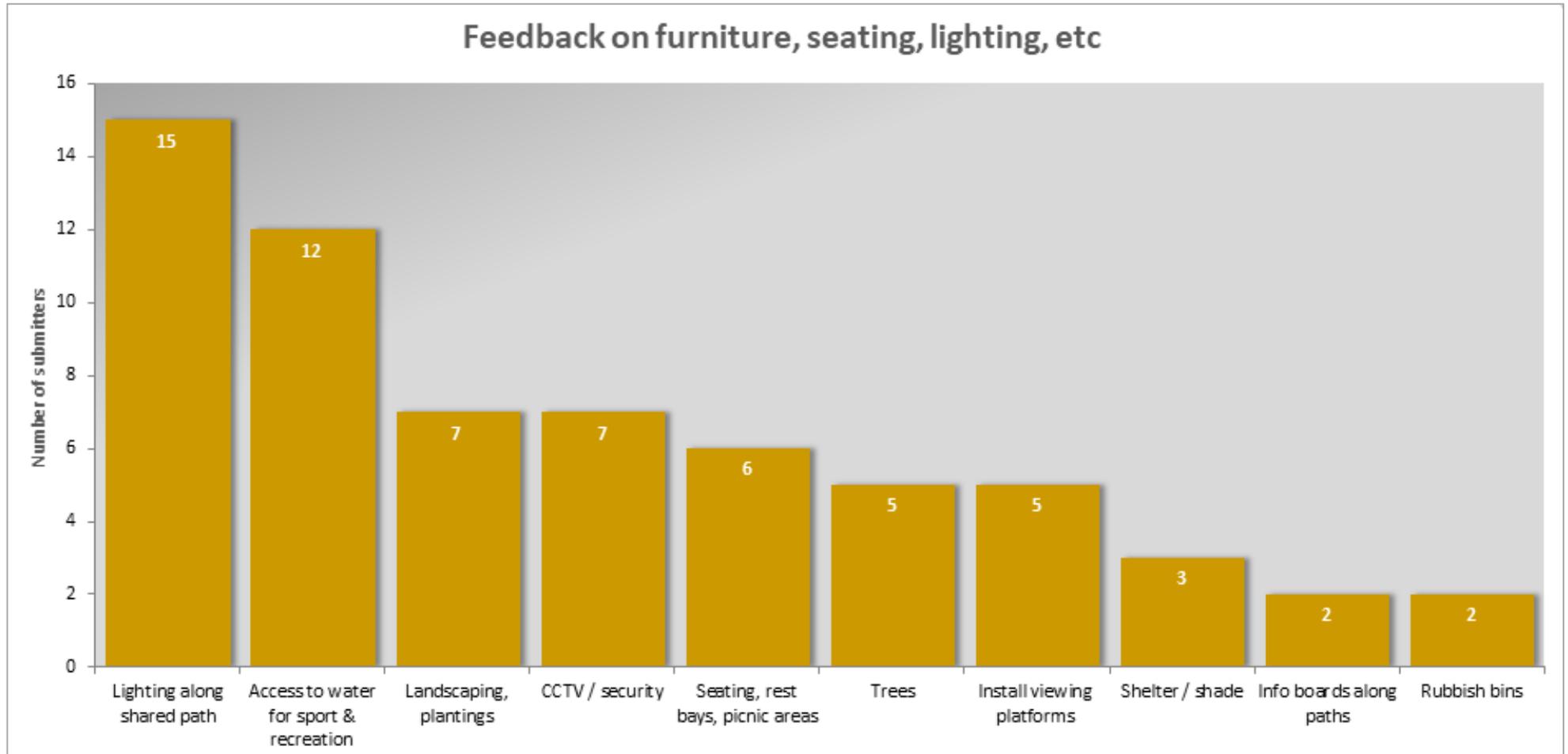
Feedback on footpaths and pedestrian amenity



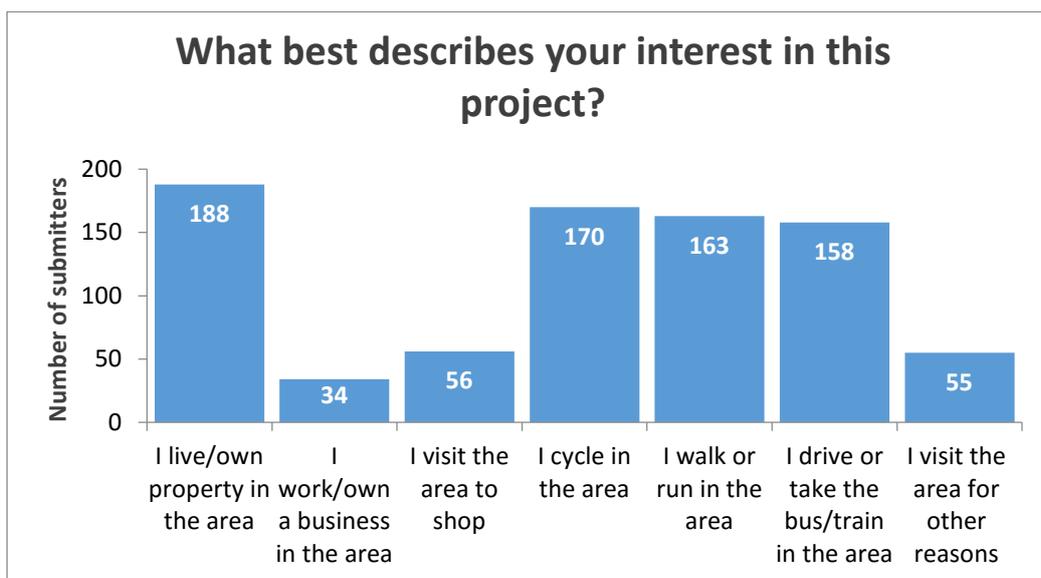
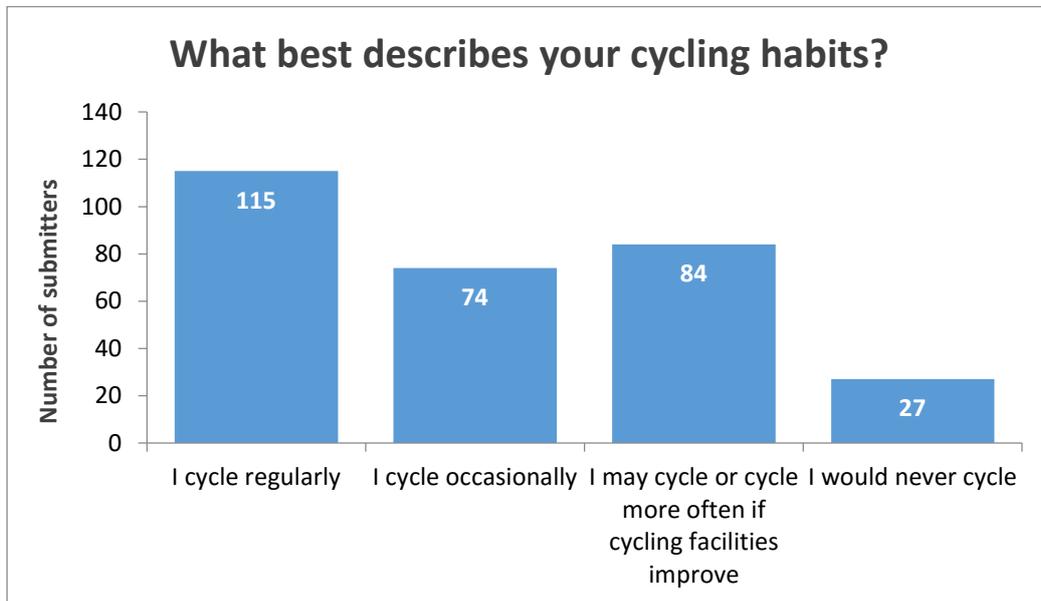
Parking



Furniture, seating, lighting, etc.



Submitter statistics



How did you hear about this project?

