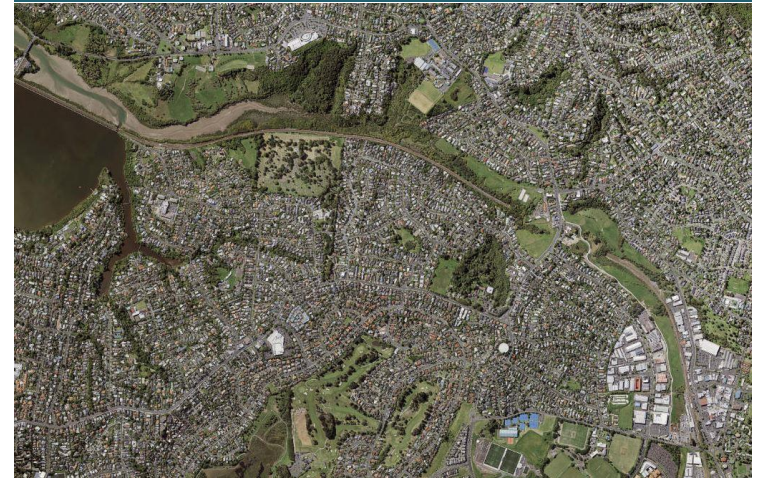


Glen Innes to Tamaki Drive Shared Path: Summary of your feedback on Section 2 (St Johns Road to Ōrākei Basin)

Total number of public submissions received: 293

February 2019



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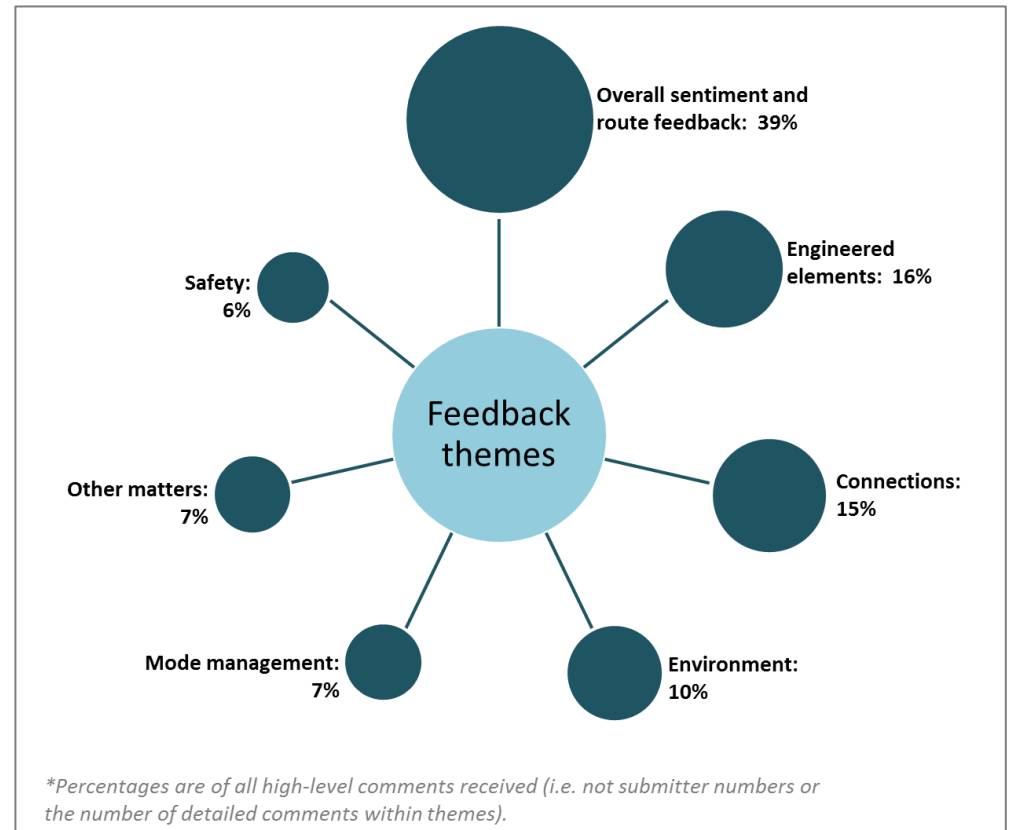
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Summary

The NZ Transport Agency and Auckland Transport are developing the Glen Innes to Tamaki Drive Shared Path — *Te Ara Ki Uta Ki Tai* (the path of land and sea) — a 7km-long path that connects Auckland’s eastern suburbs to the city centre. The path has four sections, and your feedback on the proposal for Section 2 (St Johns Road to Ōrākei Basin) has been sought. This attracted 293 public submissions.

- Most of you (58%) were in support of the proposal. In fact, 42% of you either did not identify any areas where change was needed, or explicitly told us you wouldn’t make any changes.
- Whilst you thought this section was key to the connectivity of the path as a whole, there is a strong desire to improve connections within this section. Notably, 71% of you who commented on this aspect wanted to improve connectivity north-south across the route to support access to schools, shops, and between communities.
- You have also requested further improvements to the connection to Sections 1 and 3 (21% and 4% of the detailed comments on connectivity, respectively):
 - At St Johns Road, these include grade separation, and removal of the slip lane.
 - At the Section 3 interface, your suggested changes included improving the interface with parking and maintenance access.
- We received 75 comments on mode management matters. Most of you (65% of those commenting on this issue) supporting a shared path because it supported a diverse range of modes, users, and needs. However, you also offered suggestions as to with how aspects such as relative speeds and behaviours might be managed to improve outcomes for all.



- You viewed both lighting and restoration planting as key facets of the amenity: Lighting because this would increase the hours of path use and contribute to path safety, and the planting as a contributor to the scenic and natural values of the route.
- You also suggested provision be made for other uses and features to improve the overall use and amenity of the project. Your ideas including picnic areas, exercise equipment, water access, and 'Maori features'.
- There were mixed views on the proposed landings — evenly split for and against — and those views were strongly influenced by your experiences on Section 1. You are after a safe and pleasant outcome overall, and suggestions to achieve this (other than landing retention/removal) included further increasing the distance between landings, the addition of lay-by areas, and markings to indicate changes in slope.
- Most of the 100 comments made on the Section 2 structures (i.e. the bridges, boardwalk, and pony club fence) supported the proposed approach. However, you underlined the importance of lower bridge and boardwalk balustrades and offered thoughts on balustrade style, materials, and colour. Similarly, most of those who commented on the nature of the path itself supported the 4m width and concrete surfacing. However, you want us to use materials on the path and structures that are durable, easily maintained, and help with grip or don't become slippery in shaded areas or over winter.
- Safety was a key factor underpinning many of your comments and a number of you welcomed the proposed changes as a means of improving safety. Your key safety concerns related to the connection with Section 1 (St Johns Road intersection), the management of different users and modes, and landings. You have also offered suggestions on how these, and other matters, might be changed to improve safety outcomes.

Next steps

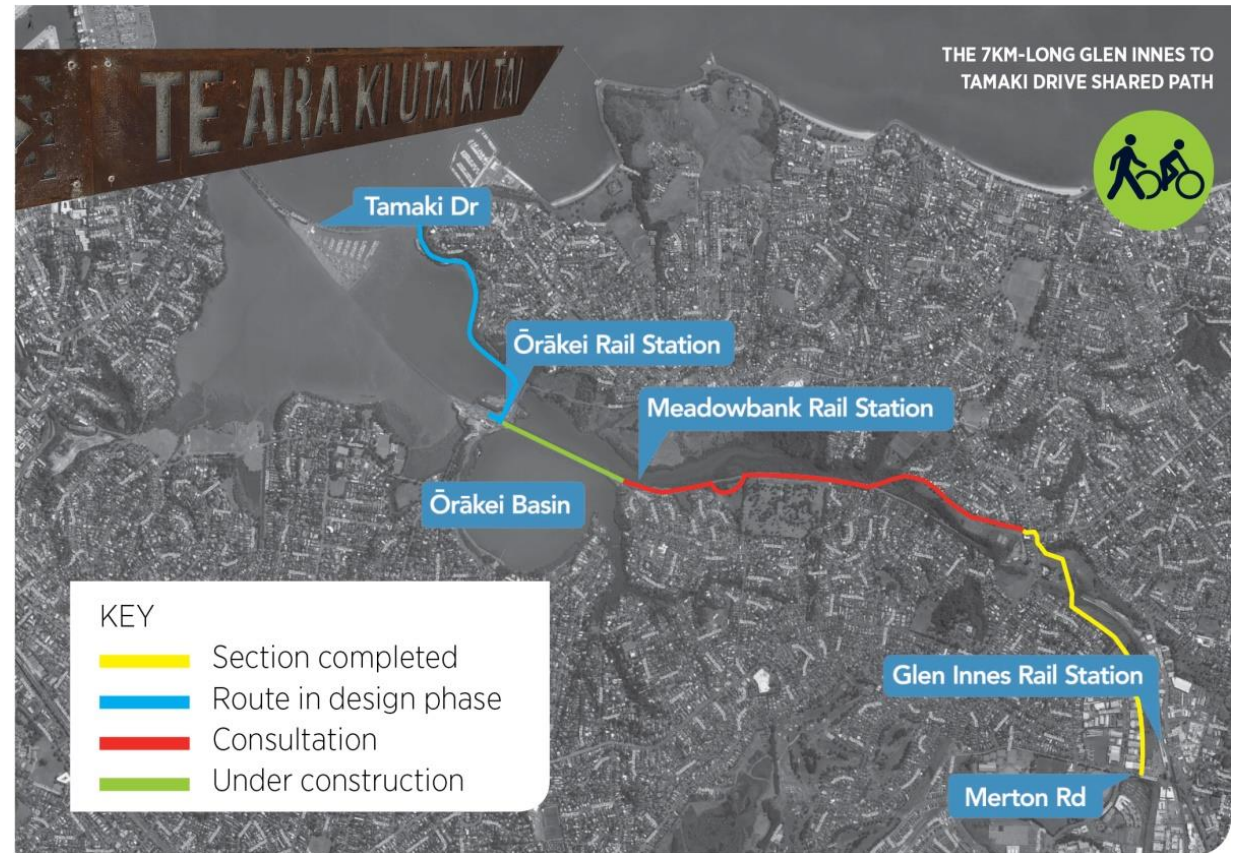
Your feedback will be used to inform the design of Section 2, which is currently underway. When the designs are finalised, we will provide you with a further update – including sharing with you the final design plans and construction timeline.

Background

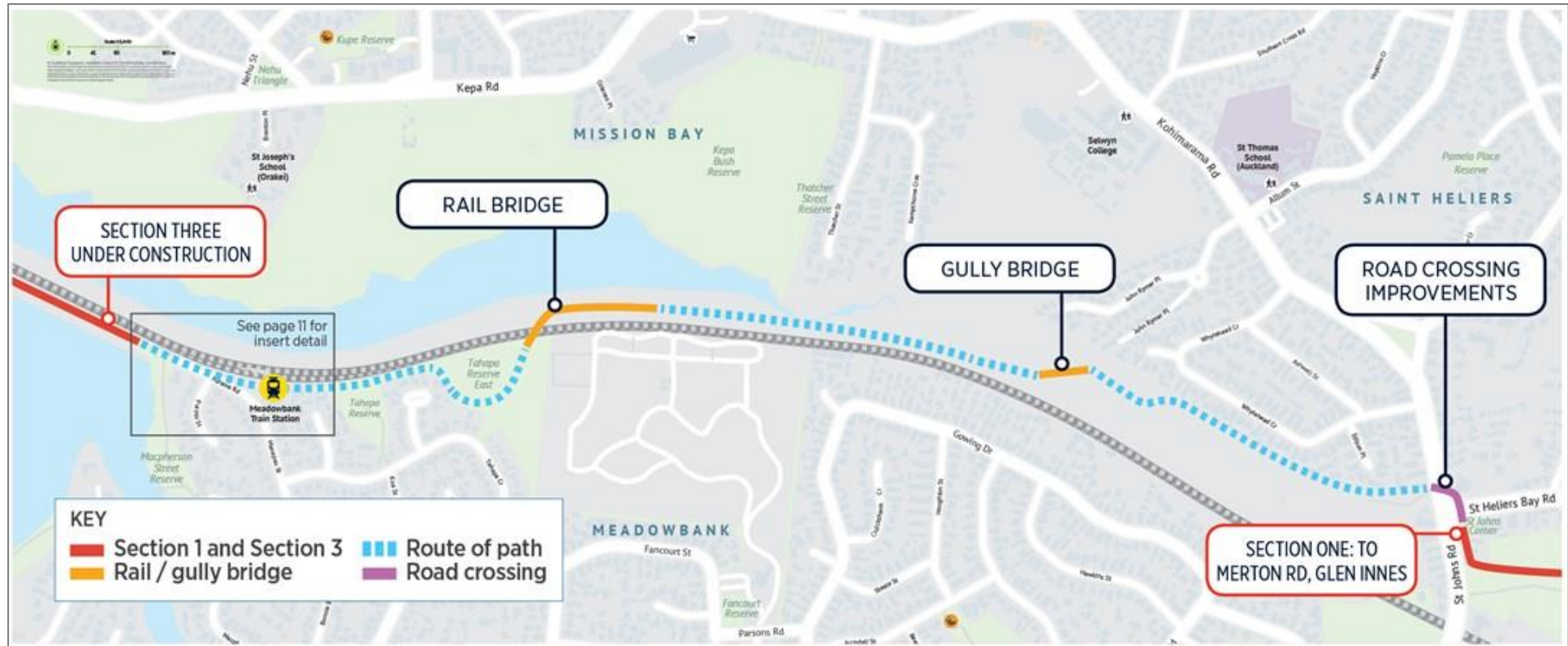
Project overview and context

The Glen Innes to Tamaki Drive Shared Path — *Te Ara Ki Uta Ki Tai* (the path of land and sea) — is a 7km-long path that connects Auckland’s eastern suburbs to the city centre. The path is being constructed in four sections (pictured right) and is being jointly delivered by Auckland Transport and the NZ Transport Agency.

Section 2, which is the focus of this report and shown in red, travels from St Johns Road through Pourewa Valley, past Meadowbank Station to the Ōrākei Basin. This section of the path (pictured in more detail overleaf) will comprise a mix of concrete paths, boardwalks and concrete bridges, and be approximately 4m wide along the entire route.



The Pourewa Valley’s topography and environment have presented technical challenges and access constraints. In determining the route, we have sought to create a path that follows the geographical contours, provides ease-of-use and accessibility for people of all abilities, whilst also minimising earthworks and environmental impact.



Activities to raise awareness

To let you know about our consultation, we:

- Hand-delivered over 20,000 brochures to people in Parnell, Remuera, Kohimarama, Meadowbank, Mission Bay, Orakei, St Heliers, Glen Innes, Point England and St Johns.
- 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 17 and 24 October.
- Installed signage in the project area.
- Held two public open days:
 - Saturday 27 October between 10am to 12pm at Sunhill Garden Centre; and
 - Sunday 28 October from 10am to 12pm at Orakei Bay Village.

Feedback sought from you

The consultation ran from 15 October to 9 November 2018. In addition to general questions around your personal interest in and likely use of the project, we asked:

- What aspects of the design do you like and why.
- What aspects of the design would you change and why.

You could provide feedback using an online submission form (on our [Have Your Say website](#)), via email, or by completing the hard copy feedback form that was included in the consultation brochure. A copy of the feedback form may be found in [Attachment 1](#) at the back of this report.

- *Feedback on Section 3 (Ōrākei Basin boardwalk) was sought at the same time but has been reported separately. The data reported herein relates only to the submissions and responses received in relation to Section 2. A total of 466 submissions were made as part of the consultation as a whole, but only 293 of these were relevant to Section 2.*

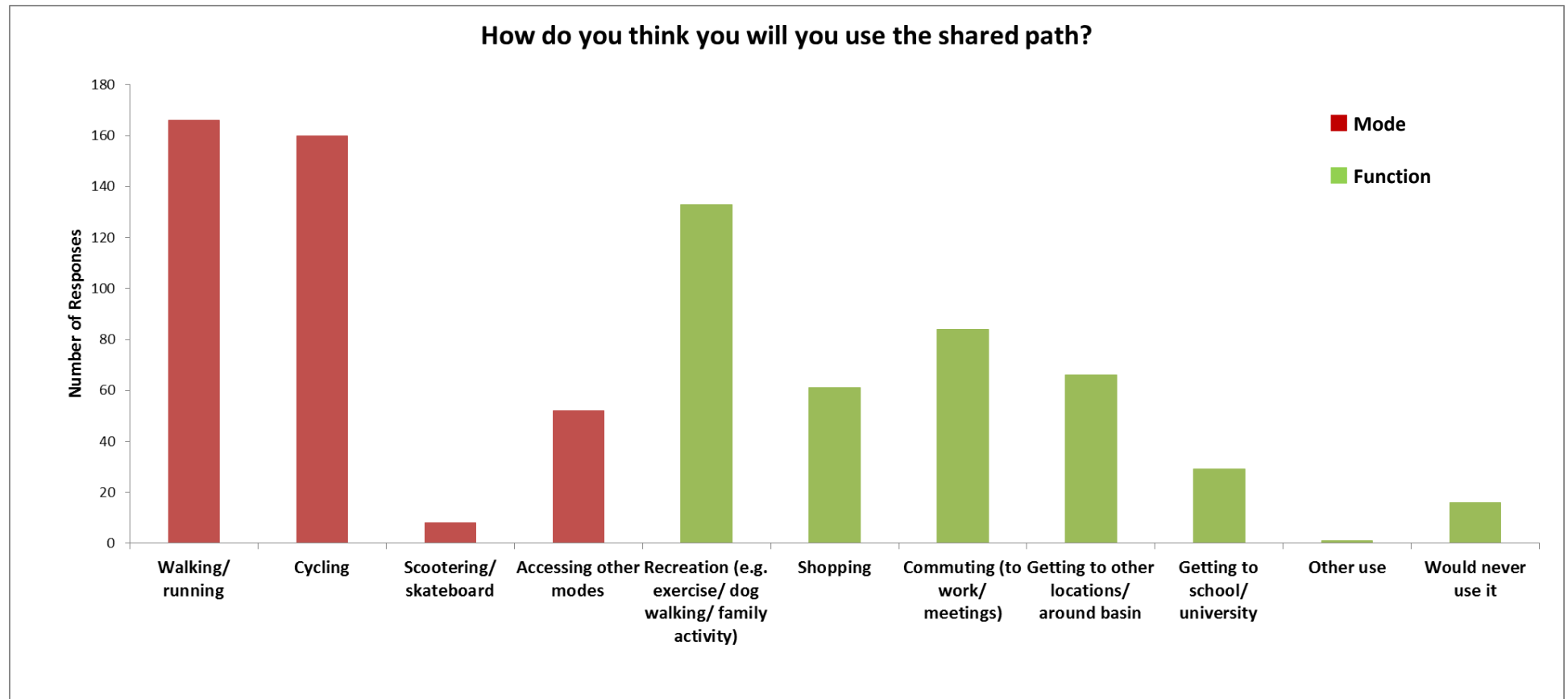
Your feedback

- *Multiple answers could be given to many of the questions so the total number of responses and comments may exceed the number of submissions. Similarly, percentages should not be summed where multiple responses have been given to a question and expressed as a proportion of submitter numbers.*

About you

We received feedback on Section 2 from 293 submitters:

- 172 were completed online, 119 were submitted using the hardcopy feedback form, and 2 submissions were received by email.
- 245 submitters (84%) live or own property in/near the project area, 33 (11%) work or own a business in the area, and 72 (25%) visit the area to shop.
- 188 submitters (64%) walk or run in the area, 149 (51%) cycle in the area, and 138 (47%) take the bus or train (pictured overleaf).
- Those of you that cycle:
 - 98 (33%) cycle regularly;
 - 77 (26%) cycle occasionally;
 - 115 (39%) may cycle or cycle more often if cycling facilities improve; and
 - 44 (15%) would never cycle.
- Only 16 (5%) people told us that they would never use the shared path. Most of you indicated that you already either walk or cycle on the path for recreation and will continue to do so once the works are complete.



Overview of what you told us

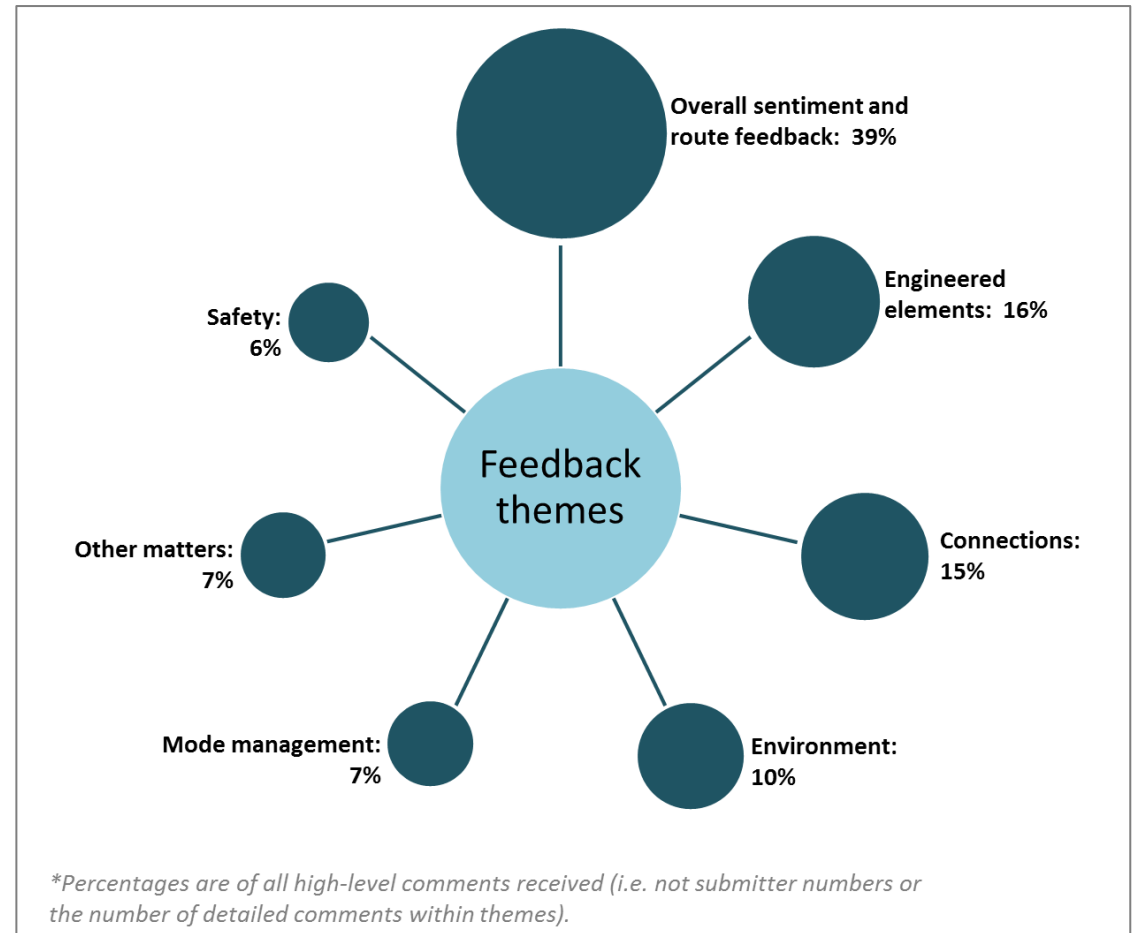
The themes to emerge from your feedback are pictured, right. The following sections provide more detail of your feedback on each of these matters — many of which are interconnected. We have also responded to comments and suggestions; our responses may be found within [Attachment 2](#).

- *The following sections have been sequenced to start with big picture matters and work through to the finer detail, so the order differs slightly from the hierarchy as pictured.*

Overall sentiment and route feedback

From all the comments we received, most of you (58%) were in support of the proposal. In fact, 42% of you either did not identify any areas where change was needed, or explicitly told us you wouldn't make any changes; the remainder of you identifying some areas where features within the proposal could be improved. Where you supported the proposal, this was because:

- The route and overall proposal is sensible given the constraints of the environment.
- The route provides a safe off-road facility that caters to a number of different modes, user abilities, and needs.
- The proposal offers the community improved access and connectivity, and so provides choice.



- The path will provide an important and much awaited community amenity:
 - The route offers access through a natural area whilst also providing a more direct route between communities and the CBD/Tamaki Drive.
 - Many of you told us that you are pleased to see this Section progressing or were particularly eager for the project to be completed quickly (15%).

"I wouldn't change anything as it is obvious to me much thought has gone into the design!!"

"It all sounds great. I can't wait until it is open. It will really make my commute ... a pleasure."

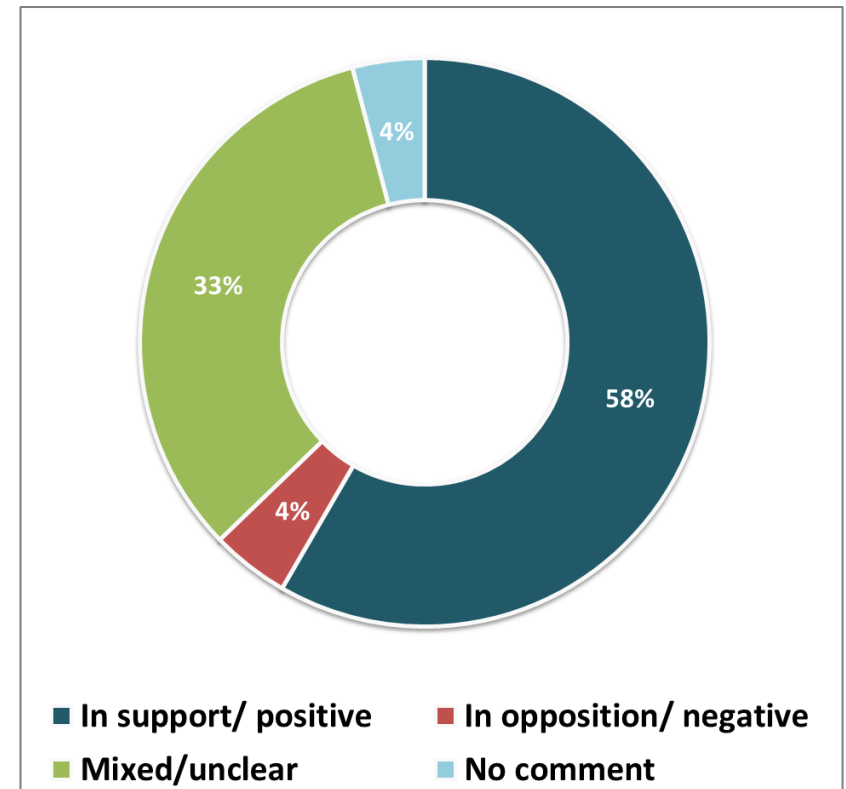
"[It] opens up an otherwise inaccessible and special part of the neighbourhood."

"All OK. It is time to get on building the bike way."

- 33% of you indicated conditional support (or your overall view of the Section 2 proposal was not explicit). The areas where you felt further consideration is required will be detailed below within each of the key themes.
- 4% of you had no view on the proposal and the remaining 4% of you told us that you did not like the proposal largely because you think the project is expensive, that the money would be better spent elsewhere, or the path is unlikely to be well used.

"I would scrap it and use the enormous amount of money saved to improve safety for cyclists on many times the length of the proposed path on the existing road network."

"Should not go ahead with this for the few who might use it."



Along with overall sentiment for the proposal, 53 of you expressed a view on the route. Of these, 40 of you expressed support for the route for the reasons outlined above. Your main suggestions for a change to the route were as follows:

- *Note: matters relating to connections are addressed separately next.*
- Three of you are of the view that the route should follow the railway (to the city or to join Tamaki Drive beyond the Boating Club Marina).

This was to provide a more direct route to the city and in part to avoid the hilly Ngapipi Road section. By contrast one person told us:

“Initially, the overall design anticipated Section 4 running alongside the train line across Hobson Bay from Orakei to Tamaki Drive. The Section 4 route was subsequently (and sensibly) changed ... [But now] Section 2 ought to link directly to Section 4 - running along the foreshore and obviating any need to cross the creek/basin/train tracks ... it seems like a poorly thought out plan to contort Section 2 so that it joins up with Section 3 at all.”

- Regardless of this, one of you has suggested that Section 4 needs to be prioritised, and another that there needs to be an interim solution for the connection between Ōrākei Basin and Tamaki Drive *“as the windy narrow road [is] just too dangerous.”*
- Three of you were concerned with the extent of the ‘detour’ through Tahapa Reserve East as you felt this would not match desire lines and be a barrier to the path’s use. However, one of those subsequently concluded:

“I looked at the loop [near] Mamuku St [sic] as it reduced the ‘directness’ but I understand it is desirable due to the terrain and it enables a connection to Tahapa crescent [sic].”

Note: Each of the key themes that follow have been analysed in more detail. Themes have been broken into issues, so numbers of comments/percentages cannot be related to those given within the preceding sections of this document.

Connections

Connection to Section 1

We proposed several improvements to make it safer for people to cross St Johns Road and St Heliers Bay Road, and to access the shared path (pictured right):

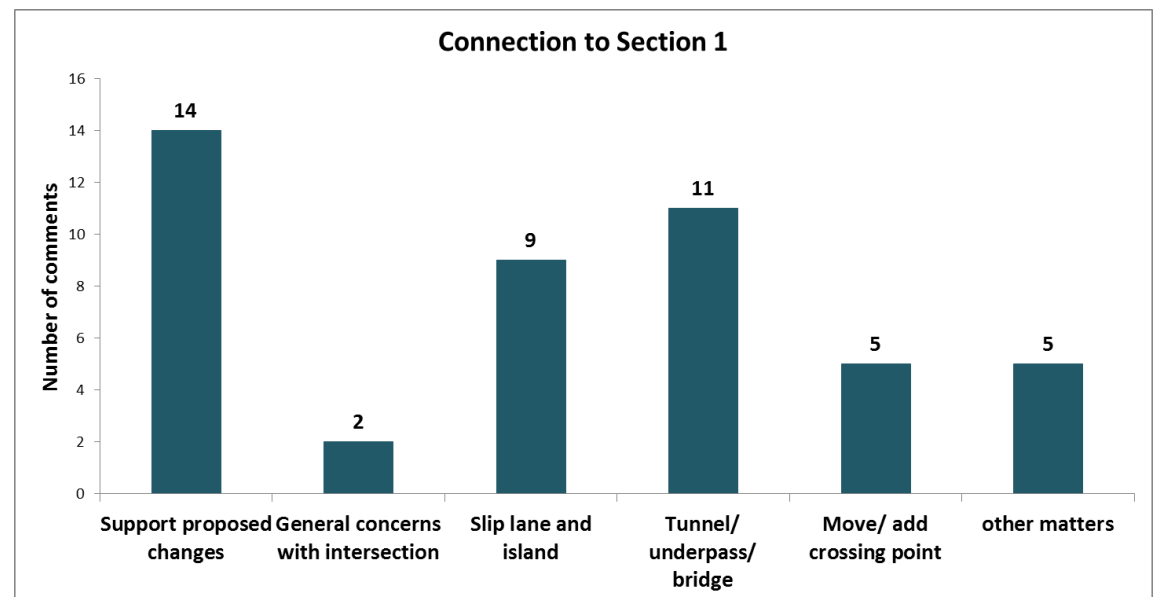
- installing a raised cyclist-pedestrian crossing across the slip lane on St Heliers Bay Road;
- increasing the size of the traffic island to provide more room for pedestrians and people on bikes; and
- widening the footpath at the intersection on the western side of St Johns Road.

We also proposed that the slip lane at the top of St Heliers Bay Road be realigned slightly to make room for a larger island.



46 of you commented on this connection (21% of those commenting on connections); many of you noting that the intersection was difficult to cross and unsafe. 14 of you welcomed the proposed changes and two expressed residual (general) concerns. In addition, there were 30 requests for further specific change:

- 11 of your comments expressed a desire for a grade separated crossing such as an underpass or bridge (one person noting an underpass would also assist horse riders).

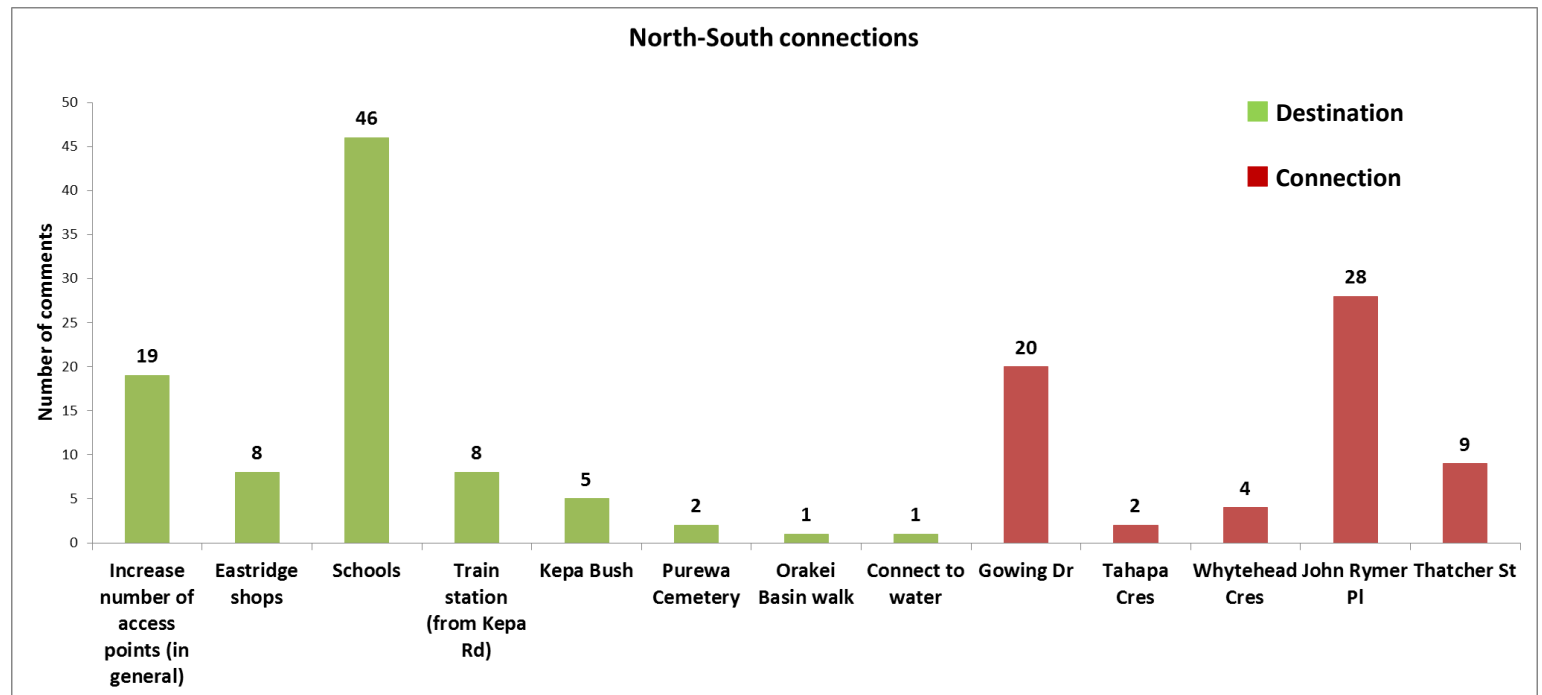


- We received nine requests for the removal of the slip lane or raising questions around the suitability of the island. The slip lane was generally seen as unsafe, and the enlarged island insufficient for cyclists and horses.
- There were five requests to move the crossing or to add a crossing on the northern side of the intersection. Other comments included your identified need to provide better cycling access along the adjacent connecting roads (e.g. St Heliers, West Tamaki Roads) as these were narrow in places and made accessing the path dangerous.

North-South connections

71% of the detailed comments within this theme related to the provision of additional connections along the route. You are particularly keen for a north-south connection between schools in Kohimarama and Gowing Drive as this would not only provide a safe alternative for school-related travel, but you see

this as vital to increasing community connectivity, and path use overall. Whilst a connection between Gowing Drive and John Rymer Place was most often cited for this, one person was able to advise that “*Selwyn College have [sic] already approved a concept design*”. In addition, you have requested connections with



the Meadowbank Train Station from Kepa Road, to Kepa Bush, and to the Purewa Cemetery. There was also a request for water access to enable paddle boards or kayaks to be launched.

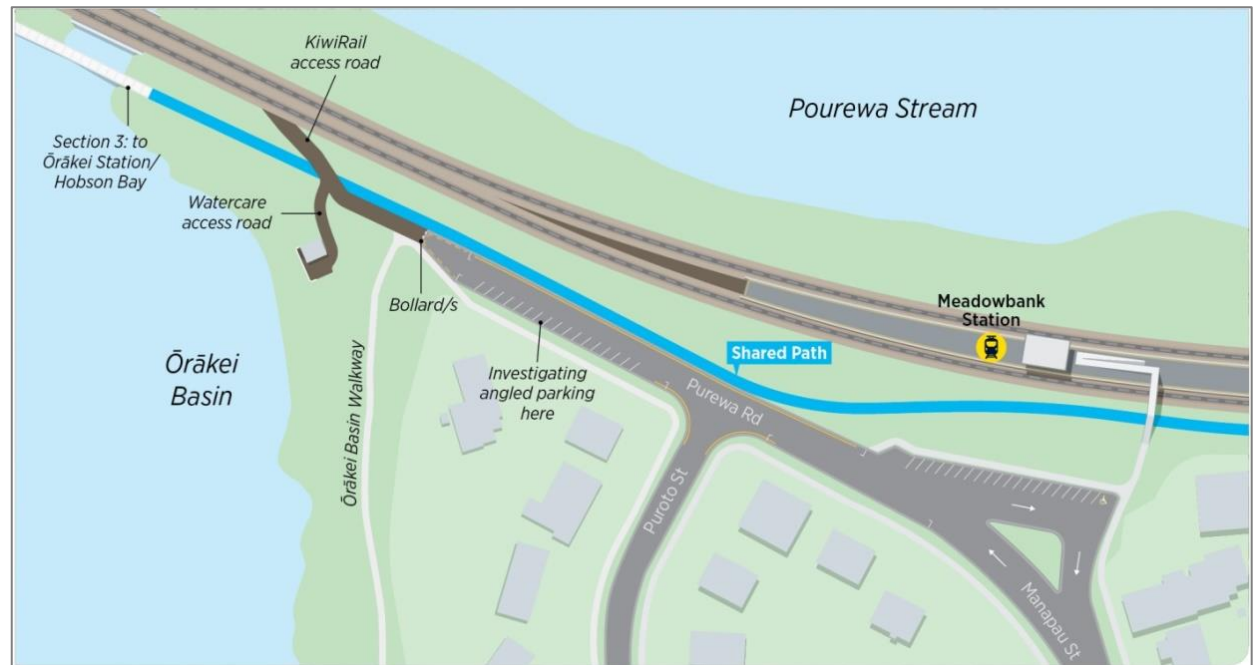
“I am extremely surprised not to see any mention of northern links to this path... This is vital to this project, and will enable students attending Selwyn College ... to walk or cycle to school...”

“The vast majority of potential users will not be cycling from Glen Innes to the city, but will be joining part way along. The path would be far more useful if it had good connections to suburbs along the way. We [believe] that connections ... are really important to making this path a true community asset, not just a cyclists' through road.”

Connection to Section 3

We proposed that as the path approaches the Meadowbank Station the path would follow the railway line, pass under the existing pedestrian overbridge, and run past the train station and carpark to Purewa Road (pictured, right). The path would then travel along the northern side of Purewa Road to Ōrākei Basin where the path connects to Section 3. Here, we advised that we:

- are investigating whether the parking on the southern side of Purewa Road could be angled parking to maximise parking within the remaining space;



- cannot position the path on land to the north of Purewa Road as the land is used for rail line maintenance work.

The shared path would then cross KiwiRail and Watercare access roads located at the basin end of the path and proposed to:

- install a bollard(s) to prevent unauthorised vehicle access;
- use markings/surface treatments on the path to indicate the shared space; and
- install signs to alert path users and maintenance people of each other's presence.

Nine comments were received on the detail for the connection with Section 3:

- One person suggested that the path *"should not exit at Meadowbank Train Station and continue along Purewa Rd"* because of the impact upon parking, and to avoid hilly terrain. The suggestion was that the rail maintenance area be moved closer to the station instead to enable the path to be relocated.
- Four other parking-related comments were received from you:
 - highlighting the importance of north-south connections to reduce demand for station parking;
 - requesting bollards be positioned to prevent cars from parking on the shared path;
 - supporting the willingness to remove parking to improve the experience of path users, and also for the proposed angled parking.
- Three of you commented on the interface of the path with the maintenance access road. Your comments acknowledged the site constraints but stressed the importance of the public infrastructure organisations working together to find a solution. One person suggested that *"The access roads should clearly signal that vehicles should give way to people walking and cycling"*.
- One person also suggested there is the need to consider traffic calming for cyclists at the end of Purewa Road:

"Currently there is limited visibility for anyone joining the shared path from the Basin Walkway at that point; at the moment this is not an issue but on completion there will be a long downhill stretch, on which speed will be a temptation."

Mode management

75 of you commented on matters relating to mode use and management; 65% of these supported the shared path because it:

- accommodated different active transport modes;
- improved access to a range of different users and needs;
- provided a direct, off-road route; and so
- provided better connectivity, choice, and opportunity.

"I like that it will link up parts of the city that I want to visit by bike. I like that it looks reasonably open and safe for me and my kids."

"The design considers safety of all users while trying to assist cyclists to make reasonably swift pace which is much desired for commuters."

However, 9% of those commenting on mode management expressed a dislike for shared paths. The reasons given include:

- inequity of investment (e.g. *"You've built roads for motorised vehicles, now built [sic] it for other modes"*);
- the different needs and relative speeds of users;
- user behaviour (e.g. from using the wrong lane, *"whizzing past"*, to *"hogging lanes"*);
- discomfort and safety concerns (e.g. *"shared walk and bike paths are not liked by older people"*).

"On a weekend it can include prams, walkers of all ages... [on] their own and in groups, bikes of all types and speed abilities and other pathway accessible [vehicles]...If the path is more accessible then more modes of transport will use it."

"My main concern is that bike users and now I guess scooter users go extremely fast on shared pathways."

Your comments were then able to be further divided into sub-issues, resulting in 50 comments on the mode management detail:

Aspect	Number of comments	Overview of your comments		
Users				
Provide for diverse users/needs	11	▪ Better provide for numbers at weekends, growth		▪ Provide for prams, wheelchairs, groups, ages, abilities
Protect vulnerable users	3	▪ Safety	▪ Enable wheelchair access	▪ Older users around e-bikes/fast bikes
Provide for scooters	1	▪ Smooth surfaces	▪ Relative speeds	
Restrict cyclists	1	▪ Numbers currently on the route	▪ Impact on ability to commute	
Provide for commuting /cycling at higher speeds	5	▪ Safety	▪ Frustrations	▪ Relative speeds and ability
Management				
Markings/greater separation	6	▪ Provide lane and centreline markings	▪ Make path wider (types of use/volume of users/competing needs/on bridges)	
Manage/limit speeds	8	▪ Speeds of bikes and scooters	▪ Speeds of commuters	▪ Speeds on downhill sections/bridges
Path code/etiquette signs	5	▪ Educate users (use bells, keep left, use appropriate lane, pick up after dogs)		▪ Provide signs along path
Provide off-line refuges	2	▪ Provide for refuge from active lanes	▪ Provide for leg room around seats (increase path width at seats)	
Other matters				
Interim connection to Tamaki Drive	2	▪ Allow cyclists on footpath	▪ Interim solution required until Section 4 built	
Interface with Meadowbank Train Station	4	▪ Path too narrow under bridge	▪ Provide bike lockers	▪ Remove/add stairs to station
Gradient (Note: Landings addressed separately)	2	▪ Too steep in parts	▪ Too hilly	

Environment

Lighting

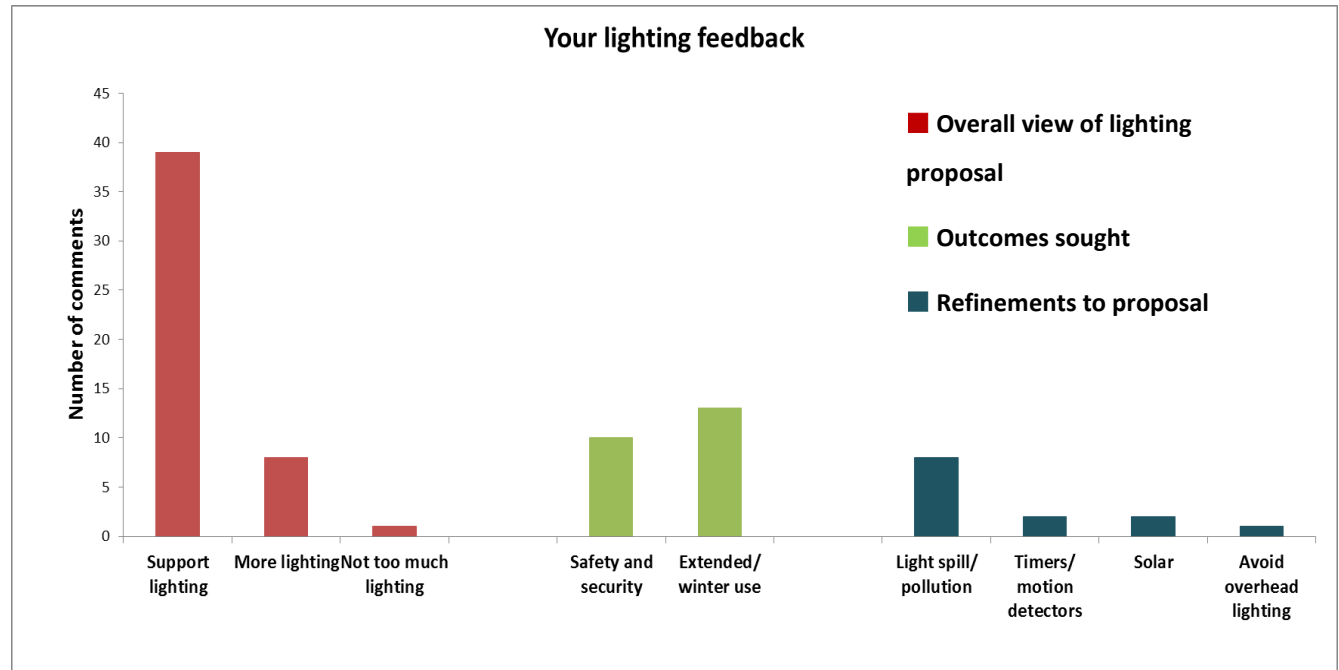
We recognise lighting is important for safety and to extend the hours of use for the path, especially in winter. We proposed that:

- on the bridges and boardwalks, lighting is likely to be installed on the underside of the top railing;
- next to the concrete path, lighting columns would be installed; and overall
- the lighting would be designed and angled to ensure minimal light spillage outside of the shared path.

Most of your feedback on the lighting was

supportive of our proposed approach and underlined our identified objectives of improving both safety and the use of the path. Eight of you wanted to see more lighting, and one person cautioned that there should not be too much lighting.

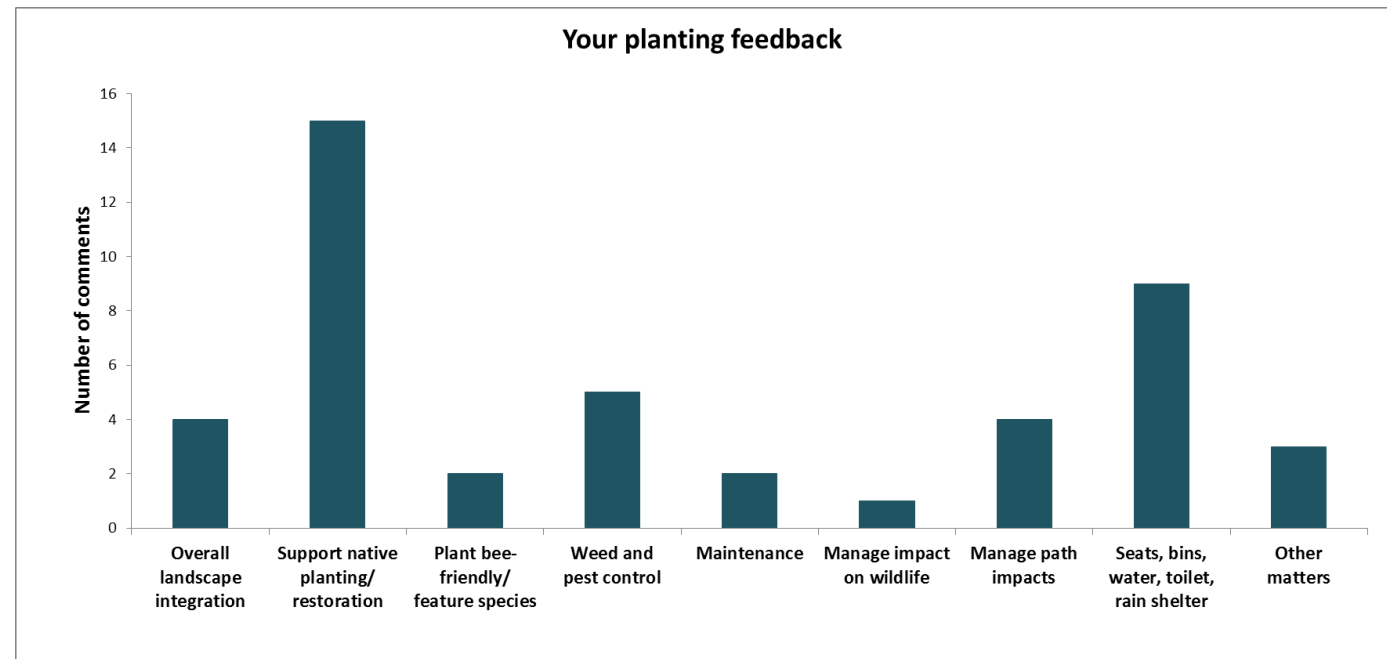
We received 13 suggested refinements to the lighting proposal; most of these (eight) were concerned with light spill into neighbouring properties, light pollution effects upon the surrounding bush, and the brightness of LEDs. We received one request that there be some illumination a short distance beyond the path to assist with security and safety. Closely related to this were two suggestions to install timers or motion detectors. Two of you encouraged the use of solar powered lighting, and one requested we avoid overhead lighting and use low-level lighting instead.



Planting

We recognise the ecological value of the Pourewa Valley and the surrounding reserves, and that the remnant coastal forest is already being restored by local community groups. Accordingly, we proposed that any vegetation lost as a result of the site works would be replaced with representative native species to enhance the quality and diversity of habitat, and to support indigenous wildlife. We also proposed carrying out pest-plant and weed control to support the restoration. Iwi will assist us with native plant selection and the local community may be invited to participate in carrying out restoration tasks.

- Four of you felt the overall proposal integrated well within its context and surrounding landscape.
- 15 of your comments showed support for the native planting and restoration, although two of you would like this to be augmented with bee-friendly and/or feature trees (e.g. flowering cherries, autumn features such as ginkgo or maple).
- There were five comments on weed



and pest control; two supporting the proposed approach, two requesting particular attention be given to the removal of privet from the wider surrounding area, and one requesting detail on how grasses and weeds are to be eradicated. Closely associated with this were comments relating to the need for maintenance (planting aftercare and also graffiti removal, care of timber etc.), and one requesting detail on how the impacts upon wildlife are to be managed.

- Four of you pointed to experience with other parts of the path and the need to contain bark and manage plants that might reduce the effective width of the path (e.g. flax).
- Nine of you made requests for items such as rubbish bins, water stations, rain shelter(s), a toilet, and seating. One of you noting: *“Other paths have seats but often in the design of the width it was forgotten once [someone] sits down [their] legs are in the traffic zone”*.
- The other matters related to your concern about possible light pollution effects upon natural areas, managing runoff into the creek, and the wider height restrictions within 10-15km of the maunga and foreshore.

Other uses

- You also gave us other suggestions for how the path might be used. These included:
 - picnic areas (3);
 - exercise equipment (2);
 - water access (2);
 - widening the path in places to provide for picnics and other activities (1); and
 - providing for recreational activities in general (2).

‘Maori features’

Three of you commented on this. Two of you liked the inclusion of Māori carvings; another was not so sure, and would like other peoples’ stories to be included.

“It would be a pity to just have the transport route without allowing for some recreational activities along it.”

“Having simply the path and fence each side makes it a ‘motor way style’ bike path which will encourage faster riding and less use as a space for people to enjoy.”

“This entire project is just beautifully and carefully designed, thank you. I love the Maori features and the elements which enhance the views. This is an ancient and significant area of Tamaki Makaurau and I’m so excited to ride, run and walk it!”

Engineered elements

16% of the high-level comments related to engineered elements of the proposal such as the design of the path (notably the landings), structures, and fencing. You also commented on the choice of materials and the maintenance of these. Each is covered in turn below.

Landings

To ensure the path is accessible to everyone, we proposed that where the path passed through steep terrain, flat sections (landings) would provide a break in the uphill gradient. We listened to feedback about the spacing between landings in Section 1 and have designed longer, more widely-spaced landings for this section. This should provide a smoother ride for people on bikes and people using mobility aids.

We received comments from 34 of you on the landings. Four of you suggested some modification without expressing a preference. However:

- 15 of you either liked the landings or accepted the proposed approach was necessary because the landings would:
 - be improved from Section 1 (4 comments¹);
 - be important for less mobile path users (4);
 - enable more people to enjoy the path (2);
 - help to manage downhill speeds (2);
 - provide a refuge from the active lane (2);
 - increase the visibility of vulnerable users (1);
 - have longer landings (flat areas) (1).

“I like that the path will have the ramps/tables to make it more accessible to mobility impaired people and that this will help slow bike riders down a bit so that more people can enjoy the path.”

- 15 disliked the landings because you:
 - were unhappy with Section 1 (13 comments);
 - found the landings unpleasant/scary/difficult (11);

¹ Please recall that your high-level comments have been broken down into often multiple issues. Here, 15 of you supported the landings and this gave rise to 16 reasons/comments as to why this was.

- have found or think they will deter use (5);
- prefer an even slope (4);
- feel the landings are unsafe (4);
- felt they were of uncertain benefit (1).

“...my daughter cried when we first went down this path [Section 1] as she felt it unsafe.”

Notwithstanding these views, your suggestions to improve the outcome are to:

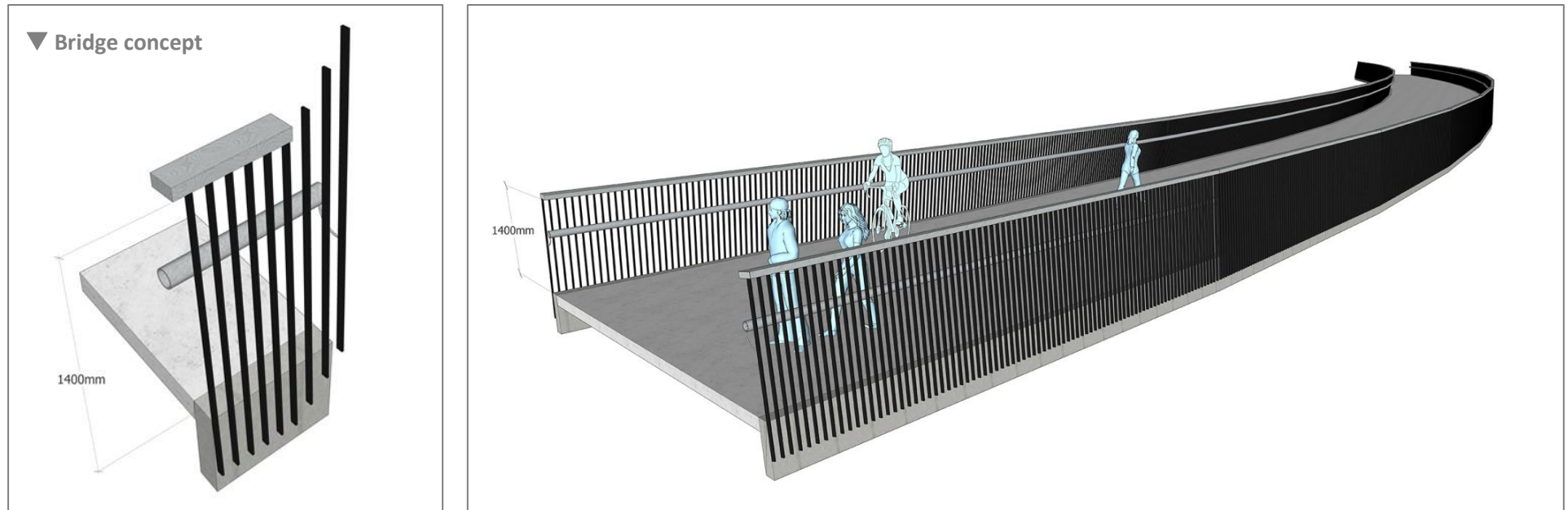
- have landings as a lay-by or across only part of the path (3);
- ensure the landing design does not compromise safety (2);
- make the landings as far apart as possible (1).
- make sure the landings provide refuge as intended (2);
- mark the landings to indicate a change in slope (2);

“The landings should be visually indicated with markings on the surface - hitting them unexpectedly on a downhill will cause jarring of the joints and possibly falls.”

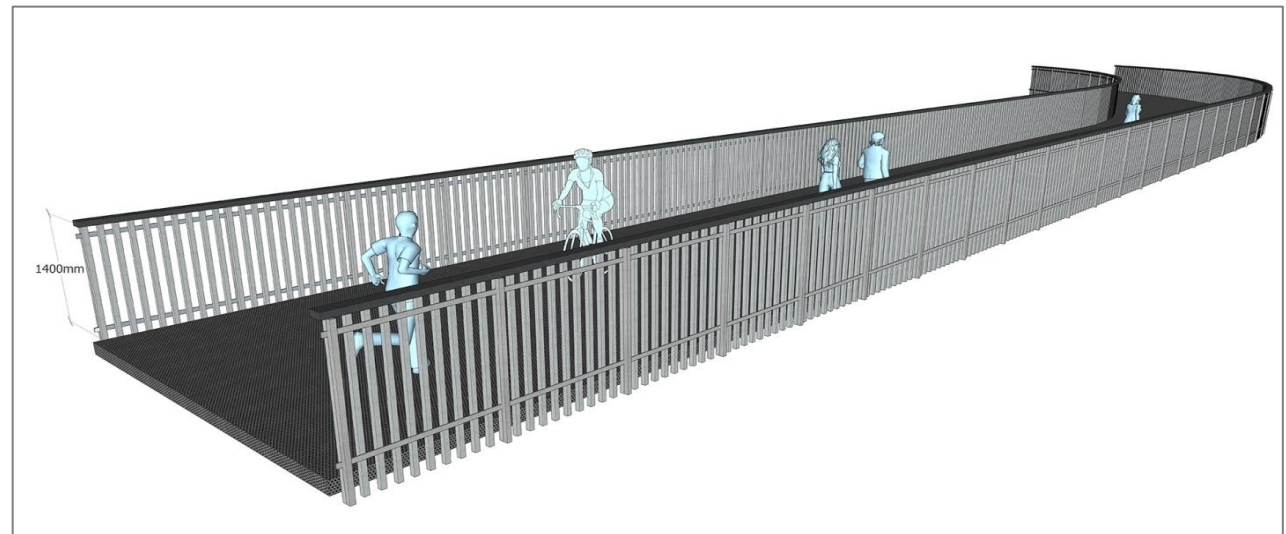
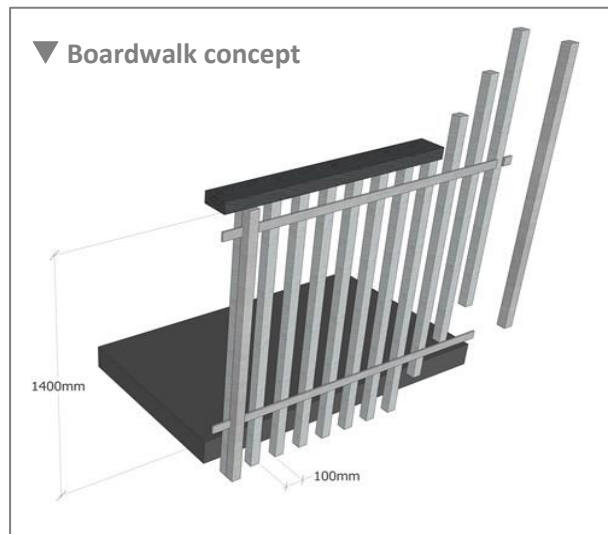
We also proposed that where possible, we would widen each landing out to one side to provide a space for people to stop out of the path of other users — and that on some of the landings, we would install seating. Your comments on this aspect have been included under Mode Management, above.

Bridges and boardwalks

Our proposal for Section 2 includes a bridge across a small gully in the reserve and another across the railway lines. We proposed that both bridges have concrete decks and dark grey steel balustrades with contrasting hardwood handrails. The balustrades would be angled inwards slightly to prevent bike pedals and handle bars from catching (pictured overleaf).



We also told you about one of the options that we are investigating: the installation of sections of boardwalk along the bottom of Pourewa Valley. We are currently confirming the feasibility of this; however, any boardwalk structure is likely to be timber framed, with timber balustrades and hardwood handrails (pictured overleaf). Slip resistance, grip and durability are important in this environment, given the high volume of people on bikes anticipated to use the path daily. The structures and surfacing must also be strong enough to carry maintenance vehicles. For these reasons, we are investigating the use of fibre reinforced plastic decking panels and other options on top of the timber frame.



"The board walks and bridges will make this a really attractive ride - they seem to be well thought out. It should be quite a spectacular ride when it's done."

"I don't like the boardwalk and bridge railing designs. I think they are too high and obscure the beautiful view."

"I think railing style should be consistent to what you have on the boardwalk."

There were 88 comments on the structures, as shown in the table overleaf. Overall, the bridge concept is supported and more of you liked the idea of a boardwalk than not. Nearly half of your comments related to refinements of common elements such as the balustrades, and notably their height.

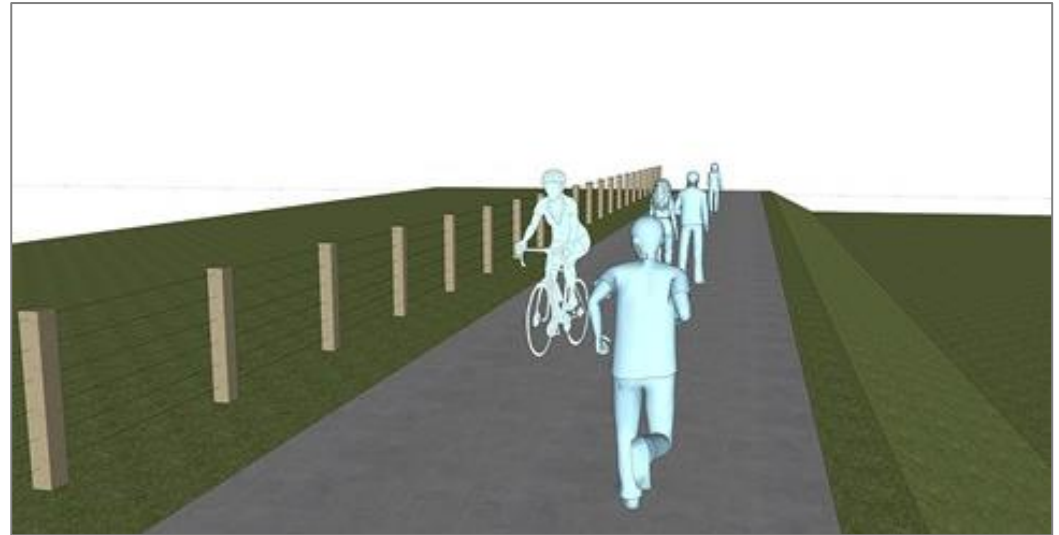
Aspect	Number of comments	Overview of your comments		
Bridges				
Liked proposed design	9	▪ “Good bridge designs”	▪ Like angled balustrade	▪ Like curves
Dislike proposed design	2	▪ Railings obscure view	▪ Dislike angled balustrade	
Make bridges a feature	2	▪ Like artistic bridges in West Auckland/Ngapipi Rd-Wairarua Road boardwalk		
Dislike concrete decking	1	▪ Expensive	▪ Use wood/ Fibre reinforced plastic	
Boardwalks				
Like boardwalk concept	18	▪ Visually appealing	▪ Better surface, practical	▪ More enjoyable
Dislike boardwalk concept	3	▪ Prefer concrete path	▪ Not good for cycling	▪ Railings obscure view
Like proposed decking	2	▪ Fibre reinforced plastic “better than timber”	▪ Fibre reinforced plastic not slippery	
Change decking	8	▪ Don’t use plastic	▪ Prefer wood	▪ Replace existing mesh
Common elements				
Minimise height/extent of balustrades	17	▪ Blocks views	▪ Intrusive	▪ Keep path open
Consistency of balustrades	5	▪ Same as Section 3	▪ Consistency across the project	
Change balustrade materials/design	12	▪ Prefer wood/not metal	▪ Minimise (e.g. Westhaven)	▪ Make railing safe
Balustrade colour	3	▪ Prefer dark/black	▪ Keep natural colours	
Non-slip surfaces	6	▪ Path shaded/winter	▪ Avoid netting	▪ Don’t cause tyre punctures

 (Ctrl)

Fencing

We proposed that at the top of the Pourewa Valley, a post-and-wire fence would be installed along the boundary with Meadowbank Pony Club (pictured). 12 of you offered thoughts on this fence:

- Seven of you liked the proposed fence because it would not be intrusive and would give “*good visual permeability and connection to this 'rural' land*”, and was in keeping with the pony club context.
- Five of you thought a different approach was required and that the fence should not be a post and wire fence, that it was too high/should be even smaller and “less obstructing to the eye”. By contrast, one person thought the fence should be made more substantial.



Other path-related matters

Your 53 high-level comments on path-related matters resulted in 73 detailed issues. Of these:

- 14 have been discussed elsewhere and include 13 comments supporting the off-road route through natural/scenic areas and path connectivity, and one suggestion for locating the path along a foreshore reclamation.
- 32 of you felt that the width of the path was good, and that this would safely accommodate a diverse range of users. Two of you were concerned that 4m would not be wide enough to provide for both walkers and cyclists moving in opposite directions or the amount of use (particularly in weekends). One person felt that the path was too wide and that 3m would be better. Three people felt more information on the detail of the path was required in order to comment.

“I like the width although it is still on the narrow side for two way cycling and pedestrians on the path.”

- The remaining 21 comments related to the path surfacing:
 - nine of you liked the proposed concrete surface (two noting that the mix of materials when combined with a boardwalk would make for an interesting walk)
 - one person didn’t like concrete to run on, so requested off-path space instead;
 - one of you suggested chip seal or a seal from recycled materials so the path would not become so slippery over winter;
 - eight comments related to grip and slip resistance and underlined the importance of making sure the path does not become slippery and/or is made of a non-slip surface.

“Please make sure there's enough grip for cycles.”

“Definitely some anti-skid grip surface.”

Maintenance

You made six comments relating to maintenance. Here, you either felt the proposed materials were durable and would result in low maintenance (two) or were concerned that the design pays particular attention to this in the detailed design (2). One of you liked that the path width would assist maintenance access, and another suggested maintenance access would be facilitated by the path being located on a coastal reclamation (in combination with the Watercare sewer).

Safety

Your safety-related comments are summarised in the table overleaf. Most of the comments were intertwined with other matters, so have been touched upon already. The exceptions to this relate to concerns you raised as neighbours (security of your property), and the potential need for call stations and emergency access.

“Increase lighting and security generally (perhaps install a help station). It will be a very isolated path well away from houses so it is important that people feel safe at all times of the day.”

Aspect	Number of comments	Overview of your comments <i>(Please refer to the preceding sections for more detail)</i>	
Overall sentiment			
Changes will improve safety	23	▪ Safety improvements and features welcomed	
Make safety improvements elsewhere	1	▪ Improve on-road cycling facilities instead	
Connections			
Section 1 connection	16	▪ Slip road and at grade crossing is dangerous	
North-South connections	4	▪ More access would provide safe access to schools	
Section 3 connection	2	▪ Interface with parking and maintenance access	
Specific components			
Mode management	12	▪ Shared paths unsuitable (walking vs cycling)	▪ Different user abilities (commuters vs recreational cyclists)
Lighting	10	▪ Lighting crucial: Add more; make sure provided at night	▪ Beyond the path: Manage overspill; illuminate path edges
Landings	8	▪ Landings dangerous to cyclists	▪ Landings help slow cyclists down
Security/surveillance	7	▪ Consider CCTV/ensure passive surveillance, personal safety	▪ Address security issues for neighbours
Surfaces	6	▪ Chose non-slip materials/fix wire mesh on boardwalks	▪ Provide rubbish bins (dog-do disposal points)
Balustrades and fencing	4	▪ Minimise the height and extent of balustrades	▪ Minimise fencing to improve safety
Vulnerable users	2	▪ Path improves access to different users	▪ Protect vulnerable users
Call station	2	▪ Path will be very isolated	▪ Provide call points
Emergency services access	2	▪ Can emergency services access/ make sure emergency services can access	
Planting	1	▪ Make sure does planting does not overhang path/impede cyclists	

Other matters

Project timing

As noted 16%² of you told us that you are pleased to see this Section progressing or were particularly eager for the project to be completed quickly. Two people suggested that Section 4 be prioritised or an interim solution be provided to address safety issues between the end of Section 3 and Tamaki Drive.

Project cost

17 of you commented on the likely cost of Section 2:

- Five people felt the project would be too expensive overall;
- One person was concerned that the Section be cost efficient; and
- 11 of you had cost-related concerns with specific parts of the project:

Element too expensive	Expand budget/money already contributed
<ul style="list-style-type: none"> ▪ The concrete path (use cheaper materials); ▪ Concrete decks on the bridges; ▪ The number of bridges and boardwalks; ▪ Long-term cost efficiency of boardwalks; ▪ Use low maintenance materials. 	<ul style="list-style-type: none"> ▪ Increase the number of connections/links to John Rymer Place and Selwyn College; ▪ Underpass/bridge at St Johns Road

² Note: Project timing comments made up 16% of submissions but only 4% of the high-level comments contributing to the thematic analysis.

Section 2 information and consultation

Although 42% of you saw no need for change to the proposal for Section 2, and two of you felt the information was clear or that we had consulted enough, 7 of you would like to see more information or further consultation. This includes both a general need to provide more detail or to consult further, as well as consultation with properties next to the path as you had concerns there might be effects from lighting (path lighting and lighting on cycles).

Attachment 1: Feedback Form

Note: The attached form covers Sections 2 and 3 as feedback on both sections were sought together. Feedback on Section 3 (Ōrākei Basin boardwalk) has been reported separately.

Personal information

Name _____

Business/organisation _____

Street address _____

Suburb _____

Post code _____

Email _____

Phone _____

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project, including the outcome of the consultation.

PRIVACY: AT is committed to protecting our customers' personal information.

☐ I would like to receive the Auckland Transport Cycling newsletter for information on events, training and cycleways

☐ I would like to receive information on public consultations in my area

What best describes your interest in this proposal?
(PLEASE TICK ALL THAT APPLY)

☐ I live/own property in the area

☐ I work/own a business in the area

☐ I visit the area to shop

☐ I cycle in the area

☐ I walk or run in the area

☐ I drive or take the bus/train in the area

☐ I visit the area for other reasons (PLEASE SPECIFY) _____

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 improve

☐ I would never cycle

How did you hear about this project?
(PLEASE TICK ALL THAT APPLY)

☐ Information posted/emailed to me

☐ AT/NZ Transport Agency website

☐ News article (paper or online)

☐ Newspaper advertisement

☐ Blog e.g. Bike Auckland, Greater Auckland


☐ Social media e.g. Facebook, Neighbourly

☐ Word of mouth

☐ Signage


☐ Local Board

☐ Other (PLEASE STATE) _____




The already completed Section 1 from St Johns Rd

PLEASE CLIP HERE



Free




Consultation and Engagement Team
Auckland Transport
Private Bag 92250
Victoria Street West
Auckland 1142

Project: **GLEN INNES TO TAMAKI DRIVE SHARED PATH**

FreePost Authority No. 233462

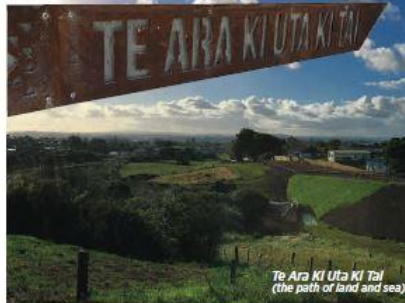
PLEASE CLIP HERE



Have your say...



Glen Innes to Tamaki Drive Shared Path

Tell us what you think about the proposed designs for Section 2 and the new balustrade design options for Section 3.



Te Ara Ki Uta Ki Tai (the path of land and sea)

Public feedback is open until Friday 9 November 2018

Glen Innes to Tamaki Drive Shared Path - Te Ara Ki Uta Ki Tai

Please complete this freepost form and return it to us by **Friday 9 November 2018**
Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](https://www.at.govt.nz/haveyoursay)



2. What aspects of the design would you change and why?

<p>1. The first step in the process of developing a new product is to identify a market need. This involves conducting market research to determine what consumers want and need. Once a need is identified, the next step is to develop a concept that addresses this need.</p> <p>2. The second step is to develop a business plan. This involves determining the costs of production, the pricing strategy, and the marketing plan. The business plan also includes a financial forecast, which shows the expected revenue and profits over a period of time.</p> <p>3. The third step is to secure financing. This can be done through a variety of sources, including banks, venture capitalists, and angel investors. Once financing is secured, the next step is to develop a prototype of the product.</p> <p>4. The fourth step is to conduct a pilot test. This involves producing a small quantity of the product and testing it with a group of consumers. This helps to identify any problems with the product and to gather feedback from potential customers.</p> <p>5. The final step is to launch the product. This involves producing a larger quantity of the product and marketing it to the target market. The launch is typically accompanied by a promotional campaign, which may include advertising, public relations, and sales promotions.</p>	<p>1. The first step in the process of developing a new product is to identify a market need. This involves conducting market research to determine what consumers want and need. Once a need is identified, the next step is to develop a concept that addresses this need.</p> <p>2. The second step is to develop a business plan. This involves determining the costs of production, the pricing strategy, and the marketing plan. The business plan also includes a financial forecast, which shows the expected revenue and profits over a period of time.</p> <p>3. The third step is to secure financing. This can be done through a variety of sources, including banks, venture capitalists, and angel investors. Once financing is secured, the next step is to develop a prototype of the product.</p> <p>4. The fourth step is to conduct a pilot test. This involves producing a small quantity of the product and testing it with a group of consumers. This helps to identify any problems with the product and to gather feedback from potential customers.</p> <p>5. The final step is to launch the product. This involves producing a larger quantity of the product and marketing it to the target market. The launch is typically accompanied by a promotional campaign, which may include advertising, public relations, and sales promotions.</p>
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- Use it to help improve and finalise the detailed designs for Section 2.
- Use it to inform the design of the replacement balustrade for the boardwalk across Ōrākei Basin (Section 3).
- Prepare a report on the feedback received and the outcome of the consultation, and share this with the community.

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Attachment 2: Our responses to your feedback

Aspect	Number of comments (break-down within theme)	Feedback points	Auckland Transport/NZ Transport Agency response
Route feedback	11	<ul style="list-style-type: none"> ▪ Don't connect to Section 3/foreshore alignment Section 4 (1) ▪ More direct route through Tahapa Reserve (3) ▪ Route through valley not detailed/more consultation required (1) ▪ Route too steep to cycle up/too hilly (2) ▪ Route to follow railway line [by Pony Club] (4) 	<p>The route has been chosen to deliver the best outcomes for the wide range of users the path will draw. It gives the community access to the reserve, allows for future north-south connections to local schools, shops and other destinations, and connections to public transport.</p> <p>The route has been constrained by factors such as topography, and watercourses. We have recognised issues with the gradient and the landings are designed to provide a break in the uphill gradient. The design of the landings reflects feedback received about the landings in Section 1.</p> <p>When the plans are finalised we will share these with the public. These plans will have more information about the positioning of the path.</p>

Aspect	Number of comments (break-down within theme)	Feedback points	Auckland Transport/NZ Transport Agency response
Route (Section 4)	2	<ul style="list-style-type: none"> ▪ Prioritise Section 4 (1) ▪ Interim solution required for Section 4 (1) 	<p>The routes along the railway lines for Section 4 were discounted as part of an earlier process and so have not been considered further.</p> <p>The design for Section 4 is in development and we are aiming to complete both Section 2 and 4 by the end of 2021.</p>
Connections	29	<p>Connection with Section 1 (St Heliers Bay Road and St Johns Road intersection):</p> <ul style="list-style-type: none"> ▪ Grade separate intersection (11) ▪ Remove slip lane (9) ▪ Move crossing/add crossing on north of intersection (5) ▪ Provide zebra crossing (1) ▪ Widen/ improve cycling access on St Heliers Bay Road (1) ▪ Improve cycling access on West Tamaki Road (1) ▪ Stop changing/disrupting intersection (1) 	<p>The pedestrian crossing over the slip lane on St Heliers Bay Road will be 5.4m wide and it will be a raised crossing. Half of the crossing will be green for people on bikes and half of it marked with zebra stripes for pedestrians.</p> <p>Removing the slip lane and adding additional pedestrian crossings would have a major effect on the operation of the intersection and a change of this scale needs to be addressed as part of a broader work programme, taking into consideration to traffic flow in the wider area. This is not within the scope of this project and any major changes will be addressed through the <u>Integrated Corridors Programme</u>.</p> <p>The size of the traffic Island will be increased by 250%, from</p>

Aspect	Number of comments (break-down within theme)	Feedback points	Auckland Transport/NZ Transport Agency response
			<p>13m² to 46m². (measured as the path area, not the whole area of the island). This will provide a good amount of space for people on bikes and on foot.</p> <p>Improvements to surrounding cycling infrastructure, such as on West Tamaki Rd, are not within the scope of this project. There are no current plans for plans for cycling improvements on West Tamaki Road. This area is not identified in the Cycling Programme Business Case as 'priority area', however cycling improvements here may be undertaken as part of other transport projects.</p>
	153	<p>North-South connections:</p> <ul style="list-style-type: none"> ▪ Increase access (19) ▪ Access to: <ul style="list-style-type: none"> – Eastridge shops (8) – schools (46) – train station from Kepa Rd (8) – Kepa bush (5) – Purewa Cemetery (2) 	<p>We acknowledge that the community are eager to have north-south connections through the reserve. While connections to the shared path are not in the scope of this project, when designing and constructing the shared path, care is taken to ensure that future connections are possible. Auckland Transport and Auckland Council are responsible for local links and are working with the local board on links in some areas. Available budget and prioritisation are issues</p>

Aspect	Number of comments (break-down within theme)	Feedback points	Auckland Transport/NZ Transport Agency response
		<ul style="list-style-type: none"> – Orakei Basin walk (1) – Water (for small water craft; 1) ▪ Access via: <ul style="list-style-type: none"> – Gowing Dr (20) – Tahapa Cres (2) – Whytehead Cres (4) – John Rymer Pl (28) – Thatcher St (9) 	<p>for delivering links but AT and AC are mindful of keeping the community up to date on these projects. There are a number of separate projects underway to make links happen:</p> <ul style="list-style-type: none"> ▪ Auckland Council and Orakei Local Board will be delivering connections to the path in Tahapa and Tahapa East Reserve. See more here. ▪ There is a funded link in the Gowing Drive area which will require a railway crossing. ▪ Auckland Transport have a draft design for a link at John Rhymer but it needs to be worked through with Watercare as it requires sharing of Watercare land through their pump station. At this stage there is no funding for this link. <p>It is anticipated that over time, more connections will continue to be built.</p>
	6	Connection with Section 3:	Bollards will be installed at the entry to the maintenance vehicle access on Purewa Road (and where necessary on

Aspect	Number of comments (break-down within theme)	Feedback points	Auckland Transport/NZ Transport Agency response
		<ul style="list-style-type: none"> ▪ Don't disrupt parking (1) ▪ North-south connections important for reducing parking pressure (1) ▪ Position bollards to stop cars parking on path (1) ▪ Clearly signal to maintenance vehicles that path users have right of way (1) ▪ Include traffic calming at bottom of Purewa Road for cyclists (1) 	<p>other sections of the path if vehicle access is a concern).</p> <p>Where the shared path travels alongside Purewa Road it will be raised and not flush with the road. This will prevent vehicles from parking on it.</p> <p>Signage and/or surface treatments to indicate where the maintenance vehicle access crosses the shared path will be part of the final design.</p> <p>Traffic calming on Purewa Road is not in scope for this project.</p> <p>By introducing angled parking in place of the parallel parking, we are maximising the amount of available space.</p>
Mode management	7	<ul style="list-style-type: none"> ▪ Separate walkers and cyclists 	The shared path will be approximately 4m wide (and 4.5m across structures), which is consistent with the path width on the other sections. So there will not be separation between people on foot and people on bikes.
	21	<ul style="list-style-type: none"> ▪ Better provide for range of user needs: <ul style="list-style-type: none"> – Numbers and diversity of users at weekends 	The path will be used by both recreational users and commuters. We expect all path users to share with care and

Aspect	Number of comments (break-down within theme)	Feedback points	Auckland Transport/NZ Transport Agency response
		<ul style="list-style-type: none"> – Provide for prams, wheelchairs, scooters, commuting cyclists (cycling at speed), groups, ages, abilities – Protect vulnerable users. Address issues for these and older users (e.g. speed and lack of warning of bikes and scooters) – Restrict cyclist numbers 	<p>be considerate.</p> <p>We encourage people on bikes and scooters to use a bell. People on foot should move left when they hear a bell.</p> <p>Safety is a key consideration in the design and build process, and we consider the different users, the different ways they will use the path and speeds they will travel at. We look at sightlines to ensure people have good visibility of other users.</p> <p>We have taken care to make the path accessible to everyone. The topography in this area is challenging and we have tried to minimise the gradient as much as possible. Whilst 5% (1:20) is a desirable maximum gradient, this has not been possible at the eastern end of Section 2 due to the steep terrain. Typically we have achieved an 8.3% (1:12) gradient as a maximum through this area; however, there is a localised section of about 80m where a steeper gradient of 10% (1:10) is required.</p> <p>Through sections of steep terrain, flat sections (landings) will</p>

Aspect	Number of comments (break-down within theme)	Feedback points	Auckland Transport/NZ Transport Agency response
			provide a break in the uphill gradient. On some landings we will construct rest areas off to one side and seating will be provided on some of these rest areas.
	21	<ul style="list-style-type: none"> Manage relative speeds/limit speeds (8) Mark path/increase separation (6) Provide path code/etiquette signs (5) Provide off line refuges 	<p>We anticipate that the paths gradient and curves will naturally slow people down.</p> <p>On tight curves or where forward visibility is restricted we may use a middle line to move users to opposite sides if there is a greater risk of collision.</p> <p>We expect path users to share with care and will install signage only in places where safety features cannot can't be achieved through physical design.</p> <p>Where possible, on the concrete sections of path we will widen some of the landings out to one side to provide a space for people to stop out of the path of other users, and on some of these extensions seating will be installed. We will ensure that seating is arranged safely, and off the main path.</p>

Aspect	Number of comments (break-down within theme)	Feedback points	Auckland Transport/NZ Transport Agency response
	4	<ul style="list-style-type: none"> Path too narrow under train station overbridge (1) Provide bike lockers at station (1) Remove stairs to station (1) Add stairs to station (1) 	<p>In the current design, path users approaching from the east will need to loop back round along the footpath on Purewa Road to the existing pedestrian overbridge to reach the station. This is about 160m longer compared to a more direct route. Provision of an additional shorter link for pedestrians is not currently in the scope of the project. However, once the design is complete and cost estimates are better understood, we will review whether a cycling connection or stairs can be added to the design.</p> <p>Bike lockers aren't in the scope of this project, but we have passed this request onto our rail team.</p>
	2	<ul style="list-style-type: none"> Interim connection to Tamaki Dr 	This is not within the scope for this project or currently budgeted for.
	2	Address overarching gradient in places	Refer to 'mode management'-related comments, above.
Environment	13	Lighting:	On the boardwalks and bridges we are likely to install

Aspect	Number of comments (break-down within theme)	Feedback points	Auckland Transport/NZ Transport Agency response
		<ul style="list-style-type: none"> Address potential light spill into properties neighbouring the path, light pollution, brightness of LEDs (8) Install timers/motion detectors (2) Use solar lighting (2) Avoid overhead lighting/use low-level lighting (1) 	<p>lighting under the handrail, which means light spill will be minimal on adjacent properties.</p> <p>Alongside the concrete sections of the path we will install lighting columns, which will be angled to ensure light does not spill onto neighbouring properties. Once we have determined where lighting columns are likely to go, we will share plans with adjacent neighbour/s.</p> <p>LED lighting will be used in handrails on bridges and boardwalks and LED luminaires on the lighting columns. LED lights have significantly longer life expectancy than other types of lighting, they use a fraction of the power consumption of incandescent lighting, and provide a more natural spectrum compared to sodium lamps.</p>
	23	<p>Planting:</p> <ul style="list-style-type: none"> Augment native planting with bee-friendly species/feature trees (2) Ensure weed and pest control implemented: 	<p>Any vegetation lost as a result of site works will be replaced with native species, including profuse flowering species such as manuka/kanuka, to enhance quality and diversity of habitat, and to support indigenous wildlife. Iwi are involved</p>

Aspect	Number of comments (break-down within theme)	Feedback points	Auckland Transport/NZ Transport Agency response
		<p>removal of privet (2), grasses and other weeds (1)</p> <ul style="list-style-type: none"> ▪ Aftercare maintenance of planting, graffiti removal, etc (2) ▪ Manage impacts on wildlife (1) ▪ Contain bark/manage planting next to path (4) ▪ Provide rubbish bins, water stations, rain shelter(s), toilet, and seating (9) ▪ Manage runoff (1) ▪ Height controls around maunga (1) 	<p>in plant selection.</p> <p>We will also carry out pest-plant and weed control to support the restoration. This will include removing privet and any other nuisance plants.</p> <p>We received feedback about bark being washed onto the path on Section 1, so for this section we are were looking at coir erosion control fabric for steeper areas, and elsewhere post peelings, which are long, fibrous and knit together.</p> <p>We are providing seating in places along the path, but toilets rubbish bins and shelter are not in scope for this project.</p>
	10	<ul style="list-style-type: none"> ▪ Provide for other uses: <ul style="list-style-type: none"> – picnic areas (3); – exercise equipment (2); – water access (2); – widening the path in places to provide for picnics and other activities (1); and – providing for recreational activities in general 	<p>The scope of the project does not include providing recreational spaces. However, this does not mean this will not happen in the future as part of Auckland Council Parks work.</p> <p>Auckland Council, together with Orakei Local Board, will be restoring and creating recreational facilities in the Tahapa and Tahapa East Reserve. See their plans here. Those plans</p>

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		(2).	include creating connections to the shared path. Tahapa Reserve East will serve as a key access point and laydown area for the duration of our construction works. We are working with Council to coordinate these works.
	3	<ul style="list-style-type: none"> ▪ Include 'Maori features' (2) ▪ Not sure about Maori features/include other stories (1) 	Auckland Transport has engaged Maori artists (kaimahi toi) to design cultural artworks for the project. These elements are still being developed in consultation with mana whenua but are likely to include pou, carved handrails, concrete stencils in the path and perforated metal in the rail overbridge.
Engineered elements	36	<p>Landings:</p> <ul style="list-style-type: none"> ▪ resolve feedback on landings (15 for: 15 dislike/have concerns) ▪ have landings as a lay-by or across only part of the path (3); ▪ ensure the landing design does not compromise safety (2); 	<p>We listened to feedback about the spacing between landings on Section 1 and have designed longer, more widely-spaced landings for Section 2. This should provide a smoother ride for people on bikes and people using mobility aids.</p> <p>A different finish on the landings is proposed to provide a visual cue to path users. The finish on the landing will be</p>

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		<ul style="list-style-type: none"> make the landings as far apart as possible (1) 	<p>dark exposed aggregate concrete and on the path it will be lighter grey concrete with a 'broom brush' finish.</p> <p>The spacing of landings varies depending on the gradient. For steeper gradients, the landings need to be more closely spaced. The shortest distance between landings is 10 metres — this is in a short, 80 metre section. Otherwise the typical spacing is 45 metres or more, compared to a nine metre spacing on Section 1.</p>
	53	<p>Bridges and boardwalks:</p> <ul style="list-style-type: none"> Make bridges a feature (2) Change bridge decking (1) Change boardwalk decking (8) Minimise height/extent of balustrades (17) Balustrades consistent across project (5) Change balustrade materials (12) Balustrades dark/black/natural colour (3) Use non-slip surfaces (6) 	<p>The fibre reinforced plastic decking we propose on the boardwalk sections has been selected for its durability and grip. The bridges will have concrete decks. Concrete is also durable, has good grip and slip resistance, and is low maintenance.</p> <p>Balustrades will be used where the path is on a steep gradient - this provides for mobility impaired users to be able to hold onto a handrail and also where there is a fall from height risk (to protect people from falling down a steep</p>

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			<p>slope / drop).</p> <p>We are reviewing the 1.4m balustrade height for Section 2 to see if there are areas where this can safely be reduced to 1.2m and are considering factors such as the straightness of the path, forward visibility, lighting and presence of hazards (e.g. one of the bridges crosses over the railway lines which are electrified). We will be sharing the final design with you and balustrade height/s will be confirmed at this time.</p>
	6	<p>Fences:</p> <ul style="list-style-type: none"> Make fence smaller and less obstructive, not post and wire (5) Make fence more substantial (1) 	<p>We are working with the Pony Club to ensure the post and wire fence in this location is suitable for horses.</p>
	15	<p>Path:</p> <ul style="list-style-type: none"> Path not wide enough (2) Path too wide (1) More detail required (3) Off path space to run on (1) 	<p>The shared path will be mostly 4m wide, increasing to 4.5m on boardwalks and bridges, which is consistent with the widths on the other sections of the route.</p> <p>The paths will be concrete, which is durable, has good grip and slip resistance, and is low maintenance.</p>

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		<ul style="list-style-type: none"> ▪ Chip seal to reduce slippery surfaces (1) ▪ Ensure surfaces are not slippery (8) 	
	3	<p>Maintenance:</p> <ul style="list-style-type: none"> ▪ Use durable/low maintenance materials (2) ▪ Locate path on reclamation to facilitate maintenance access (2) 	<p>The fibre reinforced plastic decking we intend to use on the boardwalk sections of the path has been selected primarily for its grip. It also has other positive features such as being non-combustible, providing a smooth riding surface and requiring infrequent maintenance.</p> <p>Boardwalk structures will have lesser impact on the environment than reclaiming land to construct concrete paths through the coastal forest areas in the reserve, which are currently restored. Boardwalks will also not interfere with the tidal flow plain.</p>
Safety		<p>Address safety concerns:</p> <ul style="list-style-type: none"> ▪ Lighting (10) ▪ General security and surveillance (7) ▪ Surfaces (6)) [addressed above] ▪ Balustrades and fencing (4) 	<p>Safety is a key consideration in our design.</p> <p>We will ensure that the path is obstruction free, including planting, and will only place bollards where required to prevent vehicles from entering the path.</p> <p>Lighting, CCTV and help stations will be installed along the</p>

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		<ul style="list-style-type: none"> Protect vulnerable users (2) Install call station (2) Enable emergency vehicle access (2) Make sure planting does not impede path (1) 	<p>path for personal safety.</p> <p>The path has been designed to allow for ambulance access on the concrete paths and first response vehicles (small SUVs) on the boardwalk and bridge structures.</p>
Other matters	70	<ul style="list-style-type: none"> Complete the project quickly (46) Project too expensive/concerned with cost (17) More information/consultation (7) 	<p>We appreciate the community is eager to see the path completed. We are aiming to complete Sections 2 and 4 by the end of 2021.</p> <p>The current budget set aside for the whole project is \$44 million. The NZ Transport Agency and AT are looking at what further funding will be needed to complete the project. The project remains a high priority for both agencies.</p> <p>We will share the finalised design with all submitters.</p>