

# Summary of your feedback on Tamaki Drive Cycle Route



**Total number of public submissions received = 644**

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# Summary

Auckland Transport proposed to upgrade sections of the existing shared paths on both sides of Tamaki Drive to create a 2.4km, off-road walking and cycling route. We consulted on this proposal from 22 May to 18 June 2017, and received 644 submissions.

## Outcome of consultation

Feedback showed people preferred a route on the northern side with separation between pedestrians and cyclists. We have taken your feedback on board and revised our proposed cycleway design to:

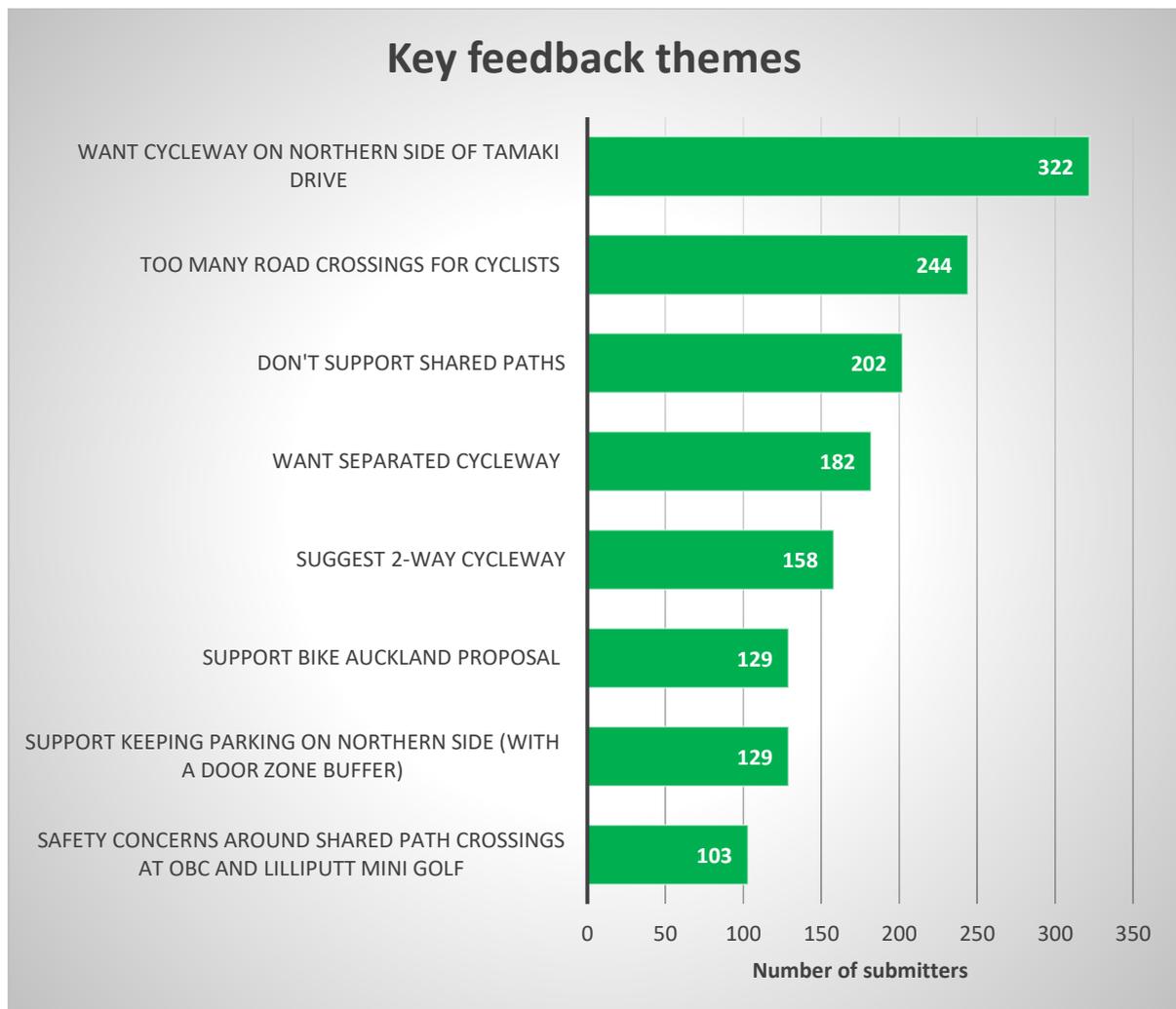
- position the cycle way on the northern (sea) side of Tamaki Drive
- provide an on-road, separated, bi-directional cycleway between Solent Street and Ngapipi Road
- from Quay Street Cycleway extension (at The Strand) to Solent Street, our plans remain unchanged. The path width will be similar to the current width and pedestrians and people on bikes will share the path.
- convert the existing shared path on the southern (railway) side of Tamaki Drive to a footpath, reducing its width to 1.4m-2.4m
- retain off-peak parking on both sides of Tamaki Drive

We expect to provide you further details about these revised designs in early September 2017.

## Key themes in feedback

From your feedback we identified the following key themes:

- Want cycleway on northern side of Tamaki Drive (322 responses)
- Support Bike Auckland proposal (129 responses) - summarised in Attachment 3
- Want a separated cycleway (182)
- Suggest having a 2-way cycleway (158)
- Support keeping parking on the northern side (with a door zone buffer) (129)
- Don't support shared paths (202)
- Concern about too many road crossings for cyclists (244)
- Safety concerns at shared path crossing points by Outboard Boating Club and Lilliputt Mini Golf (103)



## Next steps

- In early September we will provide the public with details of the revised design for the Tamaki Drive Cycle Route. Attachment 5 shows a cross-section of the design.
- Construction of the Tamaki Drive Cycle Route is expected to start mid-2018.

## Background

### Project information

Auckland Transport proposed to upgrade sections of the existing shared paths on both sides of Tamaki Drive to create a 2.4km, off-road walking and cycling route. The route will run from the end of the Quay Street Cycleway (extended to a point just west of The Strand intersection) to the intersection with Ngapipi Road. The cycleway will connect to the future Glen Innes to Tamaki Drive Shared Path and the proposed Parnell Cycleway.



Key features of the proposed cycle route included:

- A mix of cycleway and shared paths
- Walking and cycling improvements at intersections
- Changes to parking
- Tree pruning.

Key benefits of this project included:

- Increased connections to other cycle routes
- More transport choices
- Encouragement for more people to walk and cycle. Tamaki Drive is Auckland's busiest route for cycling, averaging over 1500 cycle trips every day - we expect these numbers to increase with the completion of this project
- Help to reduce traffic congestion and air pollution.

## Context

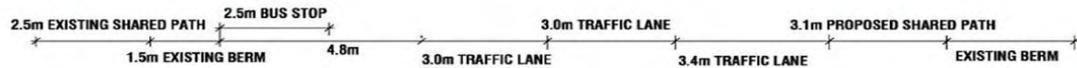
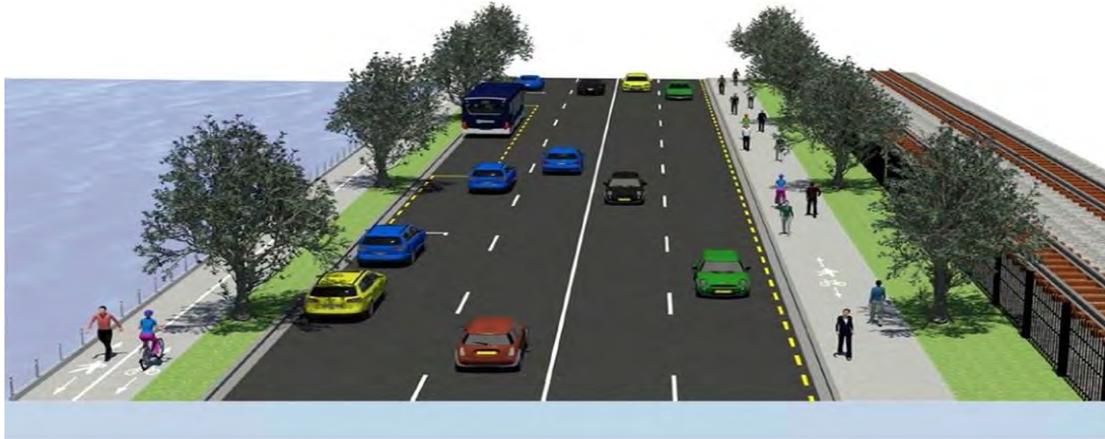
The proposed cycle route forms part of a wider cycling network and extends the cycle route along Tamaki Drive. It will improve access into the city centre by connecting with other cycle routes:

- Quay Street Cycleway extension
- Glen Innes to Tamaki Drive Shared Path
- Proposed Parnell Cycleway

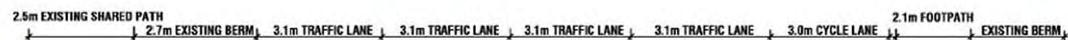
## Proposed improvements

Our proposed design had the following features:

- Coming from the city, the route was on the northern side of Tamaki Drive, crossing to the southern side at Solent Street intersection.
- From the connection with the extended Quay Street Cycleway to the overbridge near Parnell Baths (crossing Tamaki Drive at Solent Street), we proposed a 3.1m wide path width shared by pedestrians and people on bikes.



- From the overbridge to Ngapipi Road, we proposed that pedestrians and people on bikes would each have their own lane (separated by a kerb, with each lane being 2.1m and 3.0m wide respectively), except on the narrower bridge sections where people would share the path.



- Parking would be removed from the south side only, and remain unchanged on the northern side.
- To ensure safety for people walking and cycling along the route, we would carry out careful pruning of trees with low-hanging branches.

In addition, we would investigate:

- Providing a crossing facility on the slip lane leading into Solent Street.
- Upgrading the pedestrian crossings at The Strand and Solent Street intersections to 'toucan crossings', with separate crossing lanes for pedestrians and people on bikes.

# Consultation

We consulted on the proposed Tamaki Drive Cycle Route from 22 May to 18 June 2017.

## Activities to raise awareness

To let you know about our consultation, we:

- mailed and hand delivered nearly 13 000 brochures to property owners and occupiers on and nearby the proposed route, businesses in the area, and community hubs, schools and libraries in the area
- 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 24 May 2017
- erected 30 signs along the route
- held two public open days on 27 May 2017 at La Cigale French Markets and 31 May 2017 at Lilliputt Mini Golf carpark
- presented at a public meeting on 1 June 2017 at Outboard Boating Club.

## Giving feedback

We asked what you thought about the proposed cycle route design, how we could improve the proposed design, and if you had any other comments or suggestions.

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 644 submitters.

- 497 of these were submitted online, 143 were submitted using the hardcopy feedback form and 4 were submitted via email.
- 334 submitters indicated they cycle along the route, 225 indicated they walk or run along the route, and 190 indicated they drive or use the bus along the route.
- 157 people live or own property near the route.

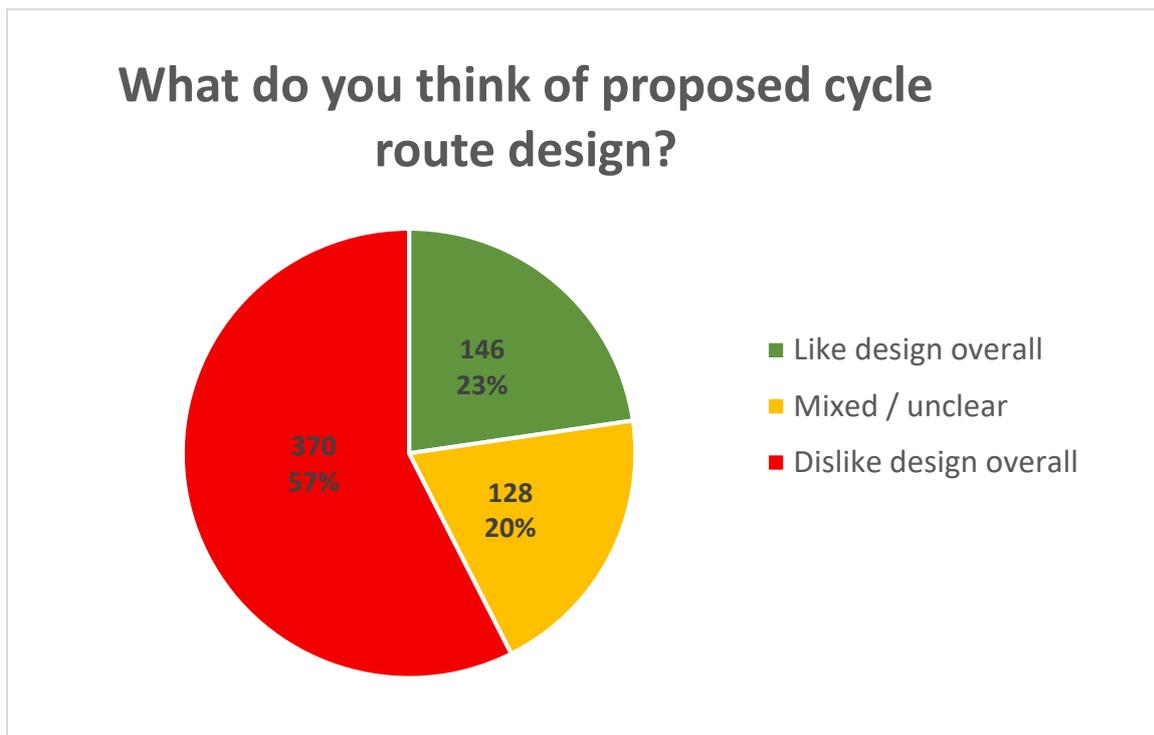
## Themes in feedback

From analysis of your feedback we identified the following themes:



We have responded to all your comments and suggestions, and have included these responses, grouped by feedback theme, in Attachment 2.

## Overall sentiment for the proposal



We asked you what you thought about the proposed cycle route design. The majority of submitters (57%) did not support the proposal, telling us:

- they would prefer the cycleway to be on the northern side of Tamaki Drive
- they don't support shared paths
- they prefer the design proposed by Bike Auckland (separated and on northern side)
- they want a separated cycleway
- the proposed route crosses Tamaki Drive too many times.

*"I think it is a terrible design, worse than what we have in place now. With so many road crossings and lights and sharing paths with pedestrians, cyclists won't use the paths. And the plans will make the road where they will end up on more dangerous. We can do a lot lot better."*

*"There is endless proof that when cyclists are prioritised, even just a little, over cars, there are massive benefits. Huge increases in the uptake of cycling has resulted from projects like the Light Path and the Nelson St Cycleway. Focus on making an intuitive, interconnected route that removes barriers like unnecessary road crossings."*

*"You take one of the best rides on the world and put the path on the wrong side of the road."*

23% of submitters indicated some support for our proposal, primarily because it would:

- extend and connect Auckland's cycle network

- upgrade existing facilities
- encourage more people to cycle
- separate people on bikes from motor vehicles

*“I love it! I cycle from St Heliers to Parnell and back via Tamaki Drive for work (including up Gladstone, St Stephens to Parnell Rd). Anything to improve biking and safety has my support.”*

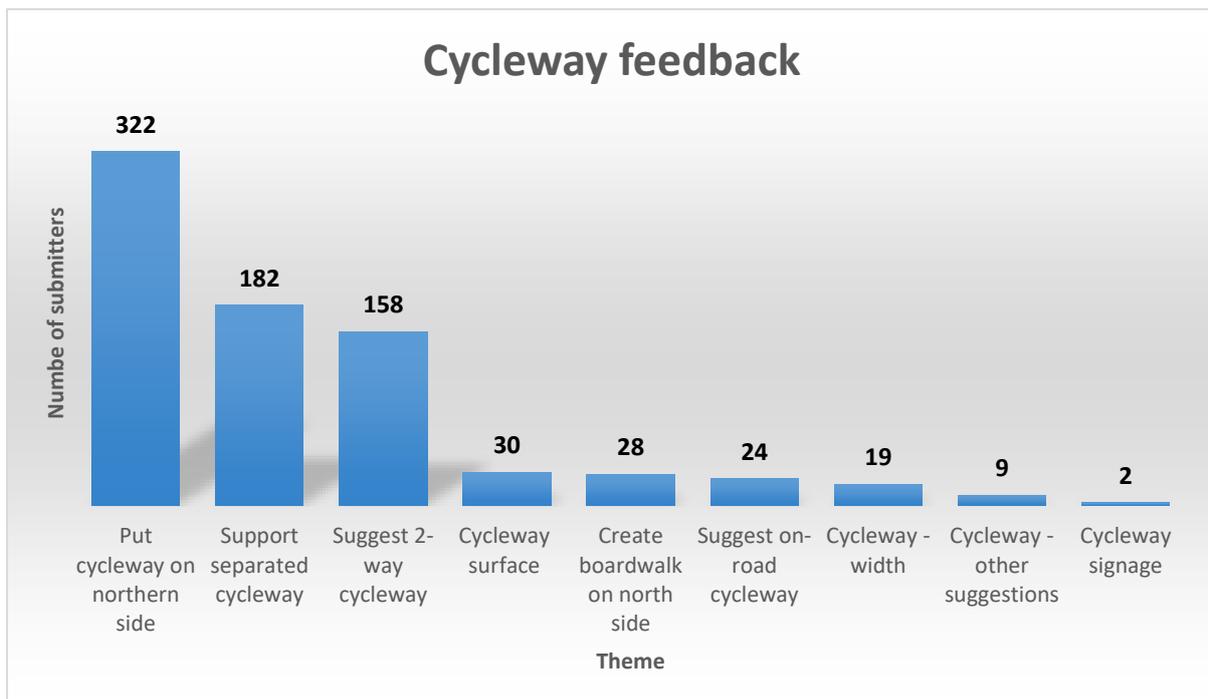
*“Anything to encourage and promote cycling and reduce conflict with vehicles is a good thing.”*

The remaining 20% of submitters either had mixed options of the proposal or did not provide an answer to this question:

*“It suits walkers and cyclists who travel on the sidewalk but won't help with the riders such as myself who ride in pelotons on the road!”*

*“While it's good that the more narrow parts of the current cycleway will now have lanes going both north and south, the width of the path is a real issue.”*

## Cycleway route and design



322 respondents told us they would prefer to have the cycleway on the northern side of Tamaki Drive. 129 of these responses were from submitters who specifically indicated support for the Bike Auckland proposal (summarised in Attachment 3) which suggests putting the cycleway on the north side.

182 submitters indicated support for having a separated cycleway so they would feel safe and protected from motorised vehicles, and to avoid conflict and safety issues with pedestrians.

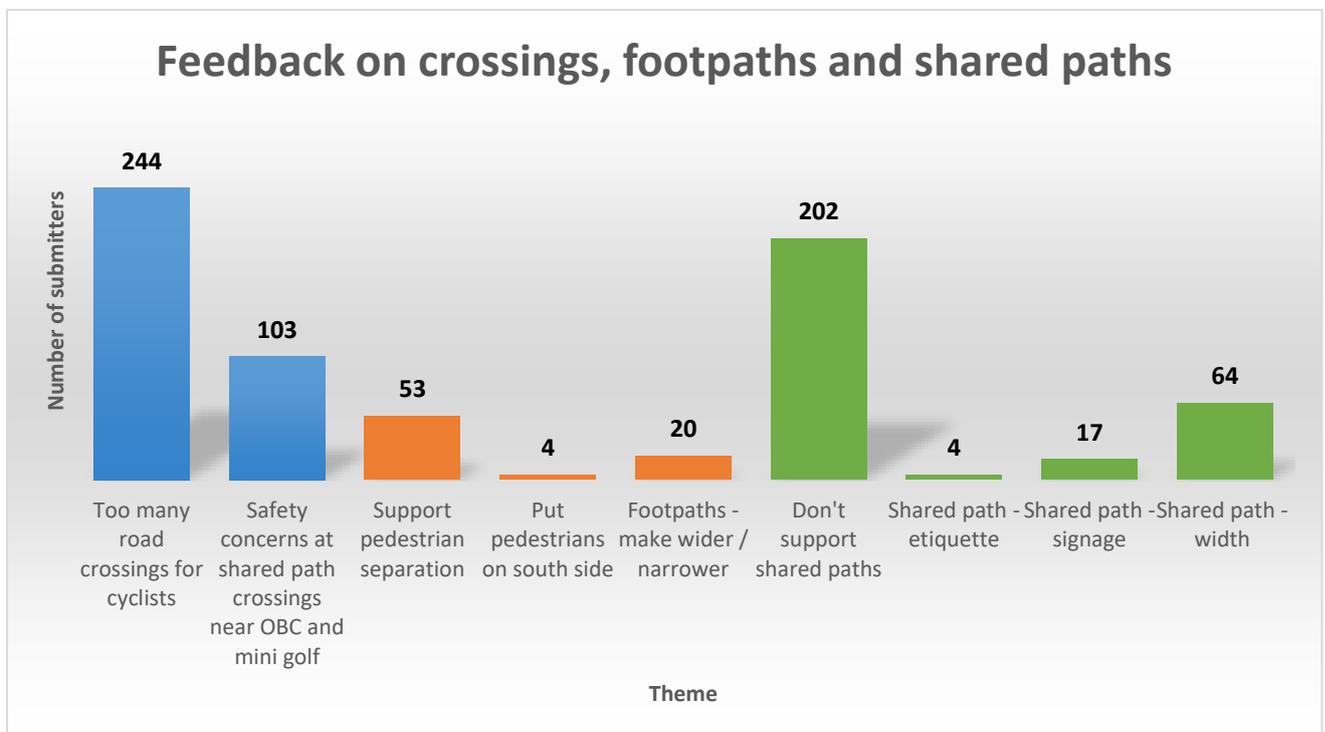
*"We need cyclists to be protected from cars."*

*"Please separate walkers and runners from riders, and both from motor vehicle traffic, and make this absolutely stunning ride even better."*

158 submitters suggested having a two-way cycleway (on the northern side of Tamaki Drive).

*"Would like dedicated 2-way cycle path on northern side of Tamaki Drive to link in with existing cycle path in the city."*

## Crossings, footpaths and shared paths



Feedback indicated strong lack of support for the number of crossings cyclists would need to make on Tamaki Drive between Solent Street and Ngapipi Road, and noted potential safety issues with cyclist/motorist interactions around the Outboard Boating Club (OBC) and Lilliput Mini Golf. 244 submitters expressed concern that the repeated switching between the northern and southern side of Tamaki Drive would create confusion, frustration and potential conflict for cyclists as well as motorists.

*"Realistically, no east-bound rider intending to continue along Tamaki Drive is going to cross the road for this short stretch: they will either go on the sea-side path or on the road."*

*"The proposed cycle route forces cyclists heading towards Mission Bay to cross Tamaki Drive twice therefore interrupting vehicle traffic twice."*

Some submitters also raised safety concerns with cyclists crossing in the path of trucks at the Solent Street intersection.

*"Crossing at Solent Street is very dangerous due to the high number of trucks entering/exiting the port. Near misses occur here on a regular basis currently."*

103 submitters specifically highlighted issues near the footpath crossings by the OBC and mini golf where interaction between pedestrians, cyclists and vehicles towing boats could be dangerous.

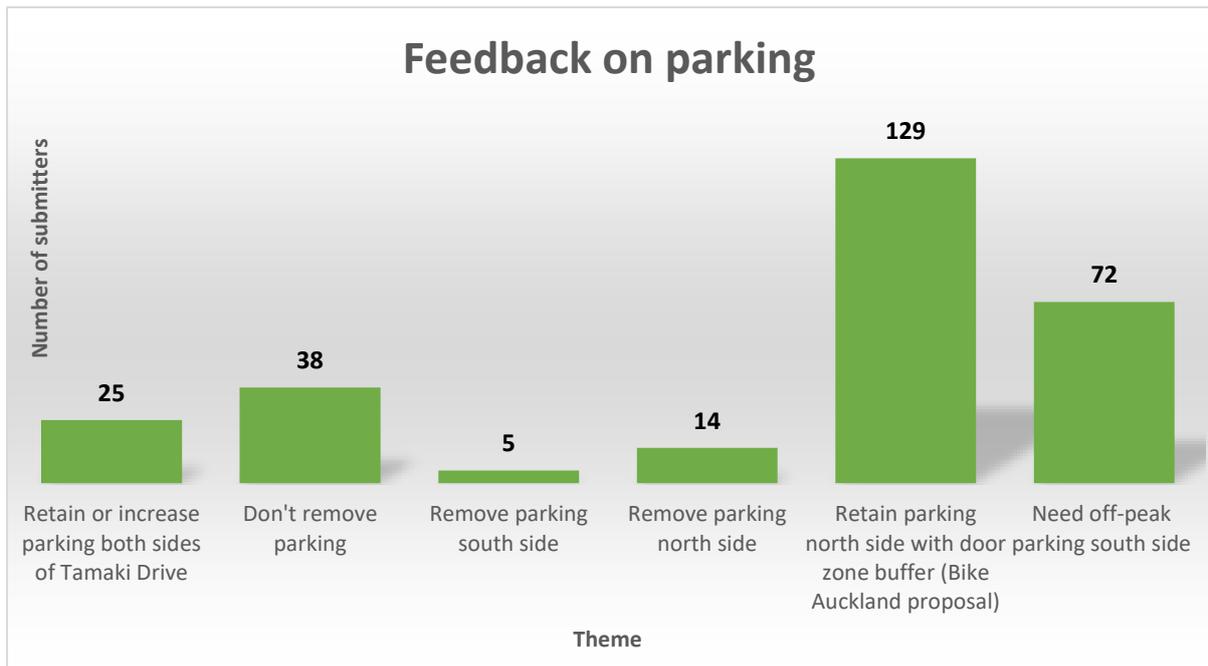
*"Cyclists and walkers encounter four points on the southern side where vehicles will cross in front of them without them having sufficient warning to take evasive action. These 4 points are at the coffee kiosk car park, Lilliput golf and Outboard Boating Club where towing vehicles have poor visibility of who is coming on the footpath."*

Our proposed shared path drew significant response with 202 submitters telling us they don't support them. Reasons for not liking shared paths include safety issues and potential conflict arising from cyclists sharing with pedestrians.

*"Tamaki Drive is the busiest cycle route in the country. Cyclists travel at 30km/h with ease, some as high as 50km/h. The waterfront location has high pedestrian numbers. That Auckland Transport think a shared path is suitable in this environment is very disturbing!"*

*"As a commuting cyclist, I absolutely disagree with shared paths. They are dangerous for both cyclists and pedestrians. I have hit a pedestrian on a shared path - I knocked the person over, and I had to go to hospital after falling off my bike."*

## Parking changes



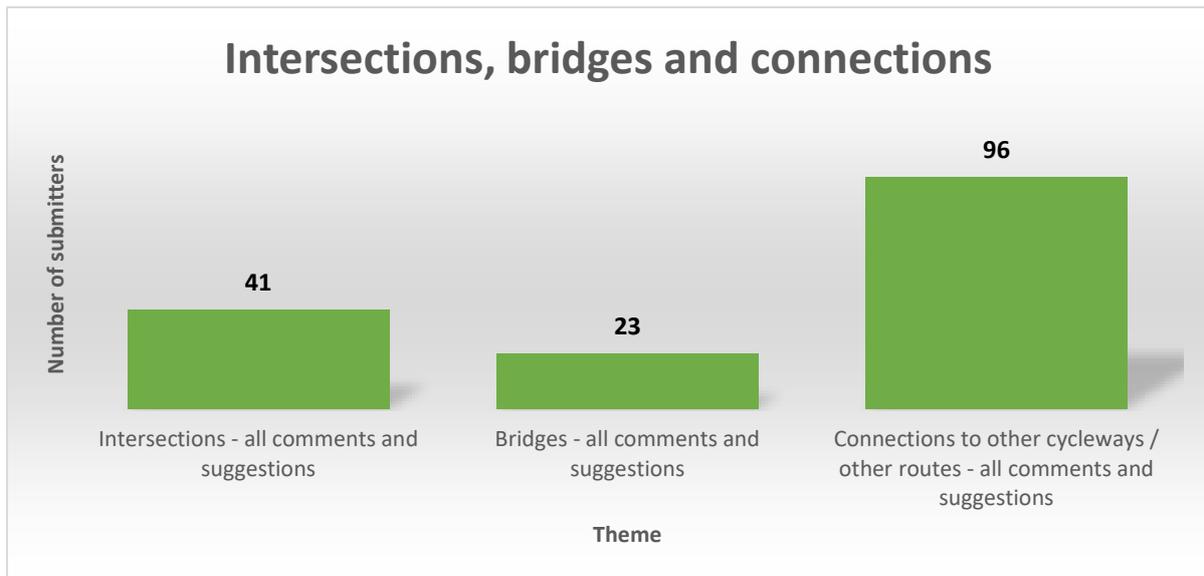
Most feedback on parking came from submitters who supported the Bike Auckland proposal which retains parking on the north side of Tamaki Drive (129 submitters).

*“Like the Auckland Transport option, the Bike Auckland Quality Option retains car parking on the northern side – but provides a door zone buffer for the cycleway.”*

People asked us to include off-peak parking to allow continued access to the Parnell Baths, fishing spots on the route, and to accommodate overflow parking for the OBC and mini golf.

*“Please factor in the popularity of Parnell Pool/Pt Resolution Bridge stop and swim by many motorists when heading to and from work. Ditto those who travel by car to fish from the Hobson Bay bridge near Pt Resolution.”*

## Intersections, bridges and connections



Your comments and suggestions to improve intersections included addressing safety issues at The Strand, Solent Street and Ngapipi Road.

*"The intersection at Ngapipi and Tamaki Drive is already dangerous with cyclists ignoring the giveaway sign painted on the cycleway, as well as motorists ignoring cyclists when turning right from Tamaki Drive into Ngapipi. Your proposal will only worsen this intersection."*

*"The intersections of Tamaki Drive with The Strand, Solent Street, and Ngapipi Road all need traffic lights with bike lanes integrated. I have trouble following the bike lane straight through at each intersection at least once a week."*

People provided a number of suggestions to build cycle-overpass bridges at Solent Street and Ngapipi Road to improve cyclist safety, and connect Tamaki Drive with the proposed Glen Innes to Tamaki Drive Shared Path.

*"Build a beautiful bike bridge over Tamaki Drive where the new Glen Innes bike lane joins on Hobson Bay."*

*"Place a raised cross-over cycle/path at Solent St intersection (Raurimu inspired design), so that cyclists and pedestrians can easily cross over without hindering traffic flow."*

Some submitters were not in favour of bike bridges on this route.

*"We oppose the introduction of intrusive overhead bike bridges that lessen the beauty of the natural environment...."*

We also received suggestions to widen or replace the bridges on Tamaki Drive.

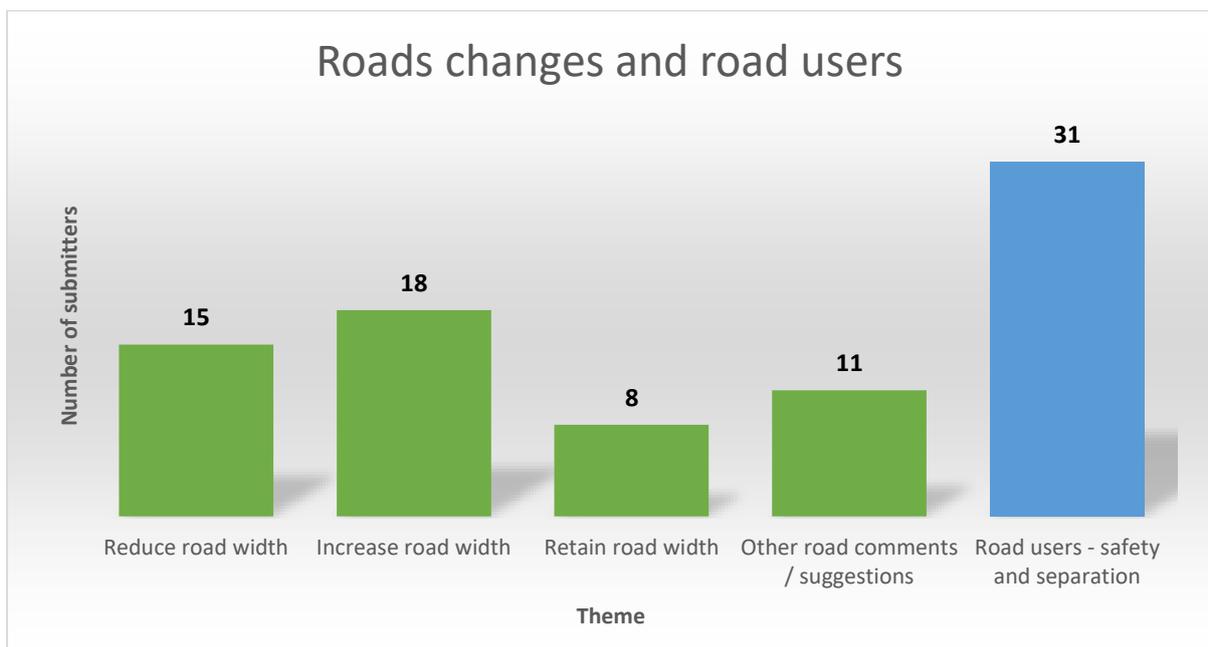
*"Widen the bridges (Pt Resolution Estuary Bridge and Ngapipi bridge) to allow enough space to maintain the segregated cycle path."*

96 comments about the cycleway connecting to other cycleways, or suggestions for other cycle routes, included support for a route that would easily connect to the Glen Innes to Tamaki Drive Share Path.

*"We need something that brings the GI path smoothly into the city, while supporting and enhancing the existing bike traffic along what is NZ's busiest route for bikes."*

*"Look at creating a cycleway along the railway line behind OBC for cyclists and walkers from Remuera"*

## Road changes and road users



Suggestions to change the Tamaki Drive road space included making it wider, making it narrower, and keeping the width unchanged.

*"Take width away from the southern side footpath / shared lane to retain wide kerbside carriageway lanes that can enable safe sharing between cyclists and cars/buses/trucks."*

*"Reduce this section of Tamaki Drive from 4 lanes to 3, with the central lane bi-directional dependent upon the time of day (as with Panmure and Harbour Bridges). Then there would be space for a dedicated cycle lane on each side of the road..."*

*"Don't squeeze the roadies out please - keep the road same width but with less carparking."*

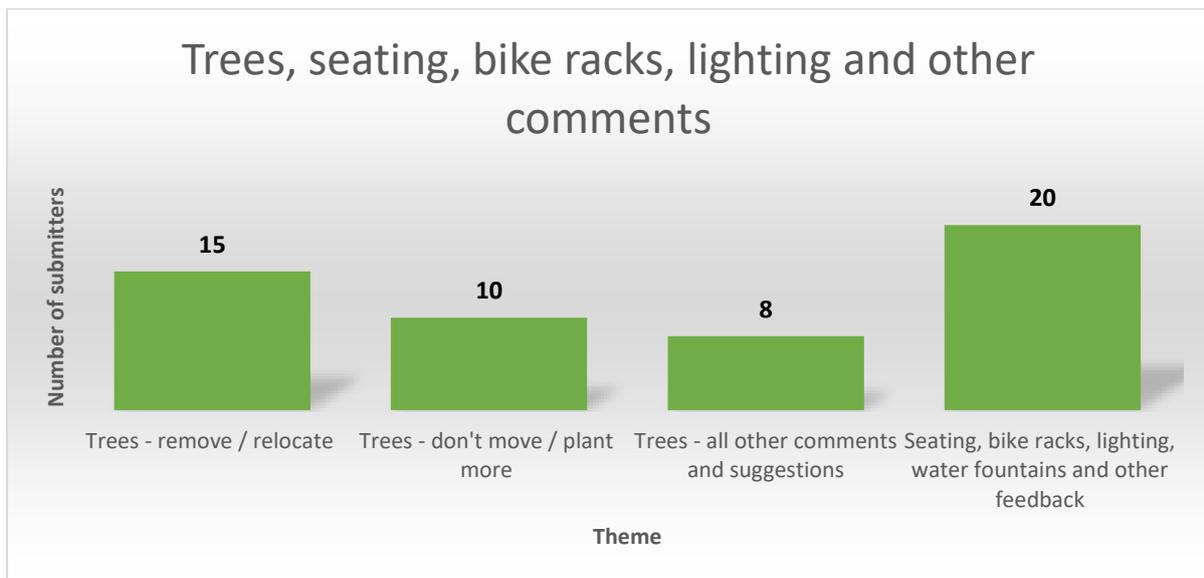
Some submitters suggested minimising adverse effects on all road users mainly by separating cyclists and vehicles, reducing vehicle speeds, removing parking, and widening the road space.

*"Ensure it is suitable for serious cyclists to the extent that there is no shared space between bikes and motorised vehicles."*

*"Where the lane is adjacent to a traffic lane, you absolutely must have a physical barrier to separate people and cars."*

*"Ensure that the environment for on road cyclists is also enhanced in terms of safety. this may mean some level of traffic calming to reduce speeds from the regular 60+ kph that motorists travel at."*

## Trees, seating, bike racks, lighting and all other comments



We received 33 comments about tree roots, pruning, and removing or relocating trees along the cycle route. 15 submitters suggested removing some of the trees to increase the width of the available space, or to prevent tree roots damaging the footpaths.

*"Main issue is dangerous condition of footpath due to broken bitumen, caused primarily by overgrown tree roots. Consider removing existing trees to increase northern side width. Replace trees with border shrubs."*

10 submitters noted concern that trees may be removed, or requested that we plant more trees along the route.

*"Trees and shade are precious and important in the city."*

Other feedback suggested using planter boxes or trees to separate cars from the cycle route, and urged us to keep overhanging branches trimmed.

*It would be nice if you could immediately start maintaining the current cycle lanes better. All of them have overhanging branches low enough for cyclists to hit, and there are frequently fallen branches over the path.*

One submitter, while less in favour of keeping the trees on the south side of Tamaki Drive, provided an interesting reason to retain trees on the northern side.

*"The trees/berm on the railway side certainly have no aesthetic value with roots breaking up the pathway. The existing berm/trees on the seaward side do have a degree of aesthetic value and gives the transport department trees to hide behind and point their cameras at motorists."*

We also received suggestions to provide facilities such as bike racks, seats, water fountains, e-bike charging points and good lighting along the route.

*"Any widening of the shared path on the northern side, should be accompanied by the provision of further seats or benches placed in the grassed areas between the pohutukawa trees. These seats would enhance the enjoyment of the shared path by pedestrians, in particular family groups and elderly persons. At the present time there are only three benches along the whole of this part of Tamaki Drive."*

*"Need some form of lighting as the road lighting in the evening and night create shadows that make it dangerous."*

*"Include scooter & skate boarding obstacles/skateable street furniture."*

## Other submissions

In addition to the public feedback we received through our submission forms, we also received submissions from the following key interest groups:

- Orakei Local Board
- Waitemata Local Board
- Ports of Auckland
- National Road Carriers
- Tamaki Drive Protection Society

We have included their feedback in our analysis.

# Attachment 1: Feedback form questions

## Feedback form

Please complete this freepost feedback form and return to us by **Sunday 18 June**.

Alternatively, you can provide feedback online 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.

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 to provide feedback.

### What do you think about the proposed cycle route design?

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### How would you improve the proposed cycle route design?

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### Do you have any other comments or suggestions?

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## Attachment 2: Our responses to your feedback

Theme	Number of submitters	Suggestion/comment	AT response
<b>Cycleway route and design</b>			
Suggest on-road cycleway	<b>24</b>	<ul style="list-style-type: none"> <li>• One-way on-road (like the one by Kelly Tarltons)</li> <li>• On-road with seamless connection to Quay Street cycleway</li> <li>• Remove southern shared path to create on-road cycleway</li> <li>• Remove southern shared path to create on-road cycleway combined with bus, motorbike, T2 lane</li> <li>• Cordon off space both sides of road for on-road cycleway</li> <li>• Double-lane on-road cycleway</li> </ul>	<p>After considering all of the feedback received from the public, key stakeholders and interest groups, and additional internal consultation and investigation, we have decided to change the design.</p> <p>The new design will be on the northern side of Tamaki Drive: an on-road bi-directional cycleway, 3.1m wide (300mm reserved for kerb relocation), inside traffic/parked vehicles, and separated from traffic with an 800mm wide separator, much like the design for Quay Street. The existing 2.5m shared path and grass berm on the northern side will remain, giving slower and less confident cyclists an off-road option, and the on-road off peak parking on both the northern and southern sides of Tamaki Drive will also be retained, so traffic will be one lane per direction. At peak hours, there will be no parking on both side of Tamaki Drive, traffic will be two lanes per direction.</p> <p>To achieve this, the traffic lanes will be re-aligned towards the southern side, and the underused</p>
Suggest cycleway boardwalk	<b>28</b>	<ul style="list-style-type: none"> <li>• Build boardwalk on northern side, similar to Westhaven one</li> <li>• Build boardwalk on northern side - pedestrians use boardwalk, cyclists use footpath</li> </ul>	
Put cycleway on northern side	<b>322</b>	<ul style="list-style-type: none"> <li>• Put cycleway on northern side of Tamaki Drive</li> </ul>	

Theme	Number of submitters	Suggestion/comment	AT response
Suggest two-way cycleway	<b>158</b>	<ul style="list-style-type: none"> <li>• Two-way on southern side of Tamaki Drive</li> <li>• Two-way on-road (or 1-way separated on each side of road)</li> <li>• Two-way northern side - remove parking, separate from traffic and pedestrians, to link with Quay St</li> <li>• Two-way on-road, northern side, cyclists on south side of road also</li> </ul>	<p>shared path on that side will be narrowed and converted to a footpath (1.4m-2.4m wide). People on bikes would instead use the new bi-directional cycleway to commute into and out of the city.</p> <p>This design addresses many of the safety, convenience, and usability issues raised in the consultation, and, coupled with the Glen Innes to Tamaki Links project and the Ngapipi Road Intersection Upgrade, will provide a consistent and pleasant journey for both recreational and commuter cyclists and pedestrians alike.</p>
Support separated cycleway	<b>182</b>	<ul style="list-style-type: none"> <li>• Separate vehicles/cyclists/pedestrians - use grade/kerb separation</li> <li>• Separate pedestrians from cyclists by upgrading northern side footpath to dedicated cycle lane</li> <li>• Separate cyclists and pedestrians by having cyclists on southern side (2-way cycleway), pedestrians on northern side</li> <li>• Separate cyclists and pedestrians by having cyclists on northern side , pedestrians on southern side</li> <li>• Separate cyclists and traffic with barrier</li> <li>• Separate Outboard Boating Club vehicles from cyclists</li> <li>• Use trees on northern side to separate pedestrians and cyclists</li> <li>• Use green paint as 'separator' on cycleway</li> <li>• Don't use green paint as 'separator on cycleway</li> </ul>	
Cycleway should be wider	<b>19</b>	<ul style="list-style-type: none"> <li>• Widen cycle/shared path on northern side by removing parking on north side</li> <li>• Widen cycleway to 4m to allow overtaking</li> <li>• Cycleway on southern side needs widening</li> </ul>	

Theme	Number of submitters	Suggestion/comment	AT response
Other cycleway location and design suggestions	9	<ul style="list-style-type: none"> <li>• Put cycleway on south side of rail line (on boardwalk), then traverse up bank to connect to Gladstone Road</li> <li>• Use south side of Tamaki Drive for commuters, north side for recreational cyclists</li> <li>• Cesspits in westbound lane create cycling hazard - change to "under kerb"</li> </ul>	
Cycleway signage	2	<ul style="list-style-type: none"> <li>• Signs to warn motorists of cyclists</li> <li>• White line/directional arrows on cycle lane</li> </ul>	By continuing the Quay Street bi-directional and physically separated cycleway design along Tamaki Drive, potential for cyclist-vehicle conflict is reduced and motorists' awareness of cyclists and the cycle line will be much improved. As the northern side shared path will remain, 'share with care signage' will be installed to increase pedestrian awareness of cyclists using this path.
Cycleway surface comments	30	<ul style="list-style-type: none"> <li>• Damage to cycleway surface from tree roots</li> <li>• Need surface that is flat, smooth, even, high quality - no rumble strips</li> <li>• Need surface treatment that allows lower speed transit (ie not totally smooth)</li> </ul>	<p>The new on-road cycleway will be on-road, separated by concrete separator. It will have sufficient space between parked cars and the cycle lane.</p> <p>Where the footpath on the southern (rail) side requires an upgrade due to tree-root damage or similar, this will be replaced with a concrete footpath or boardwalk.</p>

Theme	Number of submitters	Suggestion/comment	AT response
<b>Crossings, footpaths and shared paths</b>			
Road crossings (including signalised, Solent St, Ngapiipi Rd)	<b>244</b>	<ul style="list-style-type: none"> <li>• Don't support multiple crossings on Tamaki Drive - safety issues and too much waiting at traffic signals</li> <li>• Install cyclist crossing bridge at Solent Street</li> <li>• Put raised cyclist crossing at foot of rise by Solent Street</li> <li>• Put cyclist crossing at The Strand instead of Solent Street</li> </ul>	<p>In moving the cycling facility on the northern side and making it bi-directional, we need to ensure that cyclists and pedestrians can safely and easily get from one side of Tamaki Drive to the other.</p> <p>The Ngapiipi Road Intersection Upgrade is being constructed separately, though is intended to coordinate with this project (linking at the eastern end). This upgrade includes a safe cyclist/pedestrian crossing facility.</p> <p>AT is also investigating a safe crossing facility for people on bikes/pedestrians at the Solent Street intersection. The traffic signals between Tamaki Drive/The Strand and Tamaki Drive/Solent Street intersections will be co-ordinated to ensure traffic is flowing efficiently.</p>

Theme	Number of submitters	Suggestion/comment	AT response
Crossings (entry/exit points on south side, including Outboard Boating Club and Lilliputt)	<b>103</b>	<ul style="list-style-type: none"> <li>• Build boardwalk on northern side, similar to Westhaven one</li> <li>• Build boardwalk on northern side - pedestrians use boardwalk, cyclists use footpath</li> </ul>	With the new design, there will be a standard footpath for pedestrians on the southern (rail) side of Tamaki Drive, and no cycling facility. This will address public concerns about potential car-cyclist collisions while crossing driveways such as at the Outboard Boating Club and Lilliputt Mini Golf carpark (where the busy drive-through coffee cart is).
Support separation for pedestrians	<b>53</b>	<ul style="list-style-type: none"> <li>• Separate pedestrians and cyclists - north side put cyclists on platform/boardwalk, pedestrians on existing footpath</li> <li>• Separate pedestrians and cyclists - north side put pedestrians over water (boardwalk), cyclists use existing footpath</li> <li>• Separate pedestrians and cyclists - north side put pedestrians north of trees, cyclists south of trees</li> <li>• Separate pedestrians and cyclists with kerb separators</li> </ul>	<p>The new design provides an on-road option for cyclists, south of the tree line, physically separated from pedestrians and from traffic. This design retains off-peak on-street parking on both sides of Tamaki Drive.</p> <p>The option of a boardwalk extending out to the seawall on the northern side for either pedestrians or cyclists is prohibitively expensive at this stage. North of the trees, the 'shared path' facility will remain for those cyclists who are not comfortable with the bi-directional cycleway (for example, families with children). As in all shared path facilities, the 'share with care' caution applies.</p>

Theme	Number of submitters	Suggestion/comment	AT response
Put pedestrians on southern side	4	<ul style="list-style-type: none"> <li>• Pedestrian only on south side</li> <li>• Cyclists on south side of Tamaki Dr, pedestrians on north side</li> </ul>	<p>Feedback showed many people dislike shared pedestrian-cyclist spaces, and some indicated a preference for a 'pedestrian' side and a 'cyclist' side on Tamaki Drive.</p> <p>The new design provides an on-road facility for cyclists and allows a footpath on the southern side, while still providing a recreational sea-side pedestrian and cyclist facility. Due to available width, the path on the south side will be for pedestrians only, not a shared path</p>
Make footpaths wider/narrower	20	<ul style="list-style-type: none"> <li>• Reduce width on south side of Tamaki Drive</li> <li>• Reduce width (for pedestrians) on both sides</li> <li>• Widen north side (to at least 3.1m)</li> <li>• Widen both sides (reduce berm)</li> </ul>	<p>The new design will result in a narrower, pedestrian-only path on the southern side of Tamaki Drive, instead of a wider shared path facility. The existing shared path on the northern side will remain at approximately 2.5m wide, north of the berm/tree line, with a 'share with care' caution.</p> <p>In addition, a 3.1m wide on-road bi-directional cycleway, separated from traffic and parking by a concrete separator, will be installed south of the berm/tree line, and inside the traffic lanes, to provide a more efficient commuter route.</p>
Don't support shared paths	202	<ul style="list-style-type: none"> <li>• Don't want shared paths/ shared paths don't work</li> <li>• Shared paths unsuitable for commuter cyclists</li> <li>• Shared paths unsuitable for e-bikes</li> </ul>	<p>We recognise that there is an ongoing shared-path-versus-separated-paths discussion about cycle lanes in Auckland, and our options are often</p>

Theme	Number of submitters	Suggestion/comment	AT response
Shared path etiquette	4	<ul style="list-style-type: none"> <li>• Need rules eg. Pedestrians have right-of-way over cyclists, or "keep left"</li> </ul>	<p>limited by available space and existing facilities.</p> <p>In this instance, the new design can take space from the under-used south side shared path and create a bi-directional separated cycleway on the northern side. However, as Tamaki Drive is a popular recreational route for families due to its seaside location and gentle gradient, the shared path on the northern side will also be retained for those less confident riders looking for an off-road option.</p> <p>There will be improved signage to advise users of the shared path to 'share with care', and a pedestrian and cyclist 'side' of the path will be marked.</p>
Shared path signage	17	<ul style="list-style-type: none"> <li>• Need signs/footpath markings for pedestrian/cyclist awareness including cycle logos, green-painted cycle route</li> </ul>	
Shared path width	64	<ul style="list-style-type: none"> <li>• Widen shared path on north side (consistent with Tamaki Drive Master Plan) eg. to 3.1m</li> <li>• Widen 3.1m shared paths to 5m</li> <li>• Reduce shared path width on south side/both sides</li> </ul>	
<b>Parking changes</b>			
Retain/increase parking both sides	25	<ul style="list-style-type: none"> <li>• Don't remove parking</li> <li>• Parking required for Parnell Baths, Outboard Boating Club, mini golf, coffee hut</li> <li>• Increase parking by moving grass berm</li> <li>• Introduce angle parking amongst trees on south side</li> </ul>	<p>With the new design, off peak parking will be retained on either the northern or southern side of Tamaki Drive, as narrowing the southern side shared path to instead be a footpath will create room enough for the bi-directional cycleway.</p> <p>Due to the available width, it is not feasible at this stage to provide additional or angle parking.</p>

Theme	Number of submitters	Suggestion/comment	AT response
Retain parking north side with door zone buffer	129	<ul style="list-style-type: none"> <li>Remove parking (general)</li> <li>Remove parking both sides of Tamaki Drive</li> <li>Have indented parking</li> <li>Remove parking peak times/ Sat and Sun 6-10am (like in Melbourne)</li> </ul>	The revised design retains off-peak parking, and addresses potential conflict between cyclists and parked car doors by building a physical separator.
Remove parking (general)	38	<ul style="list-style-type: none"> <li>Remove parking (including bus parking) on south side</li> </ul>	
Remove parking (south side)	5	<ul style="list-style-type: none"> <li>Remove/restrict parking on north side</li> </ul>	
Remove parking (north side)	14	<ul style="list-style-type: none"> <li>Retain north side parking with door zone buffer for cyclists (Bike Akld proposal)</li> </ul>	
Need off-peak parking south side	72	<ul style="list-style-type: none"> <li>Need off-peak on-street parking on south side</li> </ul>	
<b>Road changes and road users</b>			
Reduce road width	15	<ul style="list-style-type: none"> <li>Remove one vehicle lane</li> <li>Remove one vehicle lane and introduce central lane bi-directional dependent on time of day (like Panmure Bridge)</li> <li>Remove two vehicle lanes</li> <li>Change one lane to shared bus and cycle lane</li> <li>Reduce width of road lanes</li> </ul>	The new design will be on the northern side of Tamaki Drive: an on-road bi-directional cycleway, 3.1m wide, inside traffic/parked vehicles, and separated from traffic with an 800mm wide separator, much like the design for Quay Street. The existing 2.5m shared path and grass berm on the northern side will remain, giving slower and less confident cyclists an off-road option, and the
Increase road width	18	<ul style="list-style-type: none"> <li>Widen road (remove berm/footpath on south side)</li> </ul>	

Theme	Number of submitters	Suggestion/comment	AT response
Retain road width	8	<ul style="list-style-type: none"> <li>• Don't change road width</li> </ul>	on-road parking on both the northern and southern sides of Tamaki Drive will also be retained.
Other road comments	11	<ul style="list-style-type: none"> <li>• Use space at Port to retain boulevard section of Quay Street</li> <li>• Vehicle lane on north side is wrong size - reduce or increase to allow unimpeded traffic flow</li> <li>• Reconfigure lane width to provide better separation between opposing traffic flows</li> <li>• Introduce combination bus/cycle/motorbike/T2 lane</li> </ul>	To achieve this, the traffic lanes will be re-aligned towards the southern side, and the underused shared path on that side will be narrowed and converted to a footpath (1.4m-2.4m wide). People on bikes would instead use the new bi-directional cycleway to commute into and out of the city.
Safety and separation of road users	31	<ul style="list-style-type: none"> <li>• Minimise adverse effects on all road users/ reduce potential conflicts</li> <li>• Increase safety for road cyclists eg traffic calming measures, reduced speed limit painted cycle lanes, physical barriers</li> <li>• Provide pedestrian refuges</li> </ul>	<p>This design addresses many of the safety, convenience, and usability issues raised in the consultation, and, coupled with the Glen Innes to Tamaki Drive project and the Ngapipi Intersection Upgrade, will provide a consistent and pleasant journey for both recreational and commuter cyclists and pedestrians alike.</p> <p>The bi-directional cycleway and resulting re-alignment of the roadway will encourage slower vehicle speeds as there will be more people sharing the road space.</p> <p>There is no room for any other shared vehicle lanes (such as bus lanes) while retaining parking on Tamaki Drive. We will refer your concerns regarding vehicle speed, pedestrian refuges, and potential vehicle conflict to AT's Road Safety team.</p>

Theme	Number of submitters	Suggestion/comment	AT response
			<p>We will be relocating 14 pohutukawa trees from the central median, plus one tree next to a bus shelter, to Teal Park (subject to resource consent being granted). Trees on both sides of the road will remain though.</p> <p>We investigated using Ports of Auckland land to create the cycleway but discounted this option since they require this land for their operations.</p>
<b>Intersections</b>			
Ngapipi Rd		<ul style="list-style-type: none"> <li>• Ngapipi Rd</li> <li>- need traffic lights (with good phasing)</li> <li>- need roundabout (better than traffic lights/ or use lights when busy)</li> <li>- remove slip lane</li> <li>- use lights for Glen Innes cyclists to cross to north side of Tamaki Dr</li> <li>- ban right turns from Ngapipi Rd</li> <li>-replace concrete bridge</li> <li>- need bike crossing</li> </ul>	<p>The Ngapipi Road intersection with Tamaki Drive is currently being upgraded to traffic signals with safe crossings for pedestrians/people on bikes.</p> <p>Please see the project webpage for this project: <a href="https://at.govt.nz/projects-roadworks/tamaki-dr-and-ngapipi-rd-intersection/">https://at.govt.nz/projects-roadworks/tamaki-dr-and-ngapipi-rd-intersection/</a></p>
Solent St		<ul style="list-style-type: none"> <li>• Solent St</li> <li>- improve design - improve access, reduce cyclist-truck interaction</li> <li>- ensure traffic islands are large enough for multiple bikes</li> <li>- remove slip lane / don't remove slip lane</li> <li>- priority crossing for cyclists and pedestrians</li> </ul>	<p>AT is investigating a safe crossing facility for people on bikes/pedestrian at the Solent Street intersection. The traffic signals between Tamaki Drive/The Strand and Tamaki Drive/Solent Street intersections will be co-ordinated to ensure traffic flows efficiently.</p>

Theme	Number of submitters	Suggestion/comment	AT response
The Strand		<ul style="list-style-type: none"> <li>• The Strand</li> <li>- improve design/traffic flow</li> <li>- remove slip lane</li> <li>- have cycle crossing or overbridge</li> </ul>	The Tamaki Drive/The Strand intersection is not planned to be upgraded apart from signal coordination/optimisation.
<b>Bridges</b>			
All comments and suggestions	<b>23</b>	<ul style="list-style-type: none"> <li>• Build flyover at Ngapipi - connection to Glen Innes cycleway (Bike Akld option 3)</li> <li>• Oppose intrusive overhead bike bridges</li> <li>• Widen bridges at Pt Resolution and Ngapipi Rd</li> <li>• Connect cycleway to new bridge by Parnell Baths</li> <li>• Cycle bridge near Solent St</li> </ul>	<p>The signalised intersection at Ngapipi Road will provide a safe crossing facility for pedestrians and people on bikes. Building a flyover would be very expensive and unnecessary. While not part of this project, Ngapipi bridge will be widened to provide a cycleway lane.</p> <p>We have investigated possibilities for widening Pt Resolution bridge, and unfortunately it is not feasible, even for clip-ons for cyclists. Therefore, we will be building a new pedestrian bridge on the northern (sea) side of the existing bridge, and the existing shared path will be converted to a cycleway.</p> <p>The Parnell Baths bridge will still be accessible via stairs, however it is not financially viable to create bike ramps for this location at this time.</p> <p>While we will not be building a cycle bridge near Solent Street, we will be investigating a safe crossing facility for pedestrians and people on bikes. To ensure an efficient balance between traffic and pedestrians crossing, we will be looking</p>

Theme	Number of submitters	Suggestion/comment	AT response
			to coordinate the signals between Tamaki Drive/The Strand and Tamaki Drive/Solent Street.
<b>Connections and other routes</b>			
All comments and suggestions	<b>96</b>	<ul style="list-style-type: none"> <li>• Connect to Glen Innes - via Ngapipi Rd foreshore</li> <li>• Connect Glen Innes to Parnell/city along railway line behind Outboard Boating Club /around Hobson Bay</li> <li>• Connect Glen Innes to Grafton Gully /Domain</li> <li>• Connect to Panmure, Sylvia Park</li> <li>• Connect to streets in St Johns/Purewa area</li> <li>• Extend along waterfront to St Heliers/Glendowie</li> </ul>	<p>This project is part of the Auckland Cycle Network which will connect the existing Quay Street Cycleway, Glen Innes-Tamaki Drive Shared Path, and the proposed Parnell cycle route via St Stephen/Gladstone Road.</p> <p>We will pass all requests/suggestions for connections onto AT's Walking and Cycling team to consider as part of the network under investigation.</p>
<b>Trees</b>			
Remove/relocate trees	<b>15</b>	<ul style="list-style-type: none"> <li>• Remove / relocate trees/berm (eg. at pinch points like bridges and bus stops) - roots and branches cause issues</li> </ul>	<p>Trees on both sides of Tamaki Drive create a boulevard impression and add to the picturesque quality of the shore-side walk/cycle route on Tamaki Drive.</p> <p>We have identified less than 7 trees on the southern (rail) side where roots have grown into the existing shared path and require treatment. We will try to retain the trees if at all possible and will remove or relocate them only if absolutely necessary.</p>
Don't move/plant more trees	<b>10</b>	<ul style="list-style-type: none"> <li>• Don't remove trees/berm</li> <li>• Plant more trees</li> <li>• Replant with border shrubs</li> </ul>	
Other tree comments	<b>8</b>	<ul style="list-style-type: none"> <li>• Trees on south side damaging footpath; trees north side provide aesthetic value ("and place for transport department to hide behind and point their cameras</li> </ul>	

Theme	Number of submitters	Suggestion/comment	AT response
		at motorists.") <ul style="list-style-type: none"> <li>• Prune trees</li> <li>• Use trees/planters to separate cyclists</li> </ul>	The northern (sea) side trees will be retained, but may require pruning of low hanging branches. This will be done by a qualified arborist.
<b>Furniture, lighting</b>			
All comments and suggestions	<b>20</b>	<ul style="list-style-type: none"> <li>• Bike racks</li> <li>• Seats</li> <li>• e-bike chargers</li> <li>• Lighting</li> <li>• Water fountains</li> <li>• Jetties, pontoons, kiosks</li> </ul>	This project does not have scope/budget to include additional facilities like you have suggested, but we will pass these suggestions on to the local board to consider as part of their projects.

Questions you asked	AT response
"I question when Tamaki Drive across Hobson bay will be rebuilt due to subsidence and rising sea levels. The northern option will be the solution then, so do it now."	AT will address flooding at low spots on Tamaki Drive near the Outboard Boating Club. We intend to carry out this work when the Tamaki Drive Cycleway is constructed, subject to funding and consenting. Please see our webpage for further information: <a href="https://at.govt.nz/about-us/news-events/auckland-transport-to-address-flooding-along-tamaki-drive/">https://at.govt.nz/about-us/news-events/auckland-transport-to-address-flooding-along-tamaki-drive/</a>

<p>"How does the new cycleway integrate with the changes to Tamaki Drive/Ngapipi Road intersection?"</p>	<p>As part of the detailed design we will be ensuring the cycling and walking facilities connect seamlessly.</p>
<p>"Will the new path be re-sealed? Currently it is very bumpy, many cyclists ride on the road for this reason..."</p>	<p>Yes, as part of this project we will be making repairs to the footpath on both sides of the road.</p>
<p>"Why a crossing point at Solent St? Why not a Strand to link to Parnell? How will we link to proposed Parnell cycle way?"</p>	<p>We will not be building a crossing facility from north to south at Solent Street across Tamaki Drive because the cycleway is now positioned along the northern side of Tamaki Drive. Crossing facilities at The Strand are being investigated as part of the proposed Parnell Cycleway.</p>
<p><b>Issues you raised</b></p>	<p><b>AT response</b></p>
<p>"The elephant in the room is the on-going exposure to adverse climate conditions flooding Tamaki Drive and at some time this iconic part of Auckland demands a raised seaside wall intervention from Ngapipi Rd back to Teal Park. This would be similar to the wall beyond Kelly Tarltons and allow for this type of shared path to be further extended."</p>	<p>AT will address flooding at low spots on Tamaki Drive near the Outboard Boating Club. We intend to carry out this work when the Tamaki Drive Cycleway is constructed, subject to funding and consenting. Please see our webpage for further information: <a href="https://at.govt.nz/about-us/news-events/auckland-transport-to-address-flooding-along-tamaki-drive/">https://at.govt.nz/about-us/news-events/auckland-transport-to-address-flooding-along-tamaki-drive/</a></p>
<p>"An existing hazard to cyclists is the projection of cesspits into the lane (westbound). This pushes cyclists away from the kerb and into the traffic. Changing the cesspits to the "under-kerb" design would fix this."</p>	<p>To remove this hazard we will investigate putting the drainage cesspits in the cycleway separator.</p>

<p>"The vehicle crossing to enter the Cloud next to the ferry building is very dangerous. I've seen many near misses as the drivers do not check both sides of the cycleway before crossing."</p>	<p>Thanks for your feedback. We will pass this on to our Walking and Cycling Team.</p>
<p>"We are supportive of the cycleway principle. We would like to see Council address: 1. The Gladstone Road/Strand intersection. In its current form it is dangerous, it impedes traffic flow, it is dangerous to pedestrians crossing Gladstone Road from bus stop 7646 and across the Strand and to be overlaid now with cyclists will result in exacerbation of these issues. 2. We support the removal of parking on the South side of Tamaki Drive. In the proximity of the coastguard facility. 3. We would like to see better council policing of long term parking on lower Gladstone Road."</p>	<p>The Gladstone Road-The Strand crossing facilities, and safety improvements for walkers and cyclists, are being addressed as part of the proposed Parnell Cycleway project. We will pass your feedback onto this team.</p>

## Attachment 3: Summary of Bike Auckland proposal

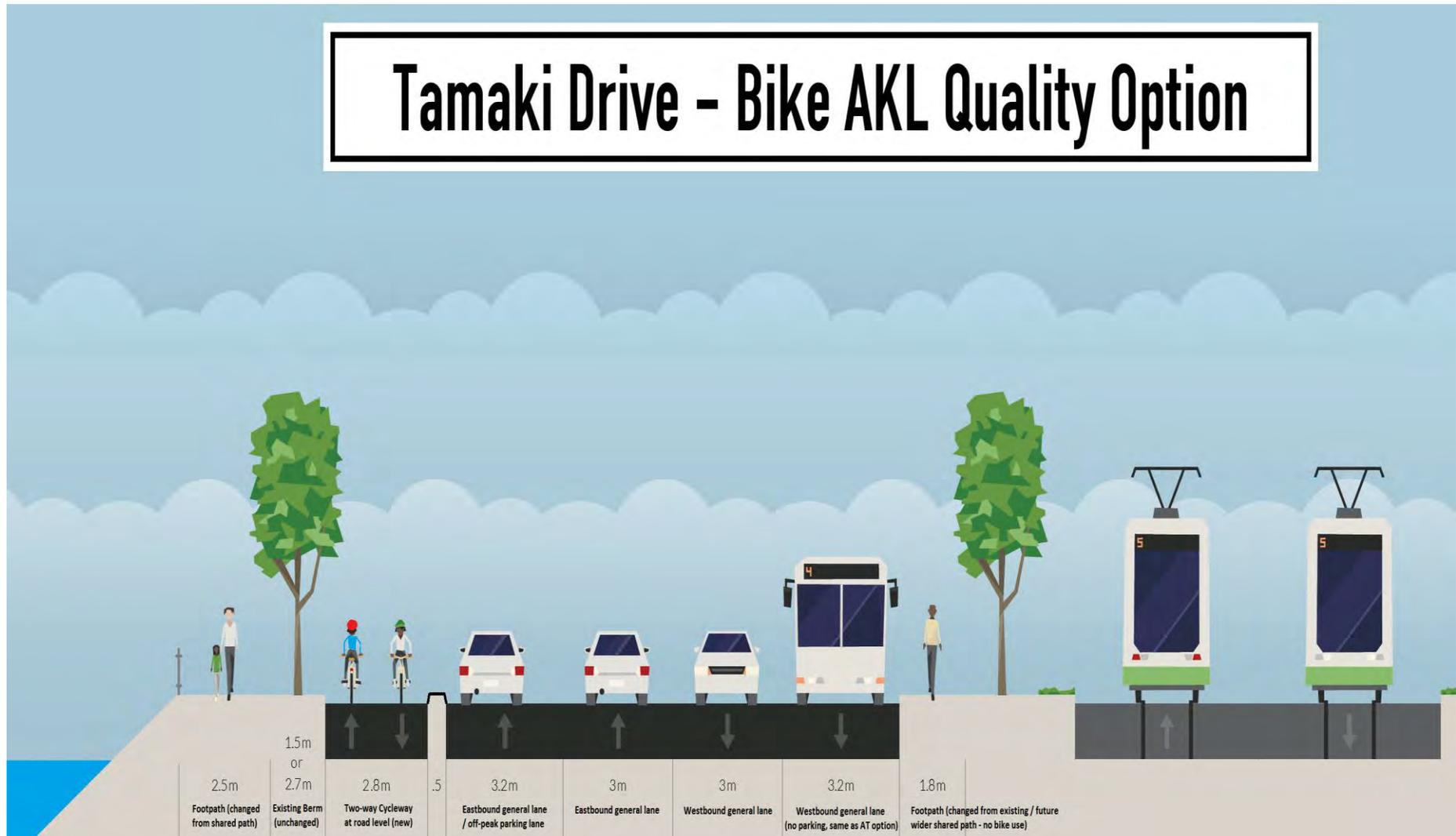
The Bike Auckland proposal:

- retains 4 traffic lanes
- retains car parking on the north (seaward) side of Tamaki Drive
- creates a protected two-way cycleway on the north side, including a door zone buffer
- provides a dedicated footpath (no shared paths) on both sides of Tamaki Drive
- enables east-bound cyclists to enter and exit the north-side cycleway without having to wait for two sets of traffic lights
- provides space for city-bound cyclists to ride safely on the road at peak times
- reduces the number of times cyclists would need to cross over Tamaki Drive
- proposes three options for cyclists to cross Tamaki Drive to connect with the proposed Glen Innes to Tamaki Drive Shared Path
  - Option 1 – cross via signals at Ngapipi Road
  - Option 2 – cross at new signals west of the Outboard Boating Club
  - Option 3 – an iconic cycle bridge

You can read full details of the Bike Auckland proposal at

<https://www.bikeauckland.org.nz/tamaki-drive-deserves-better-the-bike-akl-quality-option/>

Cross-section of Bike Auckland proposal



## Attachment 4: Proposed cycle route cross-sections (cycleway on south side of Tamaki Drive)

Proposed road layout west of the pedestrian overbridge to Parnell Baths:



**Proposed road layout east of the pedestrian overbridge to Parnell Baths:**



## Attachment 5: Revised cycle route cross-section (cycleway on north side of Tamaki Drive)

Revised cycle route – northern side of Tamaki Drive, from Solent Street to Ngapipi Road:

