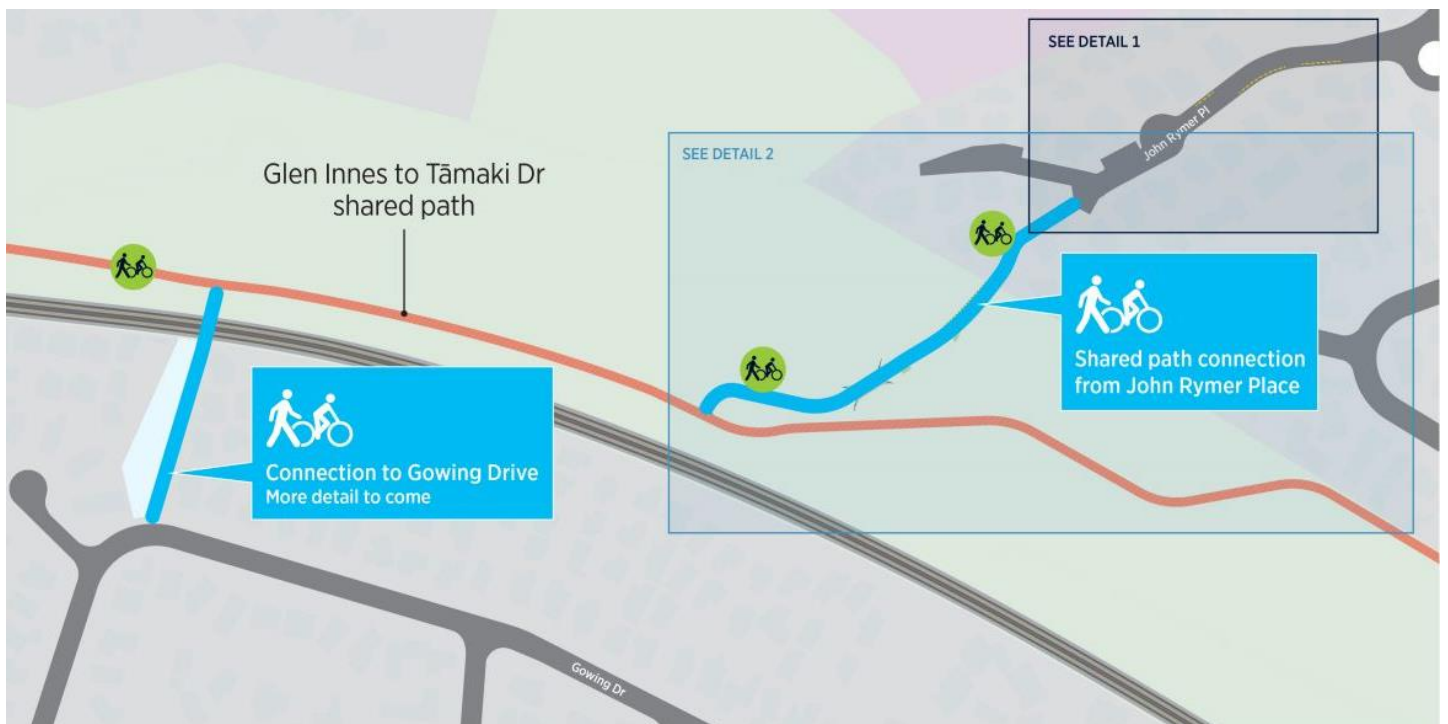


**Your feedback on:**

# Connecting Meadowbank to Kohimarama

## Proposed Shared Path Connections



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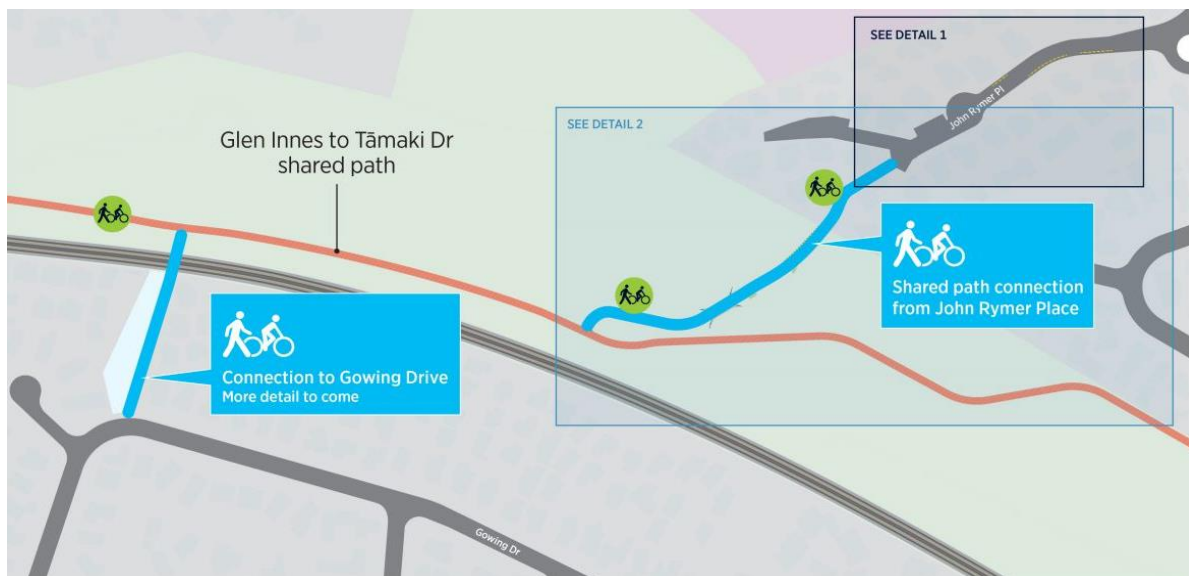
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# 1. Summary

## What did we seek feedback on?

From Wednesday 7 July to Sunday 25 July 2021, Auckland Transport (AT) invited the public to provide feedback on two new walking and cycling connections to the Glen Innes to Tāmaki Drive Shared Path - Te Ara Ki Uta Ki Tai (the path of land and sea).

One proposed connection is from the Kohimarama neighbourhood (via John Rymer Drive), and one connection is from the Meadowbank neighbourhood (via Gowing Drive). If both connections are implemented, they will provide significantly better walking and cycling connectivity between these neighbourhoods and to other places like the city centre.



For more information on the project please visit [at.govt.nz/about-us/have-your-say/central-auckland-consultations/meadowbank-to-kohimarama-connections/](https://at.govt.nz/about-us/have-your-say/central-auckland-consultations/meadowbank-to-kohimarama-connections/)











## About this report

This report outlines the public feedback received on the Meadowbank to Kohimarama Connections Project. This report and the feedback analysis that informed it were completed independently by Viewpoints NZ.

The public provided feedback via an online or freepost feedback form. In total, **246 submissions** were received.

- A summary of the feedback received is outlined below in the section [Overview of public feedback](#). A detailed analysis of the feedback received is outlined in the [Feedback received](#) section of this report.
- In the sub-section [Key feedback topics and themes](#), feedback has been grouped into 28 themes and clustered under 3 topics: Themes related to John Rymer Place proposed shared path; Themes related to Gowing Drive proposed shared path; Themes related to both proposed shared paths.
- Feedback themes based on people's interest in the proposal are outlined in the sub-section [Feedback based on respondent interest in the proposal](#).

## Overview of public feedback

Top 10 feedback themes <i>(Results from all respondents)</i>		
Feedback theme		No. of mentions
	Supportive of the John Rymer Place proposed shared path	<b>183</b>
	Supportive of the Gowing Drive proposed shared path	<b>180</b>
	Concerns with and/or improve Gowing Drive for people on bicycles and pedestrians	<b>52</b>
	Suggested ADDITIONAL cycle and pedestrian connections / improvements	<b>49</b>
	Concerns with and/or improve John Rymer Place for people on bicycles and pedestrians	<b>43</b>
	Comments on the railway crossing (Gowing Drive Path)	<b>41</b>
	Comments on Gowing Drive path are restricted due to limited project details	<b>32</b>
	Ensure good lighting is provided along the paths	<b>23</b>
	Other suggested improvements to the proposed paths	<b>23</b>
	Other comments	<b>21</b>





Various suggestions to improve links from paths to schools and other destinations

Provide an additional connection further along Gowing Drive

Provide way finding signage and signage about path etiquette

**Examples of other feedback**

Install a Give Way sign where the new path intercepts the main path

Path surface needs to be smooth (not bumpy)

Ensure bridge surface is not slippery

Ensure lighting extends past the path so people can't hide in the dark to the side of the path.

Need more details about the design of the path

Want more connections to the main path

Gowing Drive railway crossing:

- Prefer a bridge
- Prefer an underpass

## 2. Project decisions and next steps

### Project decisions

We received valuable input from a range of respondents in the community. Respondents gave their feedback in the following ways; on the overall project, on detailed aspects of the proposal, just on the John Rymer connection and just on the Gowing Drive connection. We have used this feedback to help consider the project on both, an overall project level, and to improve our thinking for each of the connections. We will start construction on the John Rymer connection in September 2021 then advise the community in early to mid-2022 on the detailed design of the Gowing Drive connection.

#### Next Steps

##### **John Rymer Place**

The John Rymer Place connection is already at a detailed stage of design and we have used feedback to help influence the details of this design and to improve our understanding of the issues. We plan to commence with the John Rymer connection as soon as possible **without changes to the option or substantial changes to the design.**

- Contract awarded for construction (utilising the Waka Kotahi contractor for GI2TD)
- Early enabling works will start September 2021,
- Works on the John Rymer connection will commence in early September 2021 and will be completed within this financial year,
- Works will be completed by the contractor together with stage 2 of the GI2TD project and will be open together,
- AT will continue to investigate the Kohimarama Road intersection with John Rymer Place in parallel; and
- AT will consider parking studies and attend to specific feedback received in relation to amenity, privacy, and safety measures on John Rymer Place.

##### **Gowing Drive**

The Gowing Drive connection is at a conceptual stage of design and we have used feedback to help highlight some key aspects of design for this location and to improve our understanding of the issues. We plan **to further develop this option** and propose to **come back to the community once a design has been developed.**

- Develop design and options late 2021,
- Continue property discussions and further develop design,
- Update the community on a preferred option in early to mid-2022,
- Discussion with KiwiRail to continue to investigate the crossing through the rail corridor,



	<b>John Rymer Place</b>	<b>Gowing Drive</b>
<i>Late-2021</i>	<ul style="list-style-type: none"> <li>• <i>Work with residents of John Rymer Place to try and address their concerns with the project.</i></li> <li>• <i>Start construction of the shared path.</i></li> </ul>	
<i>Early to mid-2022 and beyond</i>		<ul style="list-style-type: none"> <li>• <i>Investigate and possibly seek feedback on improvements to Gowing Drive for people on bikes and pedestrians.</i></li> <li>• <i>Investigate and design how the shared path will cross the railway track.</i></li> <li>• <i>Start construction of the shared path.</i></li> </ul>

## 3. Feedback activities

From Wednesday 7 July to Sunday 25 July 2021 the public were invited to provide feedback on two new walking and cycling connections to the Glen Innes to Tāmaki Drive Shared Path - Te Ara Ki Uta Ki Tai (the path of land and sea).

People could provide feedback using an online feedback form on the project webpage or via a freepost feedback form. See [Attachment 1](#) for a copy of the feedback form.

### What we asked you

- What do you like about the design for the John Rymer Place connection?
- What don't you like about the design for the John Rymer Place connection?
- Why? (If you haven't already explained above)
- What do you like about the design for the Gowing Drive connection?
- What don't you like about the design for the Gowing Drive connection?
- Why? (If you haven't already explained above)
- Do you have any feedback on walking, biking or safety improvements we could make to Gowing Drive or John Rymer Place?

### Activities to raise awareness

To let you know about the opportunity to provide feedback on the project, we:

- Provided updates to our AT partners, the Orakei Local Board, Mana whenua, Waka Kotahi, Watercare and KiwiRail
- Sent email updates to our project mailing list of businesses, residents, and interested stakeholders.
- We made calls, arranged face to face meetings and provided additional information to key stakeholders including:
  - Updates to 7 schools and meet 4 schools in the catchment area (St Thomas's School, Selwyn College, Meadowbank School, Orakei School, St Joseph's School, Mt St Carmel School, St John the Evangelist College).
  - Retirement villages
  - The Meadowbank Pony Club
  - Purewa Cemetery
  - Bike Auckland
  - Living Streets Aotearoa

- Auckland Council Parks and projects
- Watercare/KiwiRail
- GI2TD project
  
- Mailouts to residents and businesses in the project area
- Used school and organisation newsletter and media channels
- Set up a project webpage and an online feedback form on our website
- Door knocked businesses in the project area
- Placed corflute information boards around the project site with a QR code link to the feedback survey
- Place an advertisement in the East and Bays Courier newspaper
- Shared a media release
- Numerous social media posts on Facebook, LinkedIn, Twitter, and Instagram
- Held two public drop-in sessions at:
  - Orakei Bay Village on 10 July 10-12pm
  - Eastridge Shopping Centre on 17 July 9-12pm

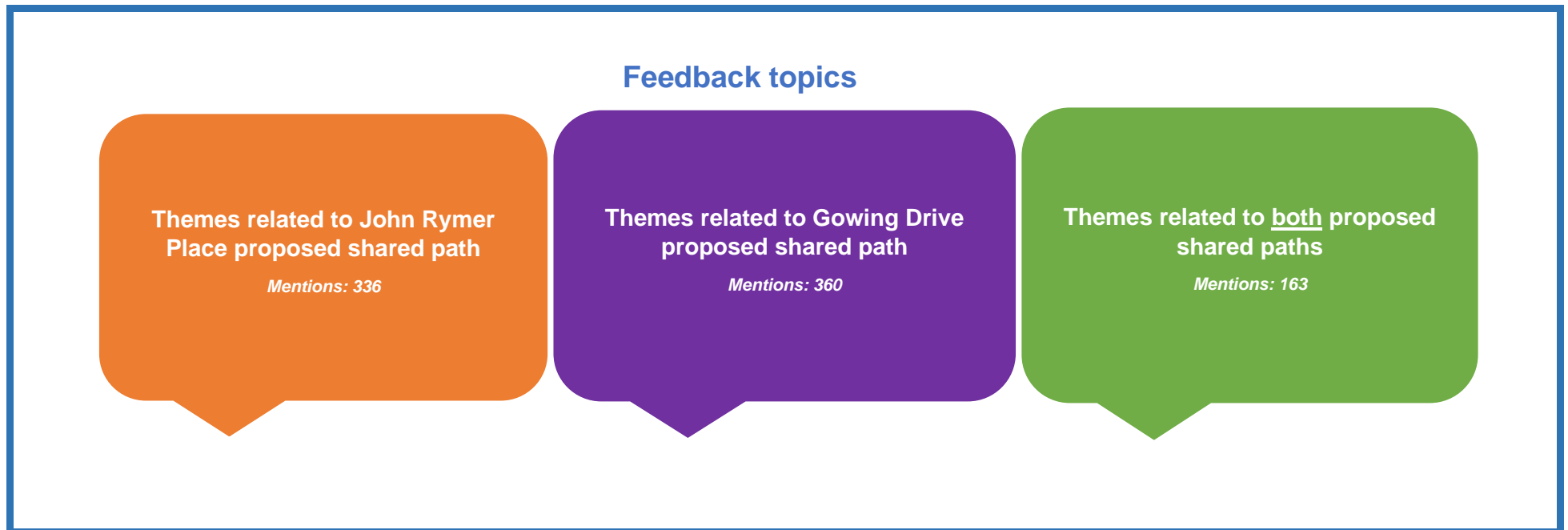
## 4. Feedback received

### Feedback overview

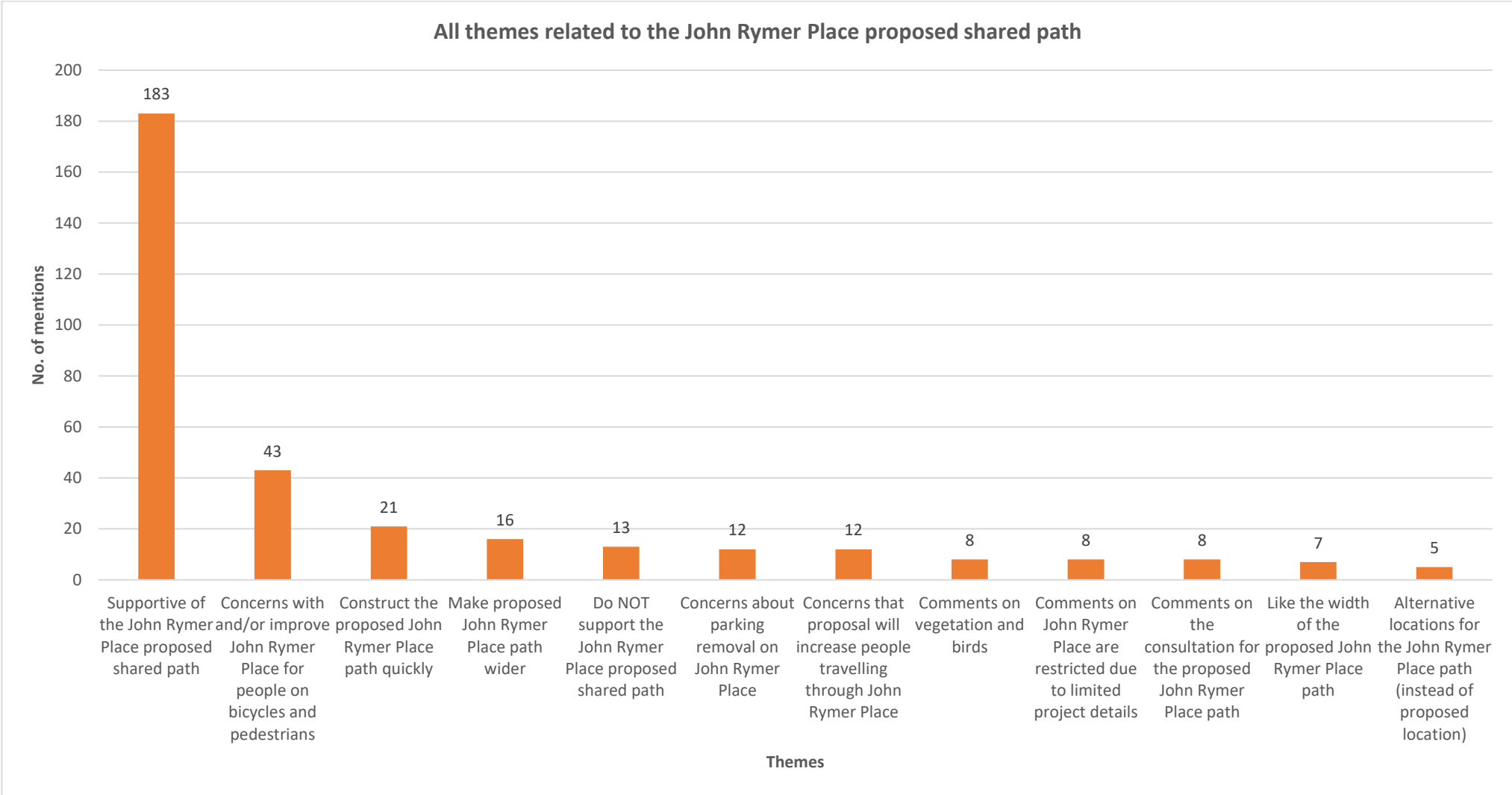
- In total, **246 submissions** were received.
- A summary of the feedback received is outlined above in the section [Overview of public feedback](#). A detailed analysis of the feedback received is outlined in this section of this report.
- In the sub-section immediately below [Key feedback topics and themes](#), feedback has been grouped into 28 themes and clustered under 3 topics:
  - Themes related to John Rymer Place proposed shared path
  - Themes related to Gowing Drive proposed shared path
  - Themes related to both proposed shared paths
- Feedback themes based on people's interest in the proposal are outlined in the sub-section [Feedback based on respondent interest in the proposal](#).

## Key feedback topics and themes

This section outlines the feedback topics and related themes from all submitters, as well as AT's responses to the themes. One person's or organisation's submission can count towards multiple topics and themes.



**Themes related to John Rymer Place proposed shared path**



Feedback Theme	Main Points	Auckland Transport's Response
<p>Supportive of the John Rymer Place proposed shared path</p> <p><i>Mentions: 183</i></p>	<ul style="list-style-type: none"> <li>• Generally, support proposal. (Heavily mentioned point)</li> <li>• Improves cycleway/walkway connections (i.e. a more direct and/or safer route):               <ul style="list-style-type: none"> <li>a. generally (Heavily mentioned point)</li> <li>b. to schools (Heavily mentioned point)</li> <li>c. to other cycleways</li> <li>d. for residents in surrounding areas (including Meadowbank and Kohimarama areas). (Heavily mentioned point)</li> <li>e. into/through Kepa Bush Reserve (Heavily mentioned point)</li> <li>f. across the valley.</li> <li>g. to train stations (Heavily mentioned point)</li> <li>h. to the bays</li> <li>i. to the city</li> </ul> </li> <li>• Like that it allows more people to access the beautiful valley.</li> <li>• Provides a safer route (this route is safer than requiring people to cycle on the road). (Heavily mentioned point)</li> <li>• Link helps maximise the investment in the main path.</li> <li>• Will encourage people to cycle.</li> <li>• Will encourage people to walk.</li> <li>• Will encourage students (including students from Selwyn College and St Thomas School) to walk and cycle to school. (Heavily mentioned point)</li> <li>• Encourages physical activity.</li> <li>• Will take cars off the road.</li> <li>• Like that project is using Watercare property (not private property).</li> <li>• Like the retaining wall.</li> </ul>	<ul style="list-style-type: none"> <li>• AT acknowledges the support for the project and its design features and further note that they all form part of the project objectives and what the project is trying to achieve. (All)</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
<p>Do NOT support the John Rymer Place proposed shared path  <i>Mentions: 13</i></p>	<ol style="list-style-type: none"> <li>1. John Rymer Place is not safe for people on bikes: (Heavily mentioned point)               <ol style="list-style-type: none"> <li>a. The steepness and number of bends in the road are a safety concern.</li> <li>b. The number of driveways, limited visibility of cyclists for vehicles exiting driveways (due to trees and fences) and limited general visibility along the road are a concern.</li> <li>c. Believe traffic volumes were not recorded at the busy times of day.</li> <li>d. Traffic volumes will increase significantly when construction of the retirement village commences, making this road unsuitable for people on bicycles.</li> <li>e. Concerns with safety and capacity of Kohimarama Road / John Rymer Place intersection.</li> </ol> </li> <li>2. Concerns with the loss of parking for residents and their visitors.</li> <li>3. Concerns about loss of privacy for residents abutting path.</li> <li>4. Noise pollution from users of the path at all hours.</li> <li>5. Concerns about lighting spill into private properties.</li> <li>6. Visual eyesore for residents who currently have a bush outlook, will decrease property values.</li> <li>7. Bird life will be disturbed.</li> <li>8. Don't think that many people will use it.</li> <li>9. People can use the existing entrance to the path nearby on Kohimarama Road.</li> <li>10. Project is a waste of money.</li> <li>11. Would rather money was spent on healthcare and education.</li> <li>12. Would prefer a road is constructed across the valley instead.</li> </ol>	<ul style="list-style-type: none"> <li>• The road gradient is not atypical and similar to a large proportion of roads in Auckland. The curvilinear alignment, road width and the vertical element of the trees all contribute to speed calming and are all considered to be beneficial elements. (1a)</li> <li>• We have surveyed the street environment a large proportion of properties have no front boundary fence with driveways set back from the road. In addition, properties are generally elevated from the road, all contributing to good levels of visibility. Trees can limit visibility at isolated locations, however the continuous visibility either side of trees is generally considered suitable. (1b)</li> <li>• Traffic counts were 24 hours a day for 7 days. (1c)</li> <li>• Construction traffic associated with the retirement village will be managed through temporary traffic management which will require AT approval. AT will assess the road corridor traffic management plans prepared in accordance with standards and to ensure safety when Ryman Healthcare make their submission for approval. Ryman Healthcare have advised that their conditions of consent will address safety during the construction period (1d)</li> <li>• AT are currently investigating whether improvements to improve movements</li> </ul>



Feedback Theme	Main Points	Auckland Transport's Response
		<p>and safety are needed for the Kohimarama Road / John Rymer Place intersection. The findings will be made available once its complete(1e)</p> <ul style="list-style-type: none"> <li>• The proposed markings on JRP does not result in any loss of parking, but merely formalises the current operation on the street. AT are studying the parking demand, are investigating parking management options. For example, they are primarily located behind the 90-degree parking so that parked vehicles can manoeuvre out. (2)</li> <li>• We are investigating options and working with owners to the privacy issue. (3)</li> <li>• The noise generated by people using the cycle path is not expected to be any more than a typical footpath / shared path facility in an urban area. AT understands that the background noise levels may increase from time to time as people pass through the street and this may be more frequent and more audible from existing levels, although, this is not out of place for an urban environment. AT asks the residents to consider raising this with AT should noise become excessive. (4)</li> <li>• The lighting design is in accordance with lighting standards including spill lighting requirements. (5)</li> <li>• The shared path through the bush will be visible from locations, however it will be</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>viewed against a backdrop of existing bush. The project proposes significant replanting to help blend the shared path into the environment. (6)</p> <ul style="list-style-type: none"> <li>• Vegetation clearance will be undertaken within council guidelines. The larger areas making up the Kepa Bush is located within close vicinity and provides substantial birdlife habitat. By allowing birds to establish in the Kepa Bush or other existing vegetated areas early will help with their settlement and habitat (7)).</li> <li>• Creating the connections is expected to increase patronage as it as it improves community connectivity. People feel safer to use separated cycle and pedestrian facility compared to being on the road and by providing new connections will only increase demand in the future. We have been told by the community that school students and families living in the study area (and wider) will use the path as soon as it is open. (8)</li> <li>• John Rymer Place provides a direct east-west connection between Meadowbank and Kohimarama. It also provides direct links to schools in Kohimarama. (9)</li> <li>• The project will bring significant improvements to travel options for the community, particularly for active modes and provides numerous health, safety and social benefits to communities including benefits to the environment</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>(such as reducing greenhouse gasses and encouraging alternative modes of travel for short and frequent trips). AT needs to balance the needs and desires of its communities as well as investing in its overarching strategy to improve transport outcomes for all Aucklanders. (10)</p> <ul style="list-style-type: none"> <li>• AT needs to provide access to all travel options and users and aligns with Government Investment Policy to improve active modes, reduce greenhouse emissions and overall healthy communities. As for above, AT needs to balance these needs and desires of the community as well as providing improved travel choice. Other government spending on public health and education are not within the scope of Auckland Transport or influence. Local roads cross within and around the project area. These roads are currently available to all road users. By helping to separate active modes from local roads will improve traffic flow and safety on roads as well as providing viable options to a wider range of transport users. (11, 12)</li> </ul>
<p>Construct the proposed John Rymer Place path quickly <i>Mentions: 21</i></p>	<ol style="list-style-type: none"> <li>1. Complete as soon as possible.</li> <li>2. Please complete as soon as possible, even if other sections of main path are not completed.</li> <li>3. This has been talked about for many years, get on and do it.</li> </ol>	<ul style="list-style-type: none"> <li>• Acknowledge the support for the project. (All)</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
Like the width of the proposed John Rymer Place path <i>Mentions: 7</i>	<ol style="list-style-type: none"> <li>1. Like the width of the proposed path.</li> <li>2. Like that path is 4.5m wide.</li> </ol>	<ul style="list-style-type: none"> <li>• Acknowledge the support for the project features. (1)</li> <li>• The proposed path is generally 4m wide with a buffer of 1 m on each side. The width of the path aligns with AT standards. (2)</li> </ul>
Make proposed John Rymer Place path wider <i>Mentions: 16</i>	<ol style="list-style-type: none"> <li>1. Whole path should be 4.5m wide.</li> <li>2. Do not like the 3m wide section. (Heavily mentioned point)</li> <li>3. 3m wide section will be less safe from crime as people can hide in bushes closer to the path.</li> <li>4. Connecting paths should be the same width as the main path.</li> </ol>	<ul style="list-style-type: none"> <li>• The proposed path is generally 4.0m wide with a buffer of 1 m on each side. The width of the path aligns with AT standards. (1)</li> <li>• The section of the path where it is reduced to 3m is one isolated location to allow for Watercare vehicles to reverse when they need to access the pump station. The 3 m width is still compliant with AT standards for a shared path and with appropriate surface marking is expected to operate safely. (2)</li> <li>• As above the section of the path reduced to 3 m wide is within the Watercare site. Within this section there are no bushes or obscured locations where people can hide. In addition, CCTV camera's will be installed provided additional security in this area and along the entire length of the path. (3)</li> <li>• The John Rymer Place shared path is generally 4 m wide which matches the width of the main GI2TD shared path. All cycle connections will be designed to be compatible with consistent materials and treatment where practicable. (4)</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
<p>Alternative locations for the John Rymer Place path (instead of proposed location)  <i>Mentions: 5</i></p>	<ol style="list-style-type: none"> <li>1. A better connection point would be to Selwyn College or alongside the Kepa Bush Reserve.</li> <li>2. Instead of this connection use the dedicated cycle path along the Pony Club leading to a well-formed bridge and connection to Orakei. This could serve the people of Meadowbank, Glen Innes, Kohimarama safely and adequately.</li> <li>3. Buy a property on Whytehead Crescent and create the access through there instead.</li> <li>4. Connection to Kepa Bush is a higher priority.</li> </ol>	<ul style="list-style-type: none"> <li>• There are key challenges for the two options mentioned, based on the challenging topography and ecological value of Kepa Bush area. The bush tracks through Kepa Bush will continue to be improved and remain open as part of broader recreational walking network. The John Rymer Place shared path will provide linkages to these bush tracks. (1,4)</li> <li>• John Rymer Place provides a direct east-west connection between Meadowbank and Kohimarama. It also provides a more direct east west link to the schools in Kohimarama such as St Thomas's School and Selwyn College. The John Rymer Place connection with its safe crossings on all arms of the intersection will allow for a more direct and safer option for students and directs them away from using the busy Kohimarama Road corridor. (2)</li> <li>• The easement through 64 John Rymer Place enables better use of Council-controlled organisation assets, is more cost effective and provides a direct east west link to schools. (3)</li> </ul>
<p>Concerns with and/or improve John Rymer Place for people on bicycles and pedestrians  <i>Mentions: 43</i></p>	<ol style="list-style-type: none"> <li>1. The narrow road, steepness of the road, number of bends in the road, number of driveways, limited visibility of cyclists for vehicles exiting driveways and intersections (due to trees and fences), and/or limited general visibility along the road are a concern. (Heavily mentioned point)</li> </ol>	<ul style="list-style-type: none"> <li>• The road gradient is not atypical and is similar to a large proportion of roads in Auckland. The curvilinear alignment, narrow road width and the vertical element of the trees all contribute to</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
	<ol style="list-style-type: none"> <li>2. The increase in vehicles using John Rymer place due to the retirement village construction makes this an unsafe route for people on bicycles.</li> <li>3. Provide safe facilities for cycling along John Rymer Place. (Heavily mentioned point)</li> <li>4. Provide a cycleway along the road.</li> <li>5. Make John Rymer Place 30 km/h.</li> <li>6. Make John Rymer Place 20km/h.</li> <li>7. Provide signage that says, "Slow down for cyclists and pedestrians".</li> <li>8. Install signage reminding motorists to leave adequate space when passing cyclists.</li> <li>9. Provide signs that tell cyclists to "Go slow - hidden driveways" and "Cyclists share the road with motorists".</li> <li>10. Widen one of the footpaths on John Rymer Place and create a shared path (one submitter suggested southern side of the road had less conflict with intersections).</li> <li>11. Improve the quality of footpaths on John Rymer Place.</li> <li>12. Fix the numerous trip hazards on the footpaths.</li> <li>13. The footpath is a bit bumpy in some locations (smooth it out).</li> <li>14. Provide a footpath at the bottom on the street to connect to the proposed connector (currently there is no footpath).</li> <li>15. Remove parking (some, one side of the street, or all) from John Rymer Place to make route safer for people on bicycles. (Heavily mentioned point)</li> <li>16. Move all the proposed no stopping lines to one side of the road on John Rymer Place.</li> <li>17. Improve the lighting along John Rymer Place.</li> <li>18. Improve the John Rymer Place/Kohimarama Road intersection (one submitter suggested providing a dedicated right turn lane for vehicles and cyclists approaching the intersection from the north who are turning into John Rymer Place). (Heavily mentioned point)</li> </ol>	<p>speed calming and are beneficial elements. A large proportion of properties have no front boundary fence with driveways set back from the road. In addition, properties are generally elevated from the road, all contributing to good levels of visibility. These factors contribute to creating a suitable shared space environment that is safe for cyclists. (1, 3)</p> <ul style="list-style-type: none"> <li>• Construction traffic associated with the retirement village will be managed through temporary traffic management which will require AT approval. AT will assess the road corridor traffic management plans prepared in accordance with standards and to ensure safety when Ryman Healthcare make their submission for approval. Ryman Healthcare have advised that their conditions of consent will address safety during the construction period (2)</li> <li>• As John Rymer Place is narrow in sections, providing a cycleway or a shared path along John Rymer Place will in most instances likely result significant impacts. Impacts would include among others possible land purchase, parking loss, and tree removal. (4, 10)</li> <li>• John Rymer Place is a low-speed environment and reduced speed limits are not considered necessary. (5, 6)</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
	<p>19. serving the absence of a dedicated right turn lane at the John Rymer Place/Kohimarama Road intersection, there should be a safe place to mount the kerb so cyclists approaching the intersection from the north they can wait on the footpath and cross with the pedestrian signal. Also consider a dedicated push button for cyclists.</p>	<ul style="list-style-type: none"> <li>• Additional Road safety signage for John Rymer Place is being investigated. (7, 8, 9))</li> <li>• Existing footpaths are maintained by AT as part of its maintenance programme. In addition, AT's rapid response team respond to reported deficiencies and will schedule repairs if required. (11, 12, 13)</li> <li>• The footpath on the south side stops ahead of a palm tree and driveways. Providing a useful footpath extension will be limited by the need to provide driveway access. The footpath along the north side will provide the continuous footpath route to Kohimarama Road. (14)</li> <li>• Parking provides side friction which helps to reduce vehicle speeds to create a speed environment suitable for shared use. Sharrow pavement marking will be marked along John Rymer Place to help guide cyclists where to position themselves and to minimise the risk at key conflict points such as parking. (15)</li> <li>• The proposed markings on John Rymer Place does not result in any loss of parking, but merely formalises the current operation. For example, they are primarily located behind the 90-degree parking so that parked vehicles can manoeuvre out. (16)</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<ul style="list-style-type: none"> <li>• AT will undertake a Road Safety Audit. This audit will be completed post construction, which will assess safety aspects including lighting. (17)</li> <li>• AT are currently investigating improvements for the Kohimarama Road / John Rymer Place intersection and these suggestions to improve efficiency and practical use for cyclists will be considered. AT will provide the results of this investigation once it has been completed. (18, 19)</li> </ul>
<p>Concerns about parking removal on John Rymer Place  <i>Mentions: 12</i></p>	<ol style="list-style-type: none"> <li>1. Parking is already in high demand on John Rymer Place.</li> <li>2. Proposal will create competition for parking spaces (parking removal and people parking on John Rymer Place to access the shared path).</li> <li>3. This project combined with the retirement village will take up all the parking and none will be left for residents and their visitors.</li> <li>4. AT's parking surveys were done during working hours, which is not peak demand times.</li> <li>5. Vehicles will struggle to find parks during school pick-up and drop-off times.</li> <li>6. Do not support parking removal.</li> <li>7. Prefer trees were removed to widen the road, than parking was removed.</li> <li>8. Not sure why the parking removal is required.</li> <li>9. Parking removal is not required as the street is safe as it currently is, drivers are courteous and give way where the road narrows.</li> <li>10. Restrict parking on John Rymer Place to residents only (and their visitors).</li> <li>11. Put time limited parking on John Rymer Place to prevent people parking there for long periods when accessing the shared path.</li> <li>12. Provide more parking near the John Rymer Place connection. Given the constraints on John Rymer Place, Kohimarama Road, and St Heliers Bay</li> </ol>	<ul style="list-style-type: none"> <li>• AT are undertaking a comprehensive parking demand study and will investigate parking management options. (1, 2, 5, 10, 11)</li> <li>• The retirement village construction management plan will need to account of parking requirements and it is understood that required parking can be achieved within their site. (3)</li> <li>• AT's parking survey was undertaken on a Thursday between 7:45 and 8:15 pm as this time was expected to reflect when most residents were home and parking demand would be high. However, as part of a robust assessment, AT are undertaking a more comprehensive parking demand assessment. (4)</li> <li>• The proposed markings on John Rymer Place does not result in any loss of</li> </ul>



Feedback Theme	Main Points	Auckland Transport's Response
	<p>Road, suggest creating a small off-road car park of Kohimarama Road by the pony club.</p>	<p>parking but proposes to formalise the current operation. For example, the no stopping line are primarily located behind the 90-degree parking so that parked vehicles can manoeuvre out safely and there is adequate space to do so. (6, 7, 8, 9)</p> <ul style="list-style-type: none"> <li>• The demand for a car parking facility will be monitored. (12)</li> </ul>
<p>Concerns that proposal will increase people travelling through John Rymer Place <i>Mentions: 12</i></p>	<ol style="list-style-type: none"> <li>1. Concerns that proposal will increase the amount of people travelling through John Rymer Place.</li> <li>2. The proposal combined with the new retirement village and school drop-offs will create major congestion issues.</li> <li>3. The increased pedestrian and cycle traffic will make it harder for residents to exit their driveways.</li> <li>4. Increases pedestrian and cyclist traffic will lead to more burglaries and petty crime on John Rymer Place.</li> <li>5. Want to know AT's estimates as to:             <ol style="list-style-type: none"> <li>a. how many bicycles, scooters, and pedestrians are anticipated to use the proposed connection now and in 5, 10, 20 years?</li> <li>b. how many school students are likely to use the proposed connection?</li> <li>c. how many people will drive and park near the connection, then use it to access the main shared path e.g. commuters and recreational users?</li> <li>d. what impact will additional vehicle generation from this and the retirement home construction have on the John Rymer Place/Kohimarama Road intersection?</li> </ol> </li> <li>6. The retirement facilities traffic management conditions of consent need to be reviewed in light of the shared path being installed.</li> </ol>	<ul style="list-style-type: none"> <li>• The aim of the project is to provide people with travel choice via active modes and provide travel choice to a wide range of users, acknowledging that not everyone drives a vehicle. As a result, people including the local community and school children are expected to travel through John Rymer Place. (1)</li> <li>• The JRP project provides people with active travel choices that are expected to result in a net reduction of car dependency and traffic congestion. The John Rymer Place shared path will provide improved connectivity to St Thomas' School and Selwyn College and is expected to reduce demand for school drop offs. The retirement village development is expected to plan and manage for expected trip generation taking account of current demands such as the school drop offs. (2)</li> <li>• There will be sufficient gaps between pedestrian and cyclists to enable</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>residents to enter and exit their driveways without causing any appreciable delays. (3)</p> <ul style="list-style-type: none"> <li>• Creating connections to the GI2TD shared path will increase user numbers which provides increased passive surveillance which is one of the seven qualities for crime prevention through environmental design (CPTED). This combined with the other qualities and principals to be considered, it is expected to improve personal safety and reduce the risk of crime. (4)</li> <li>• St Thomas' School and Selwyn College are supportive of the John Rymer Place connection, it will make a significant improvement to their school and associated communities. As such, we anticipate an uptake by school children is expected. The feedback for the project has indicated a high level of support and accordingly community patronage for all active modes is expected to be strong. (5a, 5b)</li> <li>• The initial parking assessment indicated available parking capacity. The current parking study will further assess the existing parking capacity with future monitoring to determine if any parking interventions are required. (5c)</li> <li>• The John Rymer Place connection provides people with active travel choices that are expected to result in a net</li> </ul>

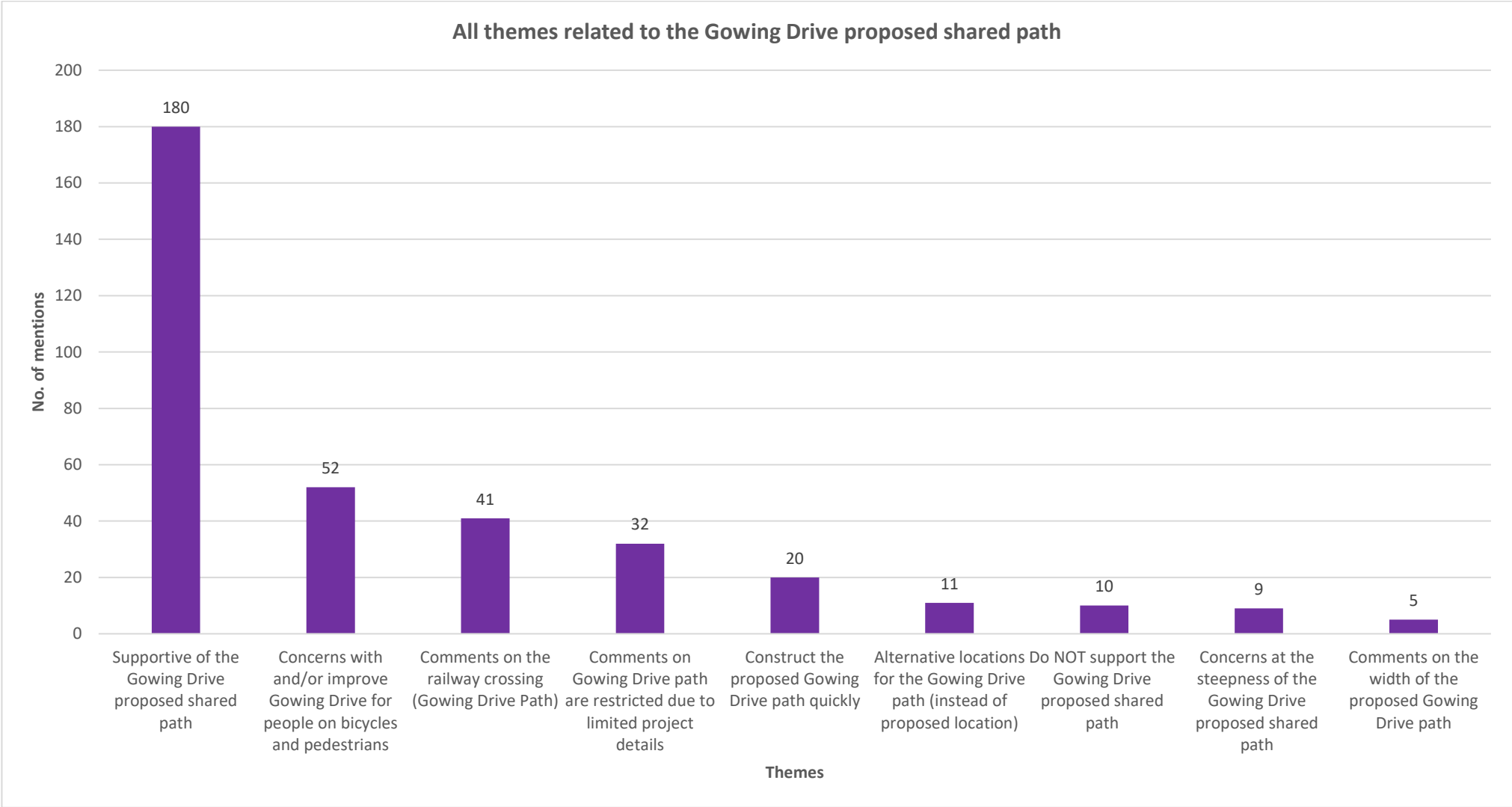
Feedback Theme	Main Points	Auckland Transport's Response
		<p>reduction of vehicle trips. The John Rymer Place shared path will provide improved connectivity to St Thomas' School and Selwyn College and is expected to reduce demand for school drop offs, which will also reduce traffic volumes. The retirement village development is expected to plan and manage for expected trip generation. (5d)</p> <ul style="list-style-type: none"> <li>• AT are not able to retrospectively alter consent conditions and the conditions of consent are those applied by Council, however, AT will review the construction traffic management plan and are currently investigation upgrades at the Kohimarama Road / John Rymer Place intersection to address safety concerns raised. (6)</li> </ul>
<p>Comments on vegetation and birds  <i>Mentions: 8</i></p>	<ol style="list-style-type: none"> <li>1. Like the native trees proposed to be planted as part of the project.</li> <li>2. Hope the plan includes the re-establishing of native bush along the gully.</li> <li>3. Concerned that people will disturb the native birds.</li> <li>4. Concerned people will litter in the bush.</li> <li>5. AT should consult with Nga Kaitiaki Hapori o Pourewa on any proposed pest plant control and replanting to ensure they align with current restoration works (i.e. Pourewa Valley Integrated Plan).</li> <li>6. Planting carried as part of the John Rymer Place shared pathway should be carried out by a suitably qualified contractor, in the correct planting season, with the same maintenance period as elsewhere on the shared path project.</li> </ol>	<ul style="list-style-type: none"> <li>• Acknowledge, and appreciate the positive feedback. (1)</li> <li>• AT are working with Purewa Valley Integrated Plan. This includes over 3000 m2 of landscaping and planting along the shared path to help improve the environment within the Purewa Valley. The work is undertaken by qualified contractors experience in landscaping and plant care. This includes maintenance of the plants to maximise plant survival rates. (2, 5, 6)</li> <li>• Vegetation clearance will be undertaken within council guidelines. The wider Kepa</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>Bush area is located at close vicinity and provides for substantial birdlife habitat. Some interim disturbance to birds is likely during construction and in the clearing of the path although these impacts will be temporary. The project includes planting and landscaping so as to not lose the overall vegetation cover in this area. The path is narrow in the context of the wider bush areas in the valley (3)</p> <ul style="list-style-type: none"> <li>• Rubbish bins will not be provided on the path to prevent the need for rubbish collection vehicles to access the path as this will result in potential conflict with path users. People are expected to take their rubbish with them. (4)</li> </ul>
<p>Comments on Gowing Drive are restricted due to limited project details <i>Mentions: 8</i></p>	<ol style="list-style-type: none"> <li>1. Would like to have seen more details about the design of the path/there is not enough information to comment on the path design.</li> <li>2. Want to know more about the gradient of the path.</li> <li>3. Want to know the cost of the path so can make informed feedback.</li> </ol>	<ul style="list-style-type: none"> <li>• A high level of information is provided for general understanding of the project. More details can be provided on request. AT can help explain the design detail for improved understanding. We will make the design plans available on the website when we update the community on the project. (1, 2)</li> <li>• The Regional Land Transport Plan (RLTP) for Auckland has just been approved for the next 10 years. The RLTP has prioritised \$22.1 million budget for the project. (3)</li> </ul>
<p>Comments on the consultation for the</p>	<ol style="list-style-type: none"> <li>1. Upset that John Rymer Place was chosen without consultation with residents.</li> </ol>	<ul style="list-style-type: none"> <li>• The John Rymer Place route alignment had been in Local Boards Greenways plan. The consultation for it started on</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
<p>proposed John Rymer Place path</p> <p><i>Mentions: 8</i></p>	<ol style="list-style-type: none"> <li>2. Upset letters arrived so late, submitter got theirs the day before the project drop-in session.</li> <li>3. Feedback form should have asked whether people wanted the project to go ahead.</li> <li>4. Upset AT staff told other residents that the owners of two most affected properties on John Rymer Place were happy with the project, when they are not.</li> <li>5. Upset staff at the drop-in session were defensive and didn't seem keen to hear the concerns of residents.</li> <li>6. Upset online feedback form said they had already submitted feedback so wouldn't permit them to provide further feedback.</li> <li>7. Want AT to organised onsite meeting with residents.</li> <li>8. Maps did not provide enough detail to understand the local circumstances e.g. location of parking and driveways on John Rymer Place.</li> <li>9. Consultation material made it hard to understand what was happening.</li> <li>10. Believe this route is necessary and beneficial for the wider population, so AT should not let local residents put a stop to the project.</li> <li>11. Unsure why AT are consulting on this as it is an obvious connection that is required.</li> </ol>	<p>12th Oct 2015 and ended on 6th Nov 2015. AT would however like to acknowledge that there was no early consultation on this project at the earlier feasibility stages of the project. AT took a balanced approach to assessing options, a broad consideration was undertaken for each option based on the level of impacts, cost, design feasibility, environmental, cultural and social impacts to name a few. The John Rymer Place option was considered to be the most appropriate option when weighing up options. AT is also guided by other preceding plans. The Orakei Local Board Greenways Plan. (1 ,2)</p> <ul style="list-style-type: none"> <li>• AT acknowledge the feedback. We note that the response options allowed free text boxes so anything else could be captured. (3)</li> <li>• AT understand this would be very upsetting; however, this was not the intention of our response at the time, and we wish to say we did not intend our communication to be read in this light (4)</li> <li>• This concern is noted. We would like to reassure those that turned up to the open day that the project team were very interested to receive all feedback and any feedback we receive is treated with integrity and respect. (5)</li> <li>• The feedback form on-line followed the same sequencing as the feedback form. If</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>the questionnaire had been submitted there is no opportunity to go back and change the response. A person may provide as much feedback and as many times as they like (6)</p> <ul style="list-style-type: none"> <li>• We have met with some residents at their request to talk through their concerns with the project. We will follow up with residents as we have updates. AT will provide an update to the community on the outcomes of the consultation by way of a close out letter and web update. (7)</li> <li>• AT provided high level information for the consultation. This was to enable a is provided for general understanding of the project. More details can be provided if required and AT will make design plans available on request. AT will also upload the design plans to the website once feedback and suggestions has been considered and if any changes need to be reflected (8, 9)</li> <li>• This feedback is noted. AT believes it is important to consult with the wider community, so everyone has an opportunity to be involved and can provide feedback on the project. The consultation allows for the most inclusive and fair process. AT is very aware that a large sector in this community would like this project to go ahead although there are other opinions to consider. (10, 11)</li> </ul>

**Themes related to Gowing Drive proposed shared path**



Feedback Theme	Main Points	Auckland Transport's Response
<p>Supportive of the Gowing Drive proposed shared path <i>Mentions: 180</i></p>	<ol style="list-style-type: none"> <li>1. Generally, support proposal. (Heavily mentioned point)</li> <li>2. Improves cycleway/walkway connections (i.e. a more direct and/or safer route):               <ol style="list-style-type: none"> <li>a. generally (Heavily mentioned point)</li> <li>b. to schools (Heavily mentioned point)</li> <li>c. to other cycleways</li> <li>d. for residents in surrounding areas (including Meadowbank and Kohimarama areas)</li> <li>e. to train stations (Heavily mentioned point)</li> <li>f. across the valley</li> <li>g. to Kepa Bush (Heavily mentioned point)</li> <li>h. to St John's Bush</li> <li>i. to Eastridge shopping centre.</li> <li>j. to the bays</li> <li>k. to the city</li> </ol> </li> <li>3. Provides a safer route (this route is safer than requiring people to cycle on the road). (Heavily mentioned point)</li> <li>4. Link helps maximise the investment in the main path.</li> <li>5. Will encourage people to cycle.</li> <li>6. Will encourage people to walk.</li> <li>7. Will encourage students (including students from Selwyn College and St Thomas School) to walk and cycle to school. (Heavily mentioned point)</li> <li>8. Encourages physical activity.</li> <li>9. Will take cars off the road.</li> </ol>	<ul style="list-style-type: none"> <li>• Acknowledge the support for the project features and further note that they all form part of the project objectives and what the project is trying to achieve. (All)</li> </ul>
<p>Do NOT support the Gowing Drive proposed shared path <i>Mentions: 10</i></p>	<ol style="list-style-type: none"> <li>1. Do not support any connection that increases traffic along Gowing Drive as it is not safe for people on bikes.</li> </ol>	<ul style="list-style-type: none"> <li>• The project provides people with active travel choices that are expected to result in a net reduction of vehicle trips. The Gowing Drive connection will provide improved connectivity to the bays, the</li> </ul>



Feedback Theme	Main Points	Auckland Transport's Response
	<ol style="list-style-type: none"> <li>2. There was a fatal accident on Gowing Drive two years ago (and has been several other serious accidents). AT promised to make Gowing Drive safer but have not done anything about it.</li> <li>3. Vehicles travel too fast on Gowing Drive.</li> <li>4. Do not need this shortcut.</li> <li>5. Noise pollution will be bad for residents.</li> <li>6. Will make this nice quiet street too busy.</li> <li>7. Will encourage crime.</li> <li>8. Construction works will be unbearable.</li> <li>9. There is a housing shortage, use property for housing.</li> <li>10. Would prefer a road is constructed across the valley instead.</li> <li>11. Don't think that many people will use it.</li> <li>12. Project is a waste of money.</li> <li>13. Spend money on health and education instead.</li> <li>14. Spend money on the outer suburbs instead, not the inner city.</li> <li>15. Spend money on public transport instead.</li> </ol>	<p>city, links to community destinations and provides school children key connections to St Thomas' School and Selwyn College. People feel safer to use separated cycle and pedestrian facility compared to being on the road. This proposal does not include cycling along Gowing Drive specifically although will consider the way the shared path exits onto Gowing Drive safely. Future safety improvements along Gowing Drive may be considered as part of investigation following safety audits and once the design has been progressed further. (1)</p> <ul style="list-style-type: none"> <li>• AT are currently progressing the design of safety improvements for Gowing Drive. AT project teams are coordinating treatments to ensure an integrated solution is developed and the timing of projects do not conflict. (2, 3)</li> <li>• The Gowing Drive connection will provide a direct north-south connection between Meadowbank and Kohimarama. It also links to schools in Kohimarama and communities who currently travel along Kohimarama Road and St Johns Road. The shared path aims to provide better travel choice and encourage people to use active modes, reducing reliance on vehicles on congested roads. (4)</li> <li>• Noise generated from the shared path is not expected to be any more than a typical footpath / shared path facility.</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>There may be more people using the shared path and noise would be audible although, we anticipate this is not out of place in an urban context. AT asks to report any issues arising from unreasonable noise pollution. (5)</p> <ul style="list-style-type: none"> <li>• Creating the connections provides people with more travel options. Commuter trips made via active modes will reduce the number of vehicle trips and is expected to result in a net reduction of vehicle trips. (6)</li> <li>• Creating connections to the GI2TD shared path will increase user numbers which provides increased passive surveillance which is one of the seven qualities for crime prevention through environmental design (CPTED). This combined with the other qualities and principals applied is expected to improve personal safety and reduce the risk of crime. In addition, CCTV cameras will be installed to provide additional security and crime prevention. (7)</li> <li>• Construction will be undertaken within Council guidelines to minimise disruption. Construction traffic will be managed through temporary traffic management which will require AT approval. (8)</li> <li>• AT aims to provide people with more travel options. Active travel options provide many benefits and aligns with Government Investment Policy to reduce</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>greenhouse emissions and overall healthy communities. AT is not responsible in delivering on other government priorities although, transport and access to transport is connected to housing and growth and AT as part of the wider Council family, is committed to improving the overall quality of the urban environment for its communities. (10, 13, 15)</p> <ul style="list-style-type: none"> <li>• Creating the connections is expected to increase patronage as it improves community connectivity to areas that are not currently accessible. AT expects that the patronage will increase over time as the active mode network increases. Schools have indicated they are likely to use the path as soon as it opens. (11)</li> <li>• Improvements to travel options, particularly active modes, provides numerous benefits to communities. (12)</li> <li>• AT aims to achieve a balanced approach to investment to benefit all communities. This path will link schools in Kohimarama, as well as maximising investment in the main GI2TD shared path. Kohimarama and Meadowbank are rapidly growing suburbs in Auckland and we propose to improve access and travel to these areas. AT are continuing to improve the provision of bus services across the city. (14)</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
Construct the proposed Gowing Drive path quickly <i>Mentions: 20</i>	<ol style="list-style-type: none"> <li>1. Complete as soon as possible.</li> <li>2. This has been talked about for many years, get on and do it.</li> <li>3. Construct at the same time as the John Rymer Place connection.</li> </ol>	<ul style="list-style-type: none"> <li>• Acknowledge the support for the project. (All)</li> </ul>
Comments on the width of the proposed Gowing Drive path <i>Mentions: 5</i>	<ol style="list-style-type: none"> <li>1. Make sure path is nice and wide.</li> <li>2. Width of path looks good.</li> <li>3. Why are the shorter connections a different width to main path.</li> </ol>	<ul style="list-style-type: none"> <li>• The width of the connections is expected to be consistent with the width of the main GI2TD path. (1,3)</li> <li>• Acknowledge the support for the project features. (2)</li> </ul>
Concerns at the steepness of the Gowing Drive proposed shared path <i>Mentions: 9</i>	<ol style="list-style-type: none"> <li>1. Concerns at the steepness of the path heading up to Gowing Drive.</li> <li>2. Could consider connecting to Tipene Place instead if Gowing drive is too steep.</li> <li>3. Whether an underpass or bridge is constructed to cross the rail line will influence the steepness of the path.</li> </ol>	<ul style="list-style-type: none"> <li>• The path gradient will be designed in accordance with AT's design standards. Gradients will be minimised where possible. (All)</li> </ul>
Alternative locations for the Gowing Drive path (instead of proposed location) <i>Mentions: 11</i>	<ol style="list-style-type: none"> <li>1. The proposed path location is too far west for the bulk of people travelling east towards St Thomas's School, Selwyn College, and the rest of the path towards Glen Innes.</li> <li>2. Provide an additional access further east along Gowing Drive.</li> <li>3. Want two connections from Gowing Drive to the path (one at either end of the Gowing Drive).</li> <li>4. Provide connection to the path where Gowing Drive meets Worcester Road.</li> <li>5. Suggest a connection through 124 Gowing Drive, which provides a more central and direct route to schools and has less slopes to deal with.</li> <li>6. Move connection to the end of Tipere Place.</li> <li>7. More direct access to Thatcher St/Eastridge would be preferable.</li> <li>8. Connection to Kepa Bush is a higher priority.</li> </ol>	<ul style="list-style-type: none"> <li>• The proposed location of the path was identified as the preferred location through a study that investigated different options/links for the Gowing Dr connection. AT took a balanced approach to assessing options, a broad consideration was undertaken for each option based on the level of impacts, cost, design feasibility, environmental, cultural, and social impacts to name a few. The proposed option was considered to be the most appropriate option when weighing up options. (1-7)</li> <li>• Key challenges for the two options mentioned are the topography and ecological value of Kepa Bush. The bush tracks will continue to remain as part of</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		broader recreational walking network with the JRP shared path providing linkages to the bush tracks. (8)
<p>Concerns with and/or improve Gowing Drive for people on bicycles and pedestrians  <i>Mentions: 52</i></p>	<ol style="list-style-type: none"> <li>1. Gowing Drive is busy, narrow, has poor visibility, and vehicles travel fast along it (including buses). Some submitters mentioned whole road, while some submitters specifically mentioned the section of road where near/at the proposed connection. (Heavily mentioned point)</li> <li>2. Gowing Drive has lots of vehicles reversing out of properties.</li> <li>3. Provide safe facilities for cycling along Gowing Drive. (Heavily mentioned point)</li> <li>4. Provide a cycleway along the road.</li> <li>5. Make Gowing Drive 30 km/h.</li> <li>6. Make Gowing Drive 20km/hr.</li> <li>7. Install traffic calming along Gowing Drive (one submitter suggested the straight part of road is the most important to calm speed). (Heavily mentioned point)</li> <li>8. What happen to the traffic calming measures AT promised for this road?</li> <li>9. Ensure any traffic calming measures consider the comfort of bus passengers.</li> <li>10. Widen Gowing Drive, potentially by removing parking from one or both sides of the road.</li> <li>11. Install more yellow lines on Gowing Drive (some submitters suggested that the most important locations are on corners; bus stops, and at the bottom of dips (in particular around 106 Gowing Drive)). (Heavily mentioned point)</li> <li>12. Gowing Drive is not safe for school children, there was a fatal accident involving a bus and promises were made to improve it. Still waiting on these improvements.</li> <li>13. Fix the numerous trip hazards on the footpaths.</li> <li>14. The footpath is a bit bumpy in some locations (smooth it out).</li> </ol>	<ul style="list-style-type: none"> <li>• The design along Gowing Drive is still in progress and will need to consider the road characteristics highlighted by the submissions to provide a safe environment for all modes of travel. (1, 3, 4, 5, 6 10)</li> <li>• Reversing vehicles is a challenge that is encountered throughout urban streets in Auckland. The design and road safety will consider potential conflict with vehicle crossings. (2)</li> <li>• AT are currently progressing the design of safety improvements for Gowing Drive. AT project teams are coordinating treatments to ensure an integrated solution is developed between the two projects. AT plans to provide the community with a design based on the feedback received from this consultation. (7, 8, 9, 12, 17, 18, 19, 20, 21, 22)</li> <li>• The design will consider appropriate road markings. (11)</li> <li>• Existing footpaths are maintained by AT as part of its maintenance programme. In addition, AT's rapid response team respond to reported deficiencies and will schedule repairs if required. (13, 14)</li> </ul>

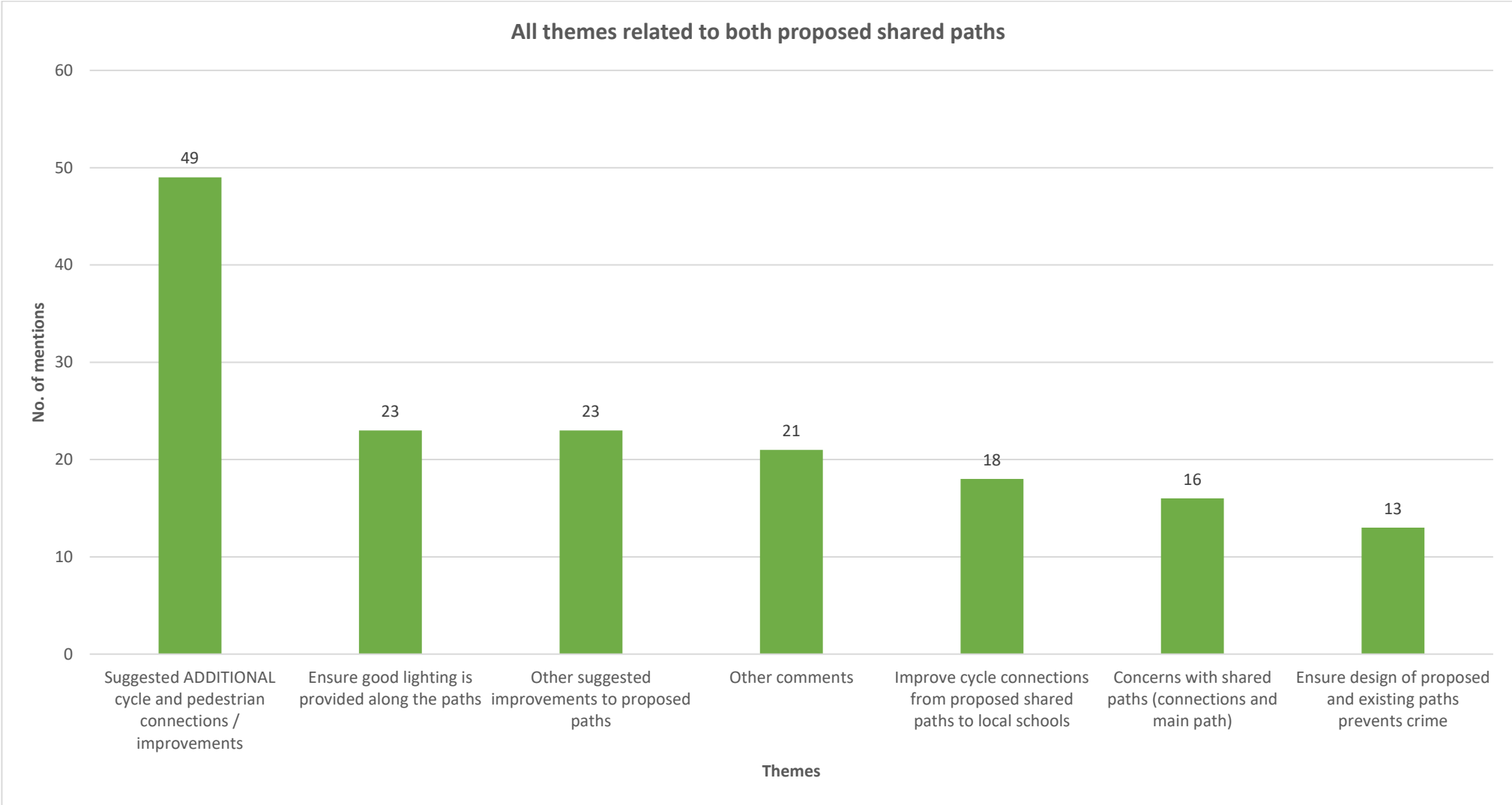
Feedback Theme	Main Points	Auckland Transport's Response
	<ol style="list-style-type: none"> <li>15. Good signs that say, "Slow down for cyclists and pedestrians".</li> <li>16. Signage reminding motorists to leave adequate space when passing cyclists.</li> <li>17. Please put a mirror at the corner of Gowing St and Archdall St so people can see if traffic is coming up Gowing Drive when approaching along Archdall.</li> <li>18. Provide a raised pedestrian crossing on Gowing Drive near the access point (but away from the corner).</li> <li>19. Provide the already planned pedestrian crossing between Rutherford Terrace and Archdall Road.</li> <li>20. Provide pedestrian refuges along the road.</li> <li>21. Provide barriers to ensure that cyclists and pedestrians only cross Gowing Drive where there is maximum visibility (when crossing near the connection / bend in Gowing Drive).</li> <li>22. Provide a 'stopping bay' where cyclists will have to stop and reassess the traffic before entering the road.</li> </ol>	<ul style="list-style-type: none"> <li>• Appropriate signage and other road calming for Gowing Drive will be considered as part of the integrated design. (15, 16)</li> </ul>
<p>Comments on the railway crossing (Gowing Drive Path) <i>Mentions: 41</i></p>	<ol style="list-style-type: none"> <li>1. Prefer or only want a bridge over the railway. (20 mentions)</li> <li>2. Path will be too steep if railway crossing is an underpass.</li> <li>3. Underpass is not safe from crime. (Heavily mentioned point by submitters preferring a bridge)</li> <li>4. Bridge is cheaper.</li> <li>5. Bridge has less impact on environment.</li> <li>6. If build a bridge, make the sides high enough to provide wind protection and prevent kids throwing stones and rubbish onto the tracks/trains.</li> <li>7. Prefer or only want an underpass under the railway. (16 mentions)</li> <li>8. Ensure underpass design is safe from crime.</li> <li>9. Rail line is too high for a bridge.</li> <li>10. Bridge will require a steep ramp or zig-zagging path (switchbacks) to get down onto the main path.</li> </ol>	<ul style="list-style-type: none"> <li>• The decision between underpass or overpass (bridge) is yet to be made. A wide range of considerations, including those identified through feedback provided will be factored into the decision AT will come back to the community with a design once this feedback has been considered and further assessment has been made. (1, 2, 4-7, 9-15)</li> <li>• Creating connections to the GI2TD shared path will increase user numbers which provides increased passive surveillance which is one of the seven qualities for crime prevention through environmental design (CPTED). This</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
	<ol style="list-style-type: none"> <li>11. Bridge will impact on views of the gully.</li> <li>12. Bridge will be costly.</li> <li>13. Prefer underpass provided that it is short, wide, ideally flared at the top like Grafton Gully Wellesley St underpass, it should have good lighting, and people should be able to see the other end of the underpass before entering it.</li> <li>14. Concerns at the cost of the bridge.</li> <li>15. Be good to know if a bridge or underpass is proposed for the Gowing Drive connection.</li> </ol>	<p>combined with the other qualities and principals will be applied to the design to improve personal safety and reduce the risk of crime. There will also be CCTV cameras installed to provide additional security and crime prevention. (3,8)</p>
<p>Comments on Gowing Drive path are restricted due to limited project details  <i>Mentions: 32</i></p>	<ol style="list-style-type: none"> <li>1. Would like to have seen more details about the design of the path.</li> <li>2. There is not enough information to comment on the path design.</li> <li>3. Want to know the cost of the path so can make informed feedback.</li> <li>4. Be good to know if a bridge or underpass is proposed for the Gowing Drive connection.</li> <li>5. Unsure how, or if, the John Rymer Place path will connect into the Kepa Bush tracks.</li> </ol>	<ul style="list-style-type: none"> <li>• A conceptual and overview and information was provided for a general level of understanding of the Gowing Drive connection. This was to get general feedback and to understand the main aspects to focus on. As per above, AT plans to advise the community when a more detailed design on this connection is available. More details can be provided if required. (1, 2)</li> <li>• The Regional Land Transport Plan (RLTP) for Auckland has just been approved for the next 10 years. The RLTP has prioritised \$22.1 million budget for the project. (3)</li> <li>• The decision between underpass or overpass (bridge) is yet to be made. A wide range of considerations, including those identified through feedback provided will be factored into the decision. (4)</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<ul style="list-style-type: none"> <li>• JRP provides connectivity to walking tracks the connect to the Kapa Bush tracks. The connection is provided via stairs from the path. In addition, bicycle parking is provided at this location to support multi modal trips. (5)</li> </ul>



Themes related to both proposed shared paths



Feedback Theme	Main Points	Auckland Transport's Response
<p>Ensure good lighting is provided along the paths <i>Mentions: 23</i></p>	<ol style="list-style-type: none"> <li>1. Ensure good lighting is provided along the path.</li> <li>2. Like that good lighting is proposed for the path.</li> <li>3. Use solar powered lights.</li> <li>4. Ensure lighting spill into neighbouring properties is minimal.</li> </ol>	<ul style="list-style-type: none"> <li>• The lighting design is in accordance with lighting standards including spill lighting requirement. The lighting adopted is consistent with the main GI2TD path. (1,4)</li> <li>• Support for the design acknowledged. (2)</li> <li>• Hard wired lighting provides greater reliability and cost effectiveness. Solar lights require battery backup, which have environmental impacts and they require higher levels of maintenance. As access is along the shared path, it is preferred to minimise maintenance vehicle access to mitigate conflict with path users. (3)</li> <li>• Lighting spill will be standard, and any impacts of lighting spill will be minimised. This will be considered in some more detail as part of the design process (4)</li> </ul>
<p>Ensure design of proposed and existing paths prevents crime <i>Mentions: 13</i></p>	<ol style="list-style-type: none"> <li>1. Ensure design of proposed and/or existing path prevents crime.</li> <li>2. Concerns about crime on the paths due to their isolated nature.</li> <li>3. Install cameras (in multiple positions along the pathway and John Rymer Place).</li> <li>4. Provide mobile phone reception at the base of the valley.</li> <li>5. An automated gate that is locked outside of daylight hours.</li> <li>6. Ensure a regular police presence along the path and connecting streets.</li> <li>7. Do not have dense/tall vegetation where someone could hide right next to the path.</li> </ol>	<ul style="list-style-type: none"> <li>• Crime prevention through environmental design (CPTED) will be incorporated into the design process. In fact, these links are a key part of reducing the risk of crime as they will increase patronage and passive surveillance. In addition, CCTV cameras are to be installed to provide additional security and crime prevention. (1, 2, 3)</li> <li>• Mobile phone reception is beyond AT's mandate; however, it is noted that help</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
	8. Make sure lighting extends past the path so people can't hide in the dark to the side of the path. 9. Provide emergency buttons along the path. 10. Provide covered seating areas at either end of the path so the school age children can wait in safe locations for their friends, then they can walk the path together. 11. 3m wide section will be less safe from crime as people can hide in bushes closer to the path.	<p>points are provided along the main GI2TD path. (4)</p> <ul style="list-style-type: none"> <li>• The path is intended to be a 24-hour facility with path lighting provided. Gates create a risk of trapping people or limiting access to people who are using the shared path, and therefore, gates are not considered appropriate. (4)</li> <li>• AT have informed the NZ Police of the path installation and will update them on when the path is opened to the public. It is standard practice that the Police and emergency services are updated on all new public infrastructure such as a shared path and that they understand the access arrangements. (6)</li> <li>• Wide buffers along the path have been allowed to accommodate landscaping adjacent to the path. Planting adjacent to the path will be low level to prevent people hiding adjacent to the path. A good level of visibility will be maintained. (7)</li> <li>• Lighting through Purewa Valley will light beyond the edge of the path to enable safe levels of visibility when it is dark. (8)</li> <li>• Help points are provided along the main GI2TD path. (9)</li> <li>• Rest areas will be provided along the connections; however, shelters have not been incorporated to minimise</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>maintenance activities and associate vehicle assess which introduces potential conflict with path users. (10)</p>
<p>Concerns with shared paths (connections and main path) <i>Mentions: 16</i></p>	<ol style="list-style-type: none"> <li>1. Would PREFER a separated cycleway and footpath.</li> <li>2. WANT a separated cycleway and footpath.</li> <li>3. Shared paths are unsafe for pedestrians.</li> <li>4. Shared path is unsafe on such a steep slope.</li> <li>5. Shared paths don't work for commuter cyclists travelling fast (30kkm/h+).</li> <li>6. Make cyclists use bike bells to warn pedestrians.</li> <li>7. Don't want electric scooters on the path, they are dangerous. Ban electric scooters or enforce speed restrictions.</li> <li>8. Moderate the speed of people on wheels to ensure pedestrian safety.</li> <li>9. Make the shared path as safe as you can for pedestrians.</li> <li>10. Provide signage that clearly articulates the etiquette for the path.</li> </ol>	<ul style="list-style-type: none"> <li>• The links aim to match the main shared path for consistency. A wide path is provided to mitigate potential conflict between path users and to allow for gradients. (1, 2, 3, 4)</li> <li>• Shared paths do require cyclists to manage speeds and watch out for other path users. However, both the shared path connections are relatively short, and the more direct connections achieve time savings. (5)</li> <li>• The use of bells by cyclists is voluntary and is not enforceable although with the use of signage, users will understand that a mix of people will be utilising the path and the expectation that users will be considerate to all other users. (6)</li> <li>• Users allowed to use shared paths is defined by the traffic control devices (TCD) manual which allows the use of wheeled recreational devices which includes electric scooters. Users will understand that a mix of people will be utilising the path and the expectation that users will be considerate to all other users (7)</li> <li>• As path speeds are difficult to regulate, speed differences are best accommodated through the design. For</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>the connections, the path is wide to help mitigate conflict so that all users can use the path safely. (8)</p> <ul style="list-style-type: none"> <li>• Safety for all path users is a key consideration that is factored into the design. In addition, independent safety audits are undertaken and input into the design. (9)</li> <li>• Where possible the use of signs is minimised to reduce sign clutter. Etiquette issues will be considered if required. AT proposes to inform the schools about the shared path and if they choose, this can include education around the use of the path (9) (10)</li> </ul>
<p>Other suggested improvements to proposed paths  <i>Mentions: 23</i></p>	<ol style="list-style-type: none"> <li>1. Please make sure path surface is smooth (one submitter said not like the bumpy Tamaki Drive Path from Ngapipi to the Strand).</li> <li>2. The surfaces need to be smooth, anti-slip and strong enough to withstand a large amount of foot/scooter/bike traffic.</li> <li>3. Ensure bridge surface is not slippery (use 'open weave' panels, rather than the solid ones, which have several issues).</li> <li>4. Install bollards/signs at entrances to both paths.</li> <li>5. Provide white centrelines on the paths.</li> <li>6. Ensure good visibility around corners.</li> <li>7. Ensure new connections have good visibility to reduce risks of collisions.</li> <li>8. Ensure sightlines are safe near the WSL pump station.</li> <li>9. Make path wider where it intercepts with main path.</li> <li>10. Install a Give way sign and/or markings where the proposed new path connects into the main path.</li> <li>11. Provide way finding signage.</li> </ol>	<ul style="list-style-type: none"> <li>• Path durability and anti-slip are key features that will be incorporated into the design. Ride surface quality will be a key quality focus during construction. (1, 2)</li> <li>• 'Open weave' panels have been used on the structural sections of the main GI2TD path and will be considered for the connections. (3)</li> <li>• Bollards can be hazards if they are not visible. Bollards will only be installed where vehicle access is required to be restricted and to protect users. Key signage will be installed to alert users of bollards and this situation. (4)</li> <li>• Centrelines will be provided where required to manage potential conflict points, but in general the path will not be</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
	12. Need signage on the path to tell people to keep left and slow down. 13. Use signage and/or design principles to encourage people resting or taking in the views to move off the path. 14. If rest areas are provided on the connections, then please provide them off to the side of the path. 15. Make it suitable for all ages - especially mums with prams, kids on scooters and bikes. 16. Concerns at the steepness of the paths heading up to John Rymer Place and Gowing Drive. Can it be made less steep? 17. To deal with steep parts of the path use steps for pedestrians and switchbacks for people on bikes. 18. Balustrades etc need to be thought thru properly at the planning/design stage and tested so it's built correctly the first time. 19. Please keep planting low to avoid shading paths/making them slippery. 20. Ensure nice landscaping is provided. 21. Use Māori designs as part of the path to reflect the cultural significance of the area. 22. Provide a BBQ area (Gowing Drive connection). 23. Provide a basketball court (Gowing Drive connection). 24. Bins for dog poo or some type of eco long drop so that the path doesn't end up with poo all over it.	marked to enable maximum use of the path width. (5) <ul style="list-style-type: none"> <li>• Visibility will be maximised, with consideration given at path intersections where conflict can arise with changes in direction. Additional measures will be incorporated where needed to manage potential conflict points through the Watercare site. (6, 7, 8)</li> <li>• Path widths will be widened where required. Typically path intersections are flared to enable transitions between paths. This is supported by surface banding to alert path users of the approaching path intersection. This is consistent with the main path. (9, 10)</li> <li>• Wayfinding signage will be incorporated into the design. AT proposes to use standard wayfinding signage and will further explore signage alongside Councils walking tracks through the bush areas in the valley and signage for the GI2TD shared path. (11)</li> <li>• Pavement markings encouraging people to keep left will be provided at key conflict locations. (12)</li> <li>• Dedicated rest areas will be provided at regular intervals to encourage people to keep the main through path clear. (13, 14)</li> <li>• The aim is to provide a facility that is suitable for ages and abilities, particularly</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>as these connections provide key links to schools. (15)</p> <ul style="list-style-type: none"> <li>• The path gradient will be designed in accordance with AT's design standards. Gradients will be minimised where possible and is expected to use features such as switchbacks as necessary to achieve required gradients. (16, 17)</li> <li>• Balustrades will be consistent with the design and treatment of the main GI2TD shared path. (18)</li> <li>• Wide buffers along the path have been allowed to accommodate landscaping adjacent to the path. Planting adjacent to the path will be low level minimising the risk of shading. (19)</li> <li>• Landscaping and planting along the shared path will be incorporated to enhance the shared path connections. (20)</li> <li>• AT are in discussions with iwi to understand areas of cultural significance and design input required. (21)</li> <li>• Facilities such as BBQ areas on Gowing Drive will be considered, however these may not be appropriate given the residential environment and the proximity of neighbouring properties. Council manage all parks and reserves where BBQ areas are available. (22)</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<ul style="list-style-type: none"> <li>• The topography of potential locations on Gowing Drive are not suitable for construction of a basketball court. (23)</li> <li>• The connections will adopt the same standard as the main path which is to not provide bins. As access is along the shared path, it is preferred to minimise maintenance activities and vehicle access to mitigate conflict with path users. People walking dogs are expected to collect dog poo and take it with them.</li> </ul>
<p>Improve cycle connections from proposed shared paths to local schools <i>Mentions: 18</i></p>	<ol style="list-style-type: none"> <li>1. Generally need safe connections all the way to the local schools. (Heavily mentioned theme)</li> <li>2. Provide a cycleway link/safe connection all the way to Selwyn College (submitters suggested a link through the fields, a link through the back of the school, and/or improve road/footpath-based links). (Heavily mentioned theme)</li> <li>3. Believe Selwyn College students will make their way through the bush rather than going up and around John Rymer Place.</li> <li>4. Connect to the existing path at the eastern corner of the cemetery land (will shorten connection to school).</li> <li>5. Provide a cycleway along the sections of Kohimarama Road that connect to the schools.</li> <li>6. Students from Selwyn College will use the footpath on Kohimarama Road when travelling to/from the shared path, need to improve footpath for this anticipated use.</li> <li>7. Students from Selwyn College will use the western footpath on John Rymer Place when travelling to/from the shared path, need to improve footpath for this anticipated use and address likely conflicts with entrance to retirement facility.</li> </ol>	<ul style="list-style-type: none"> <li>• AT are continuously improving safety and extending the walking and cycling network. As part of the proposed connections, AT are investigating improvements to Gowing Drive and the Kohimarama Road / John Rymer Place intersection providing extensive linkages to St Thomas' School and Selwyn College. Alternative linkages though the back of Selwyn College was considered with input from the school. Through this process the John Rymer Place connection has been prioritised. (1, 2)</li> <li>• The tracks are to be kept as local walking tracks only. Selwyn College have advised that access via the back of the school is restricted with extensive fencing around the perimeter to deter students using the bush tracks. (3)</li> <li>• Connection locations are still under investigation. The investigation will</li> </ul>



Feedback Theme	Main Points	Auckland Transport's Response
	<p>8. Kepa Road is not safe for students to ride to Selwyn College, including the turning lane into John Rymer Place. Students may choose to ride on the footpath.</p> <p>9. Need better cycling facilities on Remuera Road, as a connection for the schools.</p> <p>10. Improve Koraha Street and Gardens intersections with Remuera Road for people on bicycles. There has been too many serious cycle injuries. Cars drive too fast in the T3 lane.</p>	<p>consider catchment size, directness and spacing between links amongst a range of other criteria. It is noted that any connection from the south will require civil works including substantial excavation, which may be undesirable within a cemetery. (4)</p> <ul style="list-style-type: none"> <li>• The proposed connections will provide a direct north-south connection between Meadowbank and Kohimarama including key linkages to schools. Kohimarama Road is a busy arterial road, whereas the connections are fully separated from traffic providing the safest option that is expected to encourage greater uptake of cycling. They also connect to main GI2TD shared path providing and east – west connectivity. (5)</li> <li>• AT are continuously improving safety and extending the walking and cycling network, with the footpath upgrade between John Rymer Place and Selwyn College to be considered as part of a future package of works. (6, 8)</li> <li>• Existing footpaths are maintained by AT as part of its maintenance programme. In addition. AT will continue to engage with Selwyn College to identify appropriate improvements. The retirement village will be required to address any potential conflicts at its access during construction and once in operation and AT will have an opportunity to assess the</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>appropriateness of the access with respect to safety when the retirement village seeks engineering access approval. (7)</p> <ul style="list-style-type: none"> <li>• AT are continuously improving safety and extending the walking and cycling network. Community feedback for other areas of improvement is welcomed and will be passed on to the AT walking and cycling team. Although these suggestions are for works outside of the scope of this project AT will endeavour to consider all feedback as improvement and in some instances, investigations may be required to address a concern. (9, 10)</li> </ul>
<p>Suggested ADDITIONAL cycle and pedestrian connections / improvements <i>Mentions: 49</i></p>	<ol style="list-style-type: none"> <li>1. Generally, want more connections to the main path. (Heavily mentioned point)</li> <li>2. Want more safe cycle routes that connect to the main path, including paths that link into both proposed connections. (Heavily mentioned point)</li> <li>3. Provide an additional access further east along Gowing Drive.</li> <li>4. Provide a cycleway along Kohimarama Road / improve Kohimarama Road for people on bicycles. (Heavily mentioned point)</li> <li>5. Remove trucks from Kohimarama Road.</li> <li>6. Make Kohimarama Road 40km/hr.</li> <li>7. Provide a cycleway along Kepa Road / improve Kepa Road for people on bikes.</li> <li>8. Would like the shared path to connect to the track in the Kepa Bush Reserve (some submitters believe this would make it much easier for residents to access the train station). (Heavily mentioned point)</li> <li>9. Provide signage at any connections from the shared path to walking tracks advising people on bikes to disembark.</li> </ol>	<ul style="list-style-type: none"> <li>• AT are continuously improving safety and extending the walking and cycling network. This includes proactively identifying future connections to the main GI2TD path that improve connectivity to key destinations. (1, 2, 7, 14, 18, 19)</li> <li>• Connection locations are still under investigation. The investigation will consider the potential catchment amongst a range of other criteria to identify options for improved connectivity. (3)</li> <li>• The proposed connections will provide a direct north-south connection between Meadowbank and Kohimarama including key linkages to schools. Kohimarama Road is a busy arterial road, whereas the connections are fully separated from</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
	<ol style="list-style-type: none"> <li>10. Provide a walking path connection from the John Rymer connection to the walkway along the northern side of Pourewa Creek.</li> <li>11. Upgrade the track on the true right side of the Pourewa Stream.</li> <li>12. Provide a low-key footbridge across the upper reach of the Pourewa Creek near John Rymer Place. The existing make shift timber board crossing point next to the mature willow tree is not a long-term solution and presents a potential safety risk for the public.</li> <li>13. Make all roads leading from the main path to Meadowbank Station 20km/h.</li> <li>14. Provide a link between Meadowbank Station and Kepa Road.</li> <li>15. Provide a more direct connection to Kohimarama/Mission Bay, connecting with Kempthorne Crescent or Thatcher Street.</li> <li>16. Provide a cycleway along Thatcher Street.</li> <li>17. Provide a connection from the bottom of Kempthorne Crescent.</li> <li>18. Provide a connection to Whytehead Crescent/Harvey Road.</li> <li>19. Provide a connection to Eastridge (including shops).</li> <li>20. Provide a connection from Gowing Drive to Madills Farm.</li> <li>21. Extend main path to Glendowie and the parks in that area.</li> <li>22. Ensure all road and railway crossings on routes leading to the new connections are safe.</li> <li>23. Improve pavement on St John's Road.</li> <li>24. Reduce traffic on St John's Road.</li> <li>25. Improve Koraha Street and Gardens intersections with Remuera Road for people on bicycles. There has been too many serious cycle injuries. Cars drive too fast in the T3 lane.</li> <li>26. Close Corinth Street to through traffic, which will provide safer walking and cycling access to Meadowbank Primary School)</li> </ol>	<p>traffic providing the safest option that is expected to encourage greater uptake of cycling. They also connect to main GI2TD shared path providing and east – west connectivity. (4)</p> <ul style="list-style-type: none"> <li>• Kohimarama Road is a primary arterial road. Arterial roads support the movement of freight with the Kohimarama Road / Kepa Road route providing a key link between the ports and eastern suburbs. To remove trucks would require additional infrastructure. By providing alternatives to better enable active mode travel helps remove some of the conflict between people and heavy vehicles along these corridors.(5)</li> <li>• Kohimarama Road key arterial in the Eastern bays area and provides access to several schools. AT is currently investigating the lowering and managing of speed limits outside schools to improve safety. This is a project that is likely to be rolled out across several years however, AT will ensure this concern is considered in this work. (6)</li> <li>• Kohimarama Road is currently a 50km/hr Road. There are many intersections that are signalised that manages overall speed (6)</li> <li>• The John Rymer Place connection provides connectivity to walking tracks that connect to the Kepa Bush tracks. The connection is provided via stairs from</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>the path. In addition, bicycle parking is provided at this location to support multi modal trips. (8, 10)</p> <ul style="list-style-type: none"> <li>• Signage is currently being investigated, however we note that the connection from the John Rymer path is provided via timber steps to discourage bicycles being taken onto the tracks. In addition, bicycle parking is provided at this location to encourage people to leave their bicycles at the main connection path. (9)</li> <li>• It is understood that Auckland Council are working with community groups to upgrade the walking tracks along with pest management and replanting. The intention is that the tracks remain as walking only tracks to protect the ecology and to ensure the tracks are a quality walking experience. (11, 12)</li> <li>• AT are currently reviewing speed limits across Auckland, however the current operation of the roads leading to Meadowbank Station do not indicate speed issues and are not currently programmed for speed limit changes. (13)</li> <li>• AT are continuously improving safety and extending the walking and cycling network. This includes proactively identifying future connections to the main GI2TD path. The proposed John Rymer Place link significantly improves connectivity from Kempthorne Crescent or Thatcher Street to the eastern beaches</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>particularly once Section 4 of the GI2TD path is completed. (15, 16, 17)</p> <ul style="list-style-type: none"> <li>• AT are continuously improving safety and extending the walking and cycling network. Connections to destinations such as Madills Farm and reserves within Glendowie forms part of AT's programme working with Council and local boards through initiatives such as the Greenways Programme. (20, 21).</li> <li>• AT are continuously improving safety and extending the walking and cycling network. This includes key conflict points such as intersections and rail crossings. For example, AT are currently investigating safety improvements for the Kohimarama Road / John Rymer Place intersection. (22, 25)</li> <li>• AT's road maintenance team are continuously reviewing road pavements and programme maintenance and repairs to achieve service levels while maximise the longevity of the asset. (23)</li> <li>• A key aim of these connections is to provide travel choices that promote active modes of travel. By increasing travel by active modes, it reduces trips by motor vehicles across the local network including St Johns Road. (24)</li> <li>• AT are continuously improving safety and extending the walking and cycling network. Feedback on areas outside of</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
		<p>the scope of this project will be used and taken up within AT teams. AT is already aware of the community's concerns at Koraha Road and Corinth Street and Meadowbank Primary School has raised this as a key concern for their school and community. AT will respond to Meadowbank Primary school on these safety matters. (25, 26)</p>
<p>Other comments Mentions: 21</p>	<ol style="list-style-type: none"> <li>1. Like that proposal has a low environmental impact.</li> <li>2. Like the bridge proposed for the John Rymer Place connection.</li> <li>3. Like that the proposal does NOT have stairs.</li> <li>4. Do it once and do it properly (upset at seeing cycleways installed poorly around Auckland e.g. Tamaki Drive).</li> <li>5. Gradient of path looks reasonable.</li> <li>6. Don't put in those awful concrete on rises like you did in the Glen Innes Path. Very dangerous.</li> <li>7. Provide a jetty along the main path so that people can access the water for things such as using kayaks.</li> <li>8. Concerned that the cost of the path will not be worth the low usage it will generate, such as Tamaki Drive.</li> <li>9. What is the cost/benefit of the proposals.</li> <li>10. Once project is completed, construct a train station at John Rymer Place.</li> <li>11. A new train station in the area with car parking is more important than this project.</li> <li>12. Need to ensure that the construction of the retirement village on John Rymer Place doesn't obstruct access to the cycleway.</li> <li>13. Work with schools to find ways to incentivise students to use the path to get to school (rather than being dropped off in a car).</li> </ol>	<ul style="list-style-type: none"> <li>• AT acknowledges the support for the project and its design features and further note that they all form part of the project objectives and what the project is trying to achieve. (1, 2, 3, 5)</li> <li>• The project aims to achieve a high-quality facility that will encourage and promote walking and cycling for a wide range of people. (4, 16)</li> <li>• The path design aligns with AT's standards with greater separation between landings. This balances the need for landings while providing rest areas for people. Landings will be highlighted with surface colour. (6)</li> <li>• The provision for a jetty along the path has not been identified as a key facility and is not part of the scope of this project. A jetty could be considered if strong public demand is identified and if it can be safely incorporated however, at this stage the project is focused on the shared path. (7)</li> </ul>

Feedback Theme	Main Points	Auckland Transport's Response
	<p>14. Current issue on main path is that there are a lot of pedestrians and dogs on it at peak commute times, which means cyclists need to go slow. But cyclists need to go at least 25km/h to make cycling the route a viable regular commuting option.</p> <p>15. Are dogs on leads allowed on the path?</p> <p>16. The Sunhill to Glenn Innes section of the main path is almost unusable for cyclists, it's so unpleasant given the huge number of 'bumps' you experience from the constant changing from hill to flat.</p> <p>17. Install bodyweight exercise equipment (e.g. chin-up bars, parallel bars, etc.) and small pocket playpark obstacles at key intersections of the path.</p> <p>18. Please ensure that during construction the pest trappers are allowed continued access to the valley.</p> <p>19. Annoyed that some cyclists are still riding in the traffic lane along Tamaki Drive, make it illegal to ride a bike on the road where a cycle lane is available.</p> <p>20. AT need to get better at finishing cycleways/paths properly e.g. cycleways that stop suddenly and dump cyclists into traffic.</p> <p>21. Need more green boxes and short sections of cycle lanes at intersections throughout area.</p> <p>22. Police need to enforce vehicles illegally waiting in the green boxes at intersections, they are regularly abused.</p> <p>23. AT needs to do better marketing of the benefits that cyclists bring to other motorists e.g. one less car on the road.</p>	<ul style="list-style-type: none"> <li>• The proposed connections are key to increasing user patronage and maximising the investment in the main GI2TD shared path. The project will bring significant improvements to travel options for the community, particularly for active modes and provides numerous health, safety and social benefits to communities including benefits to the environment (such as reducing greenhouse gasses and encouraging alternative modes of travel for short and frequent trips. (8)</li> <li>• The economic analysis shows that the benefits exceed the costs and provides a positive net return for AT's investment across all investment evaluation factors. (9)</li> <li>• A train station is not currently part of AT's programme, however, a key outcome for the proposed connections is to improve accessibility to the existing train stations at Glen Innes, Meadowbank and Orakei. (10, 11)</li> <li>• Construction traffic associated with the retirement village will be managed through temporary traffic management which will require AT approval. AT will assess the application for traffic management plan once it has been submitted and we are aware that the conditions of consent for this</li> </ul>

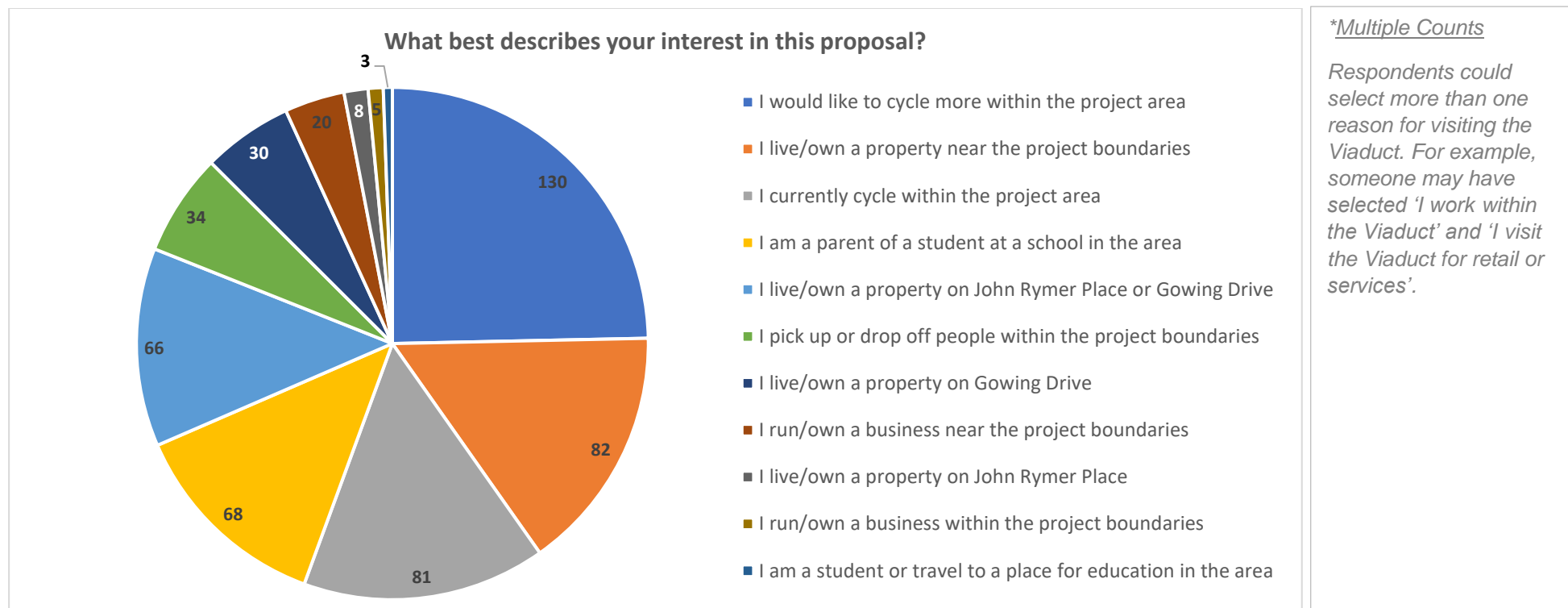
Feedback Theme	Main Points	Auckland Transport's Response
		<p>development will manage safety during construction. (12)</p> <ul style="list-style-type: none"> <li>• AT are engaging with schools such as Selwyn College and St Thomas' Primary which are supportive of the proposed connections. To support the schools, AT will be providing training programmes, education resources and school travel plans amongst other initiatives. (13)</li> <li>• Shared paths do require cyclists to manage speeds around other path users. However, both the shared path connections are relatively short, and the more direct connections help to achieve travel time savings. (14)</li> <li>• Dogs are permitted to use the shared path. (15)</li> <li>• Bodyweight exercise equipment is not considered for the proposed connection as these are short links that connect to the main path. These facilities are typically provided by Auckland Council within reserves. (17)</li> <li>• AT are working with Auckland Council and community group. There is no intention to prohibit pest trapper access. Pest trapper activities will need to be coordinated with health and safety requirements of construction site management. (18)</li> <li>• Bicycles are classed as vehicles that are legally allowed to ride on the road and</li> </ul>



Feedback Theme	Main Points	Auckland Transport's Response
		<p>cannot be prohibited from riding on the road. There will always be riders who choose to ride on the roads, if this can be done safely this is also an appropriate travel option. (19)</p> <ul style="list-style-type: none"> <li>• AT are continuously improving safety and extending the walking and cycling network including improvements to intersection. (21)</li> <li>• AT are focused on identifying and providing transport facilities and are responsible for legalising them. The enforcement is with the NZ Police outside which AT are not able to influence. (22)</li> <li>• The constructive feedback is welcome. AT will continue to strive to improve in all aspects of its operation including marketing. (23)</li> </ul>

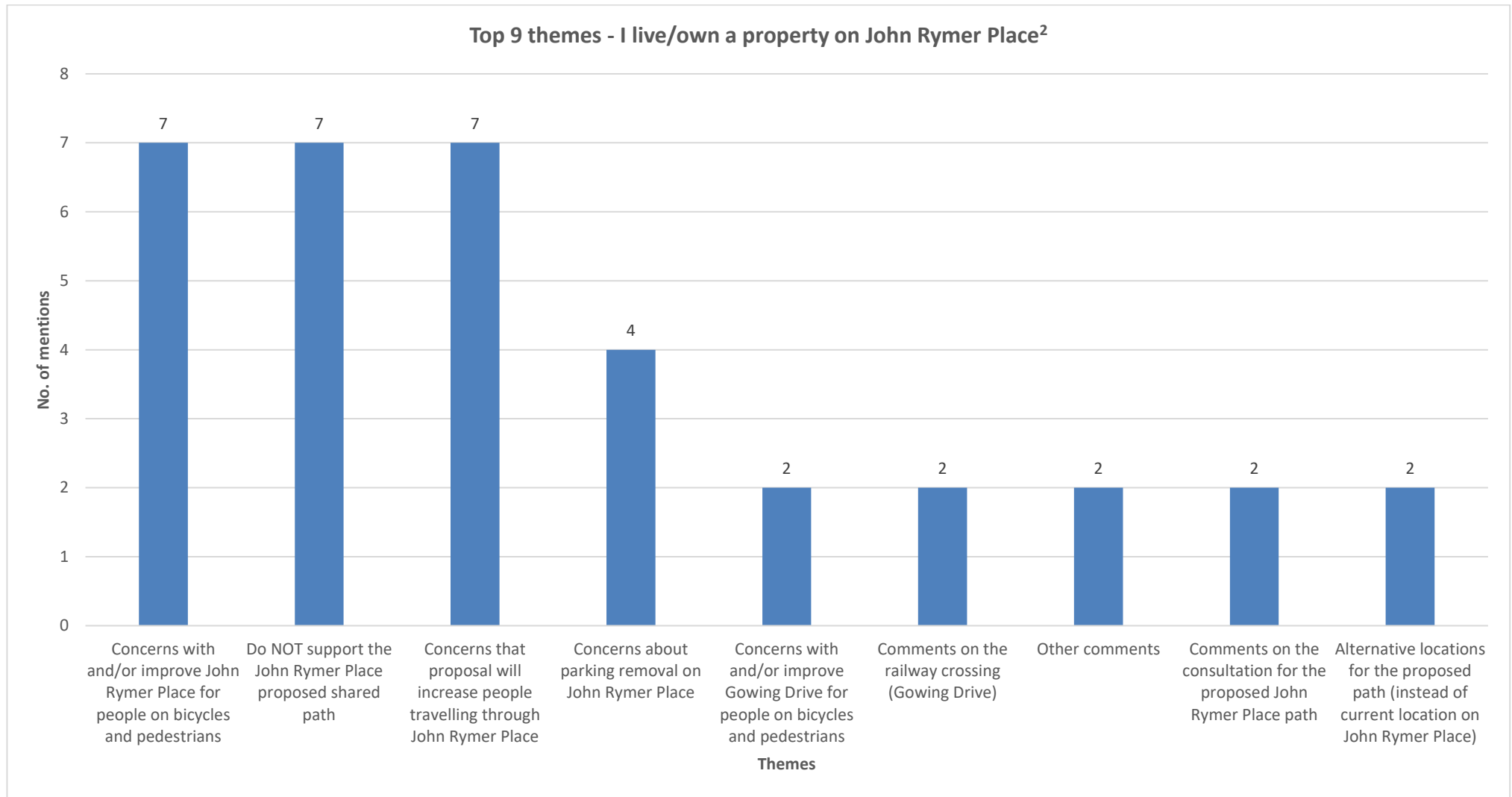
## Feedback based on respondents interest in the proposal

- The graph below shows respondents interest in the project\*<sup>1</sup>
- The graphs on the following pages show the most commonly mentioned feedback themes based on respondents interest in the proposal.



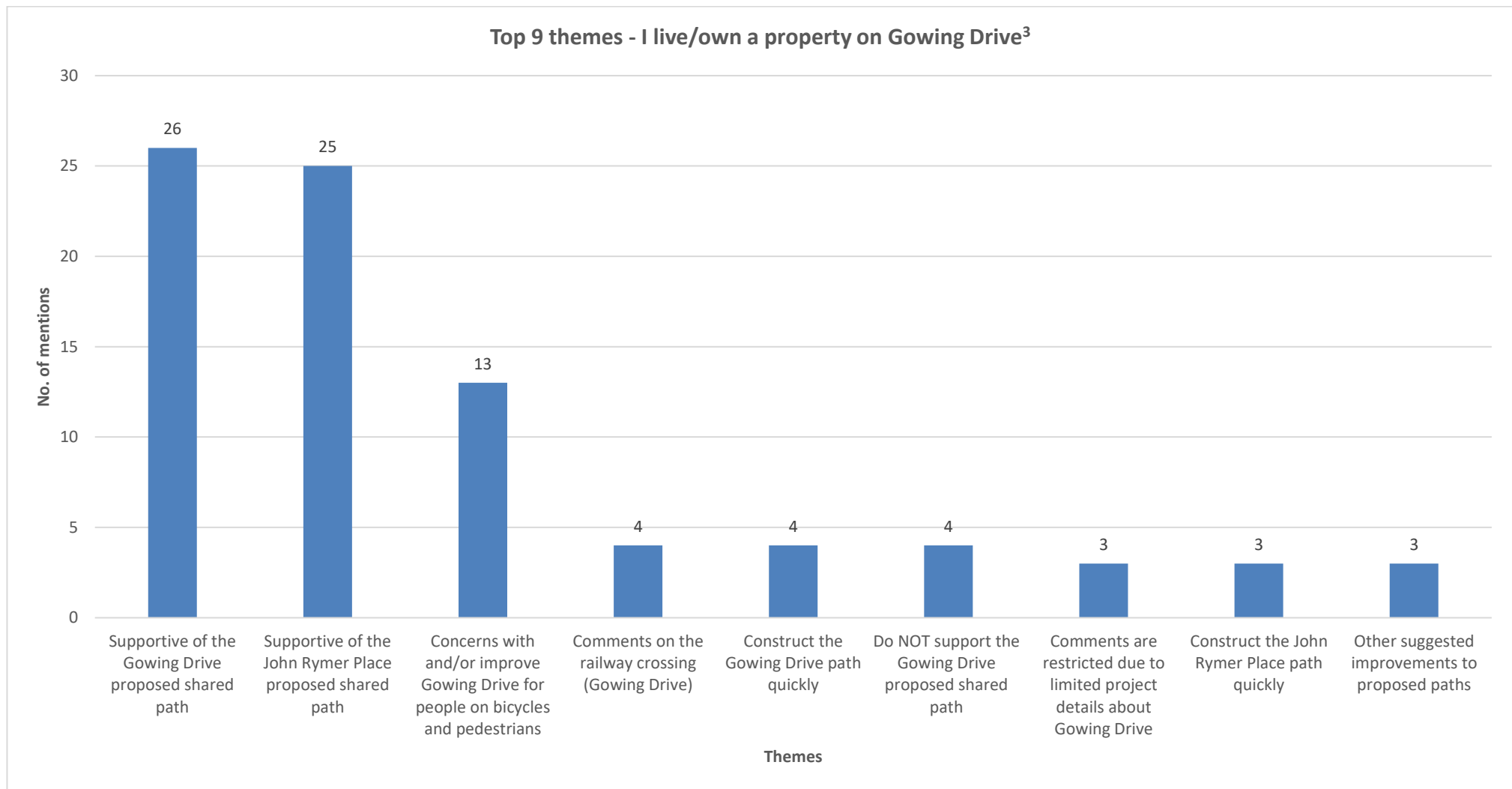
<sup>1</sup> The graph above excludes the category 'I live/own a property within the project boundaries', as a large number of respondents only ticked the option for 'I live/own a property within the project boundaries', but then provided a residential address that was near the project boundaries not within (i.e. not John Rymer Place or Gowing Drive). As such the 'live/own a property within the project boundaries' data set was considered to be inaccurate and has not been reported on.

Three new categories were created using respondents data to replace the 'I live/own a property within the project boundaries' category. The new categories are: 'I live/own a property on John Rymer Place', 'I live/own a property on Gowing Drive', 'I live/own a property on John Rymer Place or Gowing Drive'. There is an explanation under each relevant graph below as to how these new categories were created.



2

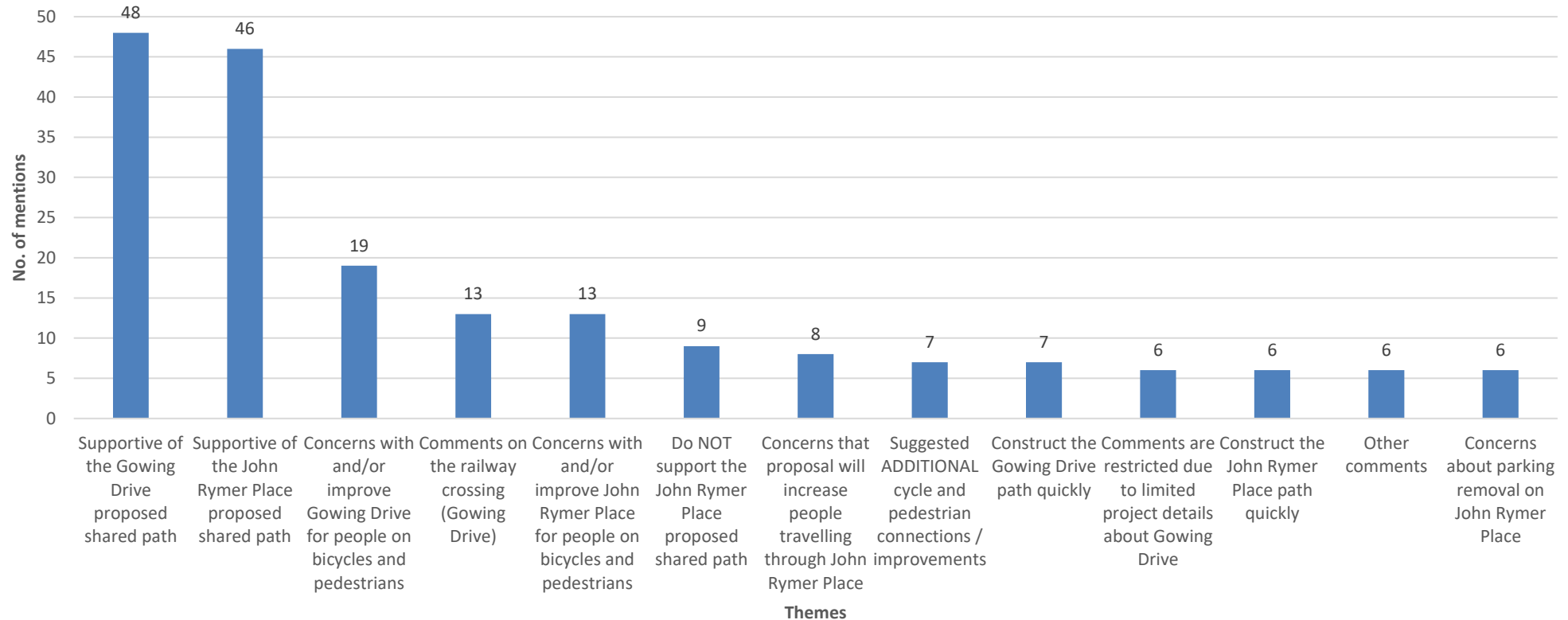
<sup>2</sup> This only includes respondents that actually listed their street name as John Rymer Place



<sup>3</sup>

<sup>3</sup> This only includes respondents that actually listed their street name as Gowing Drive

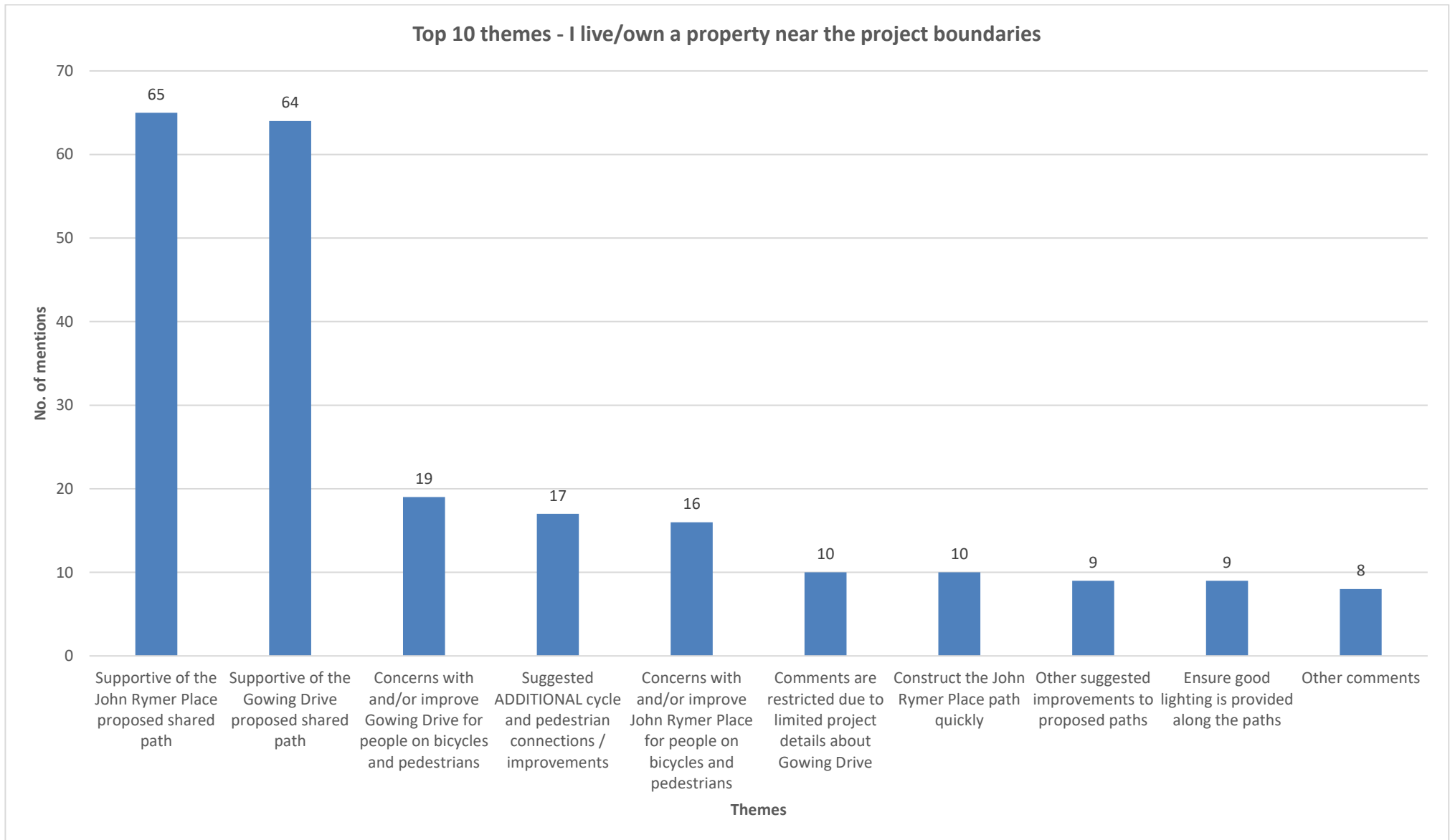
**Top 13 themes - I live/own a property on John Rymer Place or Gowing Drive<sup>4</sup>**

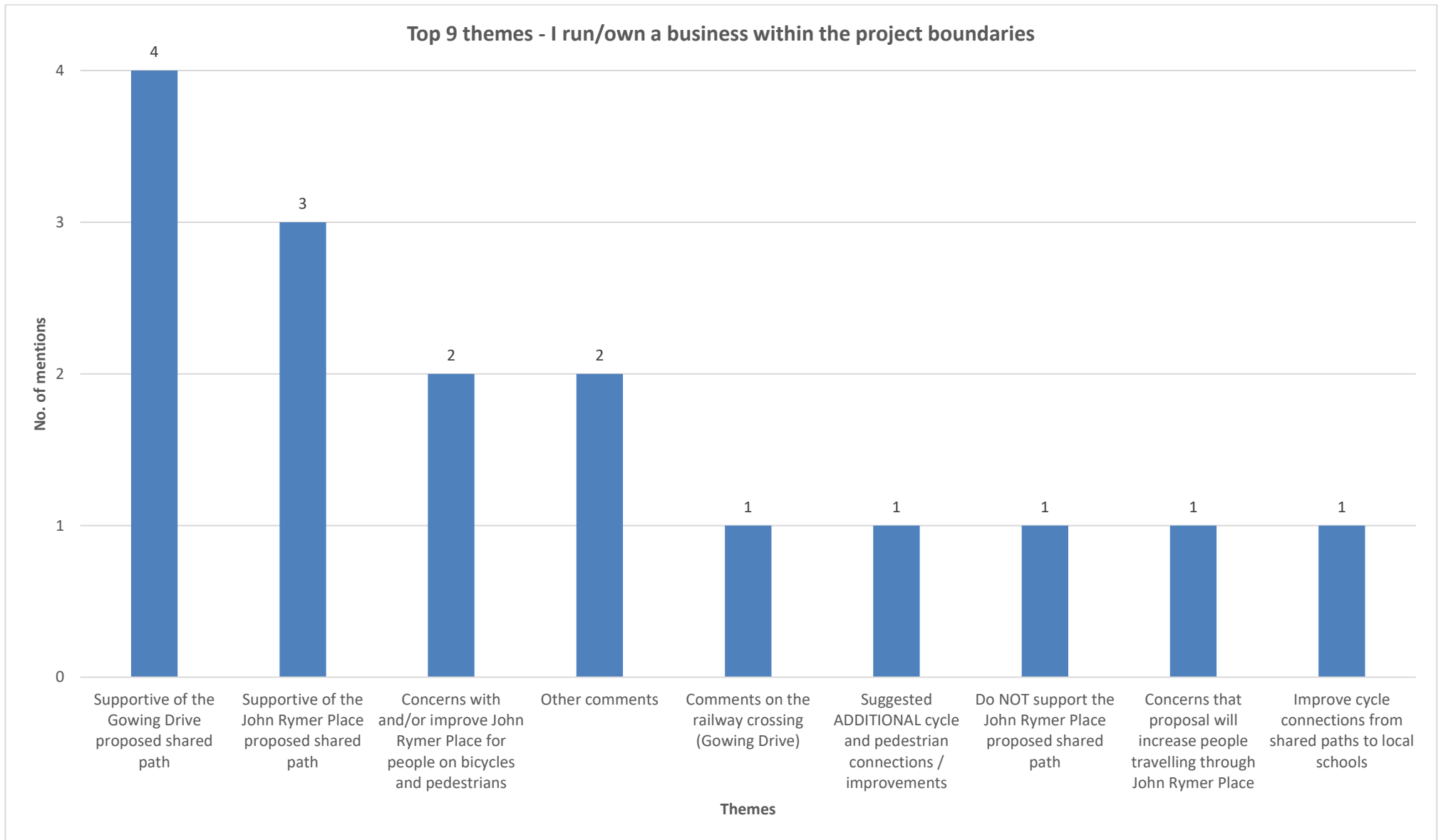


4

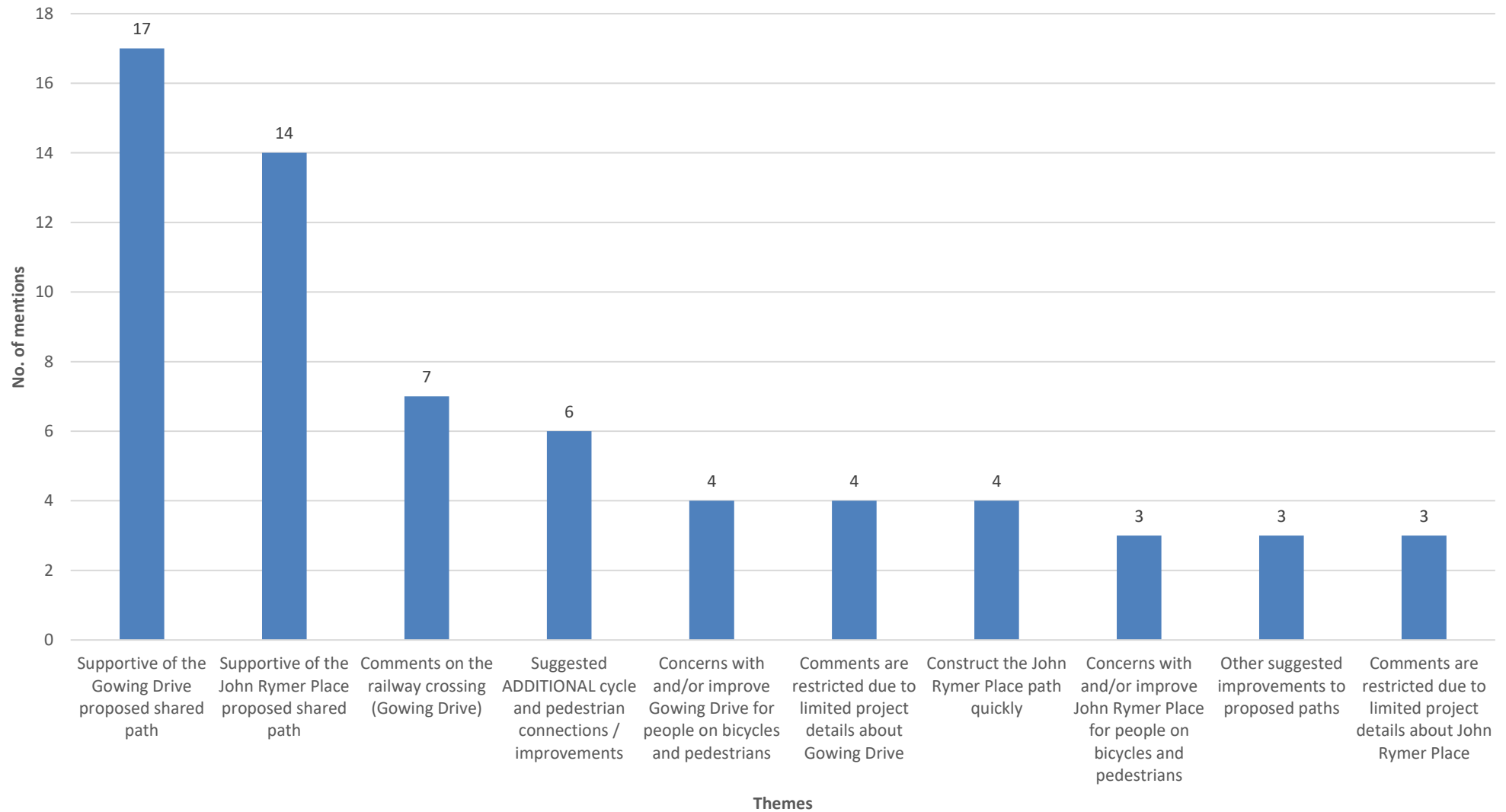
<sup>4</sup> This includes respondents that either: a) listed their street name as John Rymer Place or Gowing Drive b) stated they live/own a property within and also near the project boundaries but provided an address other than John Rymer Place or Gowing Drive c) stated they live/own a property within the project boundaries but did not provide an address. Although the reasons b) and c) do not guarantee someone lives/owns a property on John Rymer Place or Gowing Drive we cannot say with certainty that they do not, so they have been included within the data set for this graph.

This category/graph and the two categories/graphs above were created as a large number of respondents only ticked the option for 'I live/own a property within the project boundaries', but then provided a residential address that was near the project boundaries not within (i.e. not John Rymer Place or Gowing Drive). As such the 'live/own a property within the project boundaries' data set was considered to be inaccurate and has not been reported on.



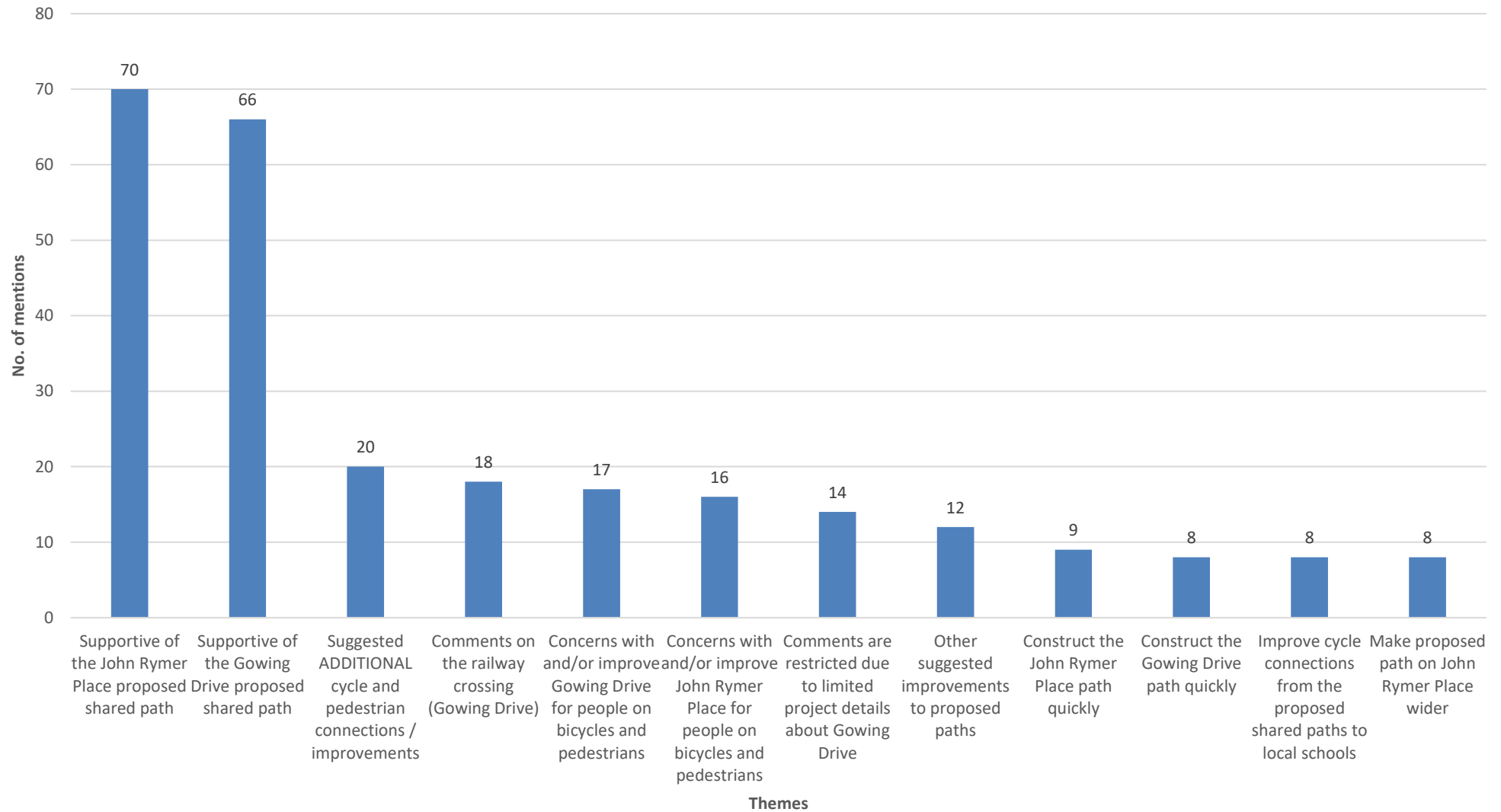


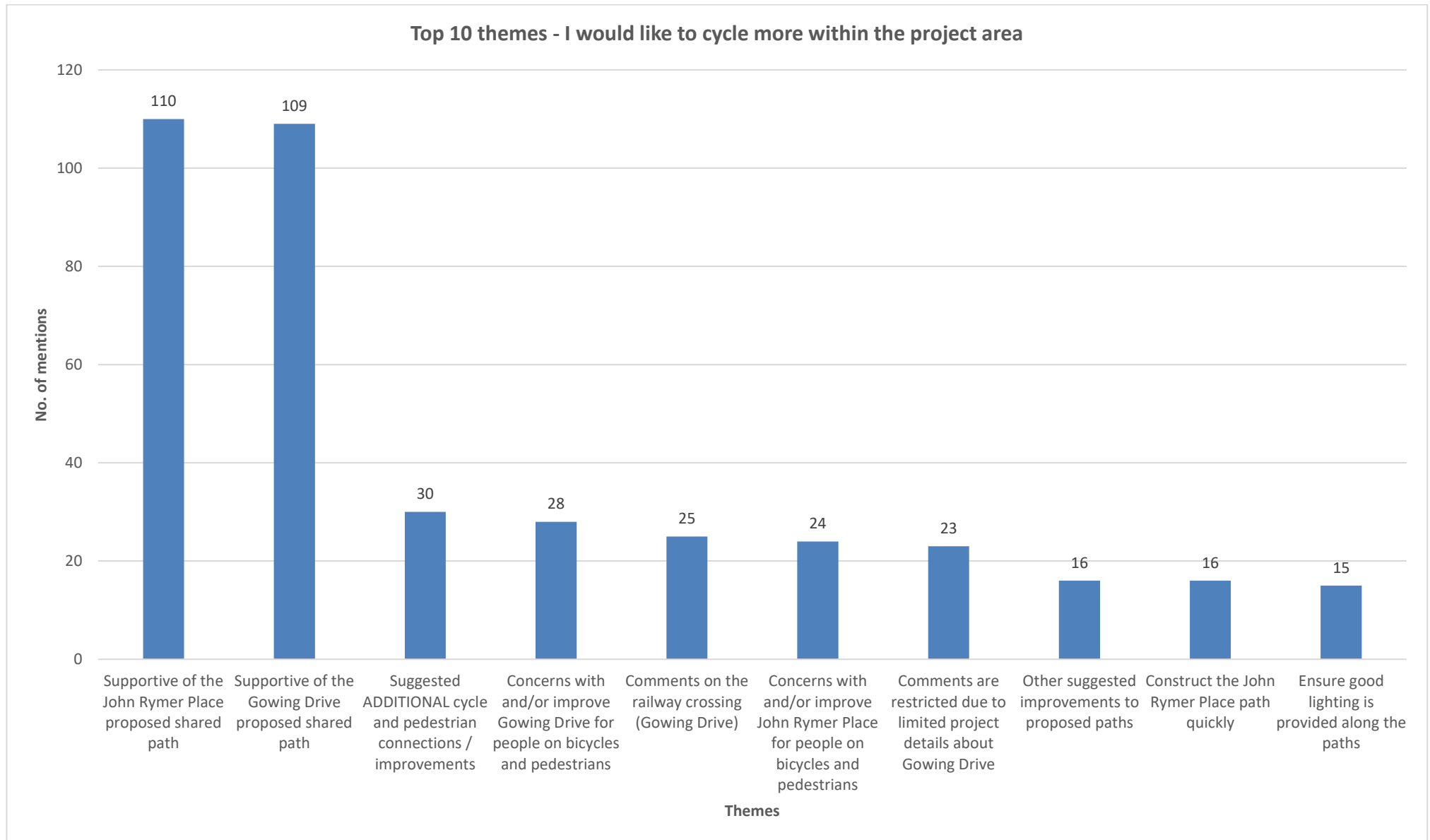
**Top 10 themes - I run/own a business near the project boundaries**



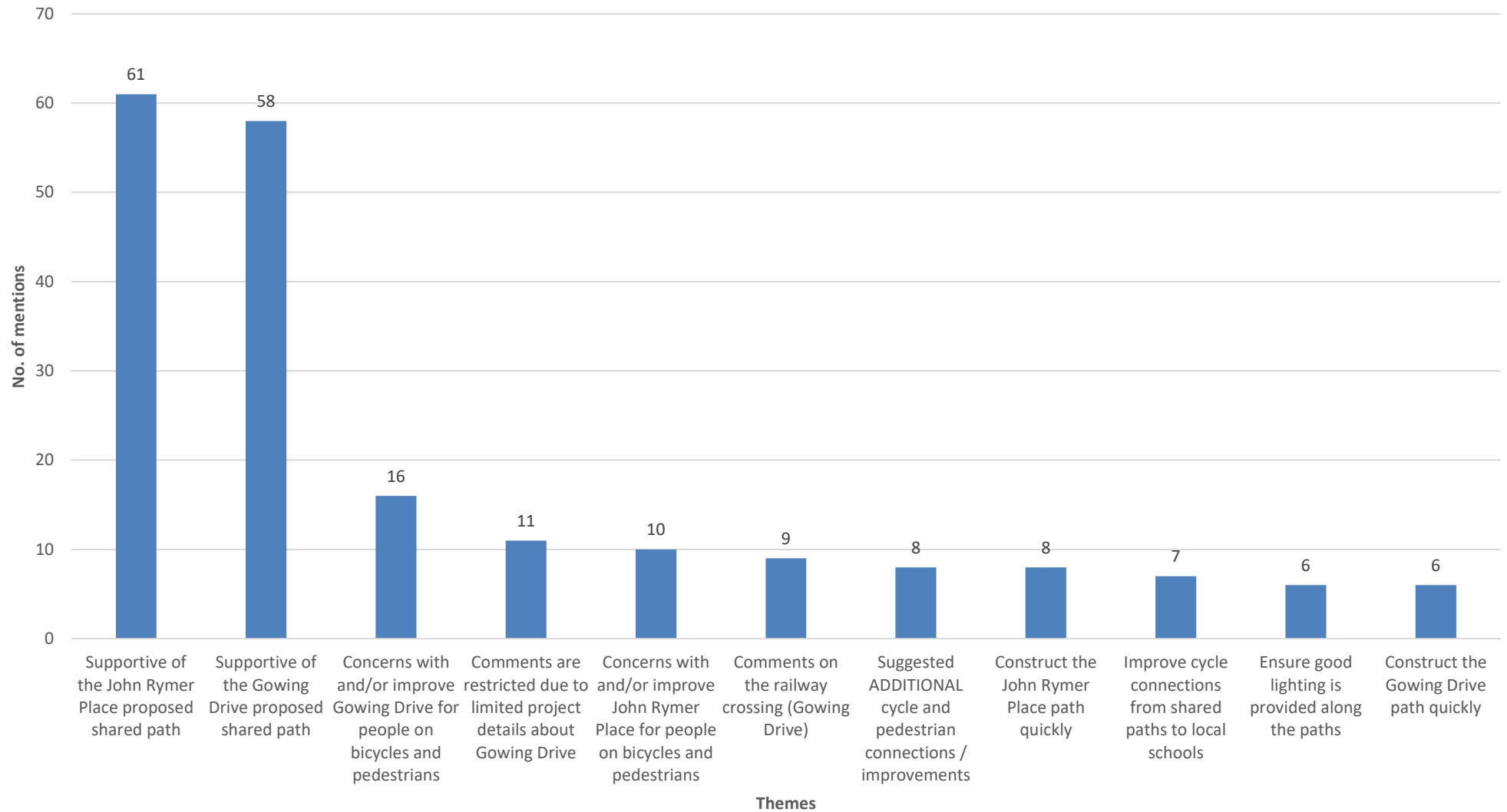


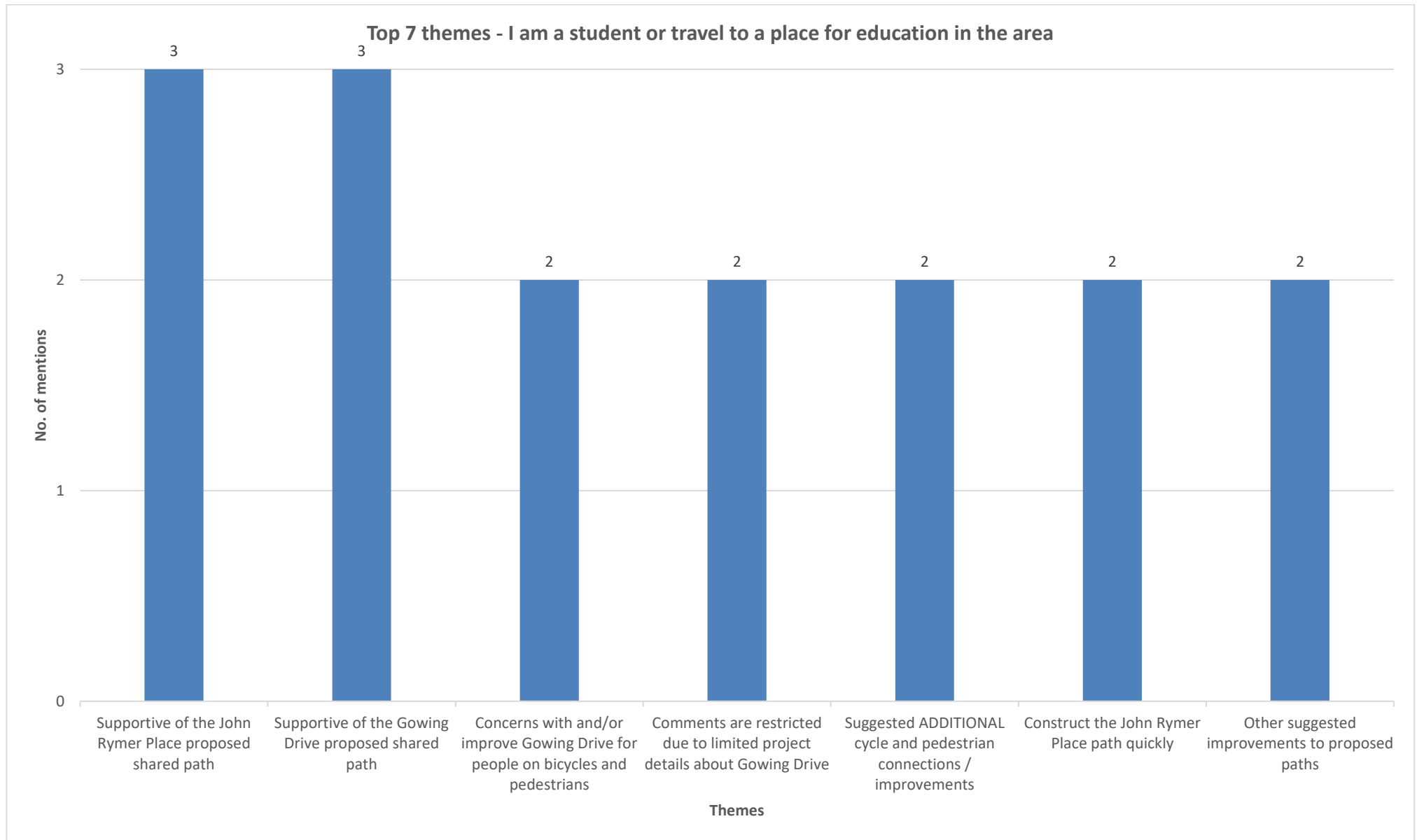
**Top 12 themes - I currently cycle within the project area**



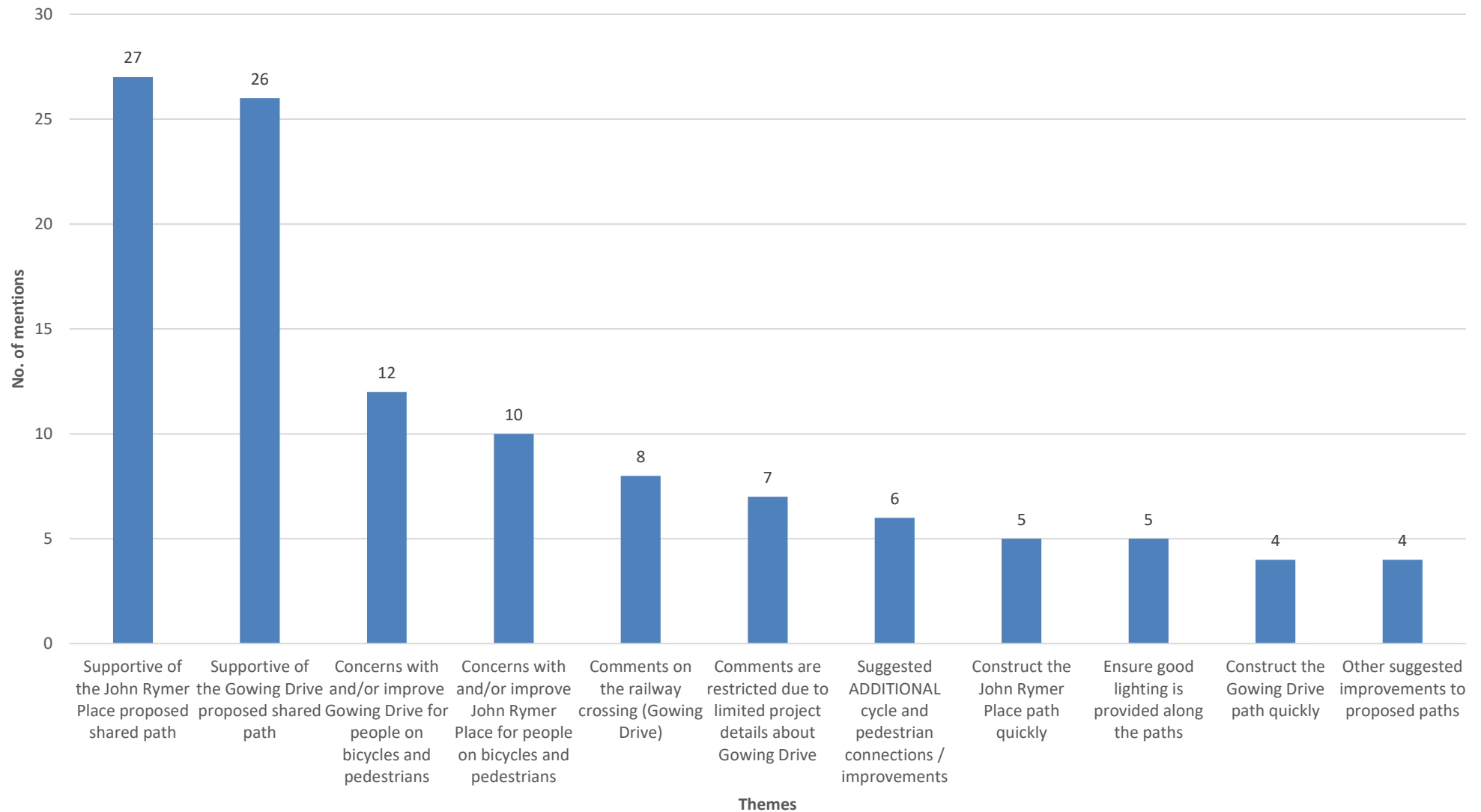


**Top 11 themes - I am a parent of a student at a school in the area**





**Top 11 themes - I pick up or drop off people within the project boundaries**



## Key interest groups

The following key interest groups/organisations provided feedback on the proposal. In addition to responding to the survey, additional feedback was provided. AT appreciates this feedback and where possible, responded separately. All submissions have been summarised in Section 4 of this report.

- Nga Kaitiaki Hapori o Pourewa (Pourewa Valley Integrated Plan)
- Ngāti Paoa Trust Board
- Ngāti Whātua Orākei
- Rymans Healthcare Village
- Kohi Neighbours
- Mission Bay Kohimarama Residents Association
- Bike Auckland
- Meadowbank Pony Club
- St Thomas's School
- Selwyn College
- St Joseph's Catholic School and Meadowbank School
- Pourewa Cemetery

