

Consultation on Te Whau Pathway

Your feedback



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Summary

Auckland Transport (AT) sought public feedback on Te Whau Pathway, the creation of a new 12km shared path along the western edge of the Whau River between Te Atatū Peninsula and Green Bay Beach.

Feedback on the proposal was invited from Monday 13 March to Sunday 16 April 2017.

In total, we received 383 feedback submissions. From these submissions:

- 317 people indicated they like an aspect of the pathway route
- 248 people indicated they like an aspect of the pathway design
- 25 people indicated they don't like the proposed pathway
- 86% of submitters indicated they would use the pathway.

Key themes in feedback

Analysis of your feedback identified the following key themes based on what you like, what you would change about the proposal, and what issues you foresee arising from creating the pathway:

Key reasons you like the proposal



Key things you would change or improve



Key issues



Next steps

Based on your feedback, we will:

- Work on improving access to the river
- Incorporate many of the design features suggested, including bike racks and water fountains. For further details, please see the Urban and Landscape Design Framework available on the project website at tewhaupathway.org.nz
- Monitor parking in roads around the pathway to ensure parking and access does not become an issue for residents
- Install signage and run an education campaign encouraging path users to consider each other and share the path with care.

After considering your feedback we have made the following changes to the pathway route:

- Moved the pathway in Rizal Reserve closer to the river, and away from the middle of the reserve
- Moved the pathway near Koromiko Street further out towards the river channel, and away from the river bank
- Moved the pathway away from potential banded rail saltmarsh habitat.

The scheme plan report has been completed. This is the last stage in the investigation phase of the project. The next stage is to develop the design and apply for resource consent for the project.

The application for resource consent will be publically notified in 2017/2018. This provides another opportunity for public feedback on the proposed pathway.

Further on-land path sections will be planned and built, if funds allow. This includes the pathway in Roberts Field, Tiroroa Esplanade, Queen Mary Reserve, and Rizal Reserve.

Background

AT and Auckland Council, along with our partners, are working together to create a future where more people feel comfortable riding a bike and travelling on foot.

To achieve this, we are creating a network of cycling and walking routes that will provide you more transport choices and make it easier to get around your area and neighbouring suburbs.

Project information

What is the project?

Te Whau Pathway, a shared path for pedestrians and people on bikes, will provide a connection between the Waitematā and Manukau Harbours. The pathway will be a significant link in our network of cycling and walking routes.

The project is a collaborative partnership between the Whau Coastal Walkway Environmental Trust, the Whau and Henderson-Massey Local Boards, Te Kawerau a Maki, Ngāti Whātua Ōrākei, Auckland Transport, and Auckland Council.

The pathway is being built in stages and completion of the entire pathway is expected to take 5-8 years, depending on funding. The map in [Attachment 1](#) shows the sections of the pathway to be completed over the duration of the project.

Key features and benefits of the proposed pathway

- Connects the Waitematā Harbour at Te Atatū Peninsula and the Manukau Harbour at Green Bay Beach
- Provides a three metre (minimum) wide, 12km long shared path for pedestrians and people on bikes
- Uses concrete paths and a boardwalk through reserve land and the coastal area
- Links 33 reserves, esplanade strips, sports parks, and roads primarily along the western edge of the Whau River
- Provides an easy gradient, and accessibility in most places for people of all abilities
- Maximises opportunities to experience the Whau River, and offers new spaces for recreation (such as fishing and bird watching) and education
- Improves the natural environment through cleaning-up and planting the water's edge and removing weeds
- Improves and promotes better access to the river for small boats
- Will attract tourists and visitors from other neighbourhoods
- Includes a Kaiarataki (Māori designer) to apply Te Aranga Māori design principles in the pathway design.

Consultation

Public consultation on the proposed pathway ran from 13 March until 16 April 2017. We asked for your feedback to help us improve and refine the route and design of Te Whau Pathway.

Consultation activities

To publicise our consultation we:

- Mailed 5,867 consultation brochures (including a freepost submission form) to property owners and occupiers in the area
- Created a project webpage and an online survey on the AT website at AT.govt.nz/projects-roadworks/te-whau-pathway/
- Posted information on AT's main Facebook page and the AT Cycling Facebook page. The post reached 37,885 people and received a combined total of 738 reactions, comments and shares
- Held two open days on 19 and 25 March 2017
- Emailed project information to around 400 people on the project database
- Emailed project information to 12,625 AT Cycling Newsletter subscribers, including a link to the project webpage
- Handed out brochures at local events, schools, and libraries
- Provided information about the consultation to the Whau and Henderson-Massey Local Boards
- Advertised the consultation in the Western Leader newspaper on 16 and 23 March 2017
- Advertised the consultation on the Our Auckland webpage on 15 March 2017: ourauckland.aucklandcouncil.govt.nz/articles/news/2017/03/have-your-say-on-12km-te-whau-pathway/

Additionally:

- Bike Auckland ran a feature on the project: bikeauckland.org.nz/whau-real-feedback-te-whau-pathway/
- The NZ Herald ran a feature on the project: nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11819354
- Te Whau Pathway website and Te Whau Pathway Facebook page included consultation information and links to the AT website.

Feedback form

Feedback was provided online through our [Have your say](#) consultation webpage and by using the freepost feedback forms that we distributed.

See [Attachment 2](#) at the end of this report for a copy of the feedback form.

Our feedback form asked the following questions:

- What do you like about the pathway route?
- What would you change about the pathway route, and why?
- What do you like about the pathway design?
- What would you change about the pathway design, and why?
- Do you think you will use the pathway? If so, where are you likely to travel to/from?
- Do you foresee any issues arising from the creation of the pathway?
- Do you have any other comments or suggestions about how we could improve Te Whau Pathway?



Feedback

We received 383 submissions on our proposal through the following channels:

- Online feedback form - 253 submissions
- Hard copy feedback form - 114 submissions
- Other channels (email, letter, feedback at open days) - 16 submissions.

From analysis of this feedback, we identified a number of themes based on what you liked, what you would change about the proposal, and what issues you foresee arising from creating the pathway.

Analysis of your feedback

Overall, most submitters indicated huge support for the project, and are excited about the new recreational, educational and commuting opportunities that the pathway will provide.

“It’s fantastic!! The area is screaming out for such a cycle/walkway. It may enable more people to cycle to work, and encourage a lot of people to get more active. The benefits are for every one! It’s a great investment for the long term!”

What you like about the pathway

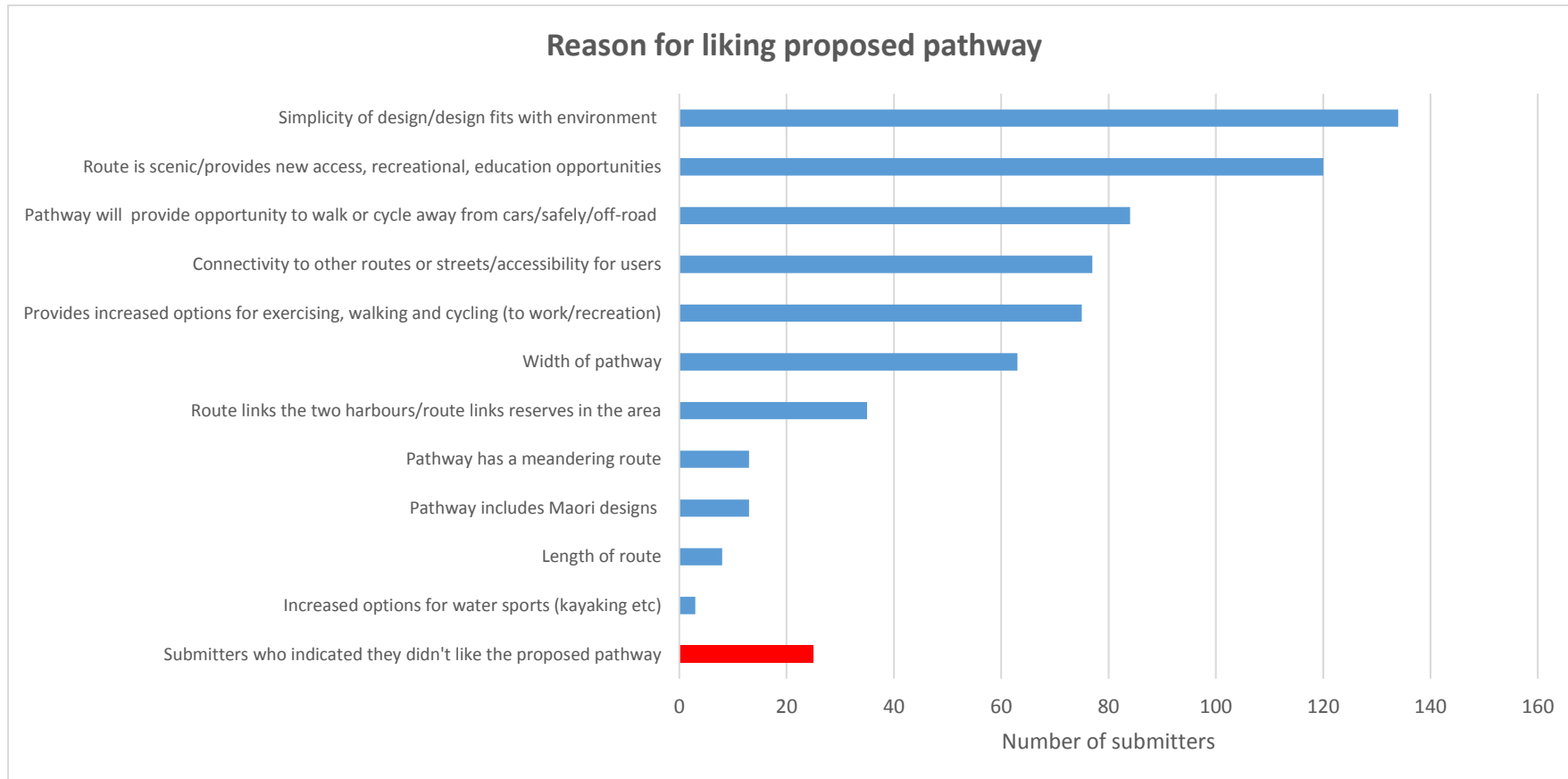
The key reasons you like the proposed pathway route and design are:

- Design is simple and fits with the environment
- Route is scenic and provides new access, recreation and education opportunities
- Provides opportunities to walk or cycle safely and away from traffic
- Provides increased options for exercising, walking and cycling (commuter and recreational).

Twenty five submitters indicated they do not support the project for these key reasons:

- Pathway is unsympathetic with the Whau River environment
- Pathway will be an eyesore and attract graffiti
- Pathway will destroy outlook and privacy
- Pathway will devalue property.

Feedback on what you like about the pathway route and design



Your feedback told us you like the simplicity of the proposed pathway design, the way it complements the natural environment, links the two harbours, and integrates well with its surroundings (134 submitters):

"I love the curviness of the board walk, as it mirrors the curves of the river."

"I like that the pathway hugs the waterway – Auckland is a coastal city and this path celebrates that."

"Linking the harbours will be a draw for tourists."

Eight submitters noted they like the length of the pathway:

"I like its length; it's worth travelling to."

Many submitters (120) acknowledged the new opportunities the pathway will provide to experience the Whau River, and that it will offer more space for education and recreation:

"I like the way it will open up the river, wetlands and local parks and reserves to be enjoyed by the public. I like that it will get people closer to nature and able to see and enjoy the river."

"It will be an absolutely lovely recreational ride, and it's potentially useful for transport trips as well."

"Really excited about the possible use of the Whau River for swimming and kayaking."

We received positive feedback on the pathway's connectivity to local communities and neighbourhoods, and its accessibility for many users (77 submitters):

"Links suburbs near the water, and has plenty of access points."

"It provides a more direct connection between Te Atatu and Green Bay and all the suburbs between."

"It's a great community connector."

There was support for using a Kaiarataki (Māori designer) to apply Te Aranga Māori design principles in the pathway design (13 submitters):

"I like the Maori design input to reflect the path's history."

"Consulting a Kaiarataki is a really cool idea!"

Some submitters (63) commented that the width of the pathway (three metres minimum) will be good for sharing with walkers and people on bikes:

“Wide width will be great for walking with others, i.e. there will be room for side-by-side walking, or pushing strollers.”

People also told us they like having more spaces for exercising, recreational activities, and alternative ways of getting to work, (75 submitters), and value the opportunity to do this safely and away from traffic (84 submitters):

“A wonderful way of seeing the sites and getting some exercise.”

“A great recreational route but will also enable more kids to walk or cycle to school, and commuters to cycle to work.”

“This is a great way to allow people to have easy access to a safe walking/biking pathway that can be used for commuting, exercise and leisure outings by Aucklanders and visitors.”

Key reasons why some submitters do not like the project (26 people) include its impact on the environment and on properties adjacent to the proposed pathway:

“The design is a cruel joke on those in close proximity. This pathway does not blend with the environment.”

“(The pathway) will block my river view, be a magnet for crime and graffiti, and will kill an amazing mangrove wetland habitat.”

“It will completely destroy my outlook and privacy.”

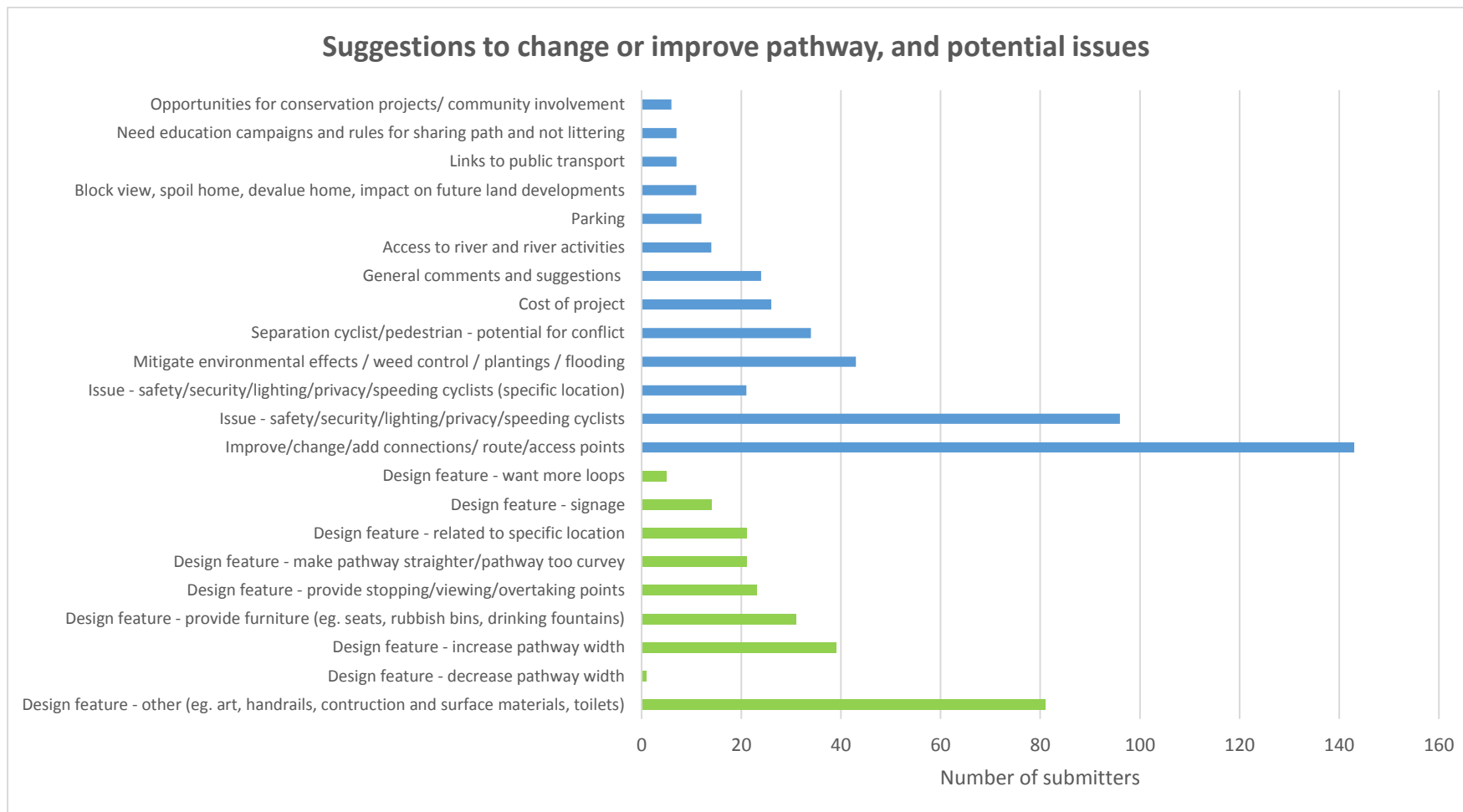


What you would change about the pathway, and issues you foresee

The key things you would change, and issues you foresee arising from creating the pathway relate to:

- Connections to other cycleways, suburbs, and the community (including suggested access points)
- Safety, security, lighting, privacy and speeding cyclists
- Design features such as seating, wider pathway, art, toilets
- Mitigating environmental effects of pathway, and its construction.

Feedback on what you would change about the pathway (including design features), and issues you foresee arising



Comments and suggestions

We received many suggestions (143) for additional connections and access points to the pathway, to attract more people and increase the benefits to users. Suggestions include connections to other cycleways, to West Harbour and Hobsonville, to the Waikowhai Walkway on the Manukau Harbour, to the peninsula in Rosebank (via a bridge across the Whau River), and to main roads in surrounding suburbs:

“I would love to be able to cycle directly from New Lynn to the Northwestern Cycleway, as this will be my work commute.”

“Ensure that this leads to wider quality connections - people who ride along the pathway will want to be able to access places safely on their bikes- just coming to a dead end or no cycling infrastructure will greatly reduce potential benefits and user numbers.”

Connections to local streets, schools, and to public transport (particularly New Lynn Station) were also suggested:

“(Provide) better connections with all neighbouring streets and schools - make it easy for people to get out and cycle and walk to school, work and to their local spots (library, friends, etc.).”

“A more direct and safer link to New Lynn town centre, and especially the train station, is required.”

Some submitters, concerned that the pathway may devalue their home or impact on residents' privacy and security, suggested alternative routes:

“Take it from Ken Maunder Park up Queen Mary to Nikau. Along Nikau Street and back down Lynwood Road leaving us living by the water with our peace and privacy.”

Others were worried the pathway may interfere with existing use of local parks:

“I would change the way it goes through the middle of Rizal Reserve. It stops the local community from being able to now use this reserve.”



Suggestions about access points also included opportunities to gain entry to the river for activities (such as fishing, kayaking, and swimming):

"All planning and construction should preserve its use as a waterway."

"Will there be places or pontoons where you can get to water level to swim or picnic or pull up a kayak?"

"What is a river pathway if there is no connection to the water? We think a lot of people will be disappointed if each suburb does not have some connection to the water."

There was concern from some submitters (43) about the impact of the pathway on the environment, the effects of flooding on the pathway, and how we will manage maintenance issues, such as weed control and rubbish dumping:

"Planting plan is great, but what about the weeding? Who will keep that up, will pay for that part of it?"

"We need to manage the building process to not damage the mangroves."

"Increased rubbish concerns."

"The boardwalk will also have a detrimental effect on the large variety of bird life and fish we have here, especially when the tide is out."

While most comments on the width of the pathway were supportive (63), 39 submitters suggested widening the pathway to make it easier to share, and reduce cyclist/pedestrian conflict:

"Bike Auckland consider that 3m will soon (in terms of the lifetime of the project) become too narrow. In addition, such width will make it harder for faster cyclists and slower pedestrians to co-exist without conflict."

"Make it wider - especially if this is a shared path... This shared path has lots of bends, and is flanked by railings on both sides, making turns potentially dangerous if the path is too narrow."

Thirty four submitters specifically noted the potential for conflict between cyclists and pedestrians, the need for improved separation of these users, and the need for all on-road cycle lanes to have adequate physical protection:

"The artist sketches show pedestrians and cyclists sharing the same path. This is a health and safety disaster. Cyclists move faster than pedestrians, and even when passing slowly and carefully, accidents happen. Pedestrian do not think of traffic coming up behind them when they are walking, they move erratically in all directions, and often sidestep into a passing cyclist."

"All on road cycle lanes must be upgraded to physically protected lanes, otherwise they are useless. Would you let your ten year old ride along a painted line on Portage Rd?"

A number of submitters (21) commented that the pathway is too "curvey", or should be straighter, to make it a shorter and more direct commute for cyclists:

"I would like some straighter paths for shorter commutes. I could see people not use it if the paths are not the shortest route to a destination."



We received five suggestions to add more loops into the route:

"(Provide) more loops. People prefer to do a loop rather than an out and back course. More people will use the walkway if there are loops and circuits within it."

The cost of the project was of concern to some people (26 submitters):

"Don't waste money on it. It won't be used very much."

"As big a waste as the pink cycle path ... Spend the money on fixing basic cycle paths on the North Shore and West Harbour."

Other submitters indicated support for expenditure on the pathway:

"It is a good investment for the future. I am very happy for my rates to contribute to this initiative."

Twelve submitters noted potential parking issues at access points to the pathway:

"Ensure parking and access does not become an issue for residents near the entry points."

We received many suggestions about additions to the pathway:



Some submitters (7) suggested campaigns and signage to educate pathway users about sharing the space and not dumping rubbish, and rules and fines to address littering and crime:

“Need an education campaign and multi-lingual signage to teach people dumping rubbish is not ok.”

“Should be rules about if you litter you get fined.”

People observed there could be opportunities for the community, including local schools, to be involved in art, maintenance, and conservation projects around the pathway area (6 submitters):

“Get the local schools involved in ongoing care and conservation projects along the pathway.”

“It would be awesome for communities and schools to have input into some art projects along the route. That would help increase community ownership of it and make it aesthetically pleasing. Local artists could also display their sculptures (or it could be made into an exercise/sculpture trail) - that would be awesome!!!”

One submitter even volunteered to help with the project:

“If there is any help you need from within the community during your project please don't hesitate to contact me.”

Other suggestions included ensuring the path is suitable for runners, changes to the path's surface, and installing signage in Te Reo Māori, and signage about the environment, ecology, and history of the area:

“I would also reduce the sections when the path is made using wooden planks. Due to the significant vibration it a significant accident risk to cyclist with suboptimal bike handling skills.”

“Te Reo Māori signage & Te Reo Māori information about area along pathway.”

We also received suggestions to allow dogs, horses and tuk tuks on the pathway, and to enforce bans on jet skis and alcohol.

Issues

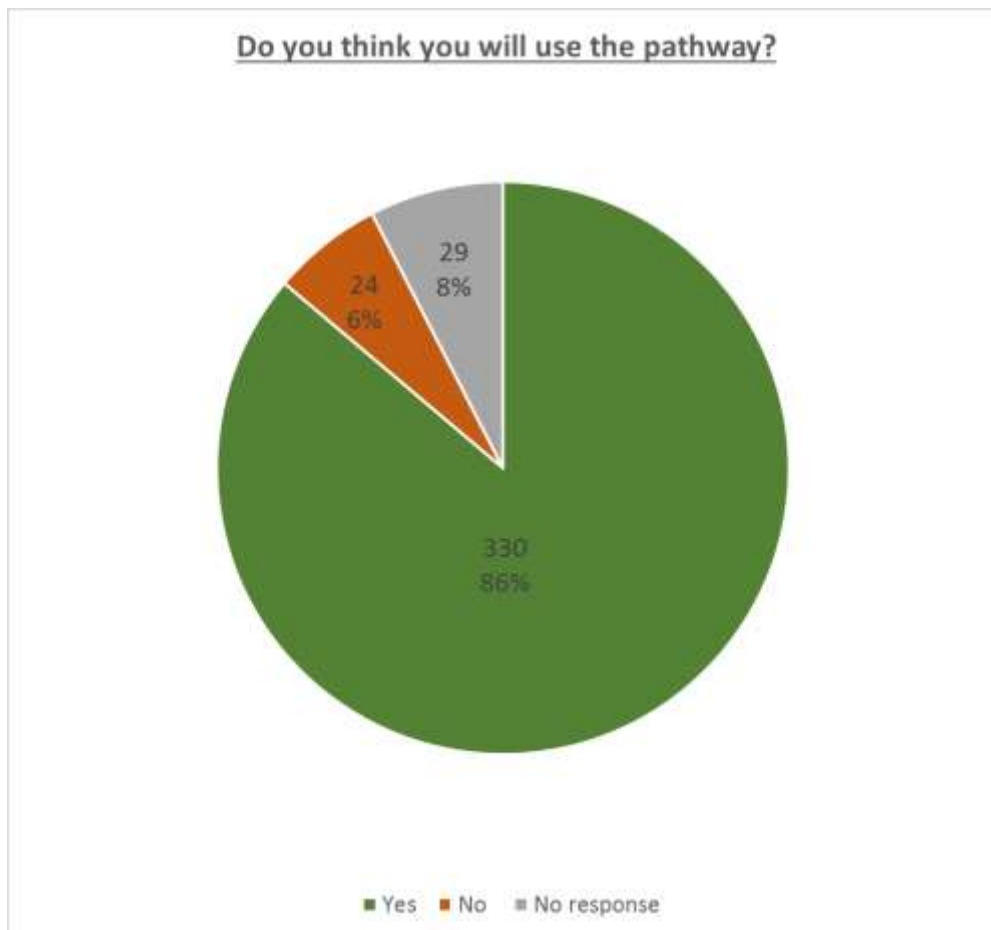
We will use your feedback to ensure we address the issues you have identified. Additionally, AT, Auckland Council and the Whau Coastal Walkway Environmental Trust have been working with affected residents along the proposed pathway route in order to understand potential impacts and work out ways to address individual needs and concerns.

The key issues people identified in their feedback were safety and security, particularly at night. Other issues that you raised include:

- Loss of privacy
- Excessive noise
- Disturbance from lighting
- Speeding cyclists
- Graffiti
- Crime and vandalism
- Restricted access for boats
- Ongoing maintenance, weed control and rubbish management
- Effect on residents' outlook and property value.

Do you think you will use the pathway?

- 86% of respondents indicated they would use the pathway (Yes)
- 6% of respondents indicated they would not use the pathway (No)
- 8% of respondents did not answer this question (No response)



Where will you travel to/from?

312 submitters answered this question, often specifying locations along the pathway, which helped the project team identify the most popular sections of the route, and where future connections might be worth investigating.

Many submitters indicated they would travel from areas further afield to use the pathway, such as Howick, Meadowbank, Bethells Beach, and the North Shore.

For some the pathway would be used to commute by bike to work, others would use it recreationally to walk the dog, cycle with their family, or take a picnic to the riverside:

“I would use it for walks for fitness. I would take visitors/tourists on it and along to Harbour View on Peninsula to see birdlife, views etc. My family may use it in a couple of years to cycle to university or work in the city via North Western cycleway.”

“Around Te Atatu South for leisure use, for running, for walking, for cycling by myself and with my children.”


Attachment 1: Map of Te Whau Pathway



Attachment 2: Feedback Form

Feedback form


Please complete this freepost form and return it to us by **Sunday 16 April 2017**.
Alternatively, you can provide feedback online at AT.govt.nz/haveyoursay.



For more information about the path, such as design plans and a detailed map of the proposed Te Whau Pathway route, please go to AT.govt.nz/haveyoursay or tewhaupathway.org.nz, or call us on (09) 355 3553 to request printed copies.

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 on the route, please be sure to state where. You are welcome to attach additional pages (or provide feedback online) if you need more space.



Proposed Te Whau Pathway

What do you like about the pathway route?

What would you change about the pathway route, and why? (e.g. are there any additional links/connections you would like added?)

What do you like about the pathway design?

What would you change about the pathway design, and why?

Do you think you will use the pathway?

(PLEASE TICK) YES NO

If so, where are you likely to travel to/from?

Do you foresee any issues arising from the creation of the pathway?

Do you have any other comments or suggestions about how we could improve Te Whau Pathway?

Attachment 3: AT responses to key themes

Like pathway design/route

See page 10 of this report for what submitters liked about the pathway design and route, and statistics on these topics. These comments give us a good idea of the aspects of the project that matter the most to the community, and which aspects should not be compromised on. We appreciate your feedback.

Some responded to this question in the negative, with a general dislike of the design/route. They followed on to elaborate with their specific issues, which are addressed below.

Design suggestions and comments

Specific suggestions, comments, or queries raised are addressed here, separated into themes as appropriate. See pages 13-20 of this report for statistics of these themes.

THEME	COMMENTS	AT RESPONSE
Access to river and river activities	<ul style="list-style-type: none"> Will there be places or pontoons where you can get to water level to swim or picnic or pull up a kayak? Connection to the water for Waitakere Outrigger Canoe Club at the end of Bridge Ave in Te Atatu South. Space there to stop and watch the waka on the water. All planning and construction should preserve its use as a waterway. Our family continue to use its currently navigable length from the Waitemata Harbour right up past the Great North Road Bridge. As well as the path along the river, it seems a good opportunity to also provide some connections across the river too, to better link in the Rosebank peninsula. Do not restrict access to the waterway. Regarding the Whau crossing between Rizal Reserve and Rata Street: according to your plans, it seems that boats would no longer be able to navigate past this! In addition, there are side streams that show paths blocking waterways (to boats) - as shown in scheme design G323 and G328 (northerly end). 	<p>The pathway as proposed, has considered a future facility for the Waitakere Outrigger Canoe Club. Te Whau Pathway would like to be involved in the development of the proposed waka ama club at Bridge Avenue, to ensure this area is developed to its full potential.</p> <p>The Whau Coastal Walkway Environmental Trust will fund a public pontoon at Archibald Park as part of Te Whau Pathway.</p> <p>At its lowest point, the boardwalk will be at a height of 5.2m. A current typical high tide is approximately 3.0m. The height difference should provide adequate clearance for small water craft, such as kayaks.</p> <p>When planning connections to the proposed pathway, multiple factors were considered, including but not limited to, the ecological impact of construction, additional connectivity to the route, directness, safety, and cost.</p> <p>Restricting public access or use of the waterways is not the intent of this project, and we will endeavour to improve this as much as possible, while considering the factors listed above.</p>

THEME	COMMENTS	AT RESPONSE
	<ul style="list-style-type: none"> What is a river pathway if there is no connection to the water? We think a lot of people will be disappointed if each suburb does not have some connection to the water. Two possible connection point in Te Atatu South could be off McLeod Reserve or Covil Park with a small jetty. 	<p>As part of any future consenting process, the project team need to consider the potential impact the path may have on the natural environment of the Whau River, and the next stage of design will ensure that these considerations feature heavily in the planning for Te Whau Pathway.</p> <p>Water access for each suburb is considered in the Urban and Landscape Design Framework (available for download on the project webpage). Numerous formal and informal access areas for fishing and kayaking have been identified. These access points will be considered again during the detailed design phase.</p>
Links to public transport	<ul style="list-style-type: none"> Ensure connection to train. Any possible links to the main bus routes, so people can ride or walk to the bus stops (hubs) easier. Should directly connect to at least one train station on the Western Line. Trains specifically as they are the only mode that accommodates bikes. Better connections into New Lynn and Kelston. If this is the backbone of the fish, it needs many more 'ribs' to and from those main centres: to the shops, the train station, library, bus depot etc. 	<p>This project is specifically concerned with connecting and providing links to local communities and reserves along its route, including public transport links.</p> <p>While the cycle route is located mostly away from main roads, there are around 14 bus stops in vicinity of the pathway.</p> <p>The pathway will connect to the proposed New Lynn to Avondale Shared Path at Olympic Park, which will provide a connection to two train stations.</p> <p>Future connections to bus transport hubs will be investigated in the next stage of design, to better facilitate a multi-mode network.</p>
Cost of project/maintenance	<ul style="list-style-type: none"> It is a poor choice of spending. I wish it could be built to last longer than 50 years. I imagine the maintenance of it will be expensive. With a budget blowout to \$60 million you have to seriously ask yourself where that money could be better spent. 	<p>The cost estimate for Te Whau Pathway is \$66M.</p> <p>Te Whau Pathway will help achieve many of the Auckland Plan and Long Term Plan goals, such as:</p> <ul style="list-style-type: none"> A well-connected and accessible Auckland Improved performance of the transport network by providing the infrastructure to make walking and cycling real options for more Aucklanders Providing quality public open space, which is critical for healthy lifestyles in an urban environment A green Auckland, creating ecological connections through seven suburbs and two Local Board areas. <p>The pathway is an important link in the Auckland Cycle Network.</p> <p>The project will be funded to date by the Whau Coastal Walkway Environmental Trust, the Whau and Henderson-Massey Local Boards, Auckland Council, and Auckland Transport. An application to the New Zealand Transport Agency will be made to request funding for around half the project's cost.</p> <p>Other advantages include travel time savings, health and safety benefits, and reduced vehicle operating costs.</p>

THEME	COMMENTS	AT RESPONSE
		<p>We will recommend the use of Fibre Reinforced Polymer (FRP) to build the boardwalk sections of the pathway, as it is stronger than steel and has very low maintenance requirements. It is widely used in the marine environment as it is inert, so will not react with the environment in the way treated wood and steel can. The product is practically maintenance free, has a 50 year design life, and should last 100 years. It has been used extensively in Australia, and has been used on a pedestrian clip-on path on the Chesterhope Bridge in Hastings.</p>
<p>Separate cyclist/ pedestrian – potential for conflict</p>	<ul style="list-style-type: none"> • All on-road cycle lanes must be upgraded to physically protected lanes, otherwise they are useless. Would you let your ten year old ride along a painted line on Portage Rd? • The artist sketches show pedestrians and cyclists sharing the same path. This is a health and safety disaster. Cyclists move faster than pedestrians, and even when passing slowly and carefully, accidents happen. Pedestrian do not think of traffic coming up behind them when they are walking, the move erratically in all directions, and often sidestep into a passing cyclist. • (Suggest) a separate cycle way - many cyclists can create a dangerous situation for elderly walkers. 	<p>South of Olympic Park, the pathway follows Portage Road to Green Bay, where existing cycle paths along Portage Road will form part of Te Whau Pathway. Here it uses the existing 1.5m on-road cycle lanes either side of Portage Road, shared paths, and footpaths. There will be a new 3m wide shared path from Kinross Street to Karaka Park. Cycle crossing facilities will be at Clark Street, Kinross Street, and Connaught Street.</p> <p>The existing cycle lanes on Portage Road are new and cannot be modified at this stage. When the footpaths and roads in this area come up for renewal in the future, we will reconsider off-road shared paths for the entire length.</p> <p>We believe that the width of Te Whau Pathway is sufficient to allow expected numbers of pedestrians and cyclists to comfortably co-exist. Through signage and educational campaigns, we will encourage people to use the path considerately.</p> <p>Most people do ride their bikes safely, but we do have educational initiatives to address this issue. The first is a 'Share the Path' campaign to raise awareness of what is acceptable, safe and courteous behaviour when riding in environments that are shared with pedestrians. This includes riding slowly, passing carefully, and using a bike bell to give pedestrians a friendly warning of their approach. Cycle education and training is another way we will work to address this issue. We provide free cycle skills courses for less confident adult cyclists, as well as in schools to primary and intermediate aged children. These courses include instruction on the importance of respecting pedestrians on shared paths, and riding slowly and considerately in these environments.</p>

THEME	COMMENTS	AT RESPONSE
Need education campaigns (sharing path; not littering)	<ul style="list-style-type: none"> • Ensure good education about sharing cycleways. • Need education campaign and multi-lingual signage to teach people dumping rubbish is not ok. 	<p>The pathway is both a metro and a recreational route. As a metro route, its geometric design is based on a 20km/hr cycle speed. Information about sharing the path with care (signage, education campaign) will be provided for pedestrians and cyclists, to ensure path users consider others.</p> <p>This signage, as well as signage advising users not to litter and to be aware of the environment, will be installed once boardwalk sections are completed.</p>
Mitigate environmental effects/ weed control/ plantings/ flooding	<ul style="list-style-type: none"> • Planting plan is great, but what about the weeding? Who will keep that up, will pay for that part of it? • We need to manage the building process to not damage the mangroves. • The boardwalk will also have a detrimental effect on the large variety of bird life and fish we have here, especially when the tide is out. • I am concerned about the impact of the cycleway on banded rail feeding (and potentially nesting) areas, the pathway should be made in a way that minimises disturbance on the environment. • We have a large variety of wildlife which will be affected including spoon bills, black and white shags, pukeko, ducks, white heron, eels, porere, mullet, seals, dolphins. 	<p>All restoration plantings, including weeding and mowing, will be maintained as part of the larger park maintenance programme.</p> <p>We will recommend the use of Fibre Reinforced Polymer (FRP) to build the boardwalk sections of the pathway, as it is very light but stronger than steel. Construction with this product will allow us to have a small building footprint, to minimise the damage to mangroves.</p> <p>Banded rail, spotless crane, and fernbird could use the area for feeding, and this has been considered when deciding the best route for the pathway. The boardwalk route has been changed to avoid the areas these birds could use for feeding. A report on avifauna is available on request (by emailing info@tewhaupathway.org.nz).</p> <p>As part of the next detailed design stage and consenting process, the project team will consider the potential impact the path may have on the natural environment of the Whau River.</p>
Issue: Safety/ security/ lighting/ privacy/ speeding cyclists	<p>Safety:</p> <ul style="list-style-type: none"> • On Queen Mary Ave - Straight narrows right down when cars parked either side forcing vehicles/bikes onto the wrong side of the road on blind corners. Suggest yellow dotted lines for no parking on one side of the road. • There is a potential issue at Queen Mary Avenue where I have seen vehicles stray across the middle of the road quite seriously and dangerously. I would suggest that there needs to be a very robust median delineation along the short distance of Queen Mary Avenue that the pathway follows. • Keep the pathway route further away from the river shore (south of Roberts field), to avoid hazard of fallen pine cones and branches from those big pine trees along the shore. • Misuse of power-assisted cycles on existing cycleways. • There are many dogs on the proposed pathway also which are there for protection of the properties and their families. • Cycleways on Portage Rd should be on the inside of parked cars, not on the outside of them. Being on the inside increases cyclists' safety enormously. 	<p>Safety:</p> <p>Parking restrictions (broken yellow lines indicating 'no stopping at all times') have been proposed for the cul-de-sac end and for localised sections of Queen Mary Avenue, to ensure enough space and visibility is available for traffic to pass each other safely. To ensure sufficient parking is available, AT will monitor on-street parking demand once the pathway is completed.</p> <p>The design endeavours to provide a pleasant riding experience along the entire pathway, which includes Queen Mary Avenue. Wherever potential hazards are present, such as water and falls from height, railing will be provided to ensure safety of the pathway user.</p> <p>The full delineation of Queen Mary Avenue is currently not part of the proposal, as excessive road marking may detract from the character of the cul-de-sac corridor. Delineation is proposed at the corners to guide general traffic. For the rest of road, where clear visibility is available, the centreline is proposed to remain unmarked to support a shared environment between cyclists and vehicles.</p>

THEME	COMMENTS	AT RESPONSE
	<p>Security:</p> <ul style="list-style-type: none"> • What about security? It would be a very secluded path. • Criminal activity and injury etc. May need emergency access by police, ambulance, and helicopter. • How do you create a safe environment for people/women to feel comfortable walking alone or with children? Cameras, or signage about security cameras? • Crime has already increased in the Archibald Park end with bikes, motor mowers, kayaks and such like been stolen. The police have been called on occasion. We expect this to get worse with the amount of traffic that's going to increase in this area. • This is in the middle of an industrial park and the proposed walkway and access points will provide exposure to our business by more people. We believe having greater potential access to our site puts our business and people at greater risk – we would encourage you to provide an alternative path bypassing the industrial park completely. <p>Lighting:</p> <ul style="list-style-type: none"> • Possible light pollution if lights on all night, could they be put on sensors? • Please consider lighting for night time users, there could be issues with personal safety at night. • The Wairata Place connection should be lit also which will help improve safety and increase usage in the evenings. <p>Privacy:</p> <ul style="list-style-type: none"> • What about privacy? Will I have to build a fence to stop people peeing in my back garden? • People living near Lynwood Road/Kelwyn Road/Beaubank Road: back yards become public places. 	<p>Power assisted cycles will be able to use the pathway. Information about sharing the path with care (signage, education campaign) will be provided for pedestrians and cyclists, to ensure path users consider each other.</p> <p>Dogs are allowed off-leash in the parks and reserves along the pathway, and this will apply to the boardwalk sections as well.</p> <p>The existing on-road cycle lanes along Portage Road will form part of Te Whau Pathway. There will be a new 3m wide off-road shared path from Kinross Street to Karaka Park.</p> <p>The existing cycle lanes on Portage Road are new and cannot be modified at this stage. When the footpaths and roads in this area come up for renewal in the future, we will consider off road shared paths for the entire length.</p> <p>Security and lighting:</p> <p>The pathway has been designed with Crime Prevention Through Environmental Design (CPTED) principles in mind.</p> <p>To limit potential antisocial behaviour, the design includes lighting, passive surveillance, generous sight lines, and numerous entrances and exits, to give pathway users good awareness of potential concerns.</p> <p>When planning connections to the proposed pathway, multiple factors were considered, including but not limited to, the ecological impact of construction, additional connectivity to the route, directness, safety, and cost. The connection to the Glendene industrial zone provides an opportunity to improve accessibility to existing reserves, offers an additional entrance/exit in the event of an emergency, and promotes walking or cycling for staff commuting to work.</p> <p>The proposed lighting is set in the handrails, and is specifically designed to illuminate the boardwalk surface only and not the wider surrounding area.</p> <p>Privacy:</p> <p>In locations where pathway users have direct access to private dwellings, the project may include the construction of private fences and/or other mitigation measures, subject to a case by case assessment.</p>

THEME	COMMENTS	AT RESPONSE
Opportunities for conservation projects/ community involvement	<ul style="list-style-type: none"> It would be awesome for communities and schools to have input into some art projects along the route. That would help increase community ownership of it and make it aesthetically pleasing. Local artists could also display their sculptures (or it could be made into an exercise/sculpture trail) Why not get people on community service active to make a contribution they can be proud of. Just keep it mown where necessary, neat and tidy - it is a bonus to the area. Residents could be encouraged to join in too. 	<p>Pathway maintenance, including clearing debris, trimming trees, and weeding will be undertaken by Auckland Transport/Auckland Council.</p> <p>Community art will be incorporated into the project as it progresses. This will be facilitated by local art brokers who are working in our communities. A public art framework has been included in the Urban and Landscape Design Framework, which provides an overarching model for public art integration into the pathway. The public art framework supports the one pathway vision and is based on the waka journey between the harbours.</p> <p>Working with Corrections is undertaken in some circumstances in parks, and will be considered by the Whau River Catchment Trust who manage our planting and mulching events.</p>
Improve/ change/ add connections/ route/access points	<p>Glendene industrial zone connection</p> <ul style="list-style-type: none"> The entry point to the pathway that appears to be in the middle of the Glendene industrial zone. A lot of people avoid this area when walking, and I wonder if an access point closer to Hepburn Rd might be better utilised. 	<p>When planning connections to the proposed pathway, multiple factors were considered, including but not limited to, the ecological impact of construction, additional connectivity to the route, directness, safety, and cost.</p> <p>The connection to the Glendene industrial zone provides an opportunity to improve accessibility to existing reserves, offers an additional entrance/exit in the event of an emergency, and promotes walking or cycling to work for staff.</p>
	<p>Beaubank Road connection</p> <ul style="list-style-type: none"> The scale of the plans is not sufficient to see if there will be a connection to the right of way between 31 and 33 Beaubank Road, Kelston. It is also not clear at this stage what is to be the elevation of this section of the main pathway. The water's edge option seems precluded by the old boat house behind number 37 so I assume it will be up on the wide public strip behind 23 to 57 Beaubank Road. Suggest connection between 3 & 33 Beaubank Rd where there is already a public right of way. Suggest use of existing public land strip to east of Beaubank Rd. 	<p>The scheme alignment does not propose a connection between 31 and 33 Beaubank Road. At this location the pathway is in the coastal marine area, in order to maintain an accessible gradient for all users.</p> <p>The boat house behind number 37 Beaubank Road is expected to be demolished. A more detailed design plan is available on request (by emailing info@tewhaupathway.org.nz).</p>
	<p>Te Atatu Peninsula connection</p> <ul style="list-style-type: none"> Will it go to Te Atatu Peninsula without having to go over motorway? Connect to Te Atatu Peninsula walkways 	<p>A connection of the pathway underneath SH16 was considered, to avoid the motorway, however this was discounted due to the cost required to overcome the steep land on the peninsula side. This connection will be considered as a future opportunity for the continuation of Te Whau Pathway.</p>

THEME	COMMENTS	AT RESPONSE
	<p>School connections</p> <ul style="list-style-type: none"> • Improve cycle links for Avondale Intermediate and College. • Incorporate a connection over the Busby St Reserve to McWhirter Pl. - important for the schools in this area, Chaucer School and Blockhouse Bay Intermediate. • Negotiate with private landowner to add connections at Stedman Place, Alanbrooke Cres, and/or at St. Mary's School's back entrance (adjacent to Arran Street). 	<p>This project is specifically concerned with connecting the Waitematā Harbour to the Manukau Harbour, while providing links to local communities and reserves within the pathway's vicinity.</p> <p>While we endeavour to cater for the safe commuting of students to nearby schools in the area, the provision of a cycle link to Avondale Intermediate and College, or for Chaucer School, and Blockhouse Bay Intermediate, is outside of the scope of the main path. We will pass this suggestion onto the AT walking, cycling and road safety team for consideration as part of their wider scope of works.</p> <p>A potential direct connection to St Mary's School is still being considered. The project team have had discussions with the Parish and the Diocese in relation to their preferences. To make this connection a reality, the following limitations would need to be addressed:</p> <ul style="list-style-type: none"> • Private land would need to be acquired • The connection travels through dense urban forest, which may attract antisocial behaviour and activity. It may also necessitate clearing of vegetation, which could have a detrimental environmental impact. <p>The Waitahurangi footbridge on McWhirter Road is still in the planning stages, and is being progressed by Auckland Transport.</p>
	<p>Portage Rd/Clark St intersection</p> <ul style="list-style-type: none"> • The intersection of Portage Rd and Clark St is so busy now. How about an underground tunnel? 	<p>Due to the high level of traffic at this intersection, the proposal includes an upgrade of the existing signals, to allow cyclists to cross this busy intersection in a safe and controlled environment. The construction of an underground tunnel in this location would be too expensive.</p>
	<p>Kelvinside Terrace connection</p> <ul style="list-style-type: none"> • If there is no access upstream of St Mary's Church to Olympic park, all the 250 households in Kelvinside Terrace cul-de-sac need to access the Avondale-New Lynn shared path via end of Arran St 	<p>Until the New Lynn to Avondale Shared Path is complete, there is no direct access to Te Whau Pathway for Kelvinside Terrace residents, since Arran Street is a dead end. This is true for all properties on the east or west side of the river between Great North Road and Olympic Park.</p> <p>Te Whau Pathway will connect the New Lynn to Avondale Shared Path to the Northwestern Cycleway, along the western/southern side of the Whau River, linking greenways routes and residential streets that previously did not have cycleway access.</p>
	<p>Rizal Reserve connection</p> <ul style="list-style-type: none"> • We would like an additional connection considered in Area G3 3 'Rizal Reserve' heading North. Build more connections and start linking these wonderful assets up! 	<p>The suggested connection between Rizal Reserve (heading North) to Sandy Lane requires further investigation before it can be included in Te Whau Pathway's scheme plan. It is likely to be included for investigation in the next design phase of the project, depending on funding and resource consent.</p> <p>On the basis of this feedback, the pathway has been moved towards Whau Creek, away from the middle of Rizal Reserve as originally planned.</p>

THEME	COMMENTS	AT RESPONSE
	<ul style="list-style-type: none"> I would change the way it goes through the middle of Rizal Reserve. It stops the local community from being able to now use this reserve. Boardwalk connection to Tony Sedgin esplanade and Canal St, with walking connection from new Shady Lane development into Rizal Reserve. 	<p>People can connect to Te Whau Pathway between Tony Segedin Esplanade Reserve and Canal Street, by crossing the river on Ash Street and Rata Street. The suggested connection to Sandy Lane will be investigated in the next stage of design.</p>
	<p>Water access</p> <ul style="list-style-type: none"> Would like to add more than just a pathway to 32 Bridge Ave. Bridge across Whau River from Lauriston Reserve to the rowing club. 	<p>The pathway as proposed, has considered a future facility for the Waitakere Outrigger Canoe Club. Te Whau Pathway would like to be involved in the development of the proposed waka ama club at Bridge Avenue, to ensure this area is developed to its full potential.</p> <p>While it would be nice to have a bridge across the Whau River, it would be prohibitively expensive. We agree that it would improve access to the path, however it is not planned as part of this project.</p>
	<p>Laurieston Park/Glen Marine Parade connections</p> <ul style="list-style-type: none"> Saunders Reserve to Laurieston Park I would love to see the pathway extend along the back of Glen Marine Parade or at least open this stretch of green to the public. Some homeowners have claimed these spaces as their own and in some cases have even put up fences on council land making it impossible to access. 	<p>Te Whau Pathway will cross Laurieston Park and a connector path will be built out to Glen Marine Parade. Another connector or loop path within Laurieston Park could be considered in the future if there was demand.</p> <p>We will log an investigation into the alleged encroachment of private properties onto public land and, if this is found to be the case, the offending fences will be removed.</p>
	<p>Greenways/existing paths connections</p> <ul style="list-style-type: none"> The map shows "Whau Greenways" on the other side of the river, along almost the full length of the Rosebank Peninsular - there is only a gap between Esmeralda Ave and the Kurt Brehmer walkway. It isn't clear exactly what the greenways are meant to be (some of them are along existing roads, and others through reserves or along the coast), but if they will all be walkable there should really be a link across this gap - perhaps another section of boardwalk, even if it had to run from Avondale Road Reserve to the Kurt Bremner walkway. Connect Archibald Park to Avondale Road Reserve Direct pathway/bridge from Queen Mary Reserve to Ken Maunder Park The paths through Shadbolt and Craigavon Parks already exist, though they need a little maintenance to keep them up to spec. Connect Glen Eden to greenways around Kelson Connect to Waikowhai coastal walkway Link to the Twin Streams route 	<p>The map includes the proposed Whau Greenways routes for the Whau Local Board area as well as Te Whau Pathway. This is to provide context to the scheme and highlight potential connection opportunities for the pathway route.</p> <p>Some parts of the Whau Greenways plan have been completed, but others are still in concept stage.</p> <p>While it would be nice to have a bridge across the Whau River, it would be prohibitively expensive. We agree that it would improve access to the path, however it is not planned as part of this project.</p> <p>Using the existing bridge between Ken Maunder Park and Queen Mary Avenue as part of Te Whau Pathway, is more cost effective than building a new boardwalk section between these two parks as suggested, and also minimises environmental disturbance. For further information see section 9.1.3 of the Scheme Assessment Report, which is available on request (by emailing info@tewhaupathway.org.nz).</p> <p>Fixing the walkways in Shadbolt Park and Craigavon Park is currently outside the scope of the project, but we will pass this suggestion on to the Auckland Council Parks department, to investigate as part of the park maintenance regime.</p>

THEME	COMMENTS	AT RESPONSE
		<p>Linking Te Whau Pathway with the Project Twin Streams shared paths is not within the scope of this project, but as stated in the Whau Neighbourhood Greenways Plan: "Where possible, the Greenways trails connect with greenways routes identified in the neighbouring local board areas", so this may come about through the Whau Local Board implementing its Greenways Plan in future.</p> <p>Te Whau Pathway ends at Green Bay Beach on the Manukau Harbour, and people can walk from there to Blockhouse Bay and Gittos Reserve. However, there is still a gap between here and Lynfield Cove, and the Waikowhai Coastal Walkway to Onehunga. There are plans to improve this connection, but this is outside the scope of Te Whau Pathway. See Map 10 of the Whau Neighbourhood Green Ways Plan, which is available on the project webpage at tewhaupathway.org.nz</p>
	<p>Connect to other suburbs/areas</p> <ul style="list-style-type: none"> • More in New Lynn (esp. Clark Street, Avondale to New Lynn cycleway) • Cycleway through to Titirangi village • More links to Henderson central • To West Harbour/Hobsonville area through Te Atatu Peninsula • Future connections (future-proof): Horizontal greenway through Te Atatu South, from Roberts Rd/ McLeod Rd reserves through Te Atatu South Park and on to Tui Glenn Park/ Henderson/ Twin streams pathway. • I'd love to see Te Atatu Peninsula 'officially' added to the Te Whau Pathway, and it to follow the entire coastline (it doesn't at the moment) • Long term, is there a way to protect a route to link it to the Coast to Coast trail that ends on the Onehunga foreshore (going around Hillsborough and the Harbour). • To Onehunga to Green Bay • From Southwestern motorway to Northwestern motorway • Continue around Blockhouse Bay shoreline and out to airport • Suggest Avondale to Kelston connection • Suggest bridge Glendene to Avondale • I'd love BHB to be connected too, as no doubt all the bays around the Manukau and Waitemata would like to be. 	<p>The degree to which Te Whau Pathway provides connections to residential areas, public open spaces, commercial areas, and other land uses, is a key to the project's success. As many connections as possible have been included where they meet CPTED (Crime Prevention Through Environmental Design) criteria, are cost effective, and have minimal environmental impact. In some cases, the amount of vegetation clearance required made some connections untenable.</p> <p>The project includes modification of the Clark Street and Portage Road signalised intersection, to cater for cycle crossing.</p> <p>The pathway will connect to the proposed New Lynn to Avondale Shared Path at Olympic Park.</p> <p>Linking Te Whau Pathway with Titirangi and Henderson central is not within the scope of this project, but as stated in the Whau Neighbourhood Greenways Plan: "Where possible, the Greenways trails connect with greenways routes identified in the neighbouring local board areas", so this may come about through the Whau Local Board implementing its Greenways Plan in future.</p> <p>Te Whau Pathway ends at Green Bay Beach on the Manukau Harbour, and people can walk from there to Blockhouse Bay and Gittos Reserve. However, there is still a gap between here and Lynfield Cove, and the Waikowhai Coastal Walkway to Onehunga. There are plans to improve this connection, but this is outside the scope of Te Whau Pathway. See Map 10 of the Whau Neighbourhood Green Ways Plan, which is available on the project webpage at tewhaupathway.org.nz</p>

THEME	COMMENTS	AT RESPONSE
		<p>While it would be nice to have a bridge across the Whau River, it would be prohibitively expensive. We agree that it would improve access to the path, however it is not planned as part of this project.</p> <p>While the cycle route typically is located away from main roads, there are locations where bus and train services are close to the pathway's access ways. Table 4.1 in the Scheme Assessment Report (available on request and on the project webpage at tewhaupathway.org.nz), shows the 14 bus stops near the route as well as the New Lynn train station.</p> <p>More connections to bus transport hubs will be investigated in the next stage of design, to better facilitate a multi-mode network.</p>
	<p>Rosebank Road connection</p> <ul style="list-style-type: none"> I would like to know if you still intend to do a cycle walk path across to Rosebank Road? Suggest bridge connection Te Atatu South to Rosebank Peninsula Bridge across to Rosebank Rd would be great. 	<p>While it would be nice to have a bridge across the Whau River, it would be prohibitively expensive. We agree that it would improve access to the path, however it is not planned as part of this project.</p>
	<p>Change proposed route/connection</p> <ul style="list-style-type: none"> Could the connection to the New Lynn Avondale shared path go the other way? In the direction of Arran Street rather than the direction of Portage Road? This would involve one less river crossing? Move Wairata PI connection north – currently uselessly close to Roberts Rd connection Take it from Ken Maunder Park up Queen Mary to Nikau. Along Nikau Street and back down Lynwood Road leaving us living by the water with our peace and privacy 	<p>The scope of this project is to provide a new connection between the Waitematā Harbour and the Manukau Harbour, while providing links to local communities and reserves within the pathway's vicinity.</p> <p>The proposed connection of Arran Street would result in a significant detour to the main alignment, as well as require acquisition of private land. Due to these reasons, the Arran Street alignment has not been pursued.</p> <p>The Wairata Place connection is an existing gravel pathway between Wairata Place and Roberts Field, at the end of Roberts Road. This will be concreted to make it an accessible, all weather connector path.</p> <p>The pathway is designed to a metro cycling standard, which includes safety, directness, cohesiveness, and comfort. The gentle grades along the coastal edge with existing parks, allow maximum accessibility of the main pathway for all users.</p> <p>The suggested diversion (Ken Maunder Park, Queen Mary, Nikau, Lynwood Road) would result in the following complications:</p> <ul style="list-style-type: none"> It would not meet gradient requirements for the mobility impaired It does not comply with the design strategy for the pathway to be a coastal experience It would require crossing multiple intersections and driveways It is a significant detour off the main alignment, which reduces the routes coherence.

THEME	COMMENTS	AT RESPONSE
	<p>Additional links suggested (to specific roads)</p> <ul style="list-style-type: none"> • New Windsor Road • Lynwood Road • End of Cornwall Street to McLeod Esplanade • Access from Allanbrooke Cres/Stedman PI • Connection via Timothy PI to the last part of Rosebank Rd for town route • Caspian Cres to Rata St • Link to Wingate St • To Brickworks/Reading/Lynmall • Te Ara O Te Toriwai at Blockhouse Bay • Jaemont Ave connection • A full circuit from the new pathway back to the Northwestern at Carrington. • Further extension south through the Motu Manawa Scout Camp to link with the cliff-top walkway from Blockhouse Bay to Green Bay (as agreed in principle with the Scout Association leadership, then later withdrawn). <p>Queries about connections</p> <ul style="list-style-type: none"> • Will it connect to St Leonards Rd - Sabulite end? 	<p>This project is specifically concerned with connecting the Waitematā Harbour to the Manukau Harbour, while providing links to local communities and reserves within the pathway's vicinity.</p> <p>When planning connections to the proposed pathway, multiple factors were considered, including but not limited to, the ecological impact of construction, additional connectivity to the route, directness, safety, and cost.</p> <p>While we endeavour to create an interconnected, multi-destination route for both recreational and commuting riders, links to all suburbs/areas is not possible in keeping with the above factors, as well as other considerations, such as funding and resource consent.</p> <p>We will be investigating additional connections, including some of those suggested, in the next design phase of the project.</p> <p>The nearest connection to St Leonards Road will be via Harmel Reserve, on Harmel Road. St Leonards Road will be an additional connection we will investigate in the next design stage of the project.</p>
<p>Block view, spoil/devalue home, impact on future land developments</p>	<ul style="list-style-type: none"> • Block my river view • Keep it away from private properties so as not to invade their private outlook of scenery • I am concerned it may devalue my property. • View that is so beautiful and peaceful now is going to be totally ruined. 	<p>The intent is that Te Whau Pathway will not detract from the view and natural beauty in this part of Auckland, but provide a platform where more people are able to enjoy it.</p> <p>The project team have been working with directly affected property owners to identify ways to address their concerns.</p> <p>Brown NZ Ltd conducted a review of the visual sensitivity for Te Whau Pathway, focusing primarily on the boardwalk components of the route. The review found that the majority of boardwalk sections will have a low to very low impact from the path. Where visual impacts are moderate to high, solutions to address the impact will be investigated on a site by site basis during detailed design and as part of the resource consent process. For example, localised planting to screen the boardwalk or fencing can be considered.</p>

THEME	COMMENTS	AT RESPONSE
Parking	<ul style="list-style-type: none"> • Need to reduce any parking around the cul-de-sac at entrance to pathway. • More parking around entry ways to allow users to enter. • There is often no parking for residents in Koromiko St so access to pathway will make this even worse. • Ensure parking and access does not become an issue for residents near the entry points. 	<p>We recognise your concerns about potential associated traffic and parking issues along the pathway connections.</p> <p>To ensure we use the right solution, and a sufficient amount of parking is available for all users, AT will monitor the on-street parking demand once the pathway is completed.</p>
Design feature: related to specific location	<ul style="list-style-type: none"> • I have concerns about the longevity of the boardwalk surface for cycling. Get someone to cycle over the existing boardwalk of the Tony Segedin Esplanade between Ash Street and Riversdale Road and tell you what that is like. It certainly stops anyone riding too fast, possibly riding at all! Given the distance covered by the proposed boardwalks, it may mean no cyclists will want, or even be able, to use it in 5 - 10 years' time. • The section McLeod-Roberts-Tiroroa is a bit too exposed to a marine environment. Structurally this is not an issue but there could be additional dangers from exposure to weather (just a few metres from the shoreline vegetation is enough to allow wind gusts to be much stronger) and what effects it might have to the surface of the boardwalk in terms of traction. • Portage Rd section needs attention to be family-friendly. • Add car barriers at the bottom of Golf Rd: currently cars can park on the cycleway at the roundabout at the bottom of Golf Rd. Install bollards to stop cars accessing the cycleway at Golf Rd/Portage Rd. • Would change where the concrete path goes across the middle of the park and not around the outside of the park. This is a safety issue for children playing in the park. People on their bikes could knock these children over. The path just needs to move a couple of metres. • My concern is that this reserve [Rizal] is used by many residents for games of cricket and football etc and if a path is placed through the middle of the grass area this will restrict the type of games local families can play here. Is there any way the path could be moved a bit further back closer to the tree line and water to allow these fun games and past times to carry on. • Will be sorry to see the lovely row of trees cut down to widen the path along the Whau River near Wairata Place. 	<p>The boardwalk proposed is very different to Tony Segedin boardwalk. It will be designed to a high cycling standard, taking into account all other users, including the mobility impaired. It has a design life of 50 years.</p> <p>The design endeavours to provide a pleasant riding experience along the entire pathway, which includes Queen Mary Avenue. Wherever potential hazards are present, such as water and falls from height, railing will be provided to ensure safety of the pathway user.</p> <p>The full delineation of Queen Mary Avenue is currently not part of the proposal, as excessive road marking may detract from the character of the cul de sac corridor. Delineation is proposed at the corners to guide general traffic. For the rest of road, where clear visibility is available, the centreline is proposed to remain unmarked to support a shared environment between cyclists and vehicles.</p> <p>The boardwalk has been structurally engineered and designed to meet its use requirements in the environment it will be built in.</p> <p>We will recommend the use of Fibre Reinforced Polymer (FRP) to build the boardwalk sections of the pathway, as it's stronger than steel and has very low maintenance requirements. It is widely used in the marine environment as it is inert, so will not react with the environment in the way treated wood and steal can. The product is practically maintenance free, has a 50 year design life, and should last 100 years.</p> <p>Pedestrian and cycle crossing facilities will be installed at Clark Street, Kinross Street, and Connaught Street, where they cross Portage Road.</p> <p>The existing cycle lanes on Portage Road are new and cannot be modified at this stage. When the footpaths and roads in this area come up for renewal in the future, we will reconsider off road shared paths for the entire length of Portage Road.</p> <p>Regarding Golf Road cycleway, if you see cars parked illegally on a cycleway or footpath, please call Auckland Transport on 09 355 3553, who can send out a parking enforcement officer. Alternatively, you can tweet a photo to @AkiTransport between 8am and 7pm Monday to Friday.</p>

THEME	COMMENTS	AT RESPONSE
		<p>As a result of the feedback received from this consultation, the planned route of the pathway has been moved towards Whau Creek, away from the middle of Rizal Reserve as previously proposed, to better accommodate other park users.</p> <p>The pathway is both a metro and a recreational route for pedestrians and people on bikes. Information about sharing the path with care (signage, education campaign) will be provided for pedestrians and cyclists, to ensure path users consider others.</p> <p>Regretfully, it will be necessary to cut down some exotic trees in Tiroroa Esplanade Reserve (which connects Wairata Place to Roberts Road), to accommodate the connector path. These trees will be replaced with native trees and shrubs.</p>
<p>Design feature: make pathway straighter/ pathway too curvy</p>	<ul style="list-style-type: none"> • Could be a bit less winding between Covil Park and Roberts Field. Need to balance directness for commuters with recreational use. • I would like some straighter paths for shorter commutes. I could see people not use it if the paths are not the shortest route to a destination. • Meandering shape looks great for recreational users but should be balanced against the need to keep the route fast and straight-ish for commuters. 	<p>The inspiration for the form and alignment of the boardwalk came from the serpentine rivulets that cover the mudflats at low tide. The pathway will have a meandering alignment, but this has been balanced with the need to be direct for commuters.</p> <p>The pathway is both a metro and a recreational route for pedestrians and people on bikes. Information about sharing the path with care (signage, education campaign) will be provided for pedestrians and cyclists, to ensure path users consider others.</p>
<p>Design feature: want more loops in route</p>	<ul style="list-style-type: none"> • I'd like to see some options around doing loops (using streets). • More loops. People prefer to do a loop rather than an out and back course. More people will use the walkway if there are loops and circuits within it. • A link the Waterview cycle pathway so that it forms a great loop ride. 	<p>There will be many loop opportunities along the route, including in parks and on roads. For example, there are now loop paths in Archibald, Ken Maunder, and McLeod Parks, as a result of Te Whau Pathway going in.</p> <p>The pathway will connect to the proposed New Lynn to Avondale Shared Path at Olympic Park, which will provide a connection to the Waterview cycle path.</p>

THEME	COMMENTS	AT RESPONSE
Design feature: increase pathway width	<ul style="list-style-type: none"> Is it wide enough to cope with walkers and cycles, and bikes passing walkers? Make it wider - especially if this is a shared path. 3m is just enough space to have two cyclists pass each other safely head-on on a straightaway. This shared path has lots of bends, and is flanked by railings on both sides, making turns potentially dangerous if the path is too narrow. Keep it as wide as possible: 4 - 6 metres for a shared path with minimal conflicts with driveways and side streets. 	<p>Please see section 8.2.5 of the Urban and Landscape Design Framework (on the project webpage at tewhaupathway.org.nz) for width standards for cycleways and shared paths.</p> <p>The new pathway will be designed to be easy and safe to use. New parkland sections of the pathway are to be 3m wide to match the existing sections already completed.</p> <p>To accommodate cycling and walking movements, the pathway will include wide grass berms on both sides, where practical, to provide a safe zone for pedestrians parallel to the path. The wide grass berms will future-proof the new sections should future demand necessitate widening the paved surface.</p> <p>The boardwalk shared path width is designed at 4m to integrate cyclists and walkers. This additional width allows opportunity for incidental pauses along the route that may occur. Connector paths to the main pathway have a minimum width of 2m.</p>
Design feature: decrease pathway width	<ul style="list-style-type: none"> Maybe make it less wide? 	
Design feature: provide stopping/ viewing/ overtaking points	<ul style="list-style-type: none"> Some wider viewing/stopping platforms similar to Orakei Walkway with seating. Perhaps more gathering places to let other traffic pass and enjoy a chat and the view, perhaps even a picnic. Please provide seats/rest areas on the boardwalk and spaces where people can pass either rest or pass one another if they are travelling at different speeds. 	<p>For design details, standards and requirements, please see the Urban and Landscape Design Framework (ULDF) on the project webpage at tewhaupathway.org.nz</p> <p>There will be viewing places in parks along the route, but not specific sites on the boardwalk sections. The many high quality coastal views from the pathway or its connections are to be acknowledged during subsequent phases of the pathway design.</p>
Design feature: provide furniture (e.g. seats, rubbish bins, drinking fountains)	<ul style="list-style-type: none"> Will there be rubbish bins along the way? Like the idea of lockable bike racks. Please provide seats/rest areas on the boardwalk and spaces where people can pass either rest or pass one another if they are travelling at different speeds. McLeod Reserve and Roberts Reserves also offer great views and could make great rest and destination spots with water fountains, viewing platforms and shade. 	<p>There will be plenty of seating in the parks along the route. Special seats and tables have been designed for the pathway, and are already in place in Archibald Park and Ken Maunder Park. There will also be rubbish bins in parks along the route, and at either end of boardwalk sections.</p> <p>Drinking fountains will be available on the route, and are already in place at Archibald Park and Ken Maunder Park.</p> <p>There will be lockable bike racks along the route.</p> <p>Some areas (parks, reserves) will be 'destination' locations, such as Archibald Park.</p>

THEME	COMMENTS	AT RESPONSE
<p>Design feature: other (e.g. art, handrails, construction and surface materials, toilets)</p>	<ul style="list-style-type: none"> • It would be great to have something about each of the suburbs included in the design - whether it be artwork, signs, plaques, or whatever. Something that the residents can contribute to and be proud of. • Will there be toilets along the path? • You could have wider spaces on the boardwalk for outdoor exercise machines/spots. • Would prefer a light surface material and non-slip on boardwalks. • Different treatment of the onshore components surface as exposed concrete is rather uninspiring compared to the rest of the pathways silvery look, because as a major regional recreational pathway I think it deserves a differentiating factor. • Ensure balustrade are either vertical or slope outwards and that handrails or top balustrade rail do not protrude inwards. • Railing too high at 1.4m. This will block most of the view down when traveling along the path. • Recommend not to use the wired netting that is currently on the walkway across the Ken Maunder park, can be damaging to tyres. • Visual appeal will help get more people using the pathway... Visual appeal can be added through design, artwork, native plantings, etc. ... [At Covil Park] An elevated sculptural viewing platform could be built to make the most of the views (suggest local sculptor David McCracken at the Corban Art Centre) • Make the NZ Ethnic Centre currently on the site more open to the public with a café, gallery, etc. 	<p>For design details, standards and requirements, please see the Urban and Landscape Design Framework (ULDF) on the project webpage at tewhaupathway.org.nz</p> <p>There are toilets at Bridge Avenue Reserve, McLeod Park, Archibald Park, Ken Maunder Reserve, Olympic Park, and Green Bay Beach.</p> <p>We will consider various options for the deck surface and aim to use materials that are durable, sustainable, and have a finish with a shimmer.</p> <p>Parkland pathways will be constructed at easy grades to maximise accessibility (see ULDF section 10.8.1 for more details). A 3m wide concrete shared path, built to Auckland Transport Code Of Practice standards, with either:</p> <ul style="list-style-type: none"> • Brushed concrete with additional matching boardwalk surface finish on new and existing pathway surfaces, in whole or part (at key locations i.e. approach to major connections with roads, cycleways and boardwalks) • To match existing brushed and exposed aggregate pathway surfaces at McLeod, Archibald, and Olympic Parks. Retrofit to existing shared paths and footpaths along Portage Road. <p>Handrails will be a 1.4m high, galvanised and painted steel or aluminium, fin type system (see ULDF section 9.7 for more details).</p> <p>Handrails will be a series of 1000mm long sections. These include 6mm by 40mm fins that rise 1400mm above the deck surface, and 500 below it. A rail at the top of the balustrades makes the section self-supporting. 1400mm is the code of practice height required for cyclists.</p> <p>Māori and local art, and historical and cultural influence pieces will be integrated in the pathway. Please see the Te Aranga design principles and the public art integration sections of the Urban and Landscape Design Framework for more details (on the project webpage at tewhaupathway.org.nz).</p> <p>AT is happy to engage with all interested people and groups as part of the project, including those involved with the NZ Ethnic Centre.</p>
<p>Design feature: signage</p>	<ul style="list-style-type: none"> • I don't like brightly painted surfaces or lurid graphics on signage - the main focus should be the path and the natural environment. • Include Gateway 'Pou' (large wooden poles with Maori carvings) at all, or least the major entryways of the pathway to enhance both visual legibility of the pathway as well as reinforcing its importance. • Permit commercial activity on or near entry exit points (kiosks for bike hire, coffee, kayak hire, one way-pick-up/drop off services). 	<p>For design details, standards and requirements, please see the Urban and Landscape Design Framework (ULDF) on the project webpage at tewhaupathway.org.nz</p> <p>Te Whau Pathway serves three distinct users and their information requirements differ. It is important that the signage is carefully considered, in order to contribute cohesively to the one pathway concept and avoid visual clutter.</p>

THEME	COMMENTS	AT RESPONSE
	<ul style="list-style-type: none"> • Historic signs about archaeological sites or recent historic sites would be interesting. • Te Reo Māori signage and Te Reo Māori information about area along pathway. • Have signs at regular spots to tell bikes to call or ring bell when approaching. So easy and makes for safe walking = for slow bikers. • Maybe some signs up to tell people to keep to their left so cyclists & pedestrians can share the space properly. • Need multi-lingual signage to teach people dumping rubbish is not ok. 	<p>A refined signage strategy is still to be developed that considers these aspects (see ULDF sections 8.11 and 9.7 for more details on the project webpage at tewhaupathway.org.nz).</p> <p>Māori and local art, and historical and cultural influence pieces will be integrated in the pathway; however, who, what, and where is yet to be determined. Please see the Te Aranga Design Principles and the Public Art integration sections of the Urban and Landscape Design Framework for more details (on the project webpage at tewhaupathway.org.nz).</p> <p>Any requests for commercial activities will be considered by the Local Board. We intend to include both English and Māori on the signage, to reflect Māori importance in the area. Please see the Te Aranga Design Principles in the Urban and Landscape Design Framework for more details.</p> <p>The pathway is both a metro and a recreational route. Information about sharing the path with care (signage, education campaign) will be provided for pedestrians and cyclists to ensure path users consider others.</p>
<p>General comments and suggestions</p>	<ul style="list-style-type: none"> • Is all land already owned by council? Are local residents on board with the idea? • Can people get off easily or do they have to do the full route? • Is it possible to build the pathway from each end towards the middle so that it could be used as it is built? • Who is responsible for removing rubbish and spray painted tags? • Will the boardwalk be high enough that watercraft can get underneath it? I am particularly thinking of the section over to Rizal reserve which is described as boardwalk and not "navigable" like other sections. • Please make it dog friendly, or I won't bother using it. • Build it sooner! • Make pathway an alcohol-free area. • As the in park sections are already completed (Archibald, Ken Maunder), can we have the boardwalk connecting these completed first? 	<p>No land acquisition is required for this project as it involves only public land. The majority of feedback submissions we received were in favour of the pathway.</p> <p>Users will be able to enter or exit the pathway from many parks and roads along the 12km route. The longest boardwalk section is 2.4km, between State Highway 16 and Laurieston Park. There are entry and exit points along this section at Covil Park, Roberts Road, McLeod Park and Riverglade Esplanade.</p> <p>Pathway maintenance, including cleaning, graffiti removal, and litter removal will be undertaken by Auckland Council as part of normal park and pathway maintenance.</p> <p>The bottom of the boardwalk will be at a height of 5.2m tall. A current typical high tide is approximately 3.0m tall. The height difference should provide adequate clearance for small water craft, such as kayaks.</p> <p>Navigable bridges are being considered for further down Whau River.</p> <p>Dogs are allowed off-leash in the parks and reserves along the pathway, and this will apply to the boardwalk sections as well.</p> <p>Some parks along the route have 24/7 alcohol bans, such as Archibald, Ken Maunder, and Olympic Parks. Whether an alcohol ban will apply to all parts of the boardwalk has yet to be determined.</p> <p>Construction priorities are the connection to State Highway 16, and the connection from Ken Maunder Park to Rizal Reserve and on to Olympic Park, as these are predicted to be the busiest sections of the pathway.</p>

THEME	COMMENTS	AT RESPONSE
	<p>Other additions suggested</p> <ul style="list-style-type: none"> • Additional Whau River crossing. • Add pedestrian refuge across Kinross St. • An extra crossing between McLeod Park and Saunders Reserve. • A proper cycleway along Rata Street as this is a main busy route leading to the Te Whau Pathway including Ash Bridge upgraded to at least 3 meters. • Will the access be easy, i.e. how will I get from say Edmonton Rd - can I use footpaths? • Traffic speed management on Wingate St to facilitate connection to Avondale shops. • Some traffic calming and speed restrictions on the streets between the pathway and nearby schools would make it easier for kids to ride to school. E.g. at the Blockhouse Bay end, if traffic were slowed on Connaught, Gilfillan and Gill Sts, it would create a safe route from the path to Blockhouse Bay Primary. 	<p>While it would be nice to have a bridge across the Whau River, it would be prohibitively expensive. We agree that it would improve access to the path, however it is not planned as part of this project.</p> <p>Pedestrian and cycle crossing facilities will be installed at Clark Street, Kinross Street, and Connaught Street.</p> <p>No cycle facilities on Rata Street or Ash Street are proposed as part of this project. Rata Street and Ash Street are part of the proposed Auckland Cycle Network, but there is currently no funding or plans to implement cycle facilities on those streets.</p> <p>No additional traffic calming is currently proposed as part of this project, but we recognise the importance of providing safe access to Te Whau Pathway to encourage use. Such measures will be considered by Auckland Transport closer to the construction phase.</p> <p>Cycling on footpaths is illegal. To access Te Whau Pathway, people on bikes will need to use a combination of existing cycling facilities and roads. Please note that Te Whau Pathway is a shared path facility, and we encourage all users to be wary and considerate of one another.</p>