

Glen Innes to Tāmaki Drive Shared Path

Te Ara Ki Uta Ki Tai

Your feedback on Section 4 (Ōrākei Basin to Tāmaki Drive)



December 2021

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Summary

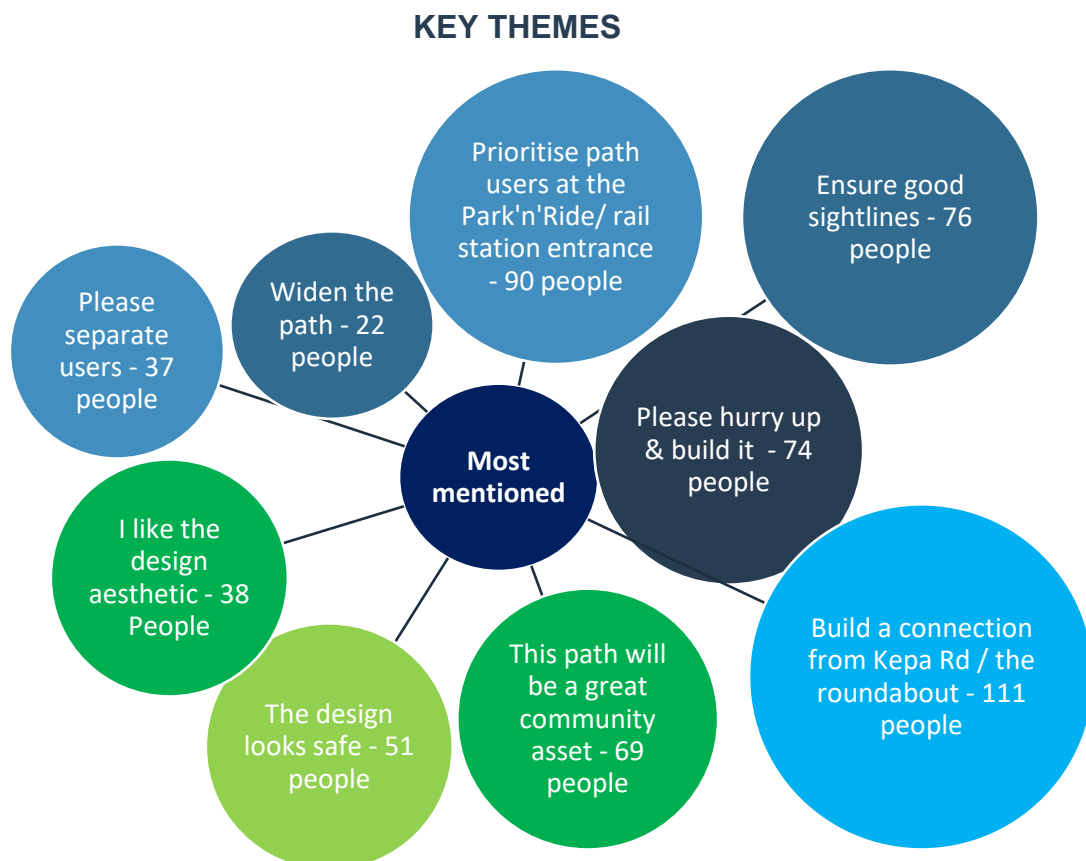
The Glen Innes to Tāmaki Drive shared path – Te Ara Ki Uta Ki Tai (the path of land and sea) – is a joint Auckland Transport (AT) and Waka Kotahi NZ Transport Agency project. The project is being delivered in four sections.

Section 4 runs from Ōrākei Basin to Tāmaki Drive and comprises of short sections following the road (Ōrākei Road and Ngāpipi Road) and an 820 metre long elevated boardwalk and bridge in Hobson Bay.

Between 9 August and 6 September 2021, we sought feedback on the proposed design of Section 4 and received feedback from 355 people.

Key themes

More than 80% of the people we heard from told us they like the design for Section 4, with some considerations and suggestions key to attracting the greatest catchment of people in the area and increasing accessibility and safety for users.



Project decisions

After listening to all the feedback, we will:

- investigate widening the path following Ngāpipi Road (excluding where it runs past the boatsheds where space is limited) as well as a wider buffer or barrier.
- consider speed calming and visual cues to signal path users are entering a slow speed area and shared space where the path passes the boatsheds on Ngāpipi Road.
- incorporate priority signalling for path users at the Ōrākei train station car park entrance.

- investigate ramps to allow cyclists to move off Ngāpipi Road onto the shared path.

A connection at Kepa Road roundabout is not in scope of this project, however, the bridge/boardwalk is being designed and built so that it is future proofed for a connection here.

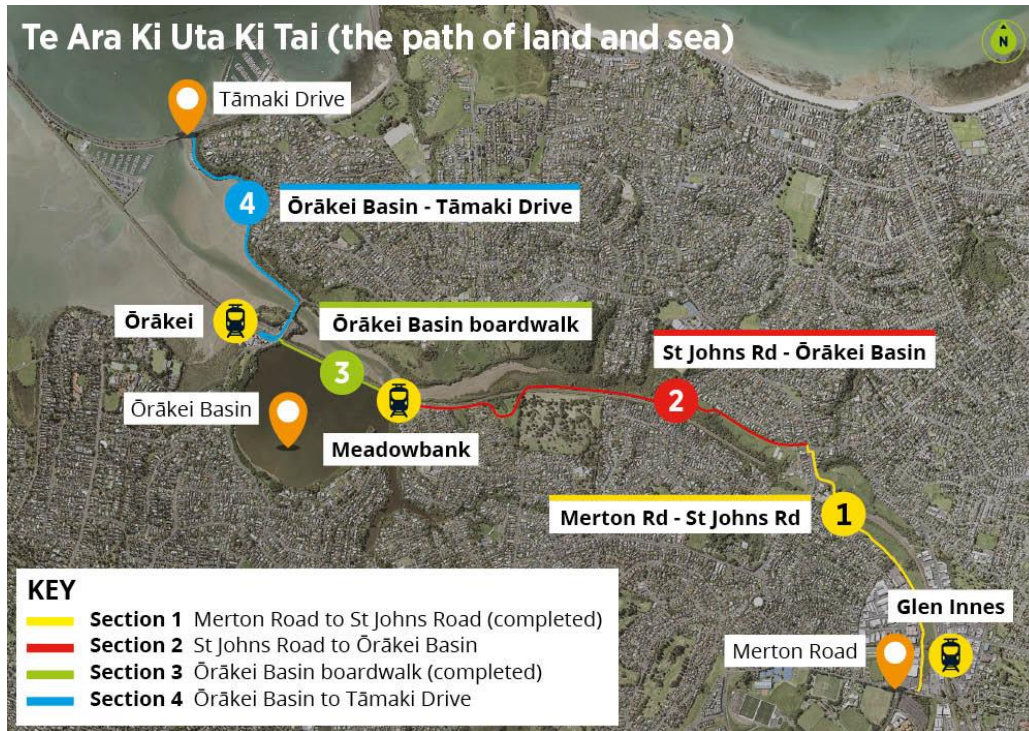
Next steps

We are finalising the detailed designs and will:

- start work early next year on the section of path running from Ōrākei Basin Boardwalk to Purewa Bridge.
- obtain consents for the section of path following Ngāpipi Road.
- apply for Resource Consent for the bridge and boardwalk.

Project background

The Glen Innes to Tāmaki Drive shared path – Te Ara Ki Uta Ki Tai (the path of land and sea) – is a joint Auckland Transport (AT) and Waka Kotahi NZ Transport Agency project to deliver a 7 km-long path that connects Auckland’s eastern suburbs to the city centre. Section 4 of the path (Ōrākei Basin to Tāmaki Drive) is a vital connection to the Waitematā Harbour and Tāmaki Drive cycle paths, connecting people to the city, the bays and beyond.



The shared path project is being delivered in four sections.

Section 4 is the last remaining section to be constructed, with Sections 1 and 3 already completed and Section 2 expected to open mid-2022. Section 4 will be a vital link to connect the path all the way from Glen Innes to Tāmaki Drive and destinations beyond.

Once fully opened, it is estimated that the Glen Innes to Tāmaki Drive shared path will draw over 1,000 people on bikes per day.

Project timeline

We are phasing delivery so sections of the path can be completed sooner. With Section 2 opening mid 2022 more people will be using the shared path. To give people a convenient and safe connection on to Tāmaki Drive before Section 4 fully opens we are aiming to complete the sections of path that follow the road sooner. To do this we are applying for consent for parts of the project separately. We are also investigating other interim improvements for people on bikes on Ngāpipi Road before the bridge and boardwalk is built and will seek feedback on this when our proposal is finalised

The timeline to complete the bridge and boardwalk depends on the duration of the consenting phase and any conditions imposed. We estimate construction could take 14 months. We will plan for construction during consenting, so if consent is granted sooner work can progress more quickly.

Resource consent for the bridge and boardwalk will be lodged early 2022 and work on the section of path from Ōrākei Basin Boardwalk to Purewa Road will start in January.

Seeking feedback

Between 9 August and 6 September 2021, we sought feedback on the proposed design of Section 4, which runs from Ōrākei Basin to Tāmaki Drive. We received feedback from 355 people.



The design for Section 4 comprises of short sections following the road (Ōrākei Road and Ngāpipi Road) and an 820 metre long elevated boardwalk and bridge. The boardwalk follows the coastline, giving beautiful views of Hobson Bay, distant maunga, fossil beds in the coastal area (at low tide) and the reserve around the headland. It also provides convenience for Ōrākei locals to hop onto the path from Ngāpipi Road and at Ōrākei Road.

In designing the path, we have considered user comfort, potential impact on neighbours, marine traffic, water access and use, environmental impact and sea-level rise. Subtle materials, finishes and design details have been selected to naturally complement the coastal landscape and its curved form.

We also know that it important to people that:

- recreational water access is retained.
- the boatsheds on Ngāpipi Road remain accessible and safety for shed users and path users is provided.
- lighting is unobtrusive (while still illuminating the path safely).
- views from the path to the surrounding area and natural environment are not obscured.
- surfaces are safe and minimise the risk of slipping.
- curves are smooth for cyclists.
- a rest area is provided.

Consultation

Engagement activities

We sought feedback on the proposed design of Section 4 of the Glen Innes to Tāmaki Drive Shared Path from 9 August to 6 September 2021. To let people know, we:

- Posted a brochure and letter to over 3,500 local households and businesses
- E-news update to project subscribers (550+)
- Advertised in the East & Bays Courier
- Posted on social media (including paid promoted posts)
- Update our project web page content
- Issued a media statement

Opportunities to provide feedback were given via:

- Online feedback form
- Phone
- Email
- Freepost feedback form

Our two drop-in sessions could not go ahead due to COVID-19 lockdown, so we emailed our database to let people know we were contactable by email and phone to answer questions, boosted our paid social media advertising and asked key stakeholders to post reminders through their social and other channels for people to give feedback.

What we asked people

We asked people:

1. Tell us what you think of the design
 - I like the design as it is
 - I like the design, but it needs some minor changes
 - I neither like nor dislike the design
 - I don't like the design

Tell us why you chose that option.

2. What aspects of the design would you like to change and why?
3. Walking and Cycling in your neighbourhood How do you think you will use the shared path? (e.g. walk to the shops, cycle to work, leisure, access to the train station etc)
4. Please tell us where you will be travelling from (enter your suburb)

How people gave feedback

355 people gave feedback. We received:

- 314 online feedback forms.
- 21 posted forms.
- 20 emails

Your feedback

We appreciate the considered and constructive feedback provided, especially with the added complication of a lockdown during part of the engagement period.

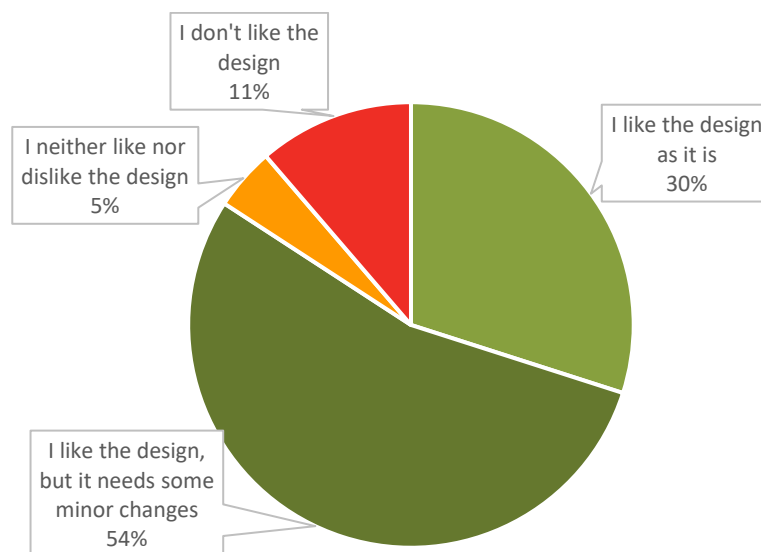
Overall sentiment

Feedback has been very supportive. 106 people – nearly one third - like the design as is (no suggested changes). Many of these people felt that the path will be a great community asset or implored AT to “hurry up and build it”.

54% (192 people) like the proposed design but suggest minor changes and largely offered suggestions that would enable better user experience. This included suggestions to widen the path or separate users, or prioritise path users over vehicles.

Easy access to the path for people locally who are eager to travel more frequently via active modes was stated to be very important. This included the request to add a connection to the path point by Kepa Road roundabout.

The main reasons people gave where they told us they do not like the design (11%), were that it should instead follow the railway line to be more direct to the city, that they do not support investment in walking and cycling infrastructure, that it should follow the railway line for less encroachment on the shoreline, or that it should be wider or user separated.



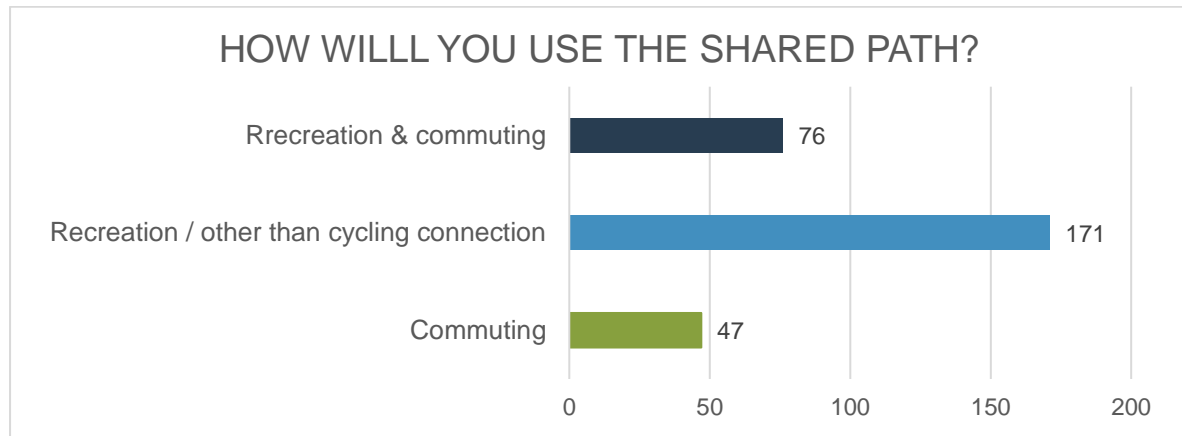
On the following pages we have summarised the main themes that came through in the feedback. We received a diverse range of suggestions and comments about the functionality and design of the path and have responded to these by topic in a [table](#) at the back of this report.

How the path will be used?

294 people (83.3%) told us how they intend to use the path in their daily lives.

Over half the people who told us they would be using the path said they would use the path recreationally (171, or 58% of total feedback), including leisure cycling and walking with friends and family, as well as to reach local destinations like Ōrākei Bay Village, Glen Innes and other

destinations along the route. 16% said they will use the shared path specifically to commute to work, and 26% said they would be using it for both leisure and commuting.



Support for the design

I like the design as is (30%)

106 people support the proposed design and like it as it is. Here is some of the key feedback we received:

I am eager to see this path completed

74 people (20.1%) would like us to act quickly and complete the path so they can begin using it. 20 people (5.7%) told us they already travel via Ngāpipi Road to reach Tāmaki Drive, and cyclists among them especially welcome the boardwalk as an alternative route because it removes the gradient and provides the safety benefits associated with being fully separated from traffic.

This will be a great community asset

69 people (19.5%) said they are thrilled to see the path progressing as it will be a great community asset. They believe the shared path will enable more people in their area to get out of their cars and experience a safe, active mode travel in a scenic setting.

The design looks safe

51 people (14.4%) told us they like the design because it looks safe, and 4 people (1.1%) commented that they felt the design dealt well with locational challenges such as the tight corner next to the rail lines.

The design fits well with the environment

38 people (10.8%) told us they think the design is visually appealing, with 12 people commenting that they appreciate the way it curves around the harbour, making for a sheltered route. 14 people (4%) like the design simplicity, and 13 people (3.7%) feel that it is sympathetic to the environment.

I will enjoy being on the path and its connection to nature

13 people (3.7%) told us they like how the path connects people to nature by making the most of the scenic attributes of the bay. 18 people (5%) asked for more places to stop and look out, places to rest, and some people also asked for water access to be provided along the pathway, as the area is a key spot for kayaking and stand-up paddle boarding.

I like the design, but it needs some minor changes (54%)

192 people told us they like the design but that they felt that it needs some refinement. These refinements were largely related to user experience and access. Here are the main themes:

More local connections

Ease of access to the path is very important to people. 111 people (31.4%) asked for access to the path from the Kepa Road roundabout. A small number of these people also commented they felt Kepa Road and the roundabout are hazardous for walking or cycling and it would be a good opportunity to address this in this project. 18 people (5%) also asked us to improve access for Ōrākei locals who will access the path via Ngāpipi Road / the reserve.

Prioritise path users at the train station entrance

90 people (25.5%) feel that the car park entrance at Ōrākei train station needs to be improved for the safety and convenience of active mode travellers. Their main suggestion to do this is by including a raised crossing, and/or the signal phasing should prioritise path users.

Ensure good sightlines

76 people (21.5%) raised a concern about the curves along the boardwalk and bridge, and the balustrade potentially blocking sightlines. Some people mentioned the Canada Street Bridge as an example and that it's not easy to spot people ahead and they want to ensure there is good forward visibility. Some suggested signage on the path would be helpful to warn cyclists to slow down when approaching curves.

Separate users / make the path wider

Commuters and recreational users both raised conflict between different users as a concern. 37 people (10.5%) would like to see user separation. Many cited Section 3 as an example, saying this section gets very busy and it is tricky to navigate pedestrians, prams, cyclists, and dogs. 22 people (6.2%) suggested that increasing the path width would allow more room for leisure users and people traveling at faster speeds to co-exist. 6 people (1.7%) suggested that enforced speed reduction or speed management would be a good way to avoid conflict, and said they felt unsafe with cyclists travelling at speed.

Other comments

A smaller number of comments or suggestions were received on topics such as:

- Better protection on Ngāpipi Road from traffic (20 people; 5.7%).
- A railway line route being more direct into the city (19 people; 5.4%).
- Safety between path users and boatshed users (13 people; 3.7%).
- Smooth and non-slip/grippy surfacing so all modes and mobility impaired can use it (15 people; 4.2%).
- Whether the proposed traffic lights will have any impact on traffic flow and congestion (11 people; 3.1%).
- Impact on the environment around the headland (6 people, or 1.7%).

I neither like nor dislike the design (5%)

These people largely had mixed feelings out of concern the path would not be accessible to them and their families (i.e., be too busy with commuters for a family to enjoy, it doesn't look wide

enough for two wheelchairs to travel side-by-side.) One person expressed a preference for the path to follow the railway line, and another person felt that it will encroach on the environment of the bay. Others who selected this option just want to see it built and had no opinion on the way it looks.

Concerns about the design

I don't like the design (11%)

40 people told us that they do not like the design (11%). The reasons they gave were:

The route should follow the rail lines

There was a range of views about why people preferred this route –

- 19 people (5%) thought it is better for commuters because they think it is more direct into the city.
- Eight people (2%) thought it would be more appropriate to locate the path next to a man-made structure and not encroach on Hobson Bay.
- One person thought a route along the rail line might be cheaper to construct.
- One person thought the path should be situated away from homes, as there might be noise, loss of privacy, loss of property value, and disturbance from lights.

I do not support investment in walking and cycling

12 people (3.4%) feel that investment in walking and cycling is a waste of money or money is better spent improving the road network (4 people, or 1.1%). Four people are concerned about potential traffic congestion from construction and increased presence of cyclists in the area (1.1%) and three people were concerned that cyclists would be joining the traffic at Tāmaki Drive (0.8%) and inconvenience vehicle drivers.

I do not support the design because it is not wide enough

8 people (2.3%) said they would not support the design because it is not wide enough, it should be future proofed and /or believe that user separation is essential for safety.

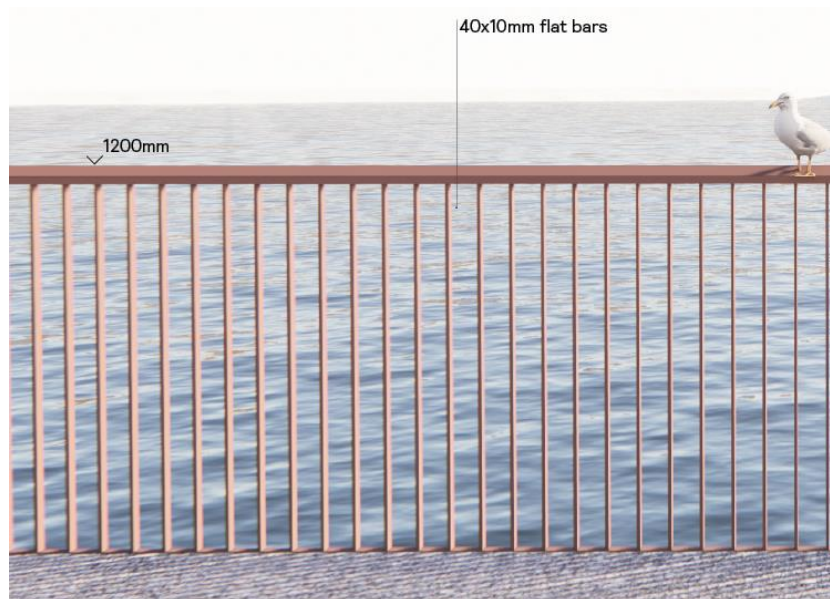
Other comments related to:

- The height of the boardwalk above water level being visually unappealing at low tide (3 people; 0.8%) and should sit lower to the water, similar to Ōrākei Basin Boardwalk and other local boardwalks.
- Two people expressed a preference for an all-timber structure (0.7%).
- One person was not convinced there will be enough users of the path to justify it.

Balustrade design

Through feedback on other sections of the path we know that it is important the balustrade does not unnecessarily obscure views to the surrounding environment.

Overall, we have received very complimentary feedback about the design of the bridge and boardwalk. Nonetheless, 15 people (4.2%) did voice concerns about the balustrade design. This was largely related to concern about the level permeability (visibility through the slats or balusters – 5 people) or that the slats could create a ‘tunnelling effect’, which people associated with the original balustrade on Section 3, the Ōrākei Basin Boardwalk.



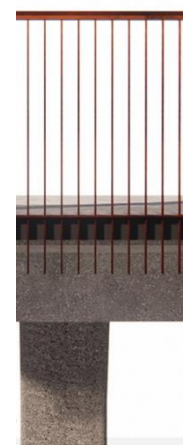
Balustrade dimensions: 40x10mm bars @100mm spacings, perpendicular to the boardwalk. 1.2m high.

The boardwalk structure is designed to blend in with the adjacent landscape as best as possible with the balustrade colouring selected from a natural palette, coupled with an exposed concrete finish to the concrete piers which is expected to accelerate darkening and promote marine growth.

Structural form and material have been carefully considered, seeking to reduce the size of the structure and the number of piles. Concrete was selected over timber for the ability to reduce the depth of superstructure as well as reduce the number of piles/piers, contributing to the goal of achieving a sleek structural form. The balustrade under hang (as shown at left) contributes to the sleek appearance by ‘hiding’ part of the concrete structure.

The balusters are very similarly sized and spaced to the Section 3 design. The Section 4 design uses 40x10mm steel flat bars for weight bearing – this means wooden posts, or a similar support, spaced at regular intervals is not required. (On Section 3 support is provided by 10cmx10cm wooden posts every 1.1m). Overall, this give the Section 4 balustrade a sleek, sinuous design and is visually less intrusive. It also provides a less interrupted view. (See below image)

The boardwalk is curved so some ‘tunnelling’ is unavoidable, regardless of design.



Balustrade under hang, designed to 'hide' part of the concrete structure.

We are building prototype balustrade and will display this locally. We will advertise this by displaying signage in the area and arrange to have team members on-site at selected times in the weekend to answer questions (COVID-19 restrictions permitting). We will also post photos online and send out via our e-newsletter.

Comments and suggestions in feedback and AT's response

We received a diverse range of suggestions and comments about the functionality and design of the path and have responded to these here.

Topic	Feedback point/ suggestion	Our response
More local connections	Requests for other paths and connections i.e., Shore Rd and other local streets	<p>We know that many more Aucklanders would travel by bike or other modes if they felt safer and were separated from the traffic and our aim is to create a connected and expanding network of walking and cycling routes. On our Future Connect network plan you can see our Cycle and micromobility Strategic Network links. The Strategic Network is made up of important links on our network where most people are expected to cycle. Future Connect also identifies key network issues and opportunities expected over the next 10 years (highlighted through our Deficiency & Opportunity Mapping).</p> <p>The Future Connect network is a tool for planning cycling and micromobility routes across Auckland where we want to prioritise investment, but not an investment plan or a prioritised list of projects.</p> <p>Kepa Rd and Shore Rd are both part of our strategic network. While not currently earmarked for investment, a review process is currently underway of the Cycling Programme Business Case (our investment programme). An updated investment programme will be approved early next year (2022).</p>
Connection from Kepa Rd (111 people, 31.4%)	<ul style="list-style-type: none"> - Include a connection to the path from Kepa Rd roundabout. - Kepa Road / the roundabout are not safe, please address this in this project 	<p>We understand that local connections to the path are important to people. Building a connection here requires additional work in and around the roundabout, such as new footpaths and crossings, which is not included in our scope or budget and needs to be addressed as a separate project.</p> <p>We know people will be disappointed to hear this, but we can give assurance that we will build the bridge and boardwalk so that a link can be constructed later without the need for any major retrofitting or strengthening.</p> <p>Pedestrian crossings by Ōrākei train station are part of this project, so people can travel a short distance down Ōrākei Road and cross safely to join the path. This is a</p>

Topic	Feedback point/ suggestion	Our response
		'double-back', but once we build the main path, connections can follow as budget becomes available.
Prioritise path users at Ōrākei train station car park entry (90 people, 25%)	<ul style="list-style-type: none"> - Raise the crossing - Signals should prioritise people not vehicles. 	Light phasing will prioritise path users however the steep gradient of the driveway rules out the feasibility of a raised crossing. We also know that AT Metro are considering running buses to the station and raised crossings are problematic for bus movements, particularly when approaching from an angle.
Ensure good sightlines / forward visibility (76 people, 21.5%)	Ensure the balustrades do not block sightlines of other path users.	Overall, the boardwalk complies with a 50km/hr Stopping Sight Distance in the Auckland Transport Design Manual, with two exceptions being the tie-in points where the path joins Ōrākei Road and Ngāpipi Road. These tie-in points are designed for slower speeds (approx. 20-30km/hr) to allow for safer transition to roadside shared paths/footpaths. This is a shared path, and we expect all users to travel with care and at appropriate speeds that respect other users.
Separate users/ widen the path (68 people, 19%)	<ul style="list-style-type: none"> - Separate users to avoid conflict - Increase path width to avoid conflict / future proof - Other comments related to interaction between path users: <ul style="list-style-type: none"> o Speed management o Widen the path following the road o Dogs should not be allowed or be closely controlled o Prevent local businesses from putting wheelie bins on the path 	<p>This is a shared path, not a separated cycleway. We expect people to use the path with care and travel at speeds that respect other users.</p> <p>Improved wayfinding and signage along the path will also aim to drive more positive behaviours and increase safety of all users by reducing the likelihood of near miss incidents. Monitoring of the shared path will enable further improvements to be made as required to ensure the safety of all users.</p> <p>There are spatial constraints along Ōrākei Rd and Ngāpipi Rd due to property boundaries, existing infrastructure and vegetation. The overall width of the shared path is 4.0m (3.4m plus a 0.6m buffer zone), however we will investigate any scope in the detailed design for widening the path along Ngāpipi Rd (excluding where it runs past the boatsheds and space is limited).</p>
Should the path follow the rail lines instead	<ul style="list-style-type: none"> - More direct into the city - Construct a path here as well 	This path serves more than just a transport to work function. As people have pointed out in this consultation, it will be a great community asset and over 58% of people told us they will use the path in their daily lives and not for solely commuting. We

Topic	Feedback point/ suggestion	Our response
(39 people, 11%)	<ul style="list-style-type: none"> - Locate the path by an existing man-made structure (the rail lines) - Cheaper to construct - Impact on fossil beds in the bay - Noise, loss of privacy and property value, light nuisance 	<p>appreciate that a direct route into the city may appear to make more sense for a commuter, however when we closely investigated the feasibility of constructing a route along the rail alignment, we found that there were constructability and accessibility challenges. The route through the bay represents a few extra minutes for a commuter cyclist but delivers a whole range of other benefits including greatly increased accessibility for locals, low gradients, and a safe connection point at Tāmaki Dr-Ngāpipi Rd intersection for people to cross Tamaki Dr and continue their journey into the city or east along the bays on other walking and cycling paths.</p> <p>Local connections are very important to people, with 31.4% of people who gave feedback asking for a more or improved local connections. The rail line route has limited potential for local connections.</p> <p>Commuter cyclists have commented in this consultation that it will be a respite in their working day to travel through such a scenic location and some people asked for more places to rest to take time to enjoy being on the path.</p> <p>A route along the rail lines would not necessarily be cheaper to construct. Large structures with challenges would be necessary around Outboard Boating Club, or across inlets under the rail lines.</p> <p>We have carefully designed the path – including pile locations – to avoid the fossil beds and are seeking to celebrate these features by making viewing easier.</p>
Balustrade design (21 people, 6%)	<ul style="list-style-type: none"> - Permeability - Glass enables people in wheelchairs to see the view - Concern about glass getting dirty or vandalised - Balustrade must be 1.2m high - Prefer timber or another colour - Retain Section 3 design 	<p><i>More detail about the balustrade design is provided here.</i></p> <p>The glass panel at the look out/rest area provides outlook to Maungawhau, the Waitematā Harbour, and city views for all users.</p> <p>CCTV will be installed to discourage anti-social activity. An anti-graffiti film will be applied to the glass to avoid vandalism by providing a sacrificial surface that is faster to remove and replace, which is an effective deterrent. Regular maintenance will keep the glass clean.</p>

Topic	Feedback point/ suggestion	Our response
Protection from traffic on Ngāpipi Rd (20 people, 5%)	Extra safety interventions like a wider buffer or barrier to protect people from heavy traffic and trucks.	We are in discussion with safety specialists within AT about improvements on this section, particularly around the area of the S-bend. There are some constraints we need to work within such as Ngāpipi Rd being an over-dimension route and the Pohutukawa along the route. We expect to be able to give people an update early next year.
Safer connection to for Ōrākei residents (18 people, 5%)	Please ensure better access across Ngāpipi Rd so Ōrākei residents can reach the path	We are looking at interim improvements on Ngāpipi Rd and will investigate better access across Ngāpipi Rd.
More rest areas, provide water access (18 people, 5%)	<ul style="list-style-type: none"> - More look /outs and rest areas for people to enjoy the beautiful views - Access points for launching kayaks or paddle boards and people fishing 	<p>The design currently provides for one look out. The width of the boardwalk is 4.5m which should be adequate for people to stop and enjoy the view along the way with room for people to pass in both directions. It's a shared space and people are expected to share with care.</p> <p>A ramp for kayakers will be provided in Whakatakataka Reserve next to the path but not from the boardwalk.</p>
Ensure the surfacing is safe and suitable for all modes/ users (14 people; 4%)	<ul style="list-style-type: none"> - Avoid materials or joins that create a bumpy ride - Ensure surfaces are nonslip/ grippy - Avoid materials that will create a noise nuisance - Steel inserts might be slippery 	<p>Concrete has been selected as the surfacing for its slip resistance, in both wet and dry conditions. Concrete surfacing has the additional benefits of reduced ongoing maintenance and costs. Concrete surfacing also reduces the noise created by shared path users compared to alternative surfacing materials such as timber.</p> <p>The boardwalk has been designed using the longest section spans possible to reduce the number of construction joints and maintain a smooth, consistent riding experience.</p> <p>Concern about the steel inserts is noted and will be considered during detailed design.</p>

Topic	Feedback point/ suggestion	Our response
Investment in walking and cycling (17 people; 4.8%)	<ul style="list-style-type: none"> - Waste of money - Money is better spent on roads - Cost not justified in COVID-19 dominated times 	<p>This investment has been confirmed as part of the RLTP programme, which aims to increase active transport mode share by delivering safe and more integrated walking and cycling infrastructure. This includes the completion of the Urban Cycleways Programme and the Glen Innes to Tāmaki Drive shared path. There is a significant opportunity for walking and cycling to play a more substantial role in improving access and contributing to a more effective transport system in Auckland. Both walking and cycling support efforts to tackle climate change, bring significant public health benefits and make the network more productive.</p>
Path arrangement outside the boatsheds on Ngāpipi Rd (13 people, 3.7%)	<ul style="list-style-type: none"> - Path safety should be improved where it passes the boatsheds. Including: <ul style="list-style-type: none"> o Remove the parking o Ensuring people don't park across the path o Increase signage or other interventions o Bigger buffers on both side of the path. 	<p>To highlight the area as a lower speed area, the design has incorporated visual cues such as banded red/grey ground marking and signage on either approach to the boatsheds for speed calming. Additionally, a kerb and 0.6 metre wide buffer have been included in the design to delineate the shared path from the parking area.</p> <p>This is a shared path, and a shared area. It is important the sheds remain accessible and that we achieve a good outcome for everyone. Shed owners have supported the project and worked constructively with us to help make this project happen. We expect path users to extend the same courtesy by using the path with care and travelling at appropriate speeds that respect other users.</p>
Impact of new traffic lights (11 people, 3%)	<ul style="list-style-type: none"> - Will they create more congestion? - The right turn bay will affect traffic flow by preventing stacking towards the roundabout 	<p>Any delay introduced is small and the area will be safer for vulnerable road users. The area is becoming increasingly busy and signalised pedestrian crossings will make the area more accessible the whole community – including the 1,000 plus people on bikes expected to use the path daily once it fully opens.</p> <p>Modelling shows that traffic stopped by the lights will enable traffic on Ngāpipi Rd to flow much more easily at the roundabout, with significantly less delay. It also shows that southbound traffic on Ōrākei Rd in the morning peak may have an operational impact on the roundabout. To mitigate this the solution will likely be new red 'metering' lights at the roundabout on Ngāpipi Rd, operating in the morning peak only to allow traffic on Kapa Rd to flow more easily.</p>

Topic	Feedback point/ suggestion	Our response
		<p>A dedicated left turn from Ōrakei Road into the train station is being investigated to help reduce any delay to through movements along Ōrakei Rd. A new left turn lane can be achieved by reconfiguring the available road space.</p> <p>The proposed dedicated right turn bay into the Orakei train station car park is necessary for the proposed signal phasing at the intersection. The right turn movements will run when the opposing through movement is stopped.</p>
<p>Connection with Section 3 10 people, 2.8%)</p>	<ul style="list-style-type: none"> - Widen section under Ōrakei Road Bridge - Have a more direct connection to Ōrakei Road from the basin, combined with crossing over Ōrakei Road - Protection from cars is needed beside the Ōrakei Bay Village / Plant Barn driveway - Ensure good sightlines 	<p>The path under the Ōrakei Road Bridge is constrained by existing grades, but are easy to ride and we are widening the existing path here to 4m.</p> <p>To protect the path from vehicles using the driveway, the shared path will be delineated by a 65mm high mountable kerb.</p> <p>There are spatial constraints at the hairpin corner adjacent to the rail line. The path will be widened from 2.5m to 4m but we cannot make any geometric improvements. Vegetation will be removed and replaced with restorative low level native planting, and visual cues on the path will alert and delineate users away from conflict points.</p>
<p>Environmental concerns (8 people, 2%)</p>	<ul style="list-style-type: none"> - This area should remain untouched - environmental impacts caused by construction and steel and concrete production - Will weathered steel seep into the ocean - LED lighting could impact on bird/ marine life - Could tree removal de-stabilise the cliff 	<p>A resource consent is only granted after the environmental impacts are assessed, and appropriate conditions are put in place.</p> <p>Careful consideration has gone into minimising impact on the environment, including use of natural materials wherever practical and the overall alignment to avoid fossil beds/ other areas. The boardwalk is designed using the longest section spans possible to reduce the number of piers required.</p> <p>Construction methodology will minimise disruption and there will be environmental monitoring throughout construction. We are exploring alternative production methods to reduce the production of carbon emissions associated with the project. All steel elements used will also be designed for marine environments (stainless, galvanised) and maintained well.</p>

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		<p>The Unitary Plan sets down requirements to address adverse effect on neighbours, and local animal and plant life. Discreet LED fittings (category PP2 or PP3) countersunk into the underside of the handrail meets the necessary requirements. (Similar lighting is provided on Section 3 – Orakei Basin Boardwalk).</p> <p>Any vegetation removed will be replaced with representative native species to enhance the quality and diversity of habitat and support native wildlife. Our plans have been reviewed by a third-party Geotechnical Engineer who has determined that neither the proposed tree felling, or remediation native planting is considered to pose a risk to stability.</p>
Size of the boardwalk (7 people, 2%)	- The size and bulk of the boardwalk is concerning	<p>Structural form and material have been carefully considered, seeking to reduce the size of the structure and the number of piles. The location in Hobson Bay was a key consideration and the resulting structural form presents a sleek visual appearance.</p> <p>Concrete provides increased durability and was also selected over timber for the ability to reduce the depth of superstructure as well the number of piles/piers, contributing to the goal of achieving a sleek structural form. The structure is designed to blend in with the adjacent landscape as best as possible with the balustrade using colouring selected from a natural palette, coupled with an exposed concrete finish to the concrete piers which is expected to accelerate darkening and promote marine growth.</p>
Make sure the path is wheelchair accessible (7 people, 2%)	<ul style="list-style-type: none"> - Provide more than two disabled car parks for Ōrākei Train Station - Gradient must be suitable for wheelchair users - Width should be sufficient for two wheelchairs to travel side by side 	<p>We are not reducing the number of mobility car parks available and cannot fit more than two parallel car parks in the available space. Our project will however improve mobility access overall. The conversion of carparking from angled/perpendicular to parallel is better for mobility-impaired users and space is provided for rear vehicle access. Direct access to shared path will be provided with ramps and smooth surfacing and widening of surrounding footpaths. Path gradients will be consistent with standards to have maximum longitudinal gradient of 8%.</p>

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Lighting and safety (7 people; 2%)	<ul style="list-style-type: none"> - Increase lighting for safety - Include lighting under Ōrākei Rd Bridge - Lighting will encourage people to loiter / crime and create noise nuisance for neighbouring homes 	<p>LED lighting (category PP2 or PP3) countersunk into the underside of the capping rail meets the Unitary Plan requirements and will minimise spill. Lighting will be consistent with other paths in the area, including the lighting on the Ōrākei Basin Boardwalk.</p> <p>New light poles will be installed where the path connects to the basin boardwalk and Orakei Rd, including two downlights under the bridge and lighting in Whakatakataka Reserve. No extra lighting is proposed on Ōrākei Rd and Ngāpipi Rd as the existing lighting is sufficient.</p> <p>Lighting is needed for safety and to extend hours of access. The boardwalk will have CCTV in two main locations providing surveillance of the entire boardwalk to discourage anti-social behaviour. In addition, a 'help point' will be installed at the rest area. This provides further CCTV capabilities as well as an emergency phone service. CCTV will also be installed for the section of path running parallel to the rail corridor.</p>
Other possible routes/ alignment should be considered (6 people; 1.7%)	<ul style="list-style-type: none"> - Use Ngāpipi Rd - Connect the path just before the boatsheds (more direct) - Avoid the reserve 	<p>Ngāpipi Rd is constrained and land acquisition would be required to achieve 4m wide path. Additionally, the gradient is not ideal or accessible for all users</p> <p>We did investigate continuing the path to terminate further along Ngāpipi Rd and across the bay, but this was discounted because it cut off Whakatakataka Reserve from the rest of the bay, was more costly, it would not connect people to the reserve and a place of rest, and people travelling from surrounding streets would need to travel further to join the path.</p>
Bins, toilets and water fountains (6 people; 1.7%)	<ul style="list-style-type: none"> - Provide water fountains / toilets / rubbish bins 	<p>Toilets, water fountains and rubbish bins are not in scope of this project.</p>
Bike parking (4 people; 1.1%)	<ul style="list-style-type: none"> - Provide secure bike parking at train station 	<p>Although bike parking at Ōrākei train station is not in the immediate scope for this project, AT strongly supports improving the provision of safe and secure bike parking to encourage active travel to and from public transport. A strategic review of bike</p>

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		parking and facilities is underway across Auckland city centre and surrounding suburbs and this request has been noted as part of this review.
Height of the boardwalk above water (2 people, 0.6%)	<ul style="list-style-type: none"> - The boardwalk height is excessive/ will be visually unappealing. - It should be a similar height to other boardwalks in the area / Ōrākei Basin Boardwalk 	<p>Careful consideration has been given to where the structure sits relative to the water level. The walking/cycling surface of the boardwalk is 2.8m above current highest recorded tide (HRT) level. This is as low as possible, accounting for tidal variances and forecasted sea level rise due to climate change. The project has used the NZ RCP8.5 H* scenario over the course of 100 years.</p> <p>Adjacent to Purewa Bridge the bottom of the box girder has been set at the same height as the bottom of the Purewa Bridge beams to enable us to tie-in the path to the join Ōrākei Rd and to maintain clearance for boats.</p> <p>For the boardwalk we have considered recreational users of the bay – like kayakers – so they can access underneath at high tide. Lowering the boardwalk could effectively cut off a portion of the bay. In our 2017 consultation and recently, we heard from recreational users, seeking assurance that they could still access all parts of the bay. A ramp for kayakers will be provided in Whakatakataka Reserve next to the path to retain water access for these users of the bay.</p> <p>Other boardwalks in the area were built before new standards were adopted and are largely for walking only. Ōrākei Basin Boardwalk saw us widen an existing structure. The basin may also be afforded some protection from sea-level rise being cut off from the bay, with sluices used to flush the basin fortnightly.</p> <p><small>*Ministry for Environment's 2017 coastal guidance.</small></p>
Put ramps onto path (1 person)	<ul style="list-style-type: none"> - Introduce access ramps from the road onto the path so people can get on/off easily (1 person) 	Access ramps for cyclists by Whakatakataka Reserve and along Ngāpipi Road, that allow cyclists to move off Ngāpipi Rd onto the shared path will be investigated further in the detailed design. We will provide an update on this when the designs are finalised.

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Seal the area between boatsheds and the shared path (1 person)	- Please seal area between boatsheds and shared path	This is something that shed owners have raised with us and we are investigating. We will provide regular updates to boatshed owners about this.