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## City Centre Resident's Group

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# Connecting the Auckland Harbour Bridge Shared Path with the CBD and Takapuna

<https://www.nzta.govt.nz/assets/projects/auckland-harbour-bridge-shared-path/docs/AHB-shared-path-connections-brochure.pdf>

## 1. What do you think of the emerging concept ramp designs (for example, your thoughts on the look and usability of the ramps, integration with the local cycling networks, and safety aspects)?

Option 1 is preferable for cycling access - Option 2. seems an unlikely solution to provisioning access to a cycling connections, especially during peak commuting hours, unless the elevators were very large and moved quickly. If the elevator were to be out of service, which it inevitably will at some point, many cyclists will be stranded by the stairs.

It would be hard to make an accessibility case with the bridge having a total climb of around 40 meters and over a 500m distance, of which only a very small portion would be covered by an elevator.

A ramp solution would also prevent bunching and the resulting potential for conflicts with cyclists and pedestrians.

Option 1. appears, based on the renderings, less of a visual imposition.

A combination would allow for the best of both worlds, but if only one option is possible, it should be the ramp access.

## 2. Is there anything we have missed in the design?

There appears to be no integration with any walking or cycling improvements at the Southern end. Dumping out large volumes of pedestrians and cyclists onto a roundabout with no safe crossing options is unlikely to impress.

Current cycling connections towards the city, starting with the immediate "cycle lane" squeezed between a store and parked cars, are generally inadequate for the volume of cyclists expected. The boardwalk shared path will become unpleasant for pedestrians should no alternative, safe route be provided for cyclists. Once in Wynyard quarter, again, there is no cycling facility provided. The proposed Te Wero Bridge replacement does not accommodate cyclists at all, Fanshawe street is far too dangerous, the shared path through the viaduct sends cyclists into the heart of a dining/entertainment district filled with pedestrians, and viaduct avenue makes use of "sharrows", suitable for only high speed, confident cyclists.

These connections need to be resolved with Auckland Transport in time for the opening of this link.

## 3. Is there anything else you'd like to tell us?

The term "CBD" is no longer used for the Auckland City Centre and negates the existence of the nearly 60,000 residents who call it home. The name of this area is officially, as per Auckland Council, the "City Centre".

This will be the only link for City Centre residents to access Northcote Point, as most do not own a vehicle and depend on public transport, walking and cycling. With this in mind, please consider the aspects of this crossing as part of daily life and not just for "commuting" and "tourism".

**6. What best describes your interest in this project? (For example, I would use the Auckland Harbour Bridge Shared Path to cycle; I live in Northcote Point; I would use this to walk to work)**

## ***About the City Centre Residents' Association (CCRG)***

### ***Our Mission***

*To represent and advocate for all Auckland city centre residents, to Auckland Council, the Waitemata Local Board and other relevant agencies & organisations.*

*The purpose of such representation is to make known the concerns of residents, placing their interests and concerns at the centre of all decision making that affects residents in the city centre, and by doing so work towards achieving the best possible living environment.*

*We work to support community building in the city centre.*

*CCRG welcomes the diversity of representation from all sectors of the community and seeks to create an environment where everyone feels welcomed, affirmed and supported in line with the spirit of the UN Universal Declaration of Human Rights.*

*We look to cooperate and engage with other Auckland City Centre organisations having similar objectives.*

*Our aim is to continually work to improve the liveability and quality of the city centre.*

### ***People First***

*Arts/culture is about people's stories. Business exists to serve and employ people. Transport exists to move people and their things. Governments exist to represent the will of people. Infrastructure exists to house and support people to live healthy lives. The environment has to be protected to provide food & water for all living things including people*

***So we must therefore develop the city with a future focus on people***