



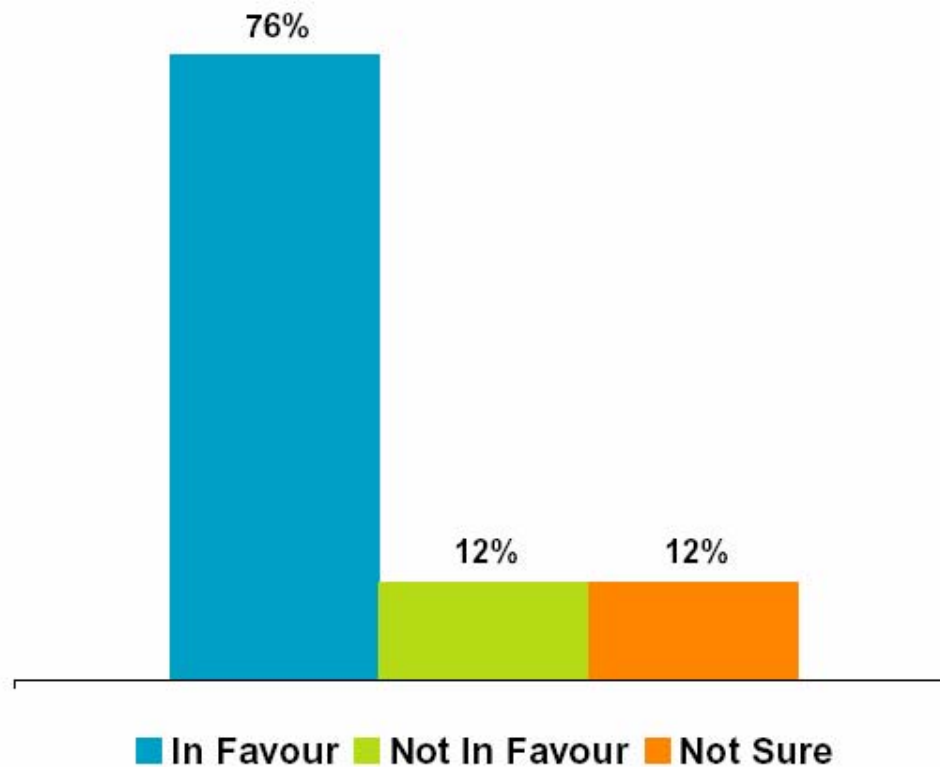
Walkway / Cycleway over the Auckland Harbour Bridge

A summary of: public
support, options and
access connections

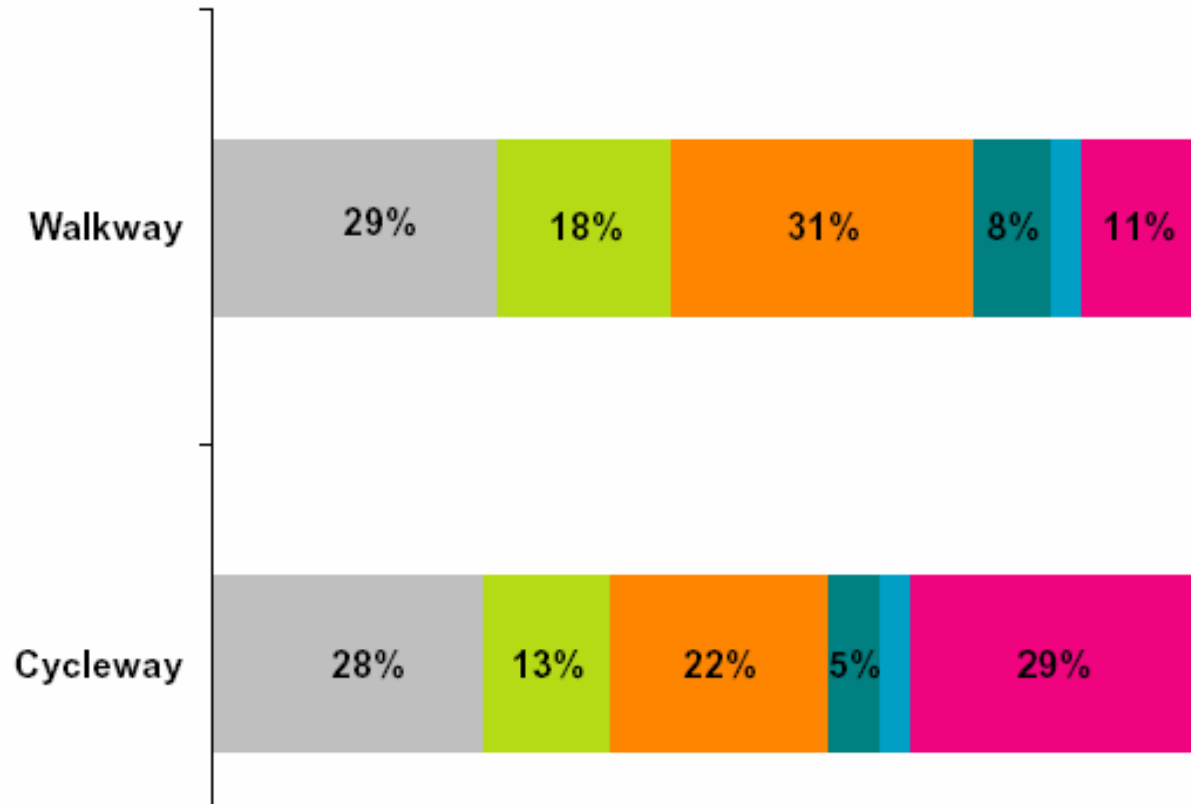
by
Bevan Woodward

Strong support for cycle and walkway crossings

Overall, are you in favour, or not in favour, of people being able to walk or cycle across the Harbour Bridge?



The survey shows high numbers will use it

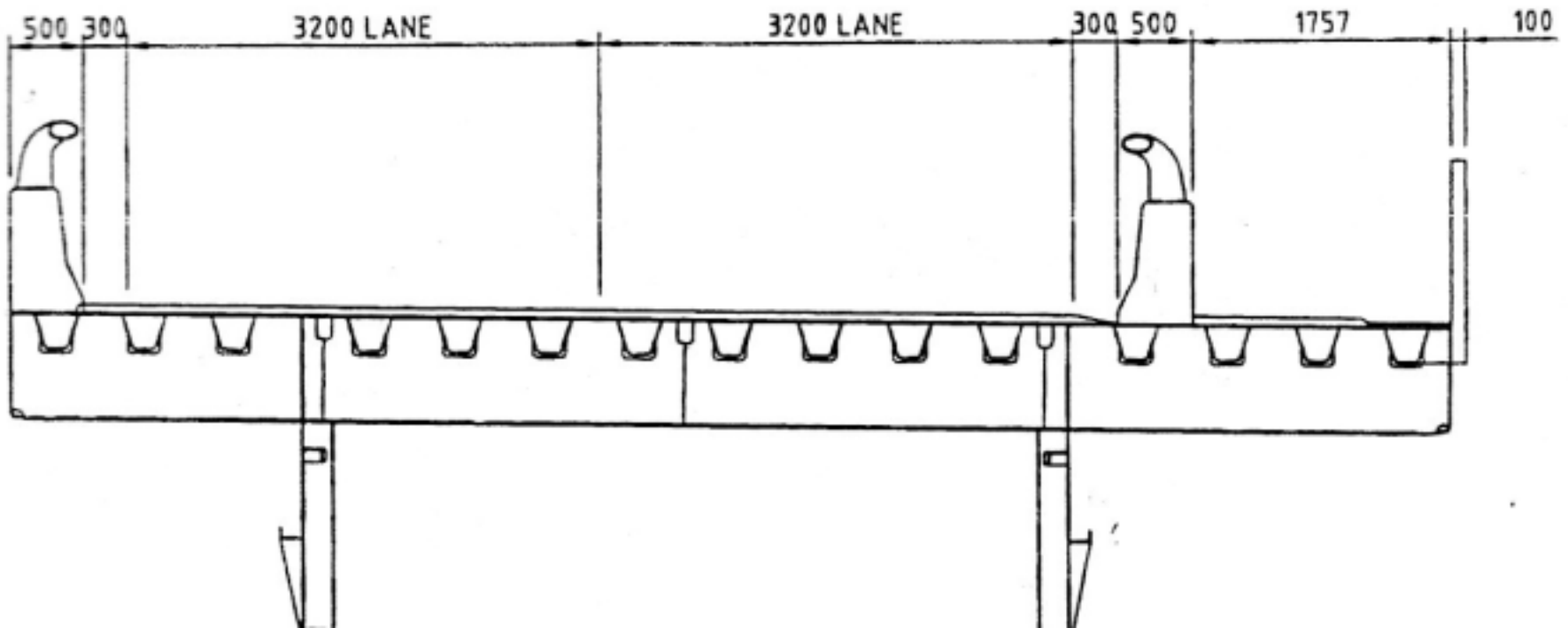


- Maybe once or twice - as a novelty
- Occasionally - maybe once a year
- Sometimes - maybe a few times a year
- Regularly - once a fortnight at least
- Often - once a week or more often
- Never

An update...

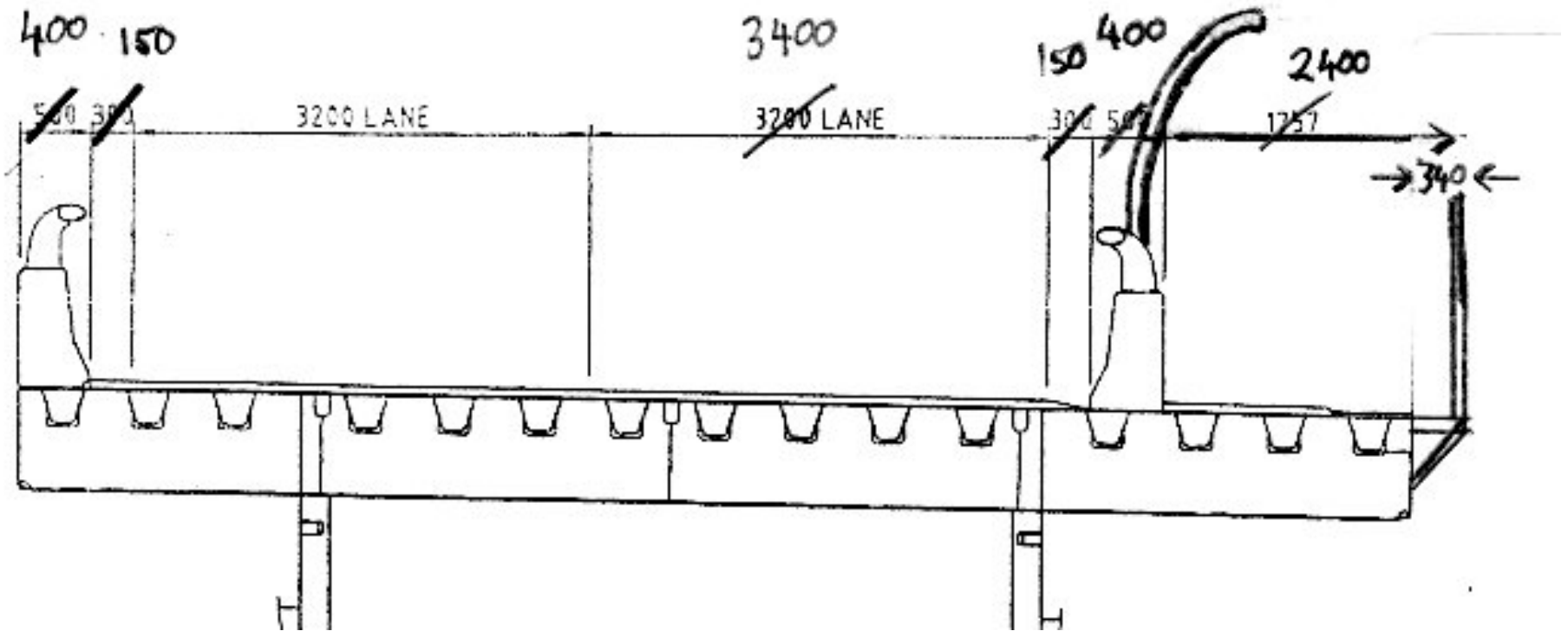
- In 2004 we took a petition to Parliament & they requested Transit undertake a feasibility study
- This came back with two options...

Option 2:



No widening, but the path is too narrow

“Optimal” design (revised version of Option 2)



No adverse effect on traffic, wide enough for trucks and buses

Sydney Harbour Bridge



Advantages of the 'optimal' design

1. The cost is estimated at \$3 to 5 million, well within Transit's existing budget for walking and cycling projects.
2. Initially 2.4 metres wide, it can be widened in future to 3.5 m. The \$30 to 40 million design cannot, it is fixed at 2.5 metres.
3. It runs the entire length of the bridge. The \$30 to 40 million design cannot, requiring an expensive and inconvenient elevator at the southern end of Northcote Point.

North Shore: access to Princes St



East



West

North Shore: access to Sulphur Beach Rd



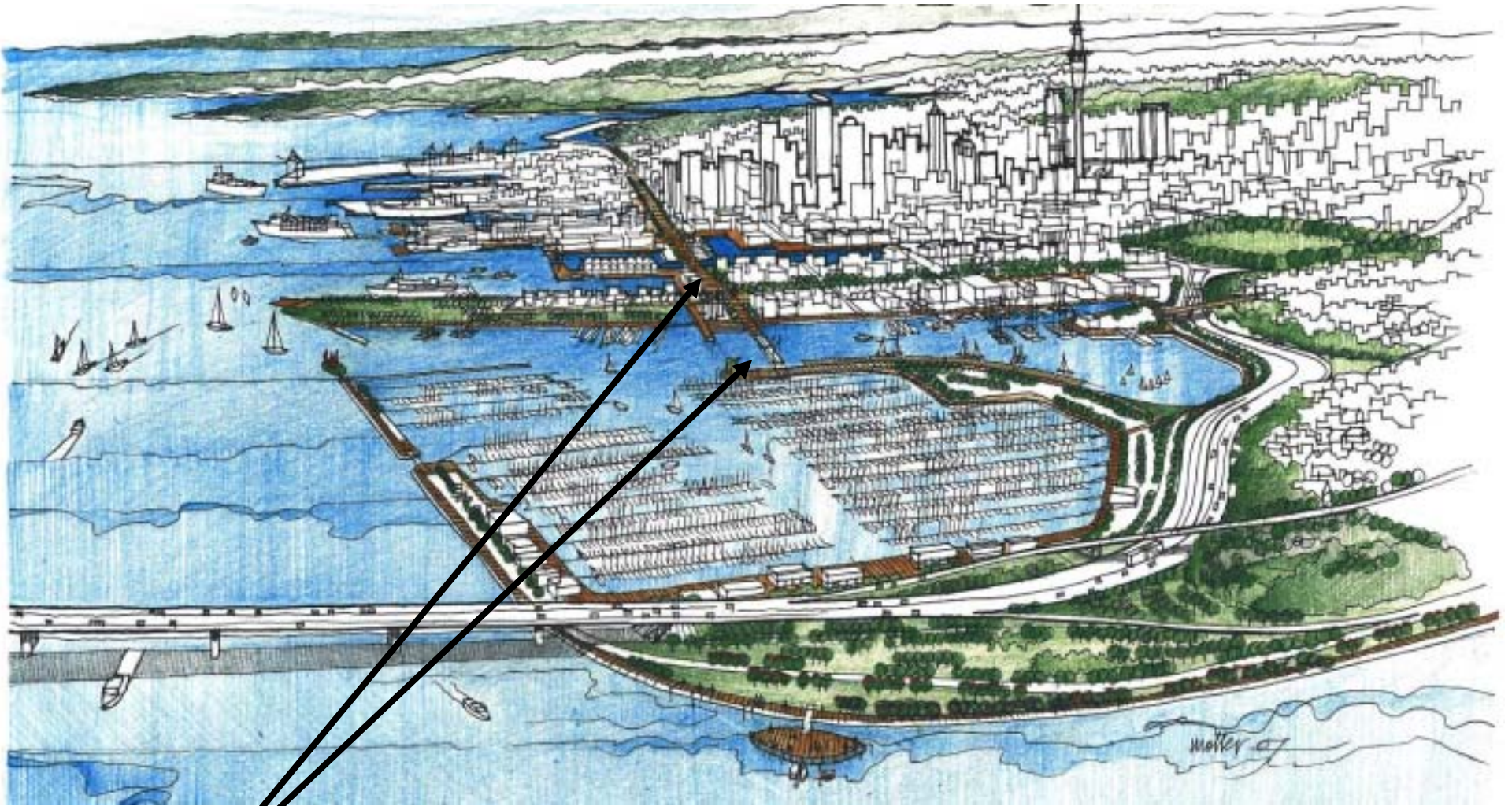
East



West

NORTH Shore: access to Strafford Rd, Police Traffic Control





New walking and cycling bridges planned by Auckland City Council: Westhaven to the CBD

Is it a priority?

Yes!

1. A vital link in the region's walking & cycling network, and it's a flagship project
2. The clip-on strengthen project starts mid 2008, it needs to include this work.
3. It's feasible, it has high support and it's cost-effective.

The window of opportunity is now.