

TAMAKI DRIVE PROMENADE and CYCLE PATH

Development Concepts

A discussion document prepared by
Mission Bay Kohimarama Residents Association
March 2020

TAMAKI DRIVE PROMENADE and CYCLE PATH

A Concept for Development

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Executive summary

Tamaki Drive and its environs is an absolutely key asset for the Eastern Suburbs and Auckland. As such, its value needs to be maintained and enhanced over the coming decades as more and more pressure is placed on it from urban intensification. The Tamaki Drive Master Plan was prepared in 2013 to set a vision, but it appears little has been done to implement any of the proposals in that plan.

The Mission Bay Kohimarama Residents Association has decided to try to build some momentum by focussing on one of the 'key moves to get there' identified in the Master Plan, and setting out some thoughts on how to move the Master Plan ahead. The 'key move' we have chosen is the recommendation to build a broad promenade and separate cycle path from the city to St Heliers to create a safe family-friendly route for walking and cycling.

Tamaki Drive was originally opened in 1932, and we will be celebrating its centenary in 2032. This provides an obvious target date to have all or most of the promenade completed.

Design Principles

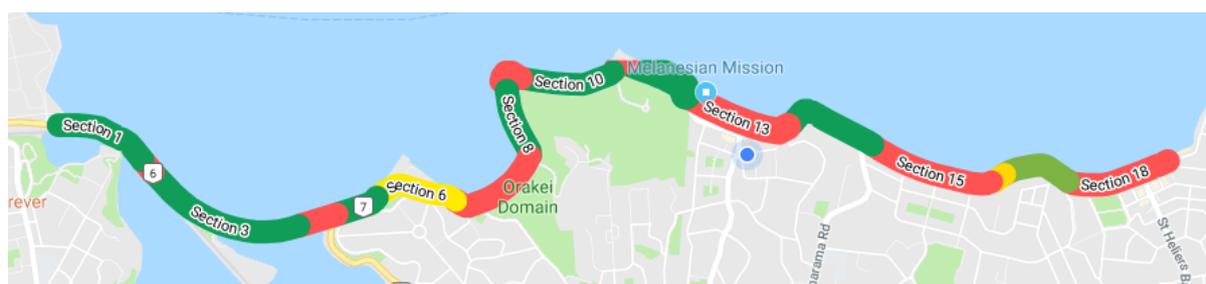
This is a major programme of work. We recognise that it will not be fully built within any single Long Term Budget period, but is likely to take decades and multiple projects to deliver the final vision. If the individual projects are to deliver the best possible long term outcome, it is important that they be aligned to a set of guiding principles that will ultimately produce a coherent and coordinated outcome when finally completed.

This paper sets out our initial views as to what the key principles should be. We see these as a starting point for discussion between all the organisations with vested interests in Tamaki Drive.

Breaking the route into bite-sized chunks

We have divided the route into sections that are likely to have the same solutions, and which could potentially be built as single projects. We have also identified pinch points where the solutions appear to be more complex. For each segment, we offer some conceptual thoughts on the range of possible solutions, along with a brief outline of the pros and cons for each solution. We do not attempt to provide definitive solutions, as we are trying to stimulate alternative ideas and discussion.

The map below shows the segments. Ideas for how each segment might be approached are included in the appendices. The green segments involve relatively standard construction, while the yellow and red segments show the special cases where there are specific issues to be addressed.



Prioritisation

The promenade is unlikely to be built as a single project and is expected to require multiple projects spread over several decades to complete. That immediately raises the question of how to determine which portions of the work should be undertaken first. We have laid out some principles to help determine the prioritisation in the body of the report.

As a starting point for discussion, we offer the following suggestions for the top 5 priorities.

1. Mission Bay Segment 14 – currently under discussion with Auckland Transport
2. Ngapipi Bridge to The Landing, Segment 6
3. Orakei Wharf, Segment 9
4. Kohimarama Beach, Segment 15
5. Okahu Bay, Segment 7

We note that 2032 is the centenary of the opening of Tamaki Drive. If the above segments could be completed in time for that, along with a few upgrades to other segments, then Auckland could celebrate a quality separated cycle path and promenade running from the central city right through to St Heliers.

There is further detail and discussion of the underlying principles for prioritisation in the body of the report.

Programme of Works

The entire programme of works should be scoped at least at a conceptual level, as soon as possible. This would involve identifying the individual projects required to collectively achieve the full promenade vision, tentatively prioritising these, and undertaking ball-park cost estimates to allow a timeline to be developed based on possible funding availability. It is recognised that this could all change over the time frames we are considering, but we believe it important to make at least tentative commitments to a plan.

It would be helpful for all parties to agree to an indicative funding stream so that representations can be made to get allocations in the Long Term Budget.

Governance

There are numerous key stakeholder organisations with responsibility for, or interest in aspects of the Tamaki Drive environs, but no single organisation with overall responsibility for everything. We believe this to be an obstacle to progress.

We recommend forming a Tamaki Drive Oversight body to provide overall leadership, tasked with ensuring that the vision remains relevant and that steady progress is made towards realising that vision. A key part of their role would be to ensure that component projects are sufficiently defined when required to support funding applications through the Long Term Budget.

This would be a governance body, not a working group. Membership would be drawn from the various stakeholder organisations.

Where to from here?

This paper is intended to facilitate engagement with the various organisations with vested interests in the Tamaki Drive promenade. We are circulating it to other community organisations, the Orakei Local Board and Auckland Transport to help stimulate ideas. We expect that this work will help support the OLB and Auckland Transport in applying for funding in future Long Term Budgets.

Introduction

Tamaki Drive is one Auckland's iconic recreational attractions. It is popular with residents from throughout Auckland, as well as tourists from New Zealand and overseas, who take in the scenery, walk and cycle along the promenades, play and picnic in the reserves, swim at the beaches, and indulge at the many cafes, ice cream shops and bars along the way.

It is also the main commuter route for many of the residents of the Eastern Bays suburbs, with an average of 35,000 vehicles using the road each day. It is one of the 25 busiest roads in Auckland.

On top of this, it is one of the main training routes for serious road cyclists. Truly, Tamaki Drive and its immediate environs form one of Auckland's best loved multipurpose facilities.

Tamaki Drive has some problems already, and over the coming years and decades the demands on it will only increase. In order to ensure that it continues to best serve its dual purpose as both a prime recreational facility and arterial transport route, we believe that there should be a long term plan in place to guide the ongoing development of this asset.

Orakei Local Board developed a Tamaki Drive Master Plan in 2013. This was a high level document intended to describe the competing and complimentary uses and provide a vision of how Tamaki Drive might develop. It identified 'six key moves to get us there', setting out the steps it felt should be taken to move towards the vision, and a list of 10 priority projects to be implemented over the following 5 years.

We have waited to see whether this Master Plan would be further developed into a working plan, with the 'six key moves' and '10 priority projects' further investigated and refined to provide tangible actions and projects. To date, however, it seems that no further action is imminent, and we are concerned that momentum has been lost. Indeed, it feels as though we have gone backwards, as the Master Plan's stated goal of *'through a range of planning and design controls, preserve seaside village identity, protecting historic heritage and character of the area and beach communities'* has been cast aside by the Unitary Plan, which totally ignores any local character or context and has produced a one-size-fits-all set of planning and design controls for all of Auckland.

Rather than stand on the sidelines and criticise the lack of progress, we have decided to provide some leadership ourselves, and have prepared this document to set out our thoughts for how best to proceed. This document is intended to provide a basis for engaging with other organisations with responsibility for or interest in the Tamaki Drive environs, and working with those organisations to create a specific Tamaki Drive Action Plan.

There are many organisations that have an interest or responsibility here, a factor that may have contributed to the lack of progress to date, since no single organisation has full responsibility for all aspects of the Tamaki Drive environs. Such organisations include:

- Auckland Transport, responsible for roading and footpaths.
- Auckland Council and the Orakei Local Board, responsible for parks, beaches, recreational facilities and the natural environment. They are also responsible for urban planning and enforcement of development rules. Responsibility for cycle paths is split between AT and Auckland Council depending on whether the cycle path is for commuting or recreation.

- Ngati Whatua o Ōrākei, responsible for their land in the Orakei area as well as strong vested interest in ensuring a quality environment for their people.
- Individual businesses and business associations have a strong interest in the commercial areas including cafes, restaurants, bars and shops.
- Residents' associations have a strong interest in the overall liveability and quality of the communities they represent.
- Sporting associations such as Bike Auckland, Bike Tamaki Drive, Kohimarama Yacht Club, Outboard Boating Club and beach volleyball associations have a vested interest in their use of the Tamaki Drive precinct.
- The Tamaki Drive Protection Society aim to ensure the best outcomes for Tamaki Drive overall, with a particular emphasis on environmental aspects.

We do not aim to bypass any of these organisations. Our intent is simply to get some thoughts down in writing to provide a starting point for discussions. In the longer term, we believe there may be advantage in forming a Tamaki Drive oversight body of some kind to provide overall leadership, tasked with ensuring that the vision remains relevant and that steady progress is made towards realising that vision.

As a starting point, we have chosen to focus on the proposal in the Master Plan for a seaward promenade to create a safe family-friendly route for walking and cycling.

We recognise that this is potentially a very large programme of works with many individual projects, and that funding constraints may mean that it cannot be completed for several decades. Our view, however, is that this makes it even more important to define the basic parameters of the promenade up front, so that any projects relating to Tamaki Drive can be assessed against the long term goals, and so projects can be prepared ready to support applications for funding in successive Long Term Budgets.

When we talk about Tamaki Drive we refer to not only the road, but also the immediate environs including the beaches, seawall, reserves, walking paths, cycle paths, shops and restaurants and the built environment, as well as the adjacent natural environments such as the cliffs and pohutukawas. Several organisations have a role to play in ensuring that Tamaki Drive is developed in a way that maintains and enhances its existing value to the community, but no one organisation is responsible for all aspects that must be considered.

The other factor that we suspect has impeded the development of the Tamaki Drive Master Plan into a more specific plan to guide development is the relatively short time horizons that the key organisations of Auckland Transport and Auckland Council work to. The Long Term Budget sets out the expected funding allocations for the coming 10 years. In simple terms, if a project is not in the Long Term Budget, then it is highly unlikely to ever get funding. This tends to discourage any vision beyond 10 years. Tamaki Drive, however, will certainly still be a key asset of Auckland in 50 years' time, and therefore our vision for Tamaki Drive should extend at least that far.

Development Concepts

As an initiative, to ensure that all future Tamaki Drive infrastructure projects are staged and optimised towards an accepted common goal, we propose the concepts that follow.

Scope and Survey

For the purposes of this document we are considering the entire segment of Tamaki Drive from Solent Street in Mechanics Bay, eastwards to Cliff Road in St Heliers.

Several cross-sections through the road, footpaths cycle paths and seawall were surveyed in August 2017. From these, it was clear that there are several typical types of cross-sections covering the majority of the route, plus a number of localised areas that have unique characteristics. In the Appendix we break Tamaki Drive down into 18 segments and show how these typical cross sections apply.

Bridges such as in Hobson Bay present localised width constrictions and in many cases existing buildings, wave-cut cliffs and private/ancestral land prevent any width increase of the landward side. We are proposing that the existing seawall is not considered to be a constraint to future development.

Typical Section 1:

This type of section applies from the west, across Hobson Bay (Segment 1), past the Outboard Boating Club (OBC) (Segment 3), to Royal Akarana Yacht Club (RAYC) (Segment 5). It also applies to the western portion of Segment 15 in Kohimarama.

Characteristics of this type are a 2 to 4-lane road with a planted berm and a relatively narrow shared asphalt cycle path/footpath and seawall on the northern side.

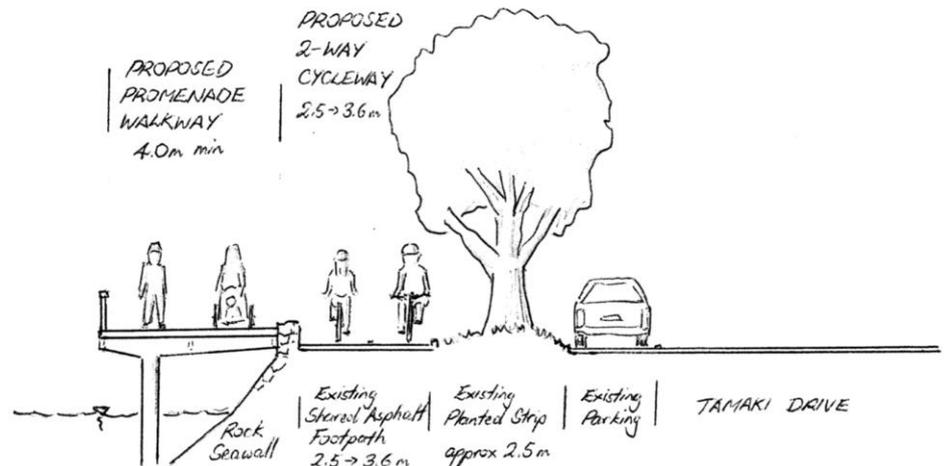
The proposal for this typical section is:

- the road and parking remain unaltered
- the shared cycle path/footpath becomes a dedicated 2-way cycle path with minimum width of 2.7m with its current surface rebuilt above tree roots as necessary
- a new 4m wide promenade/walkway is built extending beyond the seawall with a handrail at its outer edge.

- The cross-section below shows how this might look with a promenade attached to the seawall.

TAMAKI DRIVE CROSS SECTION TYPE 1

Applies to • HOBSON BAY
• O.B.C.
• KOHIMARAMA WEST



Typical Section 2:

Characteristics of this type are a 2 or 3-lane road with a relatively narrow shared asphalt cycle path/footpath and grass or planting on the northern side. In this case, there is no sea wall and there is relatively level land on both sides.

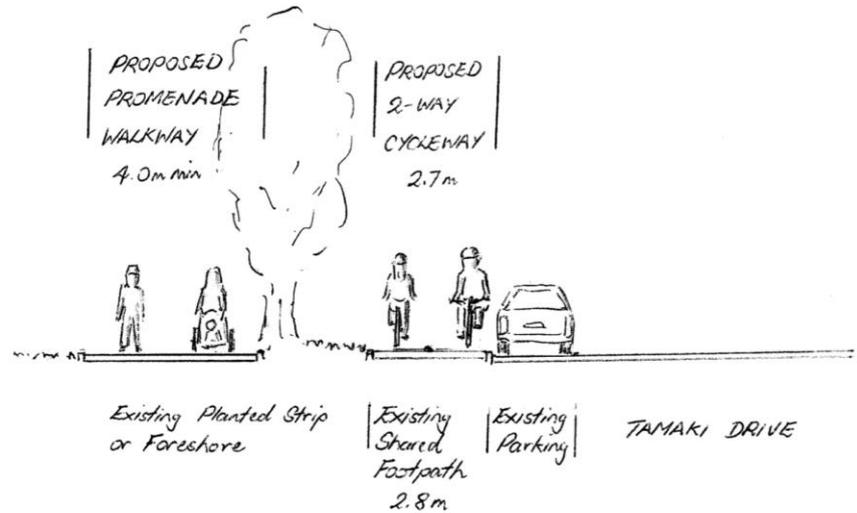
This type of section applies across Ōkahu Bay (Segment 7) and south of RAYC (Segment 8). It also applies to the eastern portion of Segment 15 in Kohimarama.

The recreational proposals for this typical section are:

- the road and parking remain unaltered
- the shared cycle path/footpath becomes a dedicated 2-way cycle path with minimum width 2.7m with its current surface rebuilt above tree roots as necessary
- a new 4m wide promenade/walkway is built on the seaward side. At RAYC this can be adjacent to the cycleway.

TAMAKI DRIVE CROSS SECTION TYPE 2

Applies to • RAYC
• OKAHU BAY



Typical Section 3:

This type of section applies from the Okahu Wharf to Mission Bay (Segment 10), around Pipimea Head to Kohimarama (Segment 14), and around Gower Point to St Heliers (Segment 17). Both Mission Bay and Kohimarama are special cases.

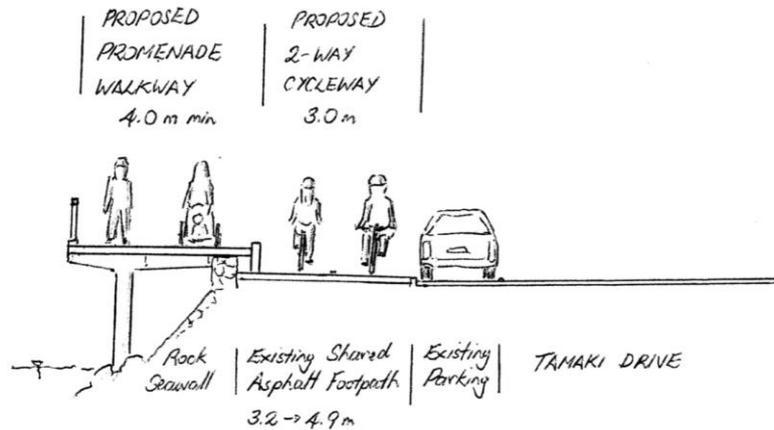
Characteristics of this type are a 2-lane road with no planted berm, a wider shared asphalt cycle path/footpath and seawall on the northern side.

The recreational proposals for this typical section are:

- the road and parking remain unaltered
- part or all of the shared cycle path/footpath becomes a dedicated 2-way cycle path with minimum width 2.7m.
- a new 4m wide promenade/walkway is built, all or part extending beyond the seawall with a handrail at its outer edge.

TAMAKI DRIVE CROSS SECTION TYPE 3

- Applies to
- NGAPIPI → RAYC
 - BASTION
 - PIPIMEA
 - BOWER
 - WEST & EAST OKAHU BAY



Special Cases:

These are:

- Hobson Bridge – Segment 2
- Ngapipi Bridge – Segment 4
- Orakei Wharf – Segment 10
- Tamaki Yacht Club – Segment 12
- Mission Bay – Segment 14
- Kohimarama Central – Segment 16
- Kohimarama Yacht Club – Segment 17
- St Heliers – Segment 19

Prioritisation

The promenade is unlikely to be built as a single project and is expected to require multiple projects spread over several decades to complete. That immediately raises the question of how to determine which portions of the work should be undertaken first. We have laid out some principles to help determine the prioritisation.

1. An overriding principle must be that whenever a roading or other project on Tamaki Drive project is considered, consideration must be given to whether it could include immediate or future provision for a promenade. In many cases the cheapest way to build a promenade will be to incorporate it into a roading project. Even if it is not possible to incorporate the promenade, no project should be allowed to constrain future promenade decisions.

2. Projects that must go ahead at a particular time take priority. For example, if the sea wall were damaged in one segment, then it should be a priority to consider whether the repair project could include elements of the walkway and cycle path.
3. The segments offering the most improvement to recreational value should be prioritised.
4. Segments with the greatest demand from cyclists and pedestrians should be prioritised.

Several portions of the route, while falling short of the long term vision, are adequate for now. This includes segments 8, 12, 14 and 17, all of which have an existing wide shared path. The recent resealing of segment 14 between Mission Bay and Kohimarama has made for an excellent walking and riding experience, even if further improvements could be made over the long term.

Segments 1 and 3 are already set for a major improvement with an approved project to create a separated cycle path as part of the Glen Innes to Quay St shared path, and there are plans to widen the Ngapiipi Bridge (Segment 4).

As a starting point for discussion, we offer the following suggestions for the top 5 priorities.

1. Mission Bay Segment 14. Mission Bay already has a good walking promenade along the beach edge (despite some pinch points), but only has a very narrow and bumpy shared path on the footpath for cyclists. The current narrow shared path is quite dangerous due to the potential for car doors opening across the cycle path and its overall narrowness. There is a high volume of pedestrians, cyclists and scooter riders through this segment. At the time of writing, AT is developing a plan to improve safety of cyclists and pedestrians in Mission Bay, and it may be possible to include a cycle path in this project.
2. Ngapiipi Bridge to The Landing, Segment 6. Once the cycle path from the city to Ngapiipi Bridge has been completed, this segment will be the only narrow shared path portion between the city and the newly redeveloped facilities at The Landing. This facility was a key part of the recent 49er World Championships and is intended to be a major venue for America's Cup supporters activities. It would be logical to urgently address this segment as an immediate priority.
3. Orakei Wharf segment 9. This segment has very high tourist usage but is currently a major choke point with real safety hazards. A well designed promenade integrated into the wharf access could be a real tourist drawcard, offering some of the best views in Auckland from a relaxed and safe platform.
4. Kohimarama Beach segment 15. Like Mission Bay, Kohmarama already has a promenade along the edge of the beach, but a very narrow and bumpy shared path next to the road for cyclists. This segment has a high volume of cyclists but is quite dangerous.
5. Okahu Bay segment 7. Okahu Bay has a very narrow and particularly bumpy shared path, with no separate walking path. Once the preceding segments have been completed, this would be the longest remaining substandard segment between the city and St Heliers.

We note that 2032 is the centenary of the opening of Tamaki Drive. If the above segments could be completed in time for that, along with a few upgrades to other segments, then Auckland could celebrate a quality separated cycle path and promenade running from the central city right through to St Heliers.

Design Principles

This is a major programme of work. We recognise that it will not be fully built within any single Long Term Budget period, but is likely to take decades and multiple projects to deliver the final vision. If the individual projects are to deliver the best possible long term outcome, it is important that they be aligned to a set of guiding principles that will ultimately produce a coherent and coordinated outcome when finally completed.

This paper sets out our initial views as to what the key principles should be. We see these as a starting point for discussion between all the organisations with vested interests in Tamaki Drive.

The principles we suggest are:

1. The promenade is first and foremost a recreational asset for walkers, recreational and commuter cyclists and other compatible modes of transport.
2. The promenade should be on the seaward side of Tamaki Drive, as this is where the recreational value lies. It should comprise a walkway closest to the sea, with a 2-way cycle path between the walkway and the road.
3. The promenade should have physically separated and protected lanes for walkers and recreational cyclists.
4. The clear width of the walkway should be a minimum of 4.0 m.
5. The clear width of the cycle path should be a minimum of 2.7m wide.
6. Structures should not negatively impact existing recreational facilities or access to the water.
7. The design and materials used should be sympathetic to the existing structures and natural environment.
8. All new structures should have mandatory allowances for climate change (sea level rise and increased storm events) included in project designs.
9. Tamaki Drive should be retained as a major arterial route, with continuing work to improve safety and traffic flow.
10. Parking on Tamaki Drive to provide access to recreational facilities should be retained as far as is reasonably practicable, while recognising that commuter parking is a relatively poor use of a valuable asset and therefore of less importance.
11. The design must consider traffic, parking and recreational requirements to achieve a balance consistent with the goals of the Tāmaki Drive Master Plan.
12. All new projects affecting Tamaki Drive must align with these principles, and, where practical, incorporate portions of the cycle and walking paths. Short-term project decisions should not unreasonably compromise long-term outcomes.

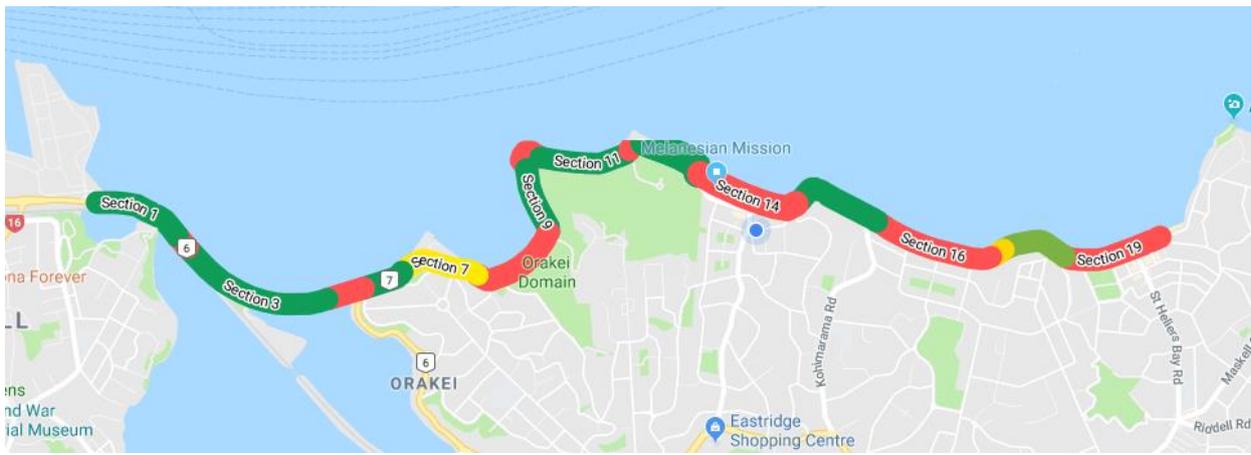
Appendix I: Promenade Segments

We have chosen to break the route into a number of segments for ease of reference. This provides a way to focus on the specific issues and challenges for each segment individually, thereby providing a basis for discussion of the way forward.

In deciding the segment boundaries, we used the following principles:

1. Each segment should be contiguous
2. The same basic constraints and challenges should apply to the entire segment
3. The same basic design and construction solutions should apply to the entire segment

We have set out our proposal for the segments below.



The green lines indicate those segments suitable for the Typical Sections described above. Red and yellow lines indicate segments where special consideration will be required.

Comments on each Segment

We have started to set out the pertinent factors to be considered for each segment below. We have included a description of each segment, together with issues, constraints and complexities, and potential approaches that might be applicable.

Segment 1 – Teal Park to Hobson Bay Bridge



Description

We have classified this segment as Cross Section Type 1.

This portion of Tamaki Drive is a causeway with a rock seawall. It is lined with pohutukawas between the road and the seaward side footpath. At the time of writing, a cycle path separated from the road and footpath is already planned. In the short term at least, this will probably be adequate for the expected pedestrian and cycle traffic.

In the long term, however, the widths for both the cycle path and footpath fall short of our proposed standards, as there is currently insufficient overall width on the causeway to meet all requirements for cars, parking, cycles, pedestrians and trees. This means that at some future point, an upgraded cycle path and promenade will be required.

Issues

1. The causeway is too narrow to meet the proposed standard widths for the cycle path and promenade.
2. There is no adjacent flat land to allow widening.
3. Existing pohutukawa provide some constraints to layout.

Possible approaches

Type 1 requires additional width, which can most likely be achieved by one of the following:

1. Reclaiming land and building a new seawall 4 m seaward of the existing with a walking-only promenade decking structure immediately inside the new seawall.
2. Alternatively building a walking-only promenade structure over the water outside the existing seawall.

3. Converting the existing footpath to a dedicated 2-way cycleway, physically separated from the new walkway.

Segment 2 – Hobson Bay Bridge



Description

This is a short bridge to allow tidal flow to and from Hobson Bay. It is significantly narrower than the rest of the causeway.

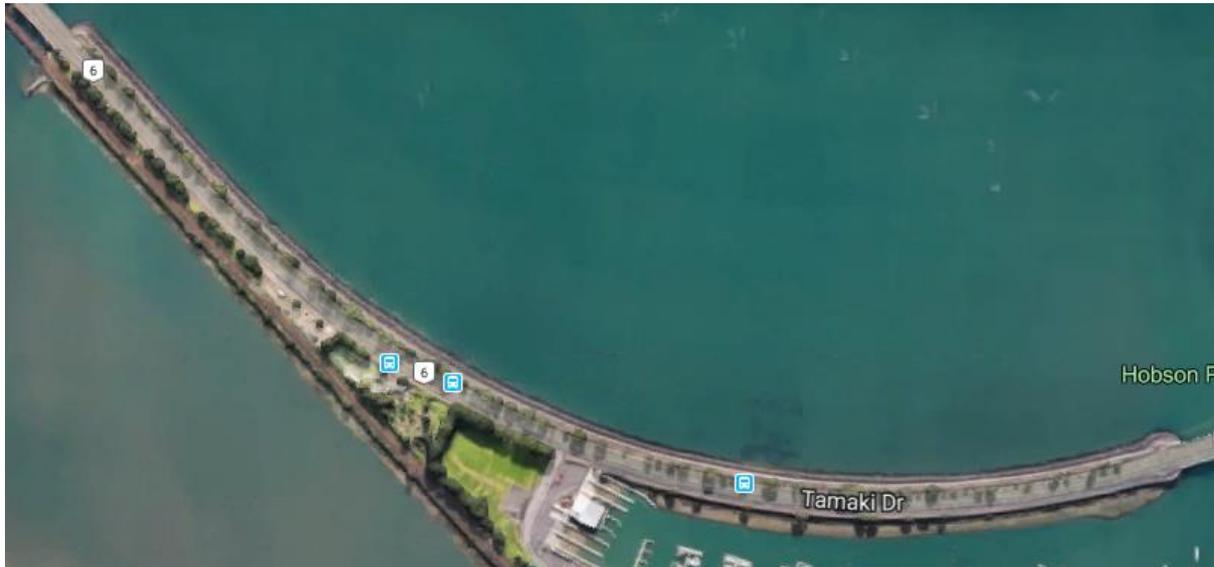
Issues

The existing bridge is too narrow to accommodate virtually any promenade and cycle path.

Possible approaches

1. Extending the bridge structure seaward to provide sufficient width for both dedicated pedestrian promenade and cycleway.

Segment 3 – Hobson Bay



Description

This segment is also classified as Cross Section Type 1.

A separated cycle path has already been approved which should provide a reasonable standard for the medium term. Longer term, however, it will need to be extended.

Issues

1. The causeway is too narrow to meet the proposed standard widths for the cycle path and promenade.
2. There is no adjacent flat land allow widening.
3. Existing pohutukawa provide some constraints to layout.
4. The road is subject to flooding, particularly at king tides. This is likely to get worse as the road further subsides and sea levels increase.

Possible approaches

We have classified this segment as Typical Section 1. Type 1 requires additional width, which can most likely be achieved by one of the following:

1. Reclaiming land and building a new seawall 4m seaward of the existing with a walking-only promenade decking structure immediately inside the new seawall.
2. Alternatively building a walking-only promenade structure over the water outside the existing seawall.
3. Converting the existing footpath to a dedicated 2-way cycleway, physically separated from the new walkway.

Section 3A – Hobson Bay Sunken Section of Tāmaki Drive

Description

This section is a special case. Because of its width it is also classified as Cross Section Type 1. It has the problem of a sunken roadway caused by consolidation settlement.

Issues

1. The roadway is too low by up to 1.5m in two places and experiences flooding associated with king tides.
2. The causeway is too narrow to meet the proposed standard widths for the cycleway and promenade.
3. There is no adjacent flat land to allow widening.
4. Existing pohutukawa provide some constraints to layout.
5. The existing footpath is adversely affected by the pohutukawa tree roots

Possible approaches

1. Raising the sunken portions of roadway adjacent to OBC by up to 1.5m and raising the existing seawall accordingly.
2. Converting the existing footpath into a dedicated 2-way cycleway with a “floating” surface free from interference by tree roots.
3. Reclaiming land and building a new seawall 4m seaward of the existing with a walking-only promenade decking structure immediately inside the new seawall.
4. Alternatively building a walking-only promenade structure over the water outside the existing seawall.

Segment 4 – Ngapipi bridge and intersection



Description

This segment contains a bridge and a major intersection. The bridge is significantly narrower than the rest of the causeway. Work has recently been done to modify the intersection, rebuild a short section of new seawall and include a separate cycleway. This work provides adequate width for the promenade and cycleway for a short on-shore section, but will probably not address the matching of the bridge to the raising of the sunken roadway section to the west.

A separate project is planned to connect the Glen Innes to Quay St Shared Path through here. Related to this, there is a proposal to widen the bridge by adding clip-on extensions as shown in the illustration above. This work could take place within the next few years.

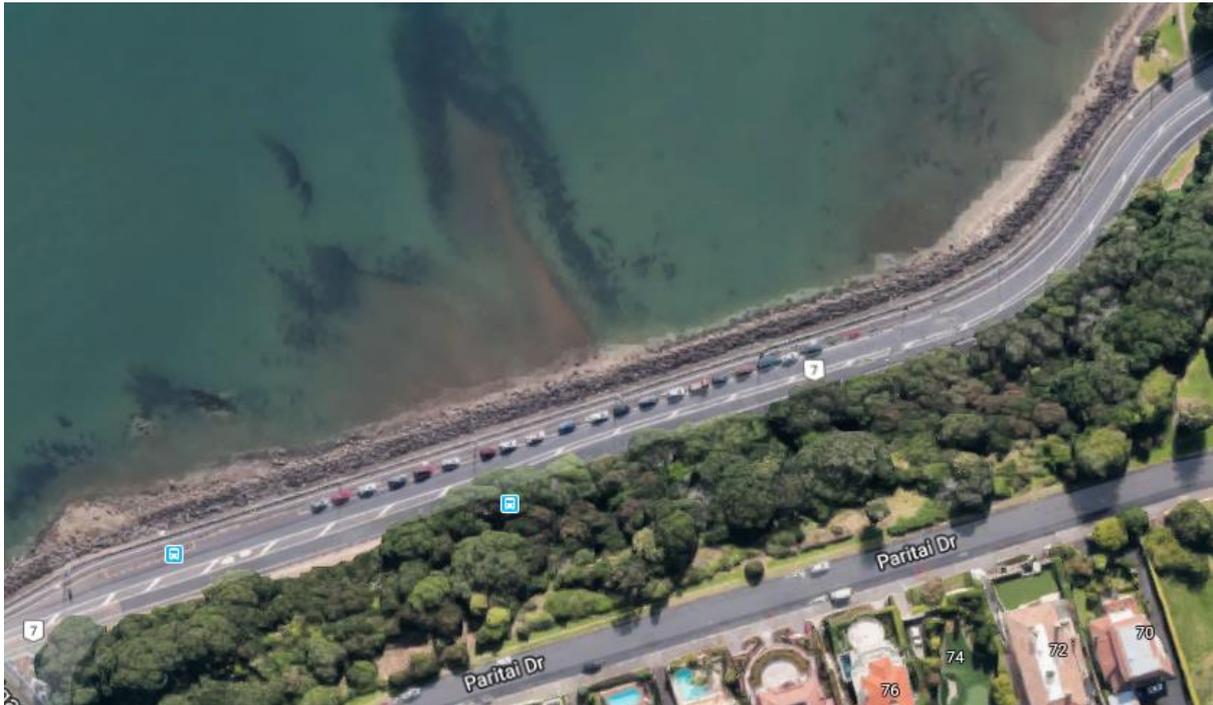
Issues

1. The western end of the bridge will probably require reconstruction to accommodate raising of the road level at the western approach.
2. The design needs to allow for the merging of the Glen Innes and Tāmaki Drive cycleways, preferably without a requirement for riders to dismount and cross the road at or near the traffic lights.
3. The bridge is too narrow to comfortably accommodate a dedicated pedestrian way.
4. The original bridge structure is nominally due for replacement or upgrading in 2030.

Possible approaches

1. Providing a cycle overpass or underpass to provide uninterrupted connection between the Ngāpipi and northern Tāmaki Drive cycleways.
2. Flattening the gradient of the western bridge approach to accommodate the raising of the sunken section of Tāmaki Drive.
3. Widening the northern side of the bridge by approximately 4m to accommodate a new dedicated pedestrian promenade.
4. Converting the existing footpath into a dedicated 2-way cycleway.

Segment 5 – Ngapipi to The Landing



Description

This section is also classified as Cross Section Type 3. It is a relatively short section with a relatively steep bank and overhanging pohutukawas on the inland side.

Issues

1. There is insufficient space to include a full width cycle path and promenade.

Possible approaches

1. Reclaiming land and building a new seawall 4m seaward of the existing with a walking-only promenade decking structure immediately inside the new seawall.
2. Alternatively building a walking-only promenade structure over the water outside the existing seawall.
3. Converting the existing footpath to a dedicated 2-way cycleway, physically separated from the new walkway.

Segment 6 – The Landing



Description

The road moves away from the shoreline here, leaving flat land on the seaward side, mainly occupied by The Landing recreational facilities. There is a row of pohutukawas beside the road.

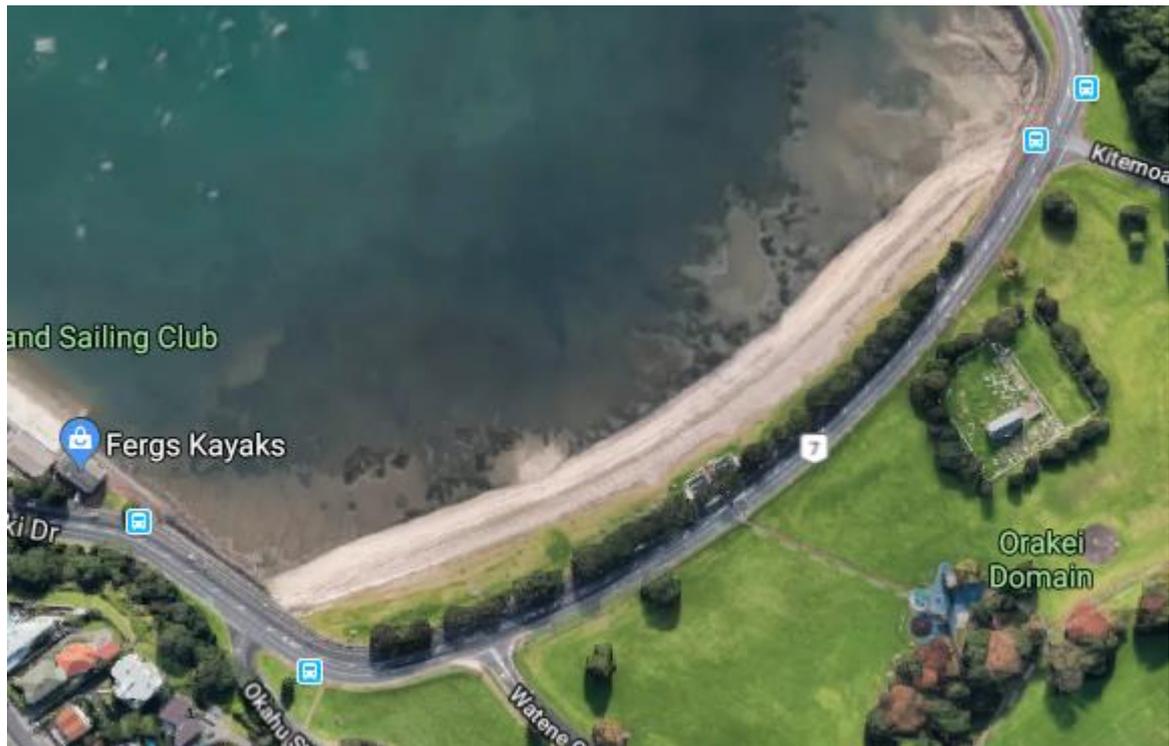
Issues

1. The available flat land beside the road is already largely committed to a recent redevelopment of The Landing, and there is a proposal for a boat launching ramp which could further constrain the available space. The opportunity to build a low cost promenade beside the road may have already been compromised.
2. There is a narrow point between the road and the Ferg's Kayaks building, which would make it difficult to accommodate the full promenade here without removing parking or realigning the road.
3. While boardwalks are planned for the eastern and western ends adjacent to the water, these are not currently planned to be linked because of safety issues relating to pedestrian access around the travel lift.

Possible approaches

1. Building the walking-only promenade on grade alongside the road as per Cross Section Type 2.
2. Converting the existing footpath to a dedicated 2-way cycleway, physically separated from the new walkway.

Segment 7 – Okahu Bay



Description

This Section is a special case by virtue of its kaitiaki or guardianship. It is a combination of Cross Section Types 3 at the west and east, and Type 2 in the centre. Behind the beach there are pohutukawas close to and overhanging the footpath. A toilet block in the middle of the bay is close to the footpath restricting the available space. On the beach-side there is a swathe of grass that with careful design, could be utilised for the pedestrian promenade.

Issues

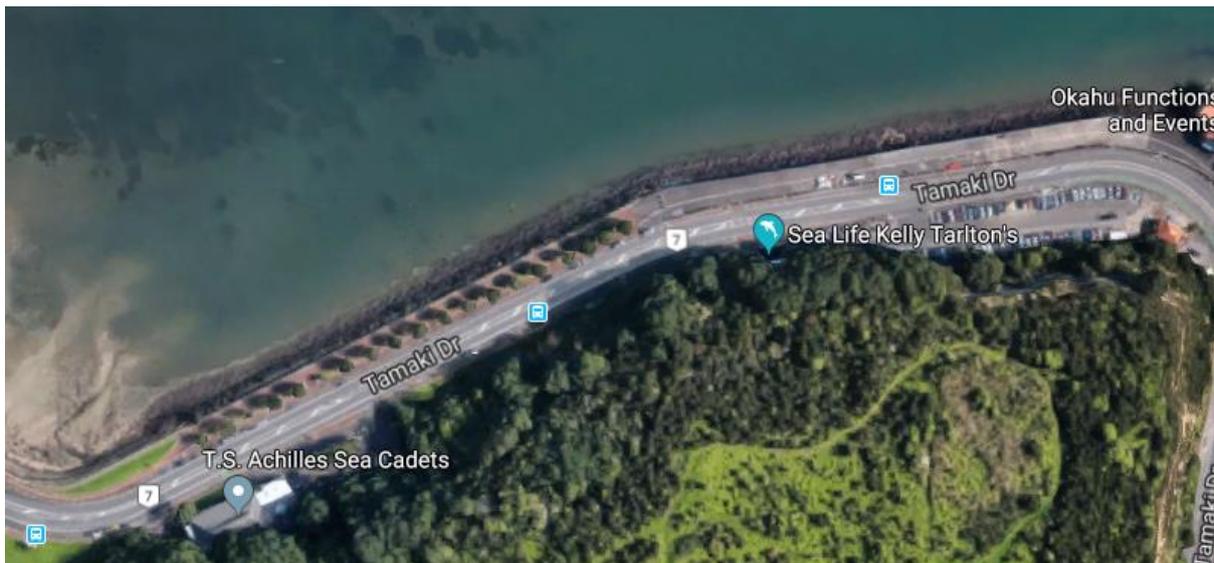
1. The land in this area is under the guardianship of Ngāti Whātua o Ōrākei, and any work in this area would be culturally sensitive. No solution should be designed for the Bay without consultation with Ngāti Whātua o Ōrākei,
2. Along the beach, the gap between the road, trees and the toilet block is insufficient for the promenade and cycle path.
3. If the promenade were located on the seaward side of the toilet block, it would intrude on the grassed upper level of the beach which is used for recreation.
4. It will be difficult to balance the potentially competing requirements for this area, but stakeholder cooperation should provide a solution which enhances recreational use, maintains cultural sensitivity and provides a walking and cycling promenade.

Possible approaches

1. To be determined in conjunction with Ngāti Whātua o Ōrākei.
2. Converting the existing footpath into a dedicated 2-way cycleway with a “floating” surface free from interference by tree roots.

3. Creating a walking only pathway along the southern beach area in consultation with Ngāti Whātua o Ōrākei.
4. Whereas approaches for other Sections considered in this report are proposed on the basis that road alignment remains unaltered, with Ngāti Whātua o Ōrākei's support, there could well be a case for moving the road southward. By moving the road just 5m southward (i.e. inland), room would be created for a 4m pedestrian promenade as well as a 3m cycleway on the inland side of the pohutukawas. This would leave the entire seaward side for quiet beach enjoyment.

Section 8 – Kelly Tarlton's



Description

The eastern side of Ōkahu Bay already has a seaward strip that is sufficiently wide to accommodate both the pedestrian promenade and cycleway without major works.

Issues

1. No major issues

Possible approaches

- No major work required
- Clear delineation and signage to ensure physical separation of cycle and pedestrian ways with pedestrian way to seaward.

Segment 9 – Orakei Wharf



Description

This Section is a special case where there is a short, very narrow curved section of Tāmaki Drive. There is an events centre on the seaward side and the access to the wharf beside that. The existing footpath and cycle path drops below the road, and is barely wide enough for 2 people to walk abreast, even without cyclists sharing the path.

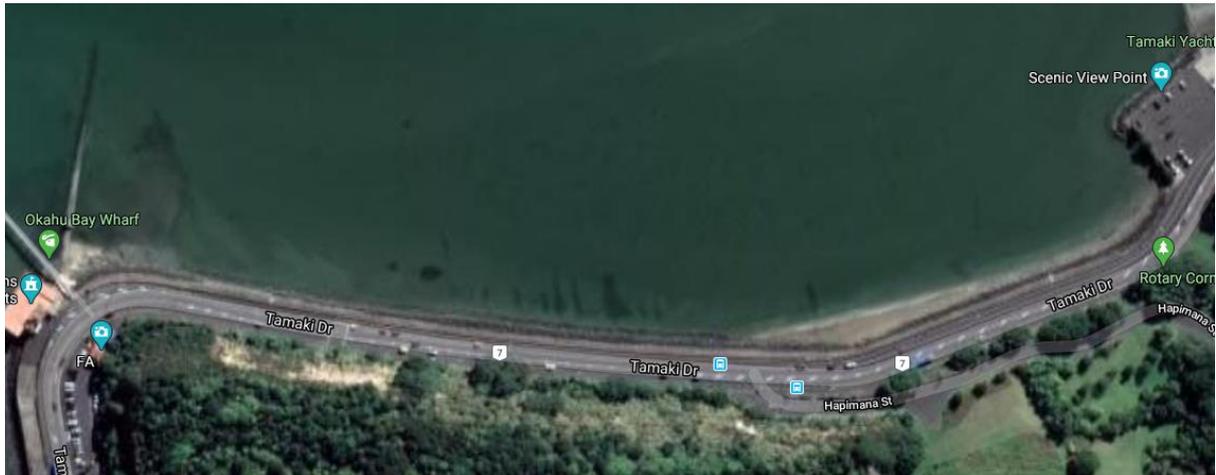
Issues

1. There is severely restricted room for any kind of promenade or cycle path at the narrowest point.
2. The road and access points to the wharf and building are at different levels.
3. The tightness of this segment already poses major safety hazards for cyclists and pedestrians.

Possible approaches

1. If the events centre remains, the most liberal approach seems to be building a freestanding structure for pedestrians which goes around the outside of the events centre. It would intersect the wharf to provide improved access. This somewhat complex solution could be justified on the basis that the area is heavily used by both locals and tourists, has excellent views of the city and harbour and is adjacent to Kelly Tarlton's.
2. It may be possible to extend the seawall to get sufficient width through most of the section. Despite the fact that a portion of the events centre building provides a pinch point there appears to be sufficient room, with removal of the flat-roofed extension on the easterly part of the building, to create the promenade on the inland side of the building.

Segment 10 – Bastion Point



Description

This is the section between Ōrakei Wharf and Tāmaki Yacht Club and can be treated as Cross Section Type 3. It has the normal lack of corridor width with a relatively steep bank and some overhanging pohutukawas on the inland side. The road access to the Savage Memorial is part way along this section.

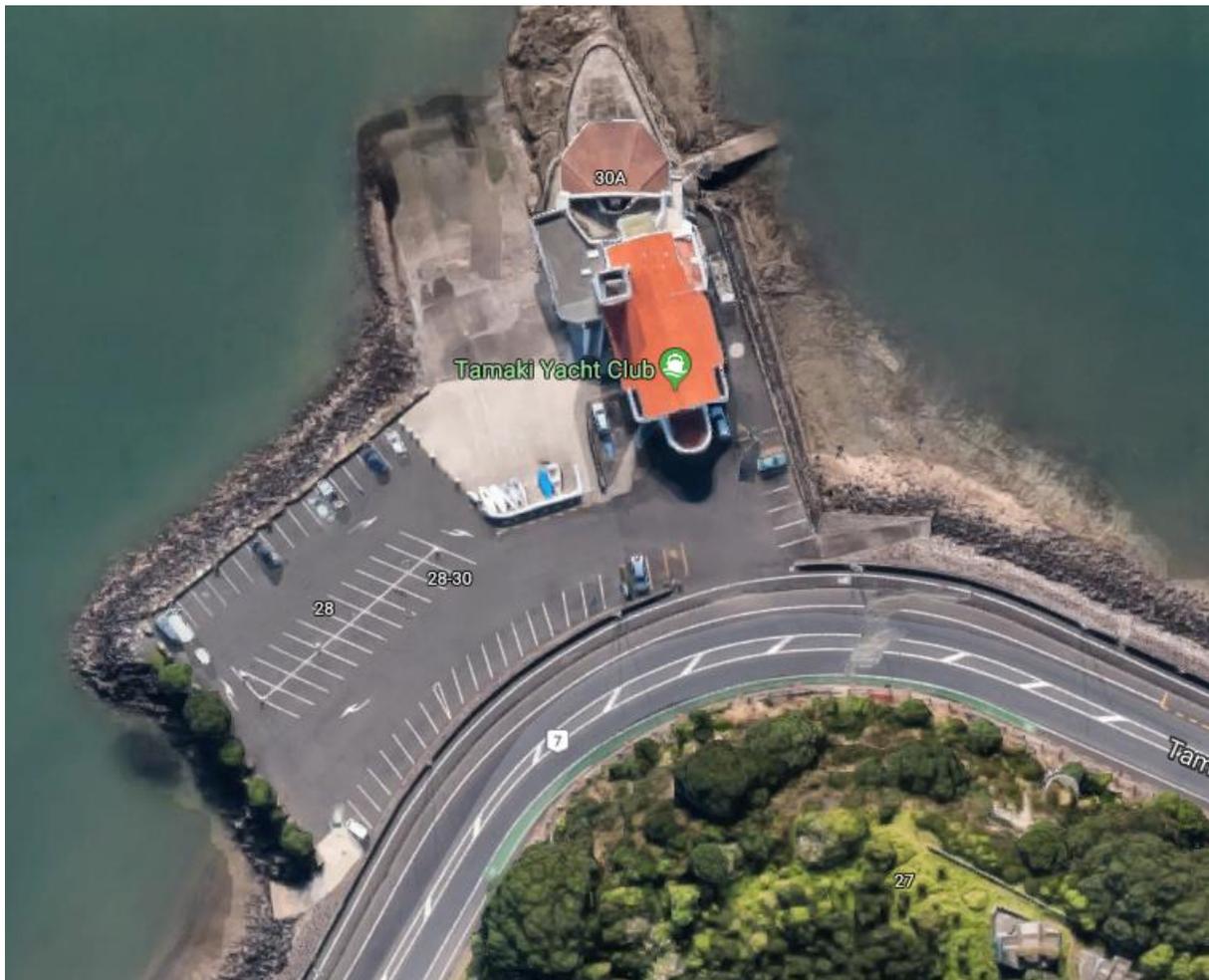
Issues

Whether to reclaim and build a new seawall (as at Ngāpipi intersection) or whether to treat as Cross Section Type 3.

Possible approaches

1. Reclaiming land and building a new seawall 4m seaward of the existing with a walking-only promenade decking structure immediately inside the new seawall.
2. Alternatively building a walking-only promenade structure over the water outside the existing seawall.
3. Converting the existing footpath to a dedicated 2-way cycleway, physically separated from the new walkway.

Segment 11 – Tamaki Yacht Club



Description

This, like Ōrakei Wharf, is a special case where there is a short, curved section of Tāmaki Drive. The Yacht Club and its associated parking/rigging area is on the seaward side with its own vehicle access. The existing footpath is relatively wide.

Issues

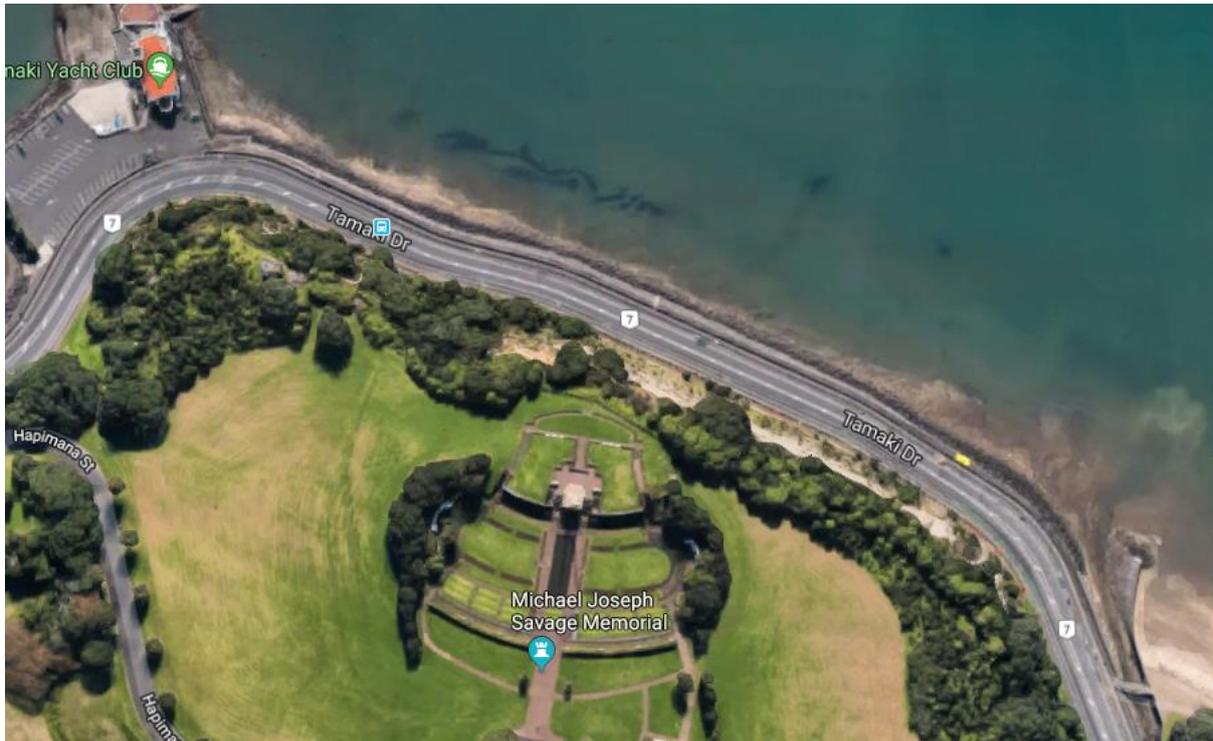
1. There is limited space between the road and the building.
2. What space is there is utilised as off-street parking and yacht rigging.
3. It is not practical to build a simple freestanding promenade around the outside of the building without modification of the Club's launching ramp and changing facilities.

Possible approaches

1. Continuing the walking-only promenade outside the seawall as per the previous section, thereby taking some of the seaward car parking and rigging space. Compensating carpark space could be achieved by reclamation on the western edge of the parking and rigging area.
2. Removing on-street parking at the narrowest point and using that width to provide some of the space necessary for the separate cycle and pedestrian ways.

3. Modifying the launching ramp and changing facilities and building a freestanding promenade around the outside of the building.
4. Converting the existing footpath to a dedicated 2-way cycleway, physically separated from the new walkway..

Segment 12 – Tamaki Yacht Club to Mission Bay



Description

This, like the Bastion point section, can be treated as Cross Section Type 3. It has the normal lack of corridor width with a relatively steep bank and some overhanging pohutukawas on the inland side.

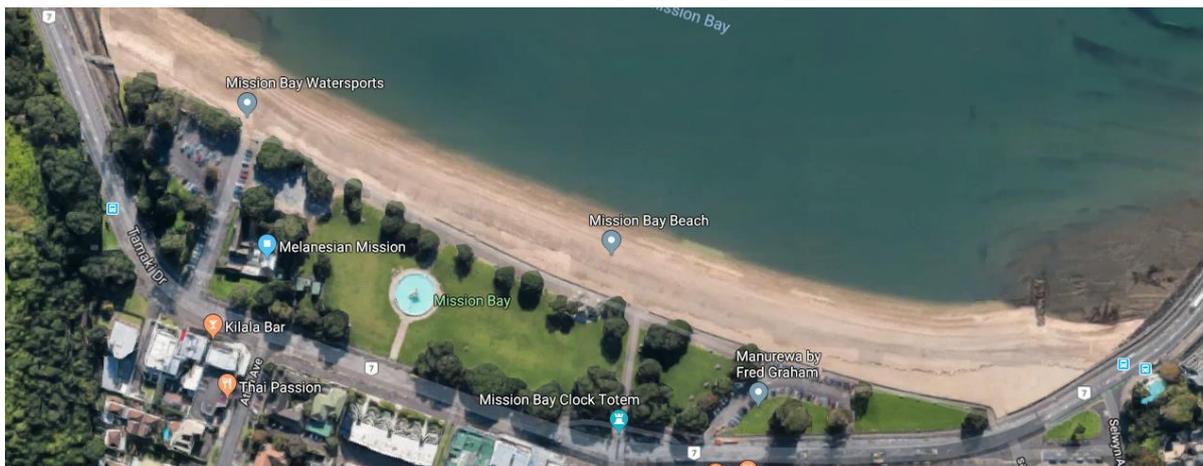
Issues

- No specific issues except the normal lack of corridor width.

Possible approaches

1. Reclaiming land and building a new seawall 4m seaward of the existing with a walking-only promenade decking structure immediately inside the new seawall.
2. Alternatively building a walking-only promenade structure over the water outside the existing seawall.
3. Converting the existing footpath to a dedicated 2-way cycleway, physically separated from the new walkway.

Segment 13 – Mission Bay



Description

This is a special case with a stream outlet at the western end and Tāmaki Drive diverging away from the waterfront. The roadside footpath is separated from the beach by Selwyn Reserve and there is already a paved dedicated pedestrian walkway along the beach. The footpath is shared between cyclists and walkers, but is far too narrow and quite unsafe, with numerous cycling accidents.

Mission Bay is a very popular recreation destination therefore differs from the majority of Tāmaki Drive.

Discussions are ongoing with AT to improve pedestrian and cyclist safety in Mission Bay, and a likely outcome is that a separated cycle path will be constructed.

Issues

- The footbridge at the western end will require modification and widening to accommodate a 4m wide promenade.
- Because of the heavily-used roadside parking, it is not possible to completely dedicate the existing footpath to cycling.
- This segment has particularly heavy usage, with significant safety issues already evident.

Possible approaches

1. Ensuring that AT's plans for improving safety in Mission Bay include a cycle path with adequate width and separation from parked cars.
2. Modifying and widening the existing western footbridge to accommodate a 4m wide promenade.
3. Improving the surface and in places the width, of the existing beach walkway, through to the eastern end of the beach.

Segment 14 – Pipimeea



Description

This section is from the eastern end of Mission Bay beach to the western end of Kohimarama beach. Despite having a generously wide existing footpath, additional width and separation are still required for a promenade. It can be treated as Cross Section Type 3.

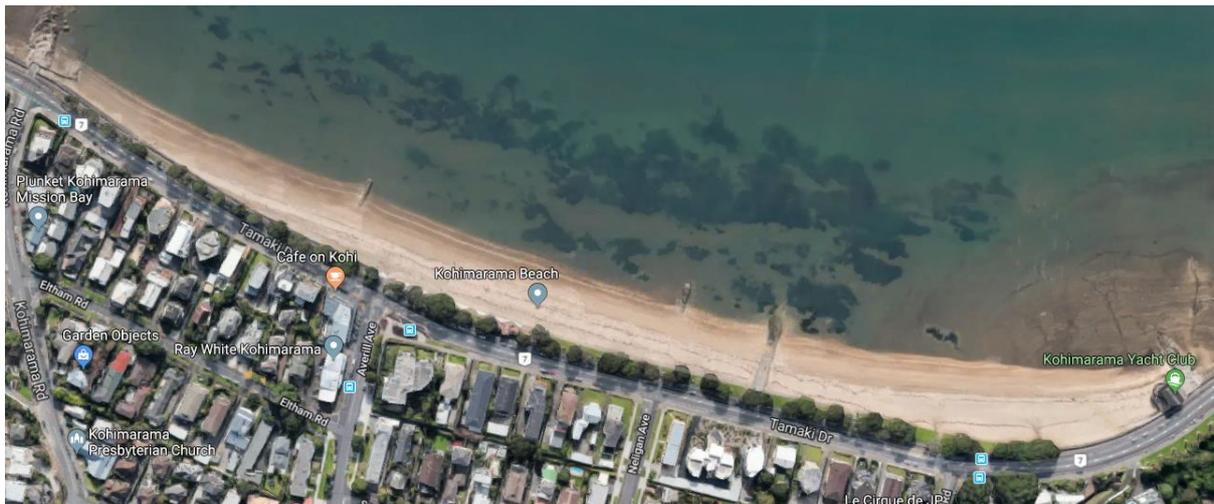
Issues

- This segment is very busy, particularly in weekends, and providing additional width plus separating pedestrians and cyclists will be required at some point to avoid accidents.
- Investigations are underway into methods of reducing waves over-flooding the sea wall. These methods could involve reshaping the seawall which would provide an opportunity to create additional width to accommodate the full promenade and cycle path.

Possible approaches

1. Reclaiming land and building a new seawall 4m seaward of the existing with a walking-only promenade decking structure immediately inside the new seawall.
2. Alternatively building a walking-only promenade structure over the water outside the existing seawall.
3. Converting the existing footpath to a dedicated 2-way cycleway, physically separated from the new walkway.

Segment 15 – Kohimarama



Description

This is also a popular recreation area, although the usage is not as intense as Mission Bay. It can be treated as Cross Section Type 1, Type 2 and Type 3 at the western end, centre and eastern end respectively.

The central portion already has a walking-only path however this will need additional width over most of its length.

Issues

1. Additional width necessary for a promenade at the western and eastern ends will require minor encroachment on the beach.
2. Because of the heavily-used roadside parking, it will not be possible to completely dedicate the existing footpath to cycling.
3. At the western end, any solution has to be compatible with the suppression of wave energy during northerly winds with high tides.
4. At the western end there is a poorly-designed boat ramp which will be rendered ineffective by a promenade..

Possible approaches

At the western and eastern ends:

1. Reclaiming land and building a new seawall 4m seaward of the existing with a walking-only promenade decking structure immediately inside the new seawall.
2. Alternatively building a walking-only promenade structure over the water outside the existing seawall.
3. Converting the existing footpath to a dedicated 2-way cycleway, physically separated from the new walkway.

Along the central (beach) section:

1. Reclaiming land and building a new seawall 4m seaward of the existing with a walking-only promenade decking structure immediately inside the new seawall.
2. Widening of the existing beach walking-only promenade to minimum 4 m and removing short walls across the walkway, at the boat ramp.
3. Converting the existing footpath to a dedicated 2-way cycleway.

Segment 16 – Kohimarama Yacht Club



Description

This, like Ōrakei Wharf and Tamaki Yacht Club, is a special case because of an existing building. The Yacht Club and its associated ramp is on the seaward side. The existing footpath is relatively wide.

Issues

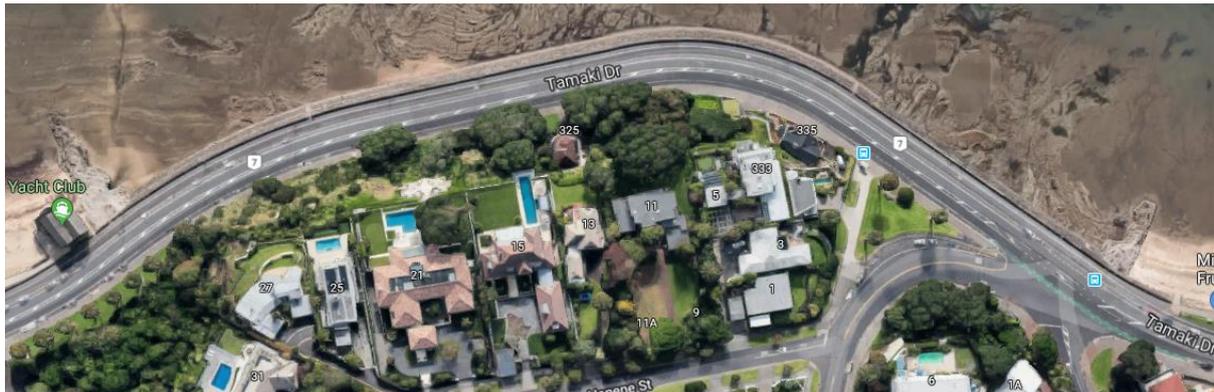
1. In the weekends there is heavy usage by the Yacht Club with ramp access to the beach used for rigging and launching.
2. The gap between the road and the Yacht Club building is insufficient for both a cycleway and walkway.
3. Some of the existing space beyond the existing seawall is utilised by the beach access ramp.
4. A stream outlet is incorporated as a box culvert within the reef under the building..

Possible approaches

1. There do not appear to be any easy options.

2. More width could be created by eliminating parking or the painted median. However, a large number of children cross the road at this point to get to the yacht club, and the median provides a degree of safety.
3. An alternative approaches might be to realign the road further south to open up more space on the northern side, or to eliminate parking for a short distance
4. A more extreme option would be to build a new promenade on the outside of the seawall, around the outside of the Yacht Club and rebuild the ramp accordingly.

Segment 17 – Kohimarama to St Heliers



Description

This section is also classified as Cross Section Type 3. It is a relatively short section with a relatively steep bank and residences on the inland side. The existing footpath is relatively wide.

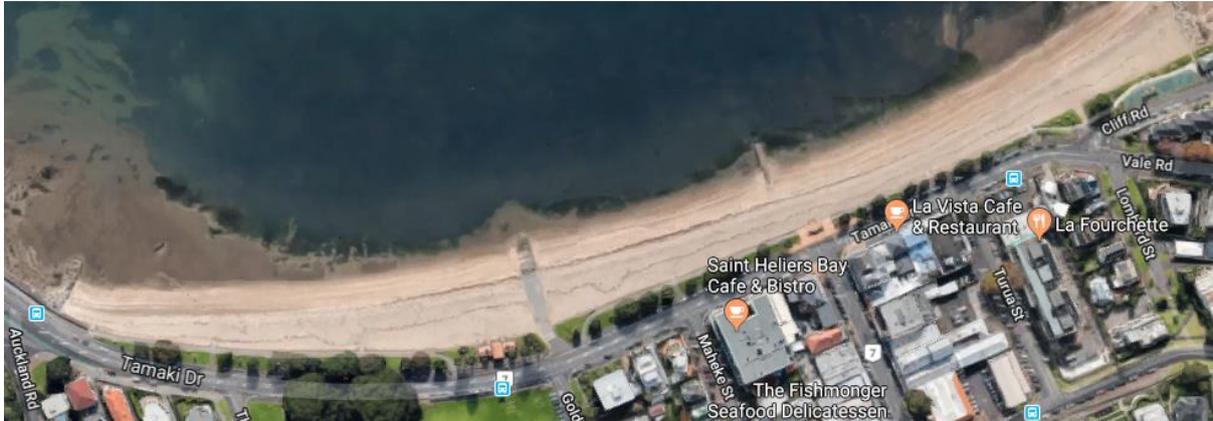
Issues

Whether to reclaim and build a new seawall (as at Ngāpipi intersection) or whether to treat as Cross Section Type 3.

Possible approaches

1. Reclaiming land and building a new seawall 4m seaward of the existing with a walking-only promenade decking structure immediately inside the new seawall.
2. Alternatively building a walking-only promenade structure over the water outside the existing seawall.
3. Converting the existing footpath to a dedicated 2-way cycleway, physically separated from the new walkway.

Segment 18 –St Heliers



Description

This segment is similar to Mission Bay and Kohimarama, with a separate promenade beside the beach, then a grassed area with trees, and then a narrow bumpy shared path beside the road. This is also a very popular recreation area. It can be treated as Cross Section Type 1 and Type 2 at the western and main beach section respectively.

Issues

1. The main beach portion already has a walking-only path however this will need additional width over all of its length.
2. Because of the heavily-used roadside parking, it will not be possible to completely dedicate the existing footpath to cycling.
3. A new promenade will have to be built around the outside of the existing toilet block and cross the boat ramp.

Possible approaches

1. On the western end, reclaiming land and building a new seawall 4m seaward of the existing with a walking-only promenade decking structure immediately inside the new seawall and converting the existing footpath to a dedicated 2-way cycleway.
2. Alternatively, on the western end, building a walking-only promenade structure over the water outside the existing seawall.
3. In the main beach section, widening of the existing beach walking-only promenade to a minimum 4m including going around the outside of the toilet block and across the boat ramp.
4. Also, in the main beach section, widening the existing footpath to a dedicated 2-way cycleway and shared path.

Appendix II: Measured cross-sections

