



18 June 2017

Auckland Transport  
By online submission

### **Submission on Tamaki Drive Cycleway proposal**

The Mission Bay Kohimarama Residents Association offer the following comments on the Tamaki Drive cycleway proposal.

1. We endorse the Bike Auckland proposal with the cycleway on the northern side of Tamaki Drive. Their proposal better connects the cycleway to both the Quay St cycleway and to a future Tamaki Drive cycleway to St Heliers as envisioned by the Tamaki Drive Master Plan. Ultimately, we hope to have a cycleway that extends the full length of Quay St and Tamaki Drive, and this would be most logical on the northern side as it would avoid all intersections from St Heliers to Solent St.
2. Tamaki Drive is becoming increasingly prone to flooding at king tides, even without storm surges or wave action. With Tamaki Drive sinking and sea levels rising, such problems will become significantly worse in the near future. The proposal to raise the road by just 300mm while building the cycleway seems short-sighted. We would expect a proper solution to be put in place before or as part of investing in infrastructure built on top of this flood-prone foundation.
3. We see little reason to have a wide footpath (2.1m) on the southern side of the road as shown in the AT plan. Most foot traffic will be from recreational users who will prefer to walk on the seaward side, and if this is accommodated, then a width of 1.5m or less would be reasonable and allow wider cycleways, footpaths and traffic lanes elsewhere.
4. There are some constraints imposed by the current overall width of the land available. While we believe the Bike Auckland plan makes better use of the available space, we wonder whether a better long term solution would be to create a boardwalk over the top of the seawall on the northern side to increase the overall width available. This would allow the pinch points to be removed from the AT or Bike Auckland cycleway proposals, and potentially allow more parking. We recognise AT's position that there is insufficient budget for this, but if it were built only to accommodate walkers or cyclists and designed in a similar manner to the Orakei Basin boardwalk but using the existing seawall as the foundations, the costs could be relatively modest, and the long term outcome much better. We believe it is short-sighted to create a long-term compromise to the design to meet short-term budget constraints. Do it once and do it right.

5. We recognise that the Ngapipi intersection work is due to start shortly, but note that a cycleway on the northern side of Tamaki Drive could remove cyclists from this intersection, negating the reason for much of this unpopular intersection upgrade. The primary reason given for this upgrade was to reduce the number of accidents and injuries which have been overwhelmingly caused by cars turning right into Ngapipi Rd hitting cyclists westbound on Tamaki Drive. If many of these cyclists could be removed from the intersection by adding a 'clip-on' to the northern side of the Ngapipi bridge and expanding the seawall to the east of the bridge as planned in the intersection upgrade, then the need for traffic lights would virtually disappear.
6. If the money saved (\$12M) by not undertaking the Ngapipi intersection project were applied to the overall improvements to cycleways, flood-proofing and other improvements, then it would likely be possible to achieve a far superior solution to that proposed by AT.

Yours sincerely

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