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**Champagne Tastes on a Beer Budget?  
- Achieving Effective Place Making  
and Transport**

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Tamaki Drive, Ngapipi Road, Kepa Road  
& Kohimarama Road (TaNKK) CMP

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NZ1-8661818

## Context

- Masterplan for Tamaki Drive - Orakei Local Board/AC
- Tamaki Dr, Ngapipi Rd, Kepa Rd & Kohimarama Rd (TaNKK) CMP – AT
  - considers wider transport network implications
- CMP prepared in context of:
  - Auckland Plan / Unitary Plan
  - Current plans to address safety issues / improve place making
- Key challenge - identify affordable, fundable & consentable proposals (& meet Masterplan aspirations)



## Agenda

- The corridor & key drivers
- CMP process
- Network role of corridor
- Desired corridor outcomes
- Points of tension
- Strategic direction concepts
- Conclusions & lessons learnt



## The TaNKK Corridor



## The TaNKK Corridor



- Strongly defined by
  - Topography
  - Limiting transport connections
  - Unique geographical setting
- Bounded by inner Waitemata Harbour
- Access to city centre via man-made causeway
- 3 Local centres (Mission Bay, St Heliers and Eastridge)
- Future development at Orakei Point and Bastion Point



## Key Drivers for Preparing CMP

- Endorsement of the Tamaki Drive Masterplan by Orakei Local Board (2012)
- Integrating multiple projects & initiatives
  - AMETI
  - Auckland Plan (2012) / Auckland Unitary Plan (2013)
  - Safety projects for Tamaki Drive
  - Auckland Regional PT Plan (2013)
  - Auckland Cycle Network
  - Harbour Edge Cycle Route Plan



## Tamaki Drive Masterplan

- Long-term vision for the future of Tamaki Drive
- Adopts a place-making approach - focus on creating a more people-friendly environment
- Pedestrian boardwalk & promontories
- Cycle path



## Tamaki Drive Masterplan



Precedent Image – Majorca (Spain)



 **Beca**

Precedent Image – Nice (France)



 **Beca**



## Tamaki Drive Masterplan

Example of existing use of space in the Tamaki Drive road corridor



An example of how more space for leisure could be achieved



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## CMP Process

Milestones	
1	Project set-up, Review of reference documents & studies
2	Network role of corridor
3	Local Board consultation
4	Desired corridor outcomes
5	Key locations of tension
6	Development & testing of corridor design concepts
7	Sequencing & implementation plan
8	Local Board consultation

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## Stakeholder Consultation

- Orakei Local Board
- Ngati Whatua o Orakeiy
  
- Auckland Transport
- Auckland Council
- NZ Transport Agency

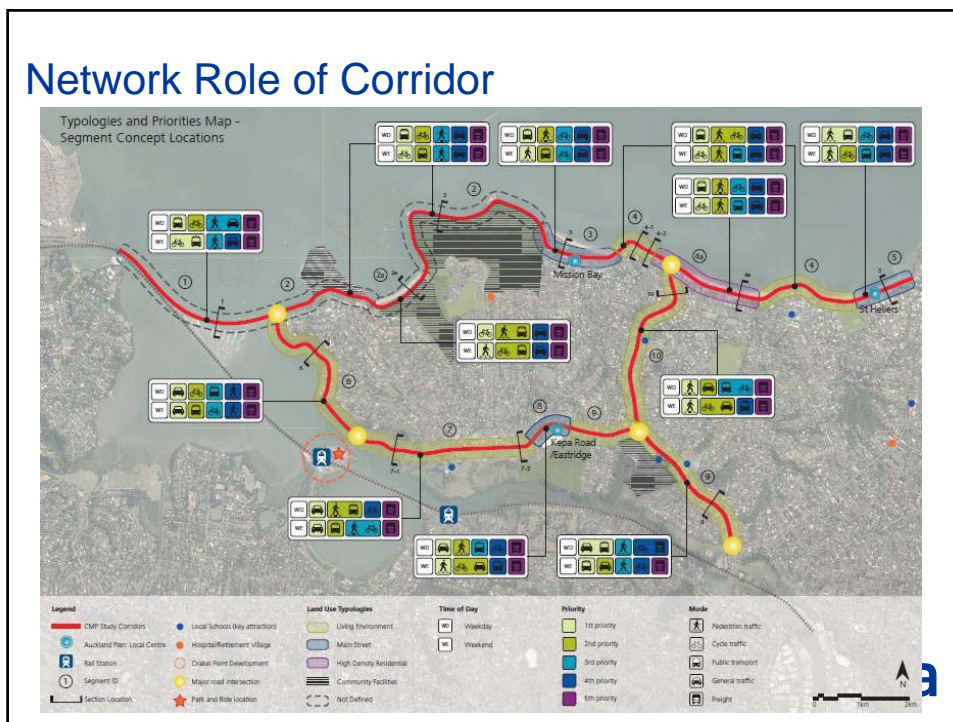


## Network Role of Corridor (Context)

- Auckland Integrated Transport Programme (ITP) 2012 - 2041
  - Tamaki Dr = secondary arterial
  - Ngapipi/Kepa/Kohimarama Rd = primary arterial
- Part of the regional freight network
  - Ngapipi/Kepa/Kohimarama Rd and Tamaki Dr (west of Ngapipi Rd) = route for **over-dimensional vehicles**
- Auckland Cycle Network (ACN)
  - Tamaki Dr = Cycle Metro
  - Ngapipi/Kepa/Kohimarama Rd – Cycle Connector
- Auckland Regional PT Plan
  - Tamaki Dr - frequent services (min 10 min headways)
  - Kohimarama Rd & segments of Ngapipi Rd & Kepa Rd - connector services (30 min headways)



## Network Role of Corridor



## Desired Corridor Outcomes

- Maintain through capacity for general traffic
- Significantly improved cycle facilities
- Improved priority for HOVs/PT
- Improved pedestrian connections to the Waterfront
- Enhance Tamaki Dr as a destination / place
- Better treatment of storm water runoff.



## Key Points of Tension

- Need for on-street car parking at the three Local Centres
- Implication of widening the corridor on the environment
- Catering for different types of cyclists
- Provide for freight (over-dimensional route)



## Resolution of Points on Tension

- Environmental considerations pointed towards minimising road corridor widening
- Extending the seawall not advanced because of the significant cost
- Capacity for future growth in transport demand provided by reallocating existing road space
- Encouraging greater use of active modes and HOVs/PT



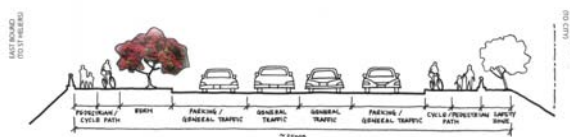
## Overall Strategic Directions



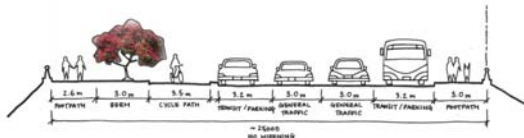
## Tamaki Drive (the Causeway)

### SECTION 1 TAMAKI DRIVE (THE CAUSEWAY)

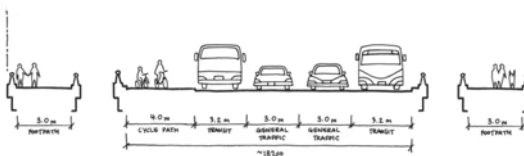
EXISTING



STRATEGIC DIRECTION FOR  
CROSS SECTION

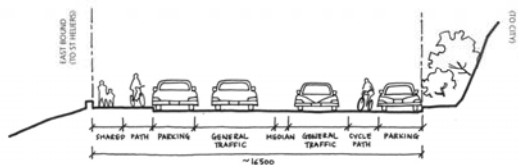


ALTERNATE CROSS SECTION  
(for two bridges in segment)

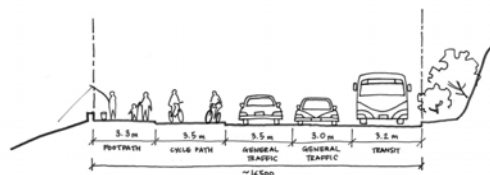


## Tamaki Drive (between Local Centres)

SECTION 2  
TAMAKI DRIVE  
EXISTING

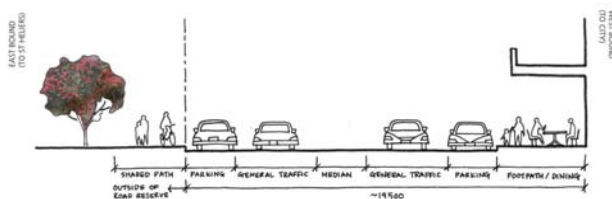


STRATEGIC DIRECTION FOR  
CROSS SECTION

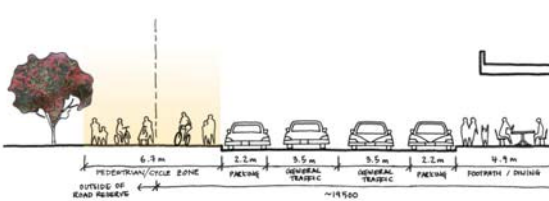


## Tamaki Drive (Mission Bay)

SECTION 3  
MISSION BAY  
EXISTING



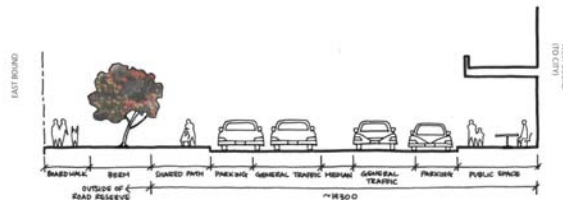
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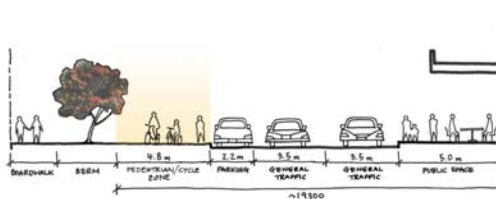
## Tamaki Drive (St Heliers)

### SECTION 5 ST HELIERS

EXISTING



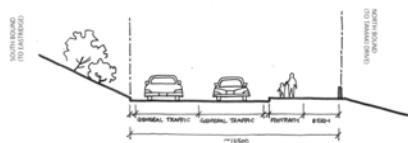
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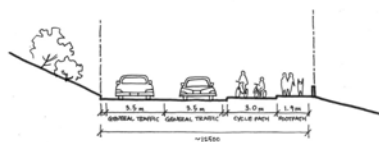
## Tamaki Drive (Ngapipi Road)

### SECTION 6 NGAPIPI ROAD

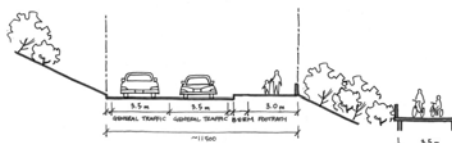
EXISTING



STRATEGIC DIRECTION FOR  
PARATAI DRIVE TO TAMAKI DRIVE  
CROSS SECTION



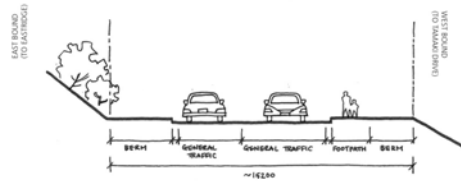
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PARATAI DRIVE TO ORAKEI ROAD  
CROSS SECTION



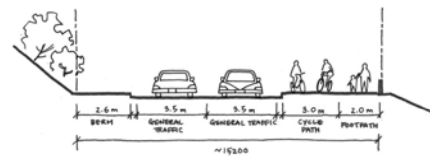
# Tamaki Drive (Kepa Road)

SECTION 7 - 1  
KEPA ROAD

EXISTING



STRATEGIC DIRECTION FOR  
CROSS SECTION



# Strategic Direction – Pedestrians





## Strategic Direction Cycling



## Strategic Direction – Public Transport



## Strategic Direction – General Traffic & Parking



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## Summary & Lessons Learned

- Desired corridor outcomes can be accommodated within existing road widths (for most of the corridor)
- Extending the seawall not recommended due to significant cost / environmental impacts
- Traffic modelling showed the proposals can accommodate future traffic
- Key lesson = focus on providing a strategic direction for future work (don't get bogged down in the specifics)

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## Current Transport Demand

### All Vehicles

Based on Auckland Transport traffic count data (via website)

Flow (includes both directions)	Tamaki Drive				Ngapipi Rd	Kapa Rd
	West of Ngapipi	East of Ngapipi	Mission Bay	East of Kohimarama		
ADT (5-day)	34,000	15,000	18,500	12,000	13,500	18,500
AM peak hr	3,300	1,300	1,400	1,100	1,600	1,300
PM peak hr	3,400	1,400	1,700	1,200	1,300	1,800
Survey year	2010	2010	2005	2004	2010	2010

### Tamaki Drive - Average Weekday Peak Hour - Vehicle Mode Share

Based on Bus Lane Review (July 2011) East of Ngapipi Rd. Excludes motorcycles

Mode	% Vehicles	No of Vehicles	No of Persons	Mode Share	Peak Hour Frequency
Bus	1%	14	405	19%	Bus every 4.4 mins
T1	75%	1,013	1,013	48%	Car every 0.1 mins
T2	20%	270	540	25%	Car every 0.2 mins
T3	4%	54	162	8%	Car every 1.1 mins
	100%	1,350	2,120	100%	

### Tamaki Drive - Weekday Daily Mode Share - Excluding Pedestrians

Incorporating weekday cycle surveys

Mode	No of Persons	Mode Share
Cyclists	1,200	5%
Bus	1,050	18%
T1	10,125	45%
T2	5,400	24%
T3	1,620	7%
	22,395	100%

