

Your feedback on the Northwestern path upgrade proposal



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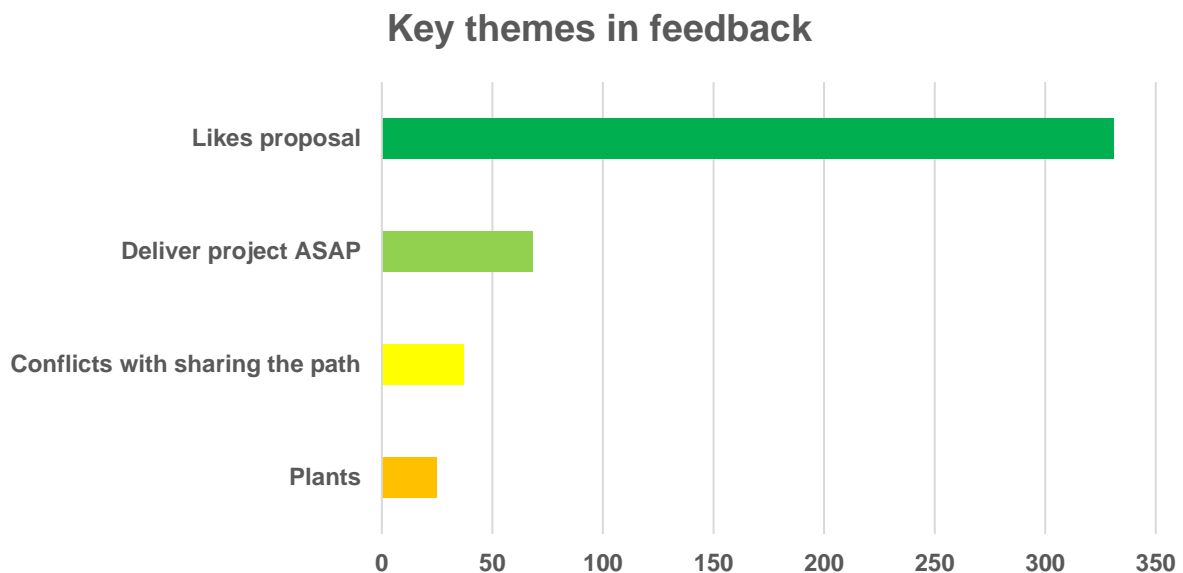
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Summary

We are proposing to improve the Northwestern Path by separating the shared path at the Eden Terrace/Kingsland section into a separate cycle path and footpath. We consulted on this proposal from 27 September to 31 October 2019 and received submissions from 396 people.

Key themes in feedback

- **Likes proposal:** These people were generally in favour of the proposal. Some made suggestions or highlighted certain aspects of the proposal, but most used their submission to express positivity about the proposal.
- **Deliver project ASAP:** Many people asked that the project be completed as soon as possible. Most of these people briefly asked that the upgrade be constructed fast or thought the was overdue for improvement.
- **Conflicts with sharing the path:** Far more people gave feedback about conflicts between cyclists and pedestrians than any other safety issue. Some people recounted incidents that they had been involved in or witnessed on the Northwestern Path. A lot of pedestrians and cyclists felt the path is unsafe for pedestrians the way it is, especially children.
- **Plants:** The location and varieties of planting were the most popular suggestion from the feedback we received.



Submissions may be counted in more than one theme

Next steps

As a direct result of feedback, the proposal will **proceed without changes** and will be constructed this year.

Construction is estimated to begin during the second half of 2020 and will take approximately four months to complete.

AT will work to maintain access for people using the path as much as practicable during this time.

Background

What are we seeking feedback on?

Auckland Transport propose to separate the shared path at the Eden Terrace/Kingsland section into a separate cycle path and footpath. This upgrade will occur over an 850 metre stretch of the path between Central Road and Haslett Street.

The upgrade will enable the different users to have their own dedicated spaces which will better cater for current and future users.

Proposed improvements

- Construct a new 850m long cycle path and footpath between Central Road and Haslett Street.
- Separate the footpath and new cycle path with low-lying planting, berm, and/or kerbs.
- Reconfigure the access points onto the new cycleway and footpath to improve visibility.
- Remove five on street car parks to allow improved vehicle turning movements at the end of Bright Street and Alexander Street.
- Reclassify the driveway at the end of Alexander Street as shared space to allow pedestrian movement through here while maintaining vehicular property access.
- Reclassify the thoroughfare road between Bright Street and Alexander Street to a pedestrian mall to stop vehicle movements through here.



Pedestrian mall

We are proposing to reclassify the thoroughfare road between Alexander Street and Bright Street to a pedestrian mall which means that it would only be used by pedestrians.

A pedestrian mall is a legal reclassification of a road to a pedestrian only zone. The reclassification is necessary to enable enough space for the footpath and the separated cycle path through this section.

No vehicles will be allowed to drive into or park on this thoroughfare except for:

- Emergency service vehicles
- Authorised vehicles (with prior permission from Auckland Transport).

We have issued a Statement of Proposal, which outlines the details of our proposal to change this thoroughfare to a pedestrian mall and summarises options that were deemed unsuitable for the space. Anyone who wishes to give feedback on this proposal in person will be given an opportunity to do so.



Background

The Northwestern shared path continues to get busier with ridership more than doubling on this route since 2012 to now having close to 1000 bike trips per day through the Kingsland section. The shared path is now the second busiest cycleway in Auckland.

Given the shared path caters to both people walking and cycling, new challenges have arisen as people using the path has increased. There is a particular section of this path in Eden Terrace/Kingsland where capacity is becoming inadequate to safely cater for all users.

For this path to be fit for purpose, changes need to be made to upgrade the Eden Terrace / Kingsland section of the path to offer people walking and cycling dedicated space.

See Attachment 1 at the end of this report for the full plans.

Consultation

We consulted on the proposed improvements from the 27 September to 31 October 2020.

What we asked you

We asked if you had any feedback on these proposed changes.

Activities to raise awareness

To let you know about our consultation, we:

- Posted letters and feedback forms to 1471 households
- set up a project webpage and an online feedback form on our website
- posted information on our social media channels
- placed an advertisement in the Central Leader newspaper
- erected signage on the path
- held two public drop-in sessions on the path
- met with Local Boards and Newton Central School who put information in the school newsletter
- emailed our stakeholder database

How people provided feedback

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See attachment 2 at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received public feedback on the proposal from 396 people.

- 362 of these people submitted online, 35 people submitted using the freepost feedback form and two people submitted via email.

We also received submissions from:

- Bike Auckland
- Carbon Neutral New Zealand Trust
- Bike Henderson
- Tree Council

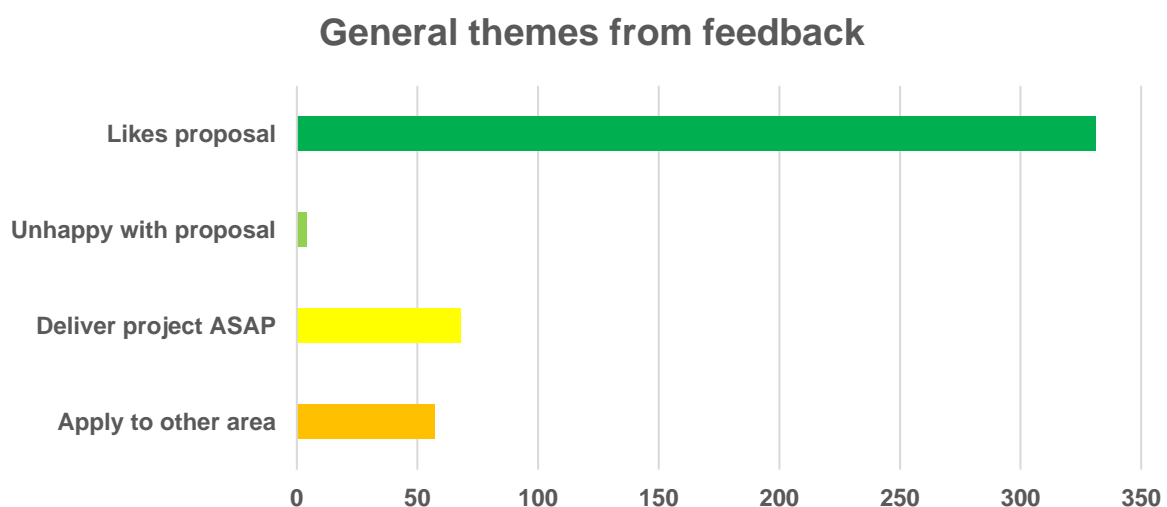
Themes in feedback

We have analysed the public feedback to identify key themes, grouped by major features of the proposal, as follows:

- **General themes** – these relate to a specific aspect of the project or to the project as a whole
- **Safety issues** – these themes are about current safety issues on the Northwestern Path
- **Design suggestions** – are specific suggestions about changes or improvements to the proposed upgrade

General themes

These themes relate to a specific aspect of the project or to the project as a whole.



Submissions may be counted in more than one theme.

Likes proposal

These people were generally in favor of the proposal. Some made suggestions or highlighted certain aspects of the proposal, but most used their submission to express positivity about the proposal.

“Great to see that this is happening and as a cyclist who uses this path daily it's really exciting.”

“I very much like the separated bike and pedestrian area. I very much like the pedestrian mall.”

“Great plan to separate cyclists and pedestrians - better for everyone.”

Unhappy with the proposal

A handful of people were unhappy with the proposal. A couple of people felt that the proposal was a waste of money and suggested that Takau Street was most urgent section of the Northwestern path to improve.

“Firstly, let me suggest that this is a waste of money, I use the cycle way weekly and see no rational between the value-added verses the cost of completion.”

“One thing that really concerns me is when the cycle lane ends and turns into Takau Street.”

One person felt that the proposal should aim to widen the full length of the Northwestern path as much as possible.

Deliver project ASAP

Many people asked that the project be completed as soon as possible. Most of these people briefly asked that the upgrade be constructed fast or thought the was overdue for improvement.

“Please get this underway ASAP! And then move to the other congestion points.”

“1. Yes please, just do it! 2. Soon as! 3. More like this, and soon, on other sections of the path!”

Apply to other areas

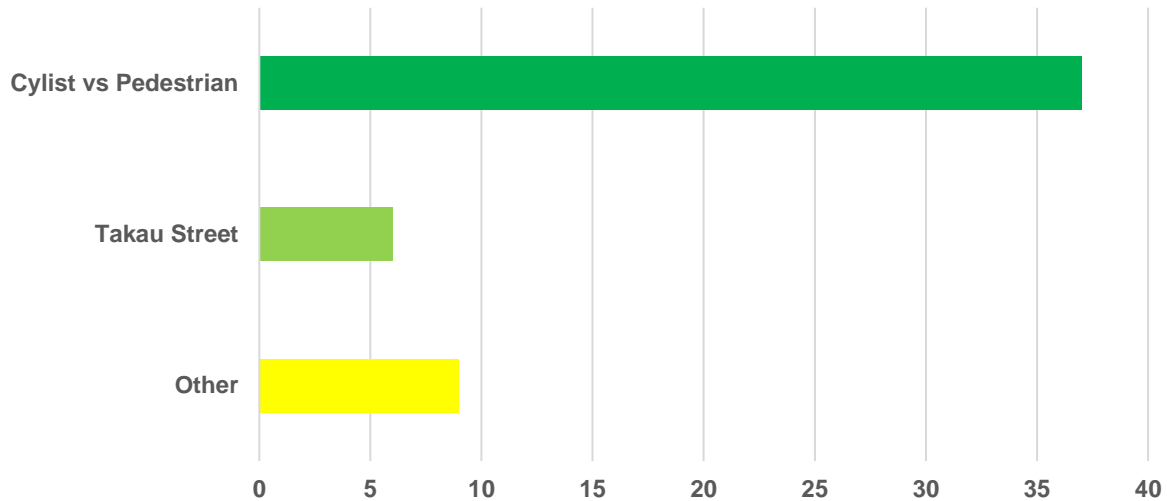
These people mentioned in their submissions that they'd like to see similar improvements other sections of Northwestern path or other shared paths. Mostly when the suggestion to apply similar designs to other areas came up people used vague language, for instance saying it was needed in other parts of Auckland without saying specifically where.

“Great plan to separate cyclists and pedestrians - better for everyone. This is a good start - be lovely to have it separated even more - but happy to have this first stage happening”

“Would love to see more development like this on other sections of the path.”

Safety themes

Safety issues from feedback



Submissions may be counted in more than one theme.

Conflicts between cyclists and pedestrians

Far more people gave feedback about conflicts between cyclists and pedestrians than any other safety issue. Some people recounted incidents that they had been involved in or witnessed on the Northwestern Path. A lot of pedestrians and cyclists felt the path is unsafe for pedestrians, especially children.

“We desperately need a pedestrian only zone. We drive to school because it’s unsafe to walk.”

“As a cyclist, I worry about hitting a pedestrian, especially in winter on dark mornings heading west.”

Takau Street

These people specifically discussed safety issues on Takau Street. The narrow road, narrow crowded footpath, fast travelling cyclists, poor parking and blind corners were all hazards people reported negotiating regularly on Takau Street.

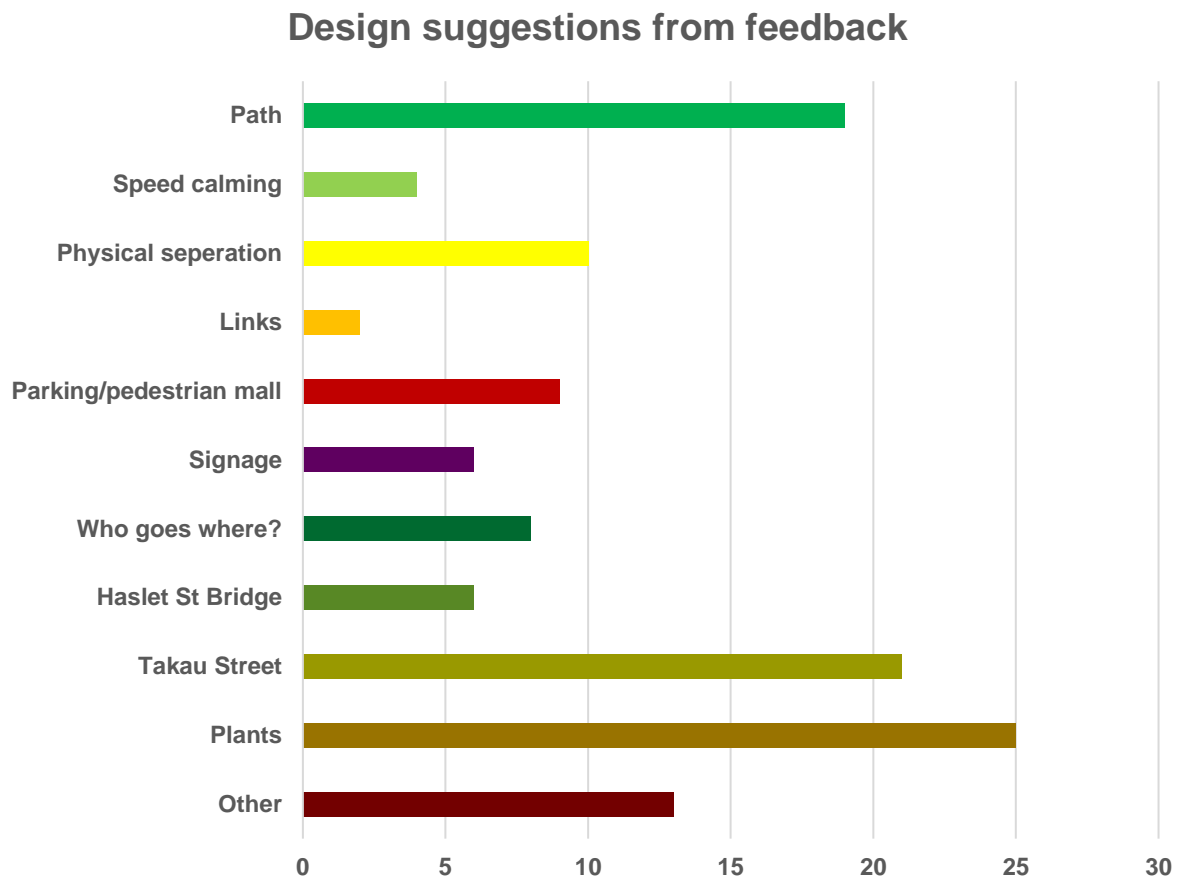
“The worst problem in the area is Tekau Street where cyclists mingle with traffic, and the footpath is inaccessible to pedestrians.”

Other

Details of safety issues that were not mentioned frequently enough to be a theme are available in the AT Response section.

Design suggestions

These themes are specific suggestions about changes or improvements to the proposed upgrade.



Submissions may be counted in more than one theme.

Path

These people made suggestions about the design of the path. Almost all these suggestions were about the bike path, rather than the pedestrian path. Generally, people wanted the cycling path to be smooth especially the transitions on and off the path, as wide as possible, and to straighten out bends where possible.

“I think the priority should be trying to make the full length of path as wide as it can be. Not just limited sections of it.”

“Please review removing the small second reverse curve in the bike path between King Street and Hesketh Street (created by the proposed eastern streetlight placement).”

Speed calming

A few people made submissions about speed calming elements. A couple of people worried about which specific speed calming elements were used as some could become hazardous or be an obstacle to larger bicycles (like cargo bikes) to entering the path.

“DO NOT ADD MORE CHICANES / BOLLARDS AS SPEED CALMING MEASURES like you have on the ends of the Grafton path - THIS IS INCREDIBLY UNSAFE.”

Another couple of people suggested that speed calming measures were needed to slow down ebikes and scooters

“Some thought needs to be given to limiting speeds on the cycleway. There is a significant speed difference between e-bikes, e-scooters and traditional bikes. I've had a number of close misses caused (mainly) by inconsiderate e-bike riders not giving way or overtaking in unsuitable places.”

Physical separation

Some people made suggestions about the separation of the walking and the cycling paths. Most of these people suggested ways of increasing separation between the pedestrian path and cycling path, for instance by incorporating a kerb where the paths there is no other separation between the paths or moving the paths further apart where possible. In contrast some people worried how someone could get back to the right path if they found themselves on the wrong one, suggesting that the paths should be closer.

“Where immediately adjacent to the footpath, the bike path should have kerb separation (i.e. including a vertical component).”

“Is it possible to make the interface at the western end safer? For example, it looks like the eastbound cycle lane could be moved further to the north, to create more distance between them and pedestrians.”

Links

A couple of people made submissions making suggestions about links into the new path. One person felt that a crossing needs to be built on the corner of Central Road because people find it dangerous on foot or by bike because the entrance to the Northwestern path is close to a corner.

“I would also like to see a raised crossing on the hazardous corner of central road where I have frequently had close calls with cars cutting the corner as I try to cross the road to join the cycleway.”

The other person felt that there was no need to have two entrances to the Northwestern Path on King Street, Richbourne Street, or Mostyn Street.

Parking

These people who live close to the Northwestern Path made submissions about limiting the loss of parking in the streets in the area. To create more space for pedestrians we proposed turning the section of Bright Street that runs parallel to the path to be turned into a pedestrian mall. This would make both Bright Street and Alexander Street Cul-de-sacs and will mean a loss of several parks on each street to ensure vehicles have space to turn around. Some people gave feedback about current parking pressure causing conflicts between residents trying to park in the evenings and suggested that the loss of parking would exacerbate this issue.

At the moment I already find it difficult finding a park outside my house for example yesterday (Sunday approximately 2pm) there was only one park available and that was outside 50 Bright Street where you intend to remove parks.

Others felt that the parallel section of Bright Street is important and asked that AT keep this section as a road or to designate it as a shared space rather than a pedestrian mall.

Signage

Some people discussed importance of clear signage as part of the proposed improvements in their submissions, especially where the separated walking and cycling paths begin and end.

“Really clear signage that separates cycling from walking so people don't go down the wrong path.”

Who goes where?

Several people were confused about which users should use which path, for instance should a person on push scooter use the cycling path or pedestrian path? What about an e-scooter? People also suggested that children on bicycles should use the pedestrian path rather than mix with the fast-moving traffic in the cycling path.

“Kids can ride really slowly. Scooters could fit in either space depending on speed. I hope you'll consider separating the paths by speed rather than mode.”

Some people also suggested that signs outlining which modes should be included in the proposal to clear up any confusion.

Haslet Street Bridge

Some people felt that the Haslet Street foot bridge needed improvement as part of the proposal. Most of these suggestions focussed on the connection between the Northwestern Path and the footbridge, as people noted that the corner is sharp, and visibility is poor in both directions. Other's though suggested that the bridge is too tight and the pavement is in need of repair.

“Also, at the Takau Street junction, the slope under the Haslett Street bridge should be levelled out to eliminate the current blind rise.”

Speed limits

These people suggested including speed limits as part of the proposed improvements. They agreed that a speed limit would be beneficial but were vague about what speeds they felt were appropriate or how speed limits should be enforced.

“Some thought needs to be given to limiting speeds on the cycleway. There is a significant speed difference between e-bikes, e-scooters and traditional bikes. I've had a number of close misses caused (mainly) by inconsiderate e-bike riders not giving way or overtaking in unsuitable places.”

Takau Street

These people suggested that Takau Street should be included as part of the proposed improvements. Many of the safety issues mentioned in the above section on Takau were used to urge us to include improvements for Takau Street. These people felt that Takau Street should have been included in the proposal, and felt that it was an oversight not to have included it.

“My goodness, please tell me I'm mistaken, but is there really no plan address the complete lack of a cycleway on Takau St? You're kidding!”

Plants

The location and varieties of planting were the most popular suggestion from the feedback we received. People felt that plants that could become tangled in bicycle wheels such, encroach onto either or could limit visibility between the paths should be avoided.

“Amenity planting - please no more flax, oioi or carex to get tangled up in.”

As for what plants to include, native plants were the clear favourite provided they are appropriate. Others asked that specific mature trees are preserved if possible.

“Please make sure the upgrade project accommodates the trees and plants currently between the motorway and the cycleway. Those trees have grown for years and they are part of our beloved community.”

Amongst people who live in the area the inclusion of screening planting along with a sound barrier in the greenbelt between the Northwestern Path and the motorway was a popular suggestion, to reduce noise pollution from the motorway.

“Why are there no plans to plant trees or make a barrier between the cycleway and motorway on a large section of this route? It is extremely noisy without one for the houses nearby and unattractive to look at.”

Other suggestions

Details of design suggestions that were not mentioned frequently enough to be a theme are available in the AT Response section.

Key stakeholder submissions

In addition to public feedback, we also received submissions from Bike Auckland and Tree Council. Their feedback is summarised below and their concerns and suggestions have been included in the list of [design suggestions](#).

Bike Auckland

Bike Auckland applauds Auckland Transport's proposal to separate the path. This will provide a much safer, much more generous environment for walking and cycling along the route, allowing both pedestrians and the steadily growing users of bike and scooter users to enjoy the path.

Bike Auckland also supports the proposals regarding the Bright Street pedestrian mall and Buchanan Street shared space.

We have the following, more detailed comments at this stage:

- where immediately adjacent to the footpath, the bike path should have kerb separation (i.e. including a vertical component).
- where separated by a planting strip, please ensure that the planting is selected so as to a) not overgrow the path even if badly maintained (no flax or similar) and b) does not hide one path from the other, which could create safety issues at cross-over points and CPTED concerns.
- Bike Auckland would support reducing the width to 3m for the bikepath and 2m for the footpath in sections where this might allow specimen trees to be retained which are currently shown as to be removed.
- please review removing the small second reverse curve in the bike path between King Street and Hesketh Street (created by the proposed eastern streetlight placement). Consider side street lights or similar here to avoid an even more "wiggly" cross-section through this part.
- similarly, consider whether the small reverse curve just east of Hesketh Street can also be straightened out. Finally, while we understand the financial / business case process reasons for leaving the Takau Street section out of this project, we would like to see works to improve the path through this section too (one of the two last on-street sections left on the Northwestern Cycleway).

Tree Council

The Tree Council supports the upgrade subject to appropriate mitigation for the loss of trees that it will entail.

The Tree Council would like to see the following:

- Removal and poisoning of all tree privet in the areas indicated for tree removal. Most of this is behind tree 2, comprising 4 or 5 medium-sized trees.
- Removal and poisoning of all tree privet and other invasive exotics (e.g. loquat, ginger, bamboo, giant reed, cherry, Madeira vine) from the NZTA embankment beside the entire upgrade as far as Virginia Ave West. This is really the

responsibility of Auckland Motorway Alliance (AMA), but the large amount of privet infesting the NZTA side threatens any new or existing planting on the AT land.

- New native planting on a three-for-one basis; that is for every native tree removed, there would be three of similar species planted.
- King Street Totara trees to be retained with the path to be designed around the trees.
- We suggest that bollards or some such barrier be installed to prevent parking under the trees at the end of Buchanan and Alexander Streets. Cars parking here compresses both tree roots and soil, making the trees less resilient in the long term.

Carbon Neutral New Zealand Trust

Great to read about the proposed changes which are good for both walkers and cyclists. Thanks for hearing the community's concerns.

Walk Auckland

We like it. Separation by speed is the solution. Anything powered (eScooters e.g.) should be in the cycle lane.

Newton Central School

These proposed changes are exactly what the community needs and outlines a commitment to safety for all pathway users.

Please commit and complete the project as soon as possible.

Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by theme group.

Design suggestion in feedback	AT response
General themes	
Unhappy with the proposal	
<p>The improvements are a waste of money</p> <ul style="list-style-type: none"> The value added does not justify the cost of completion The money could be better spent elsewhere e.g. on the section between the Newton on-ramp and the pedestrian bridge to Waima St that is shared by cars, bikes and pedestrians 	<ul style="list-style-type: none"> This section of the Northwestern Path is the second busiest cycleway in Auckland and there are conflicts regularly occurring between cyclists and pedestrians. The proposed improvements will help alleviate this issue and allow for further growth in active modes along this section of the Northwestern Path. Takau St has been added to our prioritisation list for improvements in future.
<p>The improvements will not address the stated issues</p> <ul style="list-style-type: none"> The merging sections will be more dangerous than the current layout 	<ul style="list-style-type: none"> These sections will be designed to increase visibility and decrease cyclist speeds across the footpath
Complete project ASAP	
<p>The improvements should be built as quickly as possible</p>	<ul style="list-style-type: none"> The improvements will be installed when possible during the second half of 2020.
Apply to other parts of the North-western path	
<p>Other sections of the North-western path should have similar improvements</p> <ul style="list-style-type: none"> The whole North-western path should have similar upgrade Other areas with high congestion should have similar improvements The proposal should be extended from Haslett Street to St Lukes Road as this section runs along residential suburbs, there is high usage by pedestrians and families and some parts a very narrow Better cycling infrastructure allows cycling to be a viable form of transport 	<ul style="list-style-type: none"> This section of the Northwestern Path is the second busiest cycleway in Auckland and so has been prioritised over the rest of the path for improvements. There are currently no plans to apply a similar upgrade the rest of the Northwestern path however this will be considered to alleviate any issues that may be present or arise in the future. Other shared paths are being investigated separately to this project.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • The Waterview shared path and the South-western motorway should also have similar upgrades • Shared paths are not appropriate for high volumes of commuters, shared paths across Auckland should be upgraded with separation • Tamaki Drive should have similar upgrades • The path between Cardigan street and Nixon Park should be upgraded as its very narrow with blind corners and the potential for crashes as people enter the path • 	
Safety themes	
Cyclist vs Pedestrian	
<p>Giving pedestrians warning or room can be difficult</p> <ul style="list-style-type: none"> • Many pedestrians walk on the path wearing headphones or earbuds so often bells are ineffective • Pedestrians sometimes do not look before moving on or off the path • Poor lighting on the path means that after dark it can difficult to avoid or warn pedestrians 	<ul style="list-style-type: none"> - It is also important to pass pedestrians at a safe distance and speed as not all people will hear the bell. - By having the cycle path behind the footpath pedestrians will not have to walk over the cycle path to get to the footpath and so should not step out in front of cyclists. - Lighting is being reviewed and will be upgraded as part of this project
<p>The path is too narrow</p> <ul style="list-style-type: none"> • the path is currently too narrow to accommodate both pedestrians and the increasing number of bikes safely • The path is so narrow that it is often difficult to overtake walkers or other cyclists safely • Even without pedestrians, the cycling path needs more width because of increasing numbers of commuters. 	<ul style="list-style-type: none"> - The improvements will provide cyclists and slower path users with separate paths with adequate widths for both users
<p>Path users often come into conflict</p> <ul style="list-style-type: none"> • Cyclists are often moving fast and sometimes yell at people walking or driving vehicles, especially on Takau Street • People, including children have been hit by fast moving cyclists • People feel concerned about their safety when walking on the path 	<ul style="list-style-type: none"> - The improvements will provide cyclists and slower path users with separate paths

Design suggestion in feedback	AT response
<p>The path often feels dangerous</p> <ul style="list-style-type: none"> • Women report feeling vulnerable when cycling in the dark • Some people avoid walking on the path, by finding a different route or driving to avoid fast moving cyclists 	<ul style="list-style-type: none"> - Lighting is being reviewed and will be upgraded as part of this project - The improvements will provide cyclists and slower path users with separate paths
Surfacing	
<p>People report that poor surfacing on the path has caused accidents and close calls</p> <ul style="list-style-type: none"> • Holes caused daughter of one submitter to nearly crash into oncoming cyclists • Bumps in the surface of the path have caused people to lose their balance • Some people report large banks of tree leaves on sections of the path • People report regularly finding broken glass on the path, especially near the Bond Street and Newton Road bridges 	<ul style="list-style-type: none"> - These issues have been passed onto our maintenance team
Takau Street	
<p>People report conflict between different users, particularly people riding bikes and driving cars</p> <ul style="list-style-type: none"> • One submitter reports several close calls with drivers cutting the corner on Takau Street • There are is a concentration of hazards on Takau Street, with cyclists, pedestrians, people getting in and out of parked cars and vehicles all mixing in a narrow road with very little separation • Cyclists travelling west are often moving fast after coming down the hill from Ian Mckinnon Drive • Takau Street is the most dangerous part of the North-western path according to several submitters • The footpath is very narrow and often obstructed with bins or overgrowth pushing pedestrians onto the roadway 	<ul style="list-style-type: none"> - Takau St has been added to our prioritisation list for investigation to make improvements.
Other	
<p>Haslett Street needs a turning area like what is proposed on Alexander Street and Bright Street</p> <ul style="list-style-type: none"> • The street is narrow and is presents a hazard for drivers and pedestrians 	<ul style="list-style-type: none"> - The turning area in Haslett Street is not being impacted on by this project and so we are not proposing any changes to Haslett Street.

Design suggestion in feedback	AT response
•	
Cars parked on Bright Street (proposed to become a pedestrian mall) present a danger to path users, especially cyclists	- The project will remove parking on Bright Street
Hazards between Cardigan Street and Nixon Park <ul style="list-style-type: none"> • This section of the path is very narrow and has several blind corners • The access way from Central Road is hazardous as cars often come around a blind corner from Fourth Avenue in the same place that people especially cyclists are crossing to enter the Northwestern path. For cyclists the risk is exacerbated by the steep Central Road and difficulties slowing down on a bike while simultaneously crossing the street and checking for cars coming around the corner • People report a number of hazards in this section of the path including blind corners, a pinch point, large puddles when it rains, blind intersections and poor visibility which have caused accidents and near misses 	- The section of the Northwestern Path to be upgraded is the second busiest cycleway in Auckland and so has been prioritised over the rest of the path for improvements. There are currently no plans to apply a similar upgrade the rest of the Northwestern path however this will be considered to alleviate any issues that may be present or arise in the future.
Design suggestions	
Path	
Kerbing and drainage should be made as safe as possible <ul style="list-style-type: none"> • The current dish channels are a hazard as bicycle wheels can become stuck. They should be replaced as part of the upgrade • Kerbs can catch wheels planters are a better solution • The gutters are regularly clogged 	<ul style="list-style-type: none"> - Drainage is being reviewed and will be redesigned during the detail design stage - Kerbs are the standard measure for separation. Planters can be moved, knocked over and require regular maintenance. Additionally, planters can catch the handlebars and pedals of cyclists and so we will be providing kerbs here. - This issue has been passed onto our maintenance team.
The surface of the path should be smooth <ul style="list-style-type: none"> • Ensure the bumps and path-road transitions are smoother on downhill sections - particularly at the end of Takau Street where it re-joins the path 	- The path will be designed to have a smooth surface.
The layout of the path should be altered <ul style="list-style-type: none"> • At the Takau Street junction, the slope under the Haslett Street bridge should be levelled out to eliminate the current blind rise 	- We are looking into design options to maximise visibility and reduce speeds where Takau Street meets the Northwestern Path.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • The curvy section of the proposed cycleway opposite to King Street should be straightened to improve visibility and safety • The path should be wider to accommodate increased use in the future • The path should be wider to allow faster cyclists to safely overtake slower cyclists and pedestrians • AT's priority should be trying to make the full length of path as wide as it can be. Not just limited sections of it. • The bike path should be wider than the pedestrian path as pedestrians aren't going to crash into each other • If the pedestrian path is not straight and logical pedestrians might not use it 	<ul style="list-style-type: none"> - Where possible we are designing the path to be straight, however in some cases there are restraints that the paths will have to curve around. - The paths make the most of the width at the sections that have the least width available for the paths. Making the paths wider would create inconsistent widths along the paths. - The cycle path will be wide enough to allow faster cyclists to safely pass slower cyclists. - This section of the Northwestern Path is the second busiest cycleway in Auckland and there are conflicts regularly occurring between cyclists and pedestrians. The proposed improvements will help alleviate this issue and allow for further growth in active modes along this section of the Northwestern Path. - The footpath still needs to cater for large groups of users at the same time such as school children, walking groups and mobility impaired users to safely pass each other without getting in each other's way.
Speed calming	
<p>Installing more bollards or chicanes needs to be carefully considered or avoided</p> <ul style="list-style-type: none"> • The currently installed bollards and chicanes are a hazard as they reduce the path width considerably and people risk running into them • Bollards should not obstruct or prohibit people on cargo bikes from using the path 	<p>Where possible, obstructions to path users will be avoided, however there may be locations where vehicle access restriction is required, and bollards may be the most practical way of achieving this.</p>
<p>The path should be designed to slow excessively fast users</p> <ul style="list-style-type: none"> • eBikes and eScooters often travel much faster than conventional modes of transport (cycling, walking) and although separation will improve safety, something needs to be done to slow down "speed at all costs" users. • The design of the path should encourage slower speeds without discouraging enjoyment 	<p>The footpath provides a safe environment for slower path users such as pedestrians and school children on scooters and bikes.</p> <p>The cycle path provides adequate width for faster cyclists to safely pass slower cyclists.</p>
Physical separation	
<p>Design of separation</p> <ul style="list-style-type: none"> • Planters should be used to separate the pedestrian and cycling paths 	<ul style="list-style-type: none"> - There will be either kerb or berm separation between cycle path and footpath.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • where immediately adjacent to the footpath, the bike path should have kerb separation (i.e. including a vertical component). • ensure vertical separation between the footpath and cycleway and ensure the 'feel' of the cycleway is similar to that of the Ian Mckinnon Cycleway. • A centre line is important to prompt people to stay left • The western end the bike path could be safer if it was moved further from the pedestrian path to increase the distance between cyclists and pedestrians 	<ul style="list-style-type: none"> - AT is currently trialling which methods are effective in making path users keep left. Suitable measures will be applied where necessary. - Adequate separation of the paths will be provided.
<p>Physical separation is unnecessary</p> <ul style="list-style-type: none"> • The cyclists and pedestrians should be separated by a painted line so that people can switch to the correct side if they accidentally take the wrong path • Widening the path is enough to solve the issue of unsafe passing 	<ul style="list-style-type: none"> - Painted lines have proven to be ineffective in keeping path users on the correct path. Both paths will be clearly marked and signed so that path users can get on the correct path.
Links	
<p>There should be a raised crossing on Central road</p> <ul style="list-style-type: none"> • There have been numerous close calls with cars cutting the corner as people cross the road to join the cycleway 	<ul style="list-style-type: none"> - This will be considered as part of our minor improvement programme and if investigation shows the requirement for a crossing here, it will be prioritised against other projects in the region.
<p>Why do King Street, Richbourne Street and Mostyn Street need two links to the path?</p>	<ul style="list-style-type: none"> - This provides links to all side streets to ensure the paths cater to all residents and other users that may come down these streets.
Parking/pedestrian mall	
<p>Parking should be retained on Bright Street (part is proposed to become a pedestrian mall) and Alexander Street</p> <ul style="list-style-type: none"> • parking pressure in the area is increasing due to many family homes becoming rental properties • Removing carparks to allow for a turning bay is unnecessary as most vehicles, including rubbish trucks do a three-point turn using one of the driveways • Often rental properties don't have enough on street parking to cater to all the renters • 	<ul style="list-style-type: none"> - Parking removal is required to provide a turnaround facility for larger vehicles such as rubbish trucks
<p>A traffic counter should be installed on the section of Bright Street proposed to become a pedestrian mall</p>	<ul style="list-style-type: none"> - Residents will be able to turn around at the ends of Alexander St and Bright St

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Residents suggest that this street is used regularly throughout the day and ask AT to compare bike usage to 	
<p>The section of Bright Street proposed should not become a pedestrian mall, instead the path should be widened using land from the walkway fence back towards the motorway</p> <ul style="list-style-type: none"> This would reduce parking loss while still widening the path 	<p>Pushing the path towards the motorway would require extensive retaining works, push path users to the motorway and reduce the natural noise barrier created by the vegetation here which would be a less desirable option.</p>
<p>The area at the end of Alexander Street should be turned into parking space</p> <ul style="list-style-type: none"> This would provide parking for residents 	<ul style="list-style-type: none"> - Parking removal is required to provide a turnaround facility for larger vehicles such as rubbish trucks
<p>Bollards or some kind of barrier could be installed to protect plants and stop illegal parking</p> <ul style="list-style-type: none"> Cars routinely park under the Totara trees at the end of Buchanan. This compresses both tree roots and soil, making the trees less resilient in the long term. Cars also sometimes park on the grass under the trees SW of Alexander St, where there are no parking signs. Apart from damaging the environment for the trees, this detracts from visual amenity, making this natural space less like a park and more like a car park. 	<ul style="list-style-type: none"> - We will pass this onto Auckland Council to consider as this is on the reserve.
Signage	
<p>Signage should clearly show which path is for cyclists and which is for pedestrians</p> <ul style="list-style-type: none"> It's important that people don't go the wrong way It's important that people know where children on bikes and scooters should go 	<ul style="list-style-type: none"> - Both paths will be clearly marked and signed
<p>Signs should be installed on the path approaching Takau Street reminding path users that they are entering a street</p> <ul style="list-style-type: none"> Signs remind motorists to look out for cyclists, given conflicts between cyclists and motorists the cyclists should be reminded to look out as well 	<ul style="list-style-type: none"> - The road layout clearly indicates to cyclists that they are entering a roadway that is used by vehicles.
<p>Slow signs should be installed</p> <ul style="list-style-type: none"> Where the pedestrian and cyclist paths merge On the section used by children going to Newton School in the morning 	<ul style="list-style-type: none"> - Conflict points will be clearly marked. School children will generally use the footpath which will be catering to slower users and so will not require SLOW markings.
<p>Some of the green surfacing needs to be revised</p>	<ul style="list-style-type: none"> - We will install any markings so that they are visible to approaching cyclists.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> At the eastern interface, it looks like the cycle signs aren't in the right place on the road (they should be offset to the north). With the vertical alignment here, it may not be possible for westbound cyclists to see the green surfacing from further back along Takau Street 	
Who goes where?	
<p>It's unclear where children on bikes and scooters should go</p> <ul style="list-style-type: none"> The two lanes should be separated by speed rather than mode, as children riding bikes or scooters would be safest in the pedestrian lane and some fast pedestrians like runners might be more comfortable in the cycle lane The paths should be separated by speed rather than mode, so someone on a wheeled device (scooter, bike, etc) can go in the pedestrian area as long as they stay strictly at walking pace and give way to pedestrians. That may be safer and kinder to small children learning to ride to school than to insist they (and their adult caregivers) ride with full-speed adult commuters. 	<ul style="list-style-type: none"> As per NZTA guidelines, children using scooters and bikes with a wheel diameter less than 355 millimetres are allowed to ride on the footpath. It would be difficult to enforce the give way and speed restrictions on a footpath and would not be a suitable environment to ride a larger bike. There is currently no bylaw allowing cyclists on a footpath with a restriction to speed.
<p>People using fast moving wheeled vehicles like electric scooters and skateboards should be able to use the cycle lane</p> <ul style="list-style-type: none"> The pedestrian path should be for pedestrians only – no scooters and skateboards 	<ul style="list-style-type: none"> It is expected that footpath and cycle path users will follow the road rules whilst using the paths.
<p>The pedestrian mall should be able to be used by cyclists as well</p>	<ul style="list-style-type: none"> The cycle path continues through this section and so cyclists can continue to use the cycle path
Haslet Street bridge	
<p>Suggested improvements to Haslet Street foot bridge:</p> <ul style="list-style-type: none"> The slope under the Haslett Street bridge should be levelled out to eliminate the current blind corner and to slow the cyclists who currently take the corner very fast Mirrors should be added to the blind corner to increase visibility Improvements should make the bridge wider, more friendly to cyclists, easier to turn, and smooth surface 	<ul style="list-style-type: none"> We aim to slow path users at this location and improve visibility. We do not install mirrors on the AT network. They can give false impressions of speed and distance and are costly to maintain. The bridge is owned by NZTA and is not something we can consider.
Lighting	
<p>Streetlights should be moved further from the path</p> <ul style="list-style-type: none"> The plan shows several existing streetlights in the middle of the cycleway, or too close to the edge of the cycleway. These should be moved to a more suitable location. 	<ul style="list-style-type: none"> The streetlight locations will be reviewed as part of detailed design.

Design suggestion in feedback	AT response
<p>Adequate lighting is essential</p> <ul style="list-style-type: none"> • Lighting is important in a low-lying darkish area • The lighting there now is quite weak, obscured by trees and too far apart. It's quite difficult to see when commuting in the dark in winter. 	<ul style="list-style-type: none"> - The streetlighting will be reviewed as part of detailed design and brought up to standard
Speed limits	
<p>AT should be considered for on this section of the path</p> <ul style="list-style-type: none"> • E-bikes and e-scooters are heavy, and when ridden at speed, could cause serious harm in a collision • Separating bikes from pedestrians will make the path safer for all users, but there is still a "speed at all costs" group of cyclists that needs to be moderated • A speed limit should be in place during construction of the proposal 	<ul style="list-style-type: none"> - Whilst AT does not currently install speed limits on footpaths or cycle paths, a person using the path must not do so in a manner that constitutes a hazard to others using it.
Takau Street	
<p>Takau Street should be included in the proposal</p> <ul style="list-style-type: none"> • Some submitters regard Takau Street as the most dangerous part of the cycleway because of the speed cyclists coming down the hill, the narrowness of the street and the lack of visibility from the hills and as people step out from behind cars • the cycle way in Takau street needs to be built for purpose not simply direct cyclists to a road where residents cars are required to do three point turns to turn around or reverse out of driveways. • Takau Street is one of the last on-street sections on the North-western path • The footpath is very narrow and is often blocked by rubbish bins, failing fences and retaining walls etc. • Car parking should be removed from Takau Street to make more space for people walking and cyclists 	<p>We understand there are concerns with the layout of Takau St for cyclists currently. Takau Street has been added to our prioritisation list for improvements in future.</p> <p>This project focuses on separating the existing shared path where we are encountering high levels of conflict between path users.</p>
Plants	
<p>Plants to avoid:</p> <ul style="list-style-type: none"> • Flax, Oioi, Carex and similar plants as they can get tangled up in bikes wheels and drivetrain 	<p>This will be taken into account during detailed design.</p>

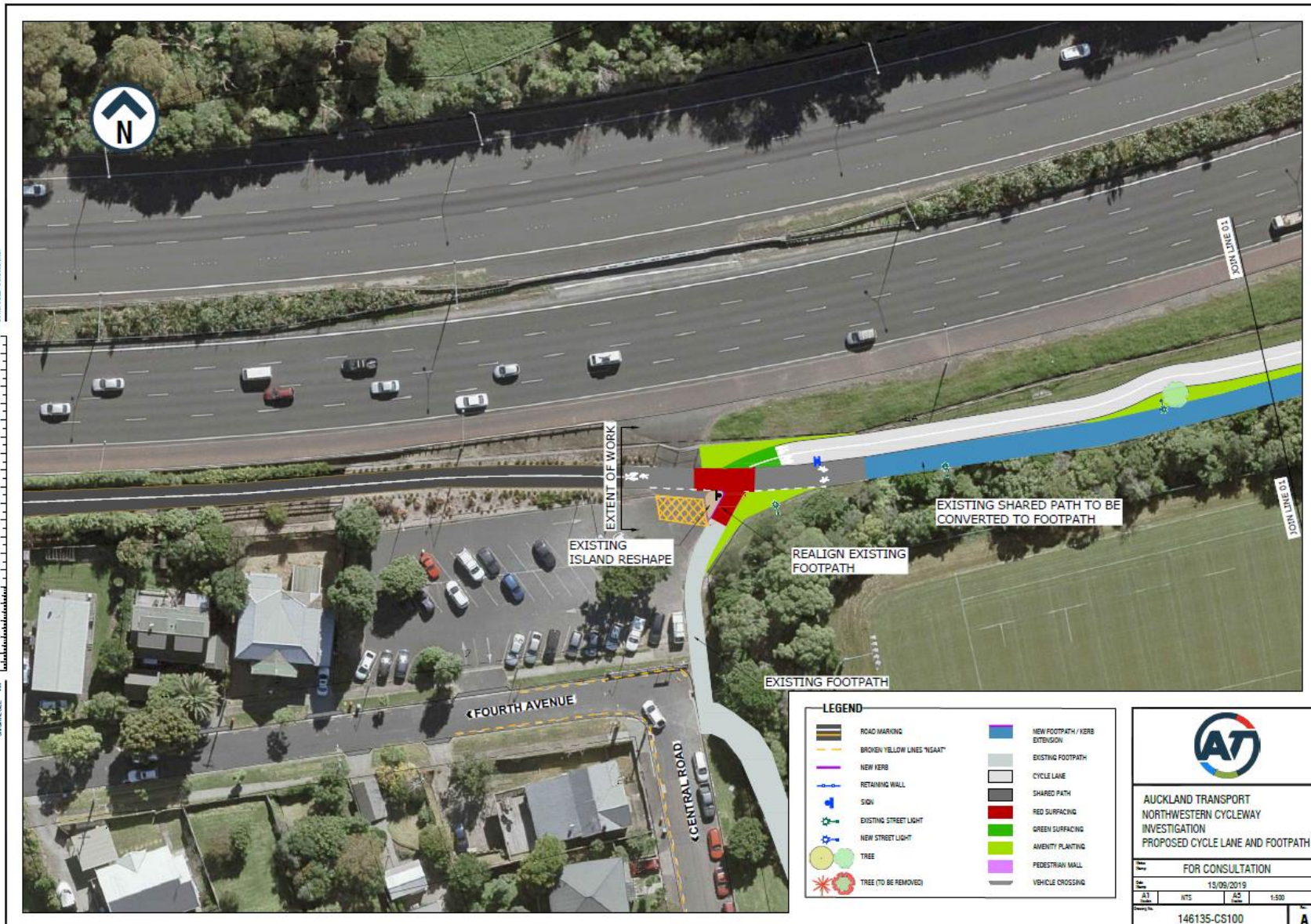
Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Any plant that would narrow the path if overgrown, like flax Plants used for separation between the cycling and pedestrian paths should not hide one path from the other to maintain visibility at crossover points 	
<p>Plants that should be included:</p> <ul style="list-style-type: none"> Native plants that attract birds and lizards Plants that are low maintenance Plants need to be dense enough to discourage through traffic but not as dense to become a hidden rubbish tip. 	This will be taken into account during detailed design.
<p>Additional plantings should be included in the proposal:</p> <ul style="list-style-type: none"> Between Central Avenue and New Bond street along the edge of the motorway to improve amenity as there is little separation between the path and the motorway. A wall could also be included for the same reasons. Wherever possible as for some people are drawn to the route by the greenery Between King Street and Richbourne Street native plants should be planted to replace any planting lost as part of the improvements New native planting on a three-for-one basis: that is for every native tree removed, there would be three of similar species planted. This would acknowledge the fact that new plants will not be comparable to those being removed, most of which are 2-3m tall and that some will not survive 	Species and extent of plants will be decided upon in detailed design and these points will be taken into account.
<p>The proposal should include screening plants (and perhaps a fence or wall)</p> <ul style="list-style-type: none"> Where houses are close to the motorway the screening trees (and wall) would act a sound barrier, reducing traffic noise for local people and path users There is already a wall with various climbing plants on it that separates the path from the motorway between Mountain View Road and Kingsland Avenue that could be extended Screening plants act as a mitigation of motorway pollution for residents and path users 	Screening plants will be used to reduce traffic noise
<p>Existing plants should be retained</p> <ul style="list-style-type: none"> The local community is fond of them The trees and greenspace are one of the attractions for users of the North-western path The Totoras near King Street should not be unnecessarily removed 	Species and extent of plants installed or removed will be decided upon in detailed design and these points will be taken into account.

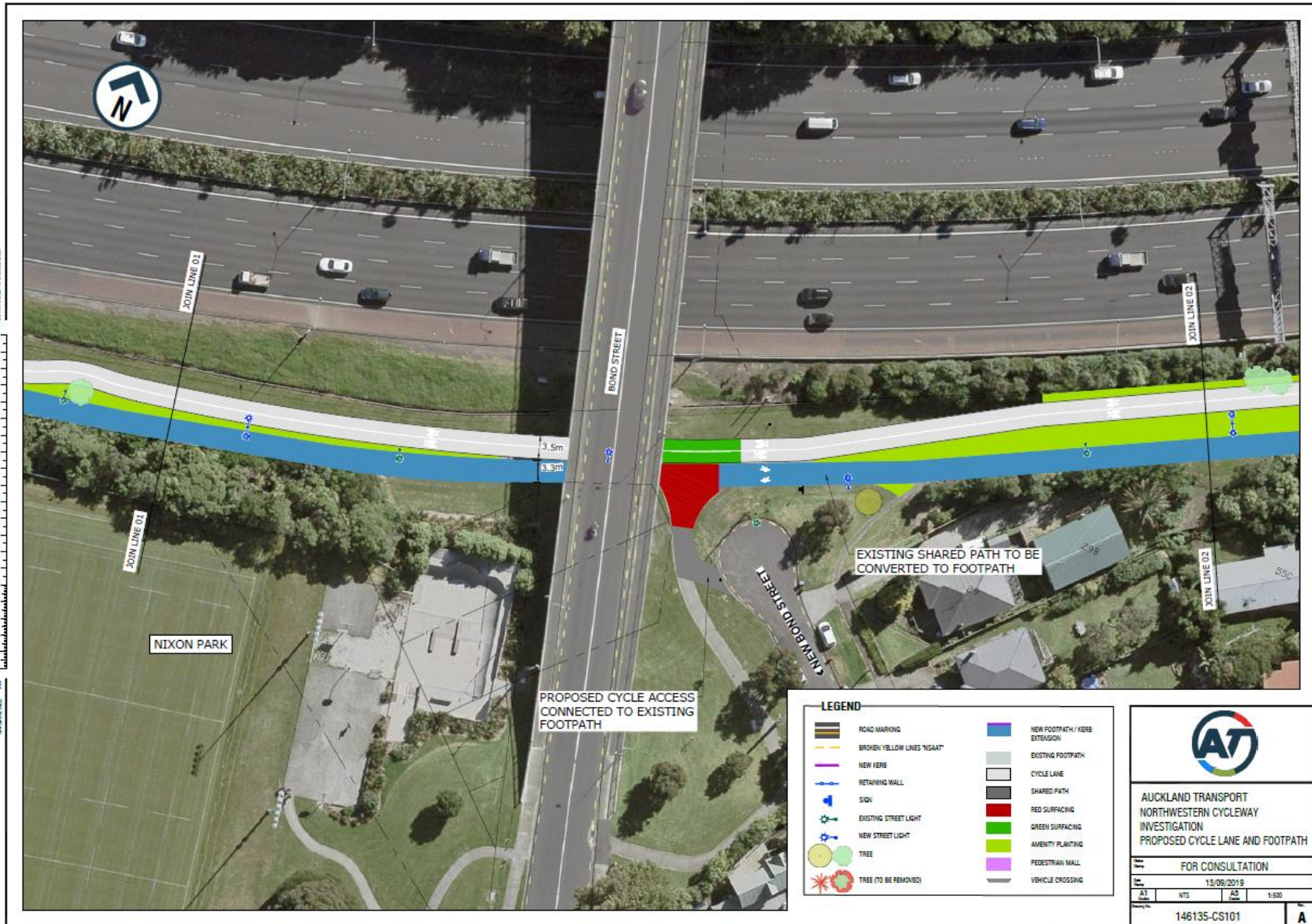
Design suggestion in feedback	AT response
<ul style="list-style-type: none"> 42 small native trees are proposed to be removed between King Street and Richbourne Street. These trees were recently planted and are an excellent mix of species so ideally those close to the boundary should be retained 	
<p>AT should not remove any of the any screen planting between the path and the motorway</p>	<p>Species and extent of plants installed or removed will be decided upon in detailed design and these points will be taken into account.</p>
<p>Invasive exotic species, especially Tree Privet should be removed</p> <ul style="list-style-type: none"> The invasion by tree privet is extensive on the NZTA side of the fence opposite the planned upgrade. It is replacing the native planting and starting to interfere with the form of the mature oaks there. It will continue to spread, and dominate further, if it is not controlled. Auckland Council has recently adopted an Urban Ngahere (Forest) Strategy which seeks to increase tree cover in the city from 18% to 30%. As a CCO, Auckland Transport has a responsibility to make up for the removal of existing trees by planting new ones nearby and protecting those that currently exist from invasion by weed species. 	<ul style="list-style-type: none"> This feedback will be passed onto NZTA for consideration Species and extent of plants installed or removed will be decided upon in detailed design and these points will be taken into account.
Other	
<p>A better maintenance plan should be created as part of the proposal</p> <ul style="list-style-type: none"> Often the trees are overhanging the path to the point where they present a major hazard to cyclists - and only get trimmed after many social media pleas. Getting a good maintenance plan in place will help make the entire path safer for all users There are numerous examples of council landscaping that looks great initially but does not stand the test of time i.e. Nixon carpark, railway bank along Kingsland Train Station. Trapping to reduce predators such as rats and possums should be considered 	<p>Maintenance is managed separate to the project and will be passed onto our Maintenance Team</p>
<p>Additional suggestions for facilities</p> <ul style="list-style-type: none"> Add at least a couple of sets of toilets along the path (including the Mt Albert / Mt Roskill connection) something that is currently sadly lacking, if you want people to spend hours walking or riding it without any provision of water or toilets. Please build some gentle, rolling grownup pump-track 'humps' into it as and where safe. Let commuters have some fun... Bike repair stands could be installed along the path 	<ul style="list-style-type: none"> The request for toilets will be passed onto Auckland Council for consideration The objective of the proposal is to upgrade the transport link for pedestrians and cyclists. Unfortunately, we are unable to provide a "pump-track" as part of this proposal. Bike repair stands are not generally installed along a path, however if in the future there are locations where bike repair stands would be regularly used and feasible then these will be investigated.

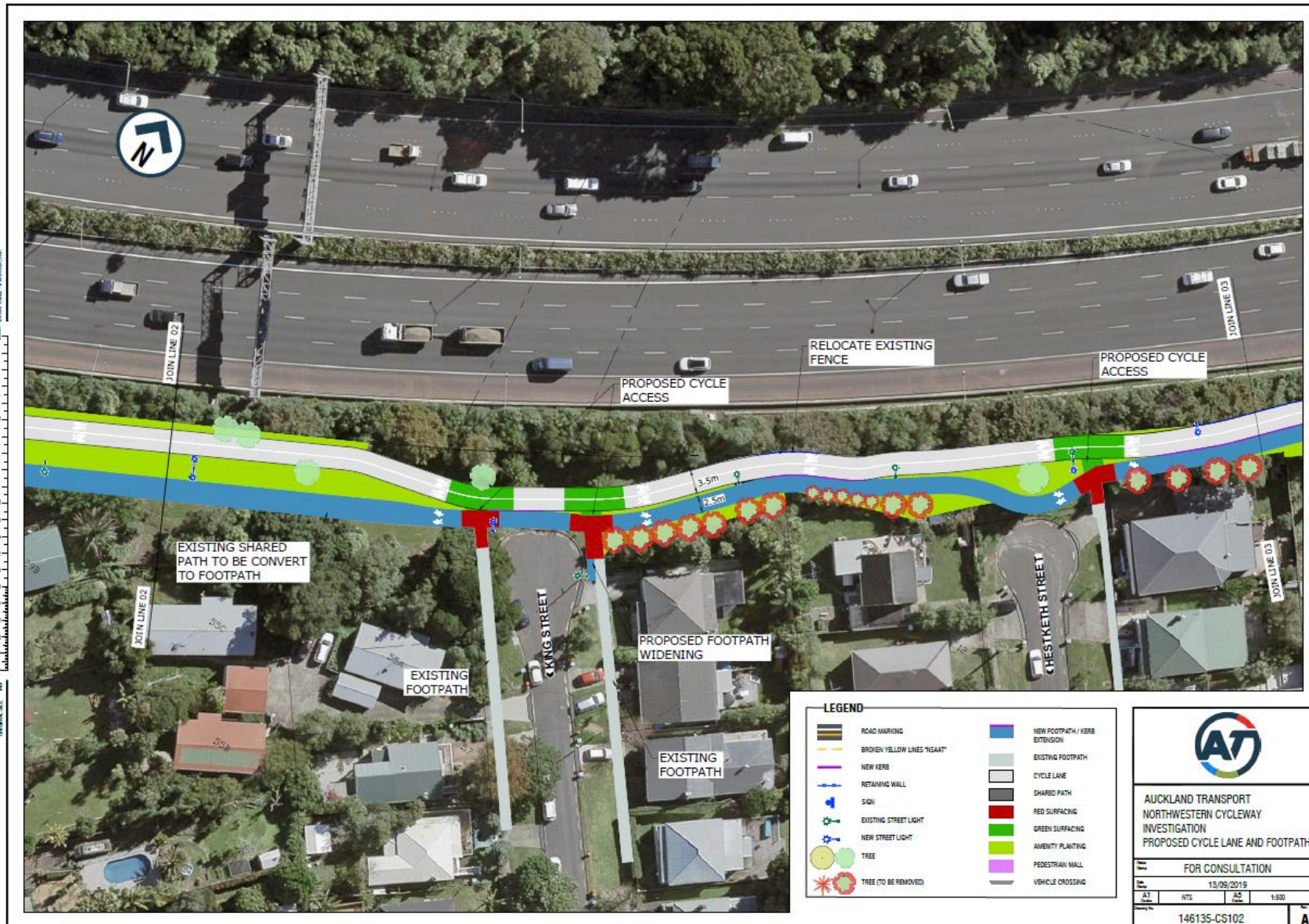
Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • after the pedestrian mall section, the space to the left of the current path slopes away to the left as you head towards New Bond Street. A timber deck arrangement might be an appropriate solution here, as it would be on the pedestrian side of the route. 	<ul style="list-style-type: none"> - The path will be designed taking into account any existing slopes and suitable mitigating measures will be used.
<p>Safe alternate routes are necessary during construction</p> <ul style="list-style-type: none"> • One submitter asks that construction includes safe, manageable, clearly-marked detours for cyclists, pedestrians, and people using mobility scooters. This was not the case for the recent closure of a short section when a truck hit the bridge - the cycleway was closed; no detour was marked. • What will happen during the construction? Will the path need to be closed at all? 	<ul style="list-style-type: none"> - The construction methodology is being considered during design to maintain walking and cycling connections

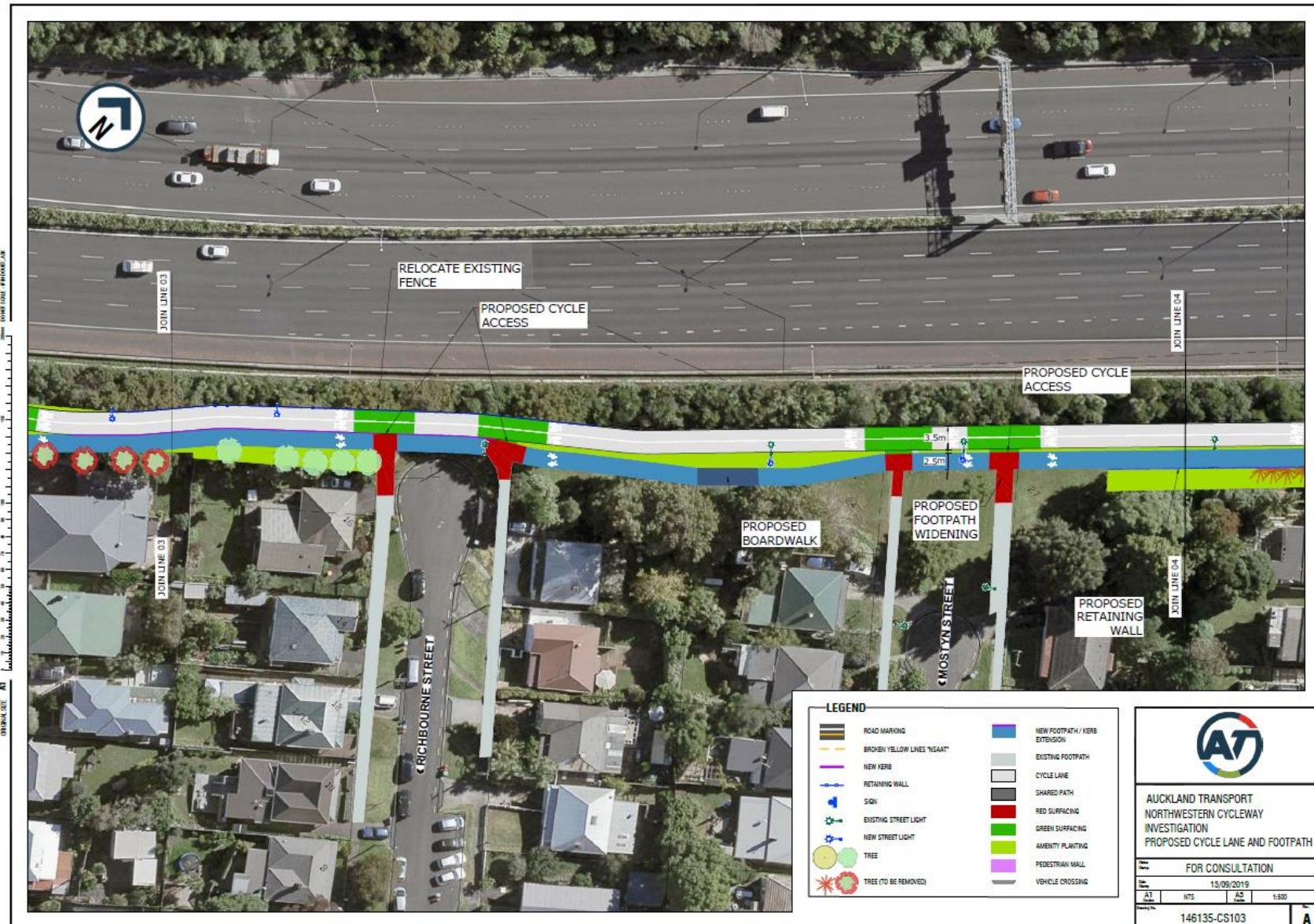
Attachment 1: Proposed designs



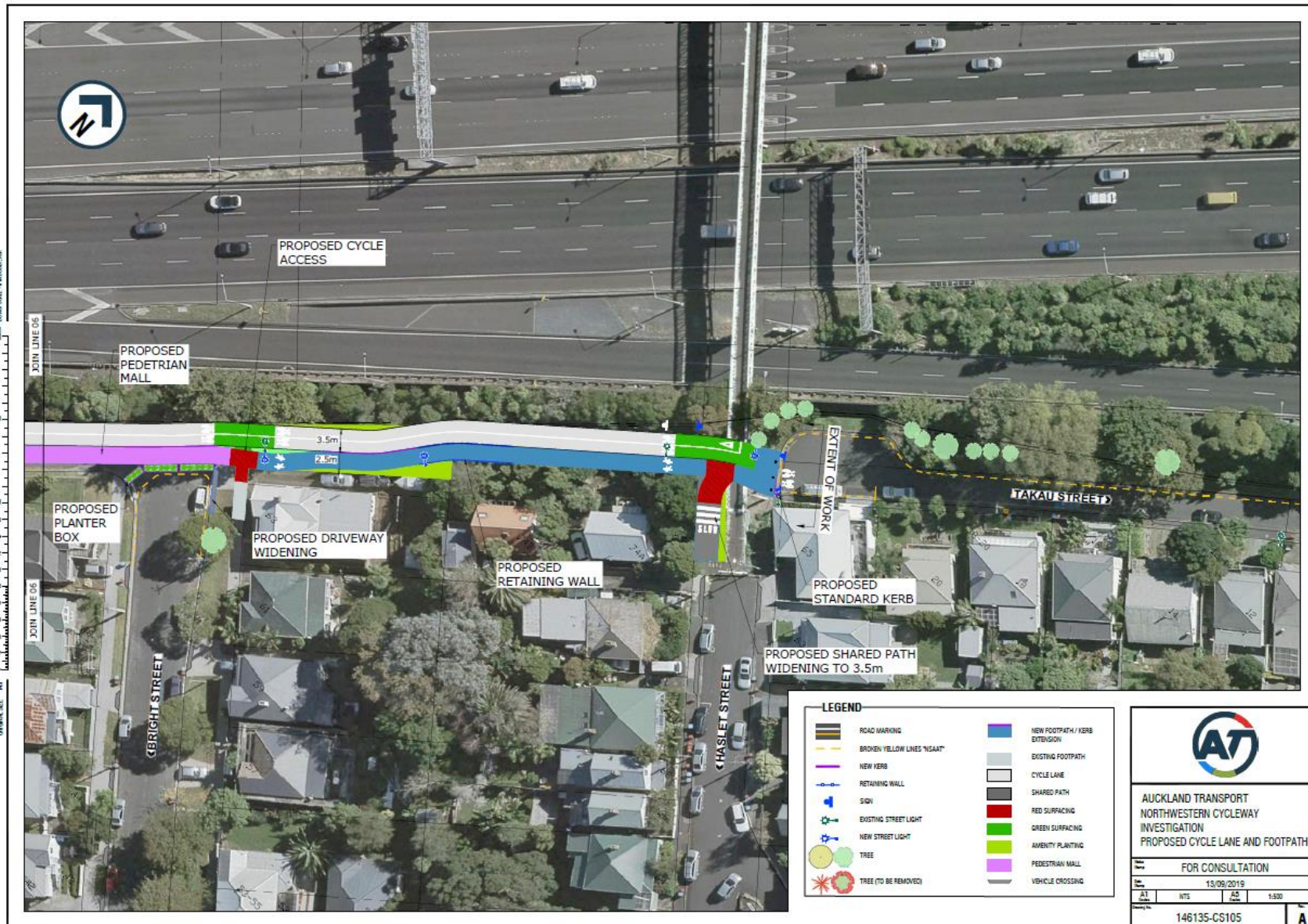












Attachment 2: Feedback form

Feedback form

Northwestern path upgrade



Please complete this freepost form and return it to us by **Thursday 31 October 2019**.

Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

If you have difficulty completing the form, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

If your comment relates to a specific location, please be sure to state where. You are welcome to attach additional pages (or feedback online) if you need more space to provide feedback.

Do you have any feedback on these proposed changes?

.....

PERSONAL INFORMATION

Name

Business/Organisation

Street address

Suburb

City/Town Post code

Email address Phone number

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project. The following information is for statistics purposes only, and does not affect your feedback.

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

What best describes your interest in this proposal?

(please tick all that apply)

- I live or own property near the path
- I work or own a business near the path
- I walk or cycle on the path
- Other *(please specify)*

.....

How did you first hear about this project?

(please tick all that apply)

- Information posted/emailed to me
- Auckland Transport website
- Word of mouth
- Other *(please state)*

.....