

Have your say...

on the Ian McKinnon Drive Cycleway Project

The missing cycleway link connecting the Northwestern Cycleway and Dominion Road cycle lanes to the Grafton Gully Cycleway, Te Ara I Whiti – Lightpath and Nelson Street Cycleway.



**Public feedback
is open until 4.00pm
on 29 August 2016.**





What are we seeking feedback on?

We want your feedback to help us improve the cycleway design and select a preferred cycleway option before we progress to the detailed design stage of the project.

Please tell us:

- Whether you support the cycleway design options
- What you like or would change about each option
- Any comments you have on the Suffolk Reserve section of the cycleway

How do I provide feedback?

If you wish to make comments, please read the information in this booklet then complete our freepost feedback form and return it to us by 4.00pm on 29 August 2016.

Alternatively, you can provide feedback at 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 fill in the feedback form with you over the phone.

What will we do with your feedback?

We will:

- Consider all feedback and use it to help select the preferred cycleway design and develop that design in more detail
- Prepare a report on the feedback received which will be posted on the project webpage. If you provide your contact details when you give us feedback you will be notified when the report is available
- Seek further public feedback on a detailed version of the preferred design later this year
- Construct the cycleway by mid-2018.

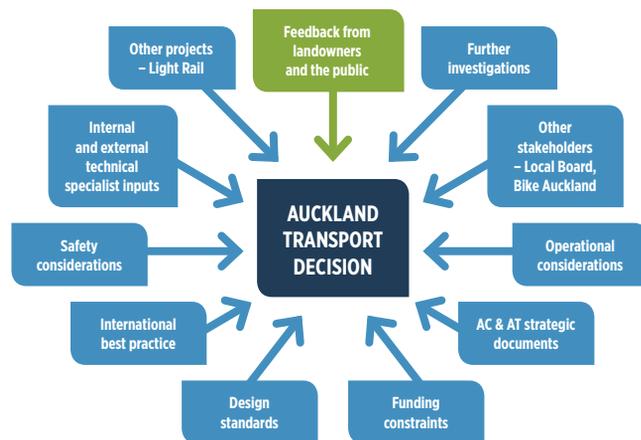
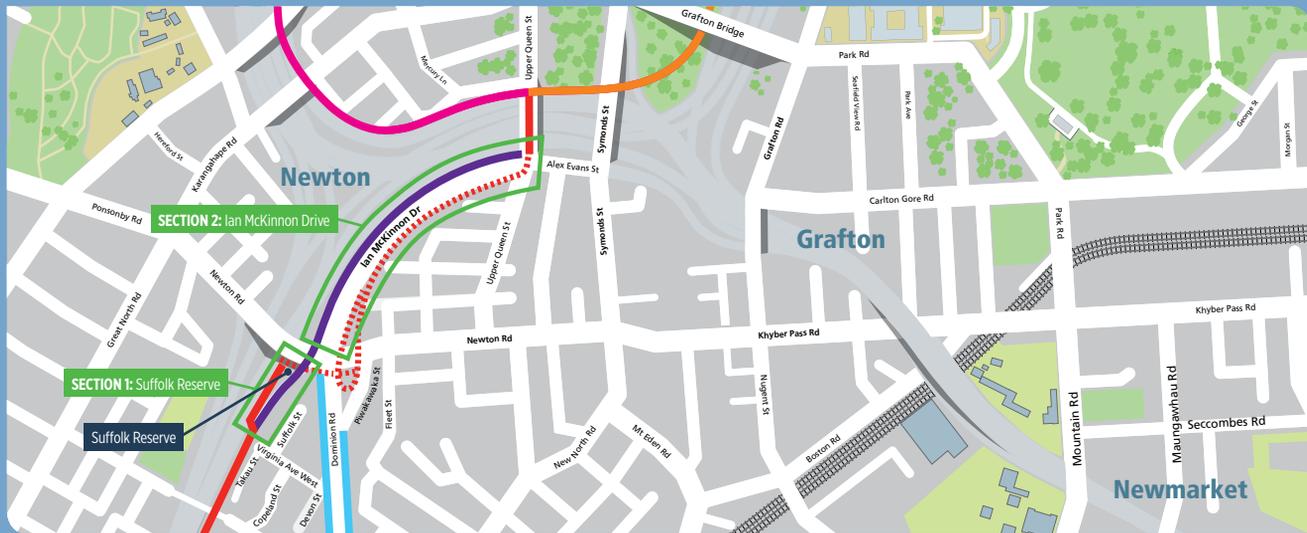


Figure 1: there are many factors to consider when deciding on a preferred option and final design.

What is the project?

The project will create a dedicated cycleway from the end of the Northwestern Cycleway through Suffolk Reserve and along Ian McKinnon Drive to Upper Queen Street saving around 2.5 minutes for people on bikes who make this connection now.

▼ Location of cycleway and cycle lanes



The cycleway has been divided into two sections:

- **SECTION 1:**
Suffolk Reserve
- **SECTION 2:**
Ian McKinnon Drive

	Northwestern Cycleway
	Existing Shared Path
	Proposed Ian McKinnon Drive Cycleway
	Dominion Road Cycle lanes / Shared Path
	Grafton Gully Cycleway
	Te Ara I Whiti Lightpath (Nelson St Cycleway)

Why is this project required?

- The project will fill a gap in the existing cycle network connecting the Northwestern Cycleway and Dominion Road cycle lanes to the Grafton Gully Cycleway, Te Ara I Whiti – Lightpath and Nelson Street Cycleway.
- People who are continuing to Lightpath or Queen St from this cycleway won't need to wait at the lights at Upper Queen St as they will already be on the north side of the road.
- The Northwestern cycleway is the busiest cycle path in New Zealand, improving the Ian McKinnon Drive connection will provide these people with a safe, direct route through to many parts of the city.
- The project will improve amenity for people on bikes as a greater length of the path will be separated from the vehicle traffic on Ian McKinnon Drive
- Currently the Northwestern Cycleway finishes near Newton Road and people on bikes need to do a big loop or cross at the traffic signals at Newton Road to access Ian McKinnon Drive. This loop is indirect and time consuming.
- To use the existing shared path on Ian McKinnon Drive people on bikes coming from the Northwestern Cycleway need to cross this wide and busy road, which is not efficient or appealing.
- There are often conflicts between pedestrians and people on bikes using the existing shared path on Ian McKinnon Drive.
- The existing shared path on Ian McKinnon Drive varies in width, has a poor quality surface in some sections and has some quite steep sections.

Detailed information about the project

SECTION 1: Suffolk Reserve

The first section of the cycleway goes through Suffolk Reserve from Takau Street, joining the northern edge of Ian McKinnon Drive under the Newton Road Bridge.

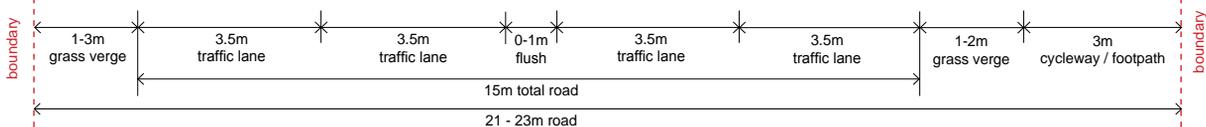
This section of the cycleway is approximately 200m long and is proposed to be a 3m wide concrete path that is shared by pedestrians and people on bikes. The route of the path through the reserve is currently indicative until further onsite investigation works are completed.

The current route has been selected to minimise the impact on surrounding properties and vegetation, while avoiding the steepest parts of the hill.



SECTION 2: Ian McKinnon Drive

This section covers Ian McKinnon Drive, starting near Newton Road Bridge and finishing at Upper Queen Street. We have shortlisted two options for this section of the cycleway, which are outlined on the next four pages.

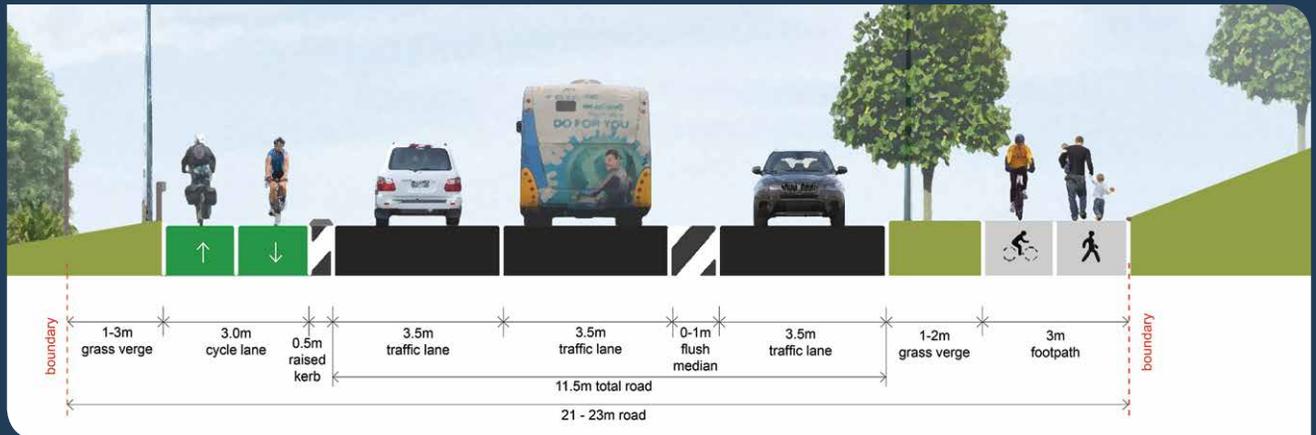


Option A:

Replace one south bound traffic lane along upper and lower Ian McKinnon Drive

This option involves constructing a new 3m wide two-way cycleway on the northern side of Ian McKinnon Drive. The cycleway will use one of the existing city bound traffic lanes heading up Ian McKinnon Drive towards Upper Queen Street. To ensure there are still two traffic lanes in this direction, one of the southbound traffic lanes (heading out of the CBD towards Dominion Road) will be removed for the entire length of the cycleway.

▼ PROPOSED OPTION A: Looking towards Upper Queen St



Key features of Option A are:

- A 3m wide two-way cycleway with 0.5m wide raised island providing separation from the traffic lane (similar to Beach Road).
- Two city bound traffic lanes.
- One south bound traffic lane. Traffic modelling shows the impacts on traffic flow of losing one southbound traffic lane will be minor.
- No change to the existing kerb line and shared path on the southern side of Ian McKinnon Drive.

Option B:

Replace one south bound traffic lane along upper Ian McKinnon Drive

This option involves constructing a new 3m wide two-way cycleway on the northern side of Ian McKinnon Drive. The lower (southern) half of the cycleway will use the motorway maintenance road. The upper half will use one of the existing city bound traffic lanes, but to ensure there are still two traffic lanes in this direction, one of the southbound traffic lanes will be removed.

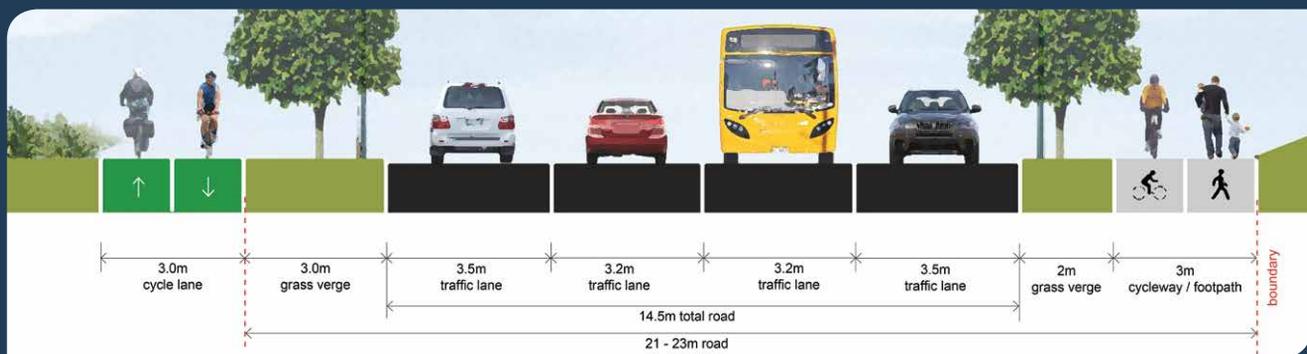
Key features of Option B are:

- Upper Ian McKinnon Drive – a 3m wide two-way cycleway with a 0.5m wide raised island providing separation from the traffic lane (similar to Beach Road)
- One southbound traffic lane along upper Ian McKinnon Drive. Traffic modelling shows the impacts on traffic flow of losing this lane will be minor
- Two city bound traffic lanes
- Lower Ian McKinnon Drive – a 3m wide two-way cycleway with a 3m wide grass verge providing separation from the traffic lane
- All four traffic lanes will be retained along lower Ian McKinnon Drive
- No change to the existing kerb line and shared path on the southern side of Ian McKinnon Drive.

Upper Ian McKinnon



Lower Ian McKinnon



Discounted Options

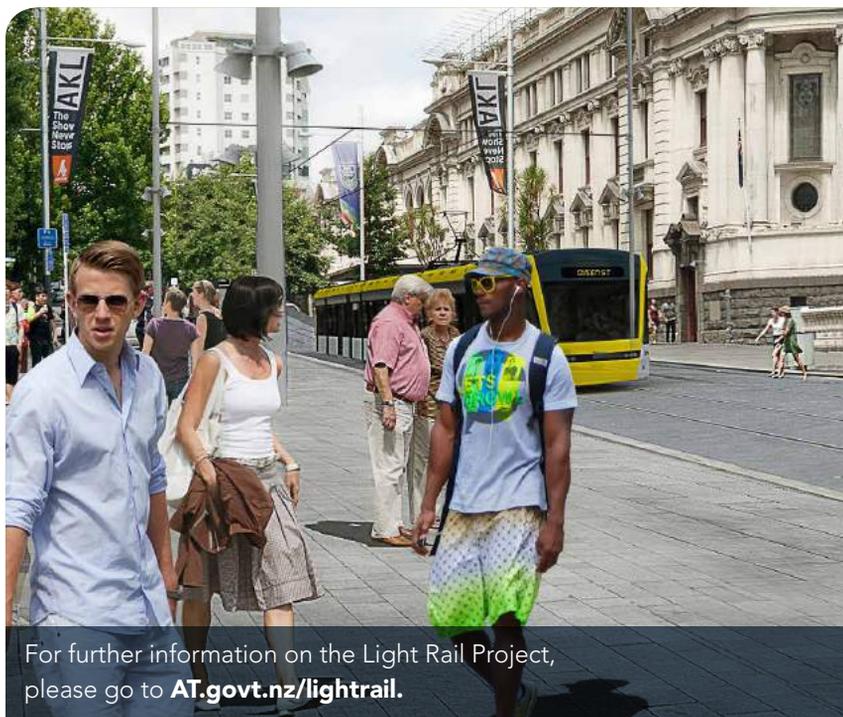
AT also investigated a 3m wide two-way cycleway on the northern side of Ian Mckinnon Drive, outside the existing traffic lanes. This option was able to retain all four traffic lanes, kerb lines, the grass verge and the existing shared path.

It was the same as Option B for Lower Ian Mckinnon Drive, but requires the construction of a costly retaining wall along the upper part of Ian Mckinnon Drive. The construction of the retaining wall meant that this option exceeded project budgets. There were also concerns that the works would need to be revisited if the Light Rail project is constructed along this corridor (**see below**).

AT does not want to spend too much money on something that is likely to be affected by the construction of light rail.



For other cycleway options that were investigated and discounted, please refer to **our project page**.

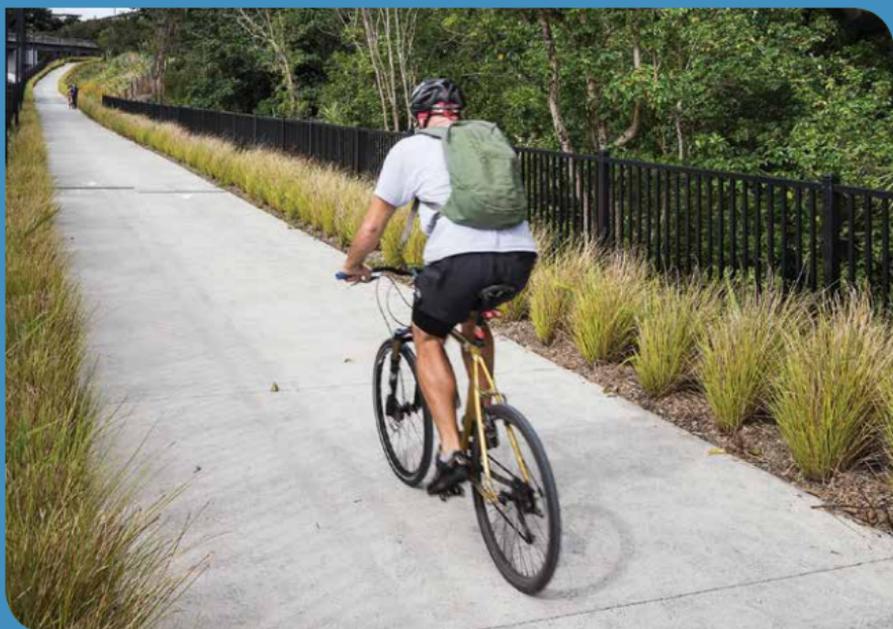


For further information on the Light Rail Project, please go to **[AT.govt.nz/lightrail](https://www.at.govt.nz/lightrail)**.

Future proofing for light rail

Ian McKinnon Drive has been identified as a potential route for the Light Rail Project, but it's important that we provide the cycleway now as the possible construction of light rail is several years away. This means we need to provide a safe and efficient route for people on bikes that is also cost effective; we don't want to spend too much money on something that will potentially be affected by the construction of light rail.

Please note that the planning of this section of the Light Rail Project will include a cycleway.



A city for bikes

People on bikes are part of the vision for a more accessible liveable city. Since the creation of cycleways on Grafton Gully and Beach Road, the number of people using bikes to travel through this area into Auckland's city centre has increased by more than 50%. This demonstrates a clear connection between the number of people on bikes and the provision of safe cycle routes, separated from traffic. Creating a connected network of cycle routes across the city is a priority for Auckland Transport (AT), Auckland Council and the government through the NZ Transport Agency.

The three organisations are working together on a three year \$200 million programme of investment in cycling to make it safer and more convenient to travel by bike. Central Government has made a significant contribution to funding through the Urban Cycleways Programme.

The programme will make it easier for people to travel by bike for everyday activities; going to places of work, education and leisure.

Further Information

If you would like more information or have any questions please go to www.AT.govt.nz/haveyoursay or call us on **(09) 355 3553**.

What best describes your cycling habits?

(PLEASE TICK ALL THAT APPLY)

- I cycle regularly
- I cycle occasionally
- I may cycle or cycle more often if cycling facilities were improved
- I would never cycle

How did you hear about this project?

(PLEASE TICK)

- Information posted to me
- AT website
- Newspaper advertisement
- Neighbourly
- Local Board Facebook page
- Other (please state)



STAPLE

STAPLE

FreePost Authority No. 233462

Free 

Philippa Stokes
Communications Assistant
Auckland Transport
Private Bag 92250
Victoria Street West
Auckland 1142

