

Links to Glen Innes Cycleways

Public Consultation Feedback Summary Report



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1. Purpose

This report outlines the analysis of feedback received during public consultation between 1 December 2021 and 31 January 2022 on Auckland Transport's (AT) Links to Glen Innes Cycleways. Feedback will be used by AT to help inform the detailed designs.

This report includes feedback received from the 2021/2022 public consultation and key stakeholders. Feedback from previous consultations was included in the designs presented in this public consultation.

The extent of the project is outlined in the map below:



2. Consultation summary

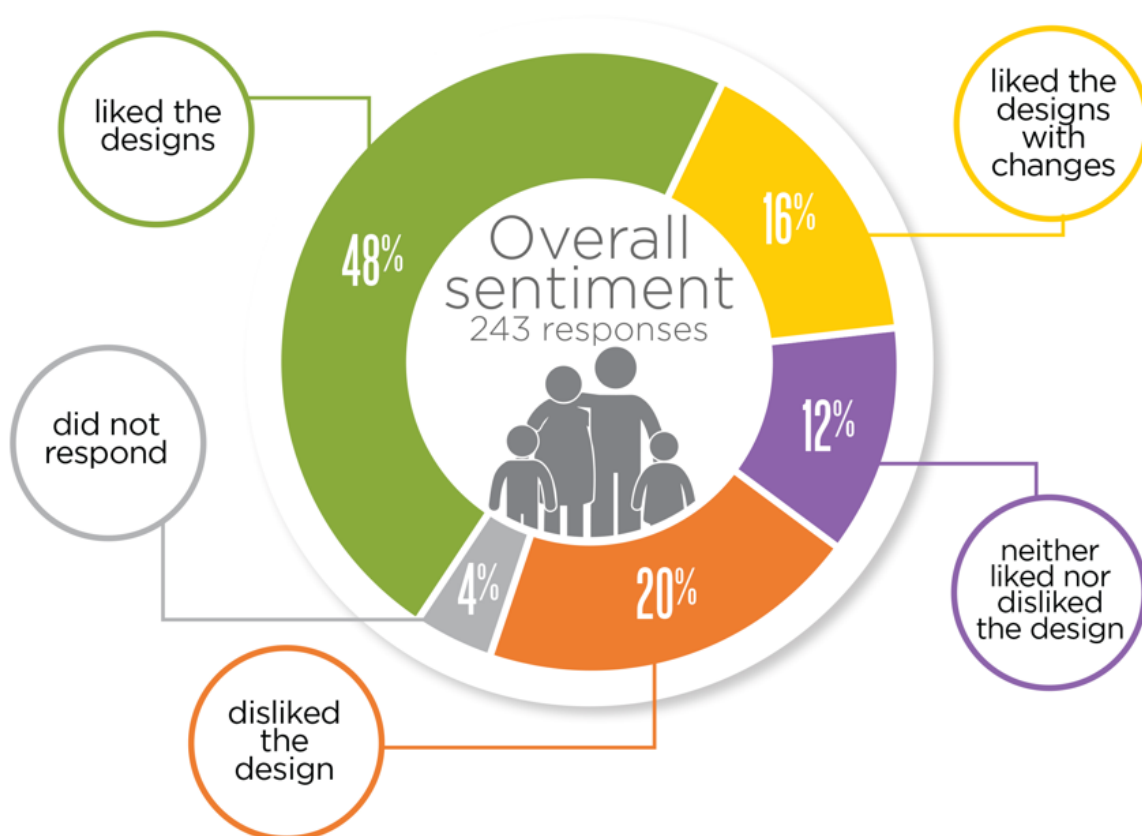
The Links to Glen Innes Cycleways Project public engagement sought to gather feedback from the Glen Innes community and key stakeholders about what they thought of the designs.

A total of 243 responses were received during the engagement period (1 December 2021 to 31 January 2022), and the overall sentiment for this proposal was positive. Submissions were received by email, online survey and return-post feedback forms.

Of the people who gave feedback, 64% liked the designs, with some including suggestions, 12% neither liked nor disliked the designs, 20% did not like the designs proposed, and 4% did not respond.

Five main themes were identified from the feedback received:

1. Removal of parking
2. Driveway safety
3. Cost versus benefits
4. Roundabout safety improvements
5. Inappropriate road choices for cycleways



3. Project background

The Links to Glen Innes Cycleways is an AT project, funded as part of the Urban Cycleway Project, which aims to build a network of safe cycleways in Auckland. When this portion of the project is completed, it will provide 7.3 kilometres of protected cycleways through Glen Innes, linking in to the wider Auckland network. These cycleways will provide cyclists with safer connections around Glen Innes.

Some of the main benefits of the proposed cycleways include:

- connecting cyclists to the Glen Innes train station and the Glen Innes to Tāmaki Drive shared pathway, leading to Auckland City Centre.
- providing safer and easier access to local schools, restaurants, shops and community facilities

- safe, accessible and appealing cycleways for use by people of all ages and levels of confidence
- improved safety and accessibility of intersections along the route for cyclists and pedestrians.

The Links to Glen Innes project was consulted on in 2015 and 2017, which helped us to shape what routes would be best. A range of changes have been proposed in this consultation to allow for the construction of safe, protected cycleways. These include changes to key intersections and roundabouts, the removal of car parking spaces and trees, and the addition of new bus shelters and bike and pedestrian crossings.

The cycleway encompasses a number of roads, and these are at different stages in the design process. Detailed design has been completed for the following routes, in line with previous consultations, so these were not consulted on during this engagement.

- Merton Road (College Road to Morrin Road)
- Apirana Avenue (Pilkington Road to Taniwha Street)
- Point England Road (Apirana Avenue to Pilkington Road)
- Taniwha Street (Line Road to West Tāmaki Drive)

4. Next Steps

Based on the feedback received, the new cycle route designs have been confirmed for proceeding with the detailed design on the following routes:

- Line Road, proposing an off-road bi-directional cycleway between Eastview Reserve and West Tamaki Road.
- Taniwha Street between Apirana Avenue and Line Road, proposing an off-road uni-directional cycleway.
- Merton Road between Apirana Avenue and Morrin Road, proposing an off-road bi-directional cycleway.
- Morrin Road between Merton Road and Stonefields Avenue, proposing an on-road bi-directional cycleway.

Further investigations will be undertaken on the following matters:

- The feasibility of installing an on-road bi-directional cycleway on Stonefields Avenue.
- The feasibility of an off-road bi-directional cycleway on Line Road between Taniwha Street and Eastview Reserve to ensure a sufficient buffer between traffic and the cycleway, and also balance the parking loss.
- Change from uni-directional to bi-directional on-road cycleway for Apirana Avenue south between Merton Road and Pilkington Road to make the design compliant to standards for a supporting freight route.
- Safety at driveways, especially commercial ones.

We will proceed with constructing the routes with the cycleway designs have been completed (blue lines in the map below) starting with Taniwha Street between Line Road and West Tamaki Road in 2022.

5. Community consultation

What we asked you

The design considers how the community uses the area and incorporates dedicated cycle lanes, intersection upgrades and more convenient bus stop shelter locations. We asked the community for their thoughts about the different designs and whether they supported the proposed cycleway routes.

The suggested changes will provide a safer environment for cyclists, pedestrians and motorists and allow space for the cycleways. A range of changes were proposed as part of the consultation, and these are summarised by street on our project website:

<https://at.govt.nz/projects-roadworks/links-to-glen-innes-cycleways/>

How we engaged with the community

To raise awareness, the following engagement was undertaken.

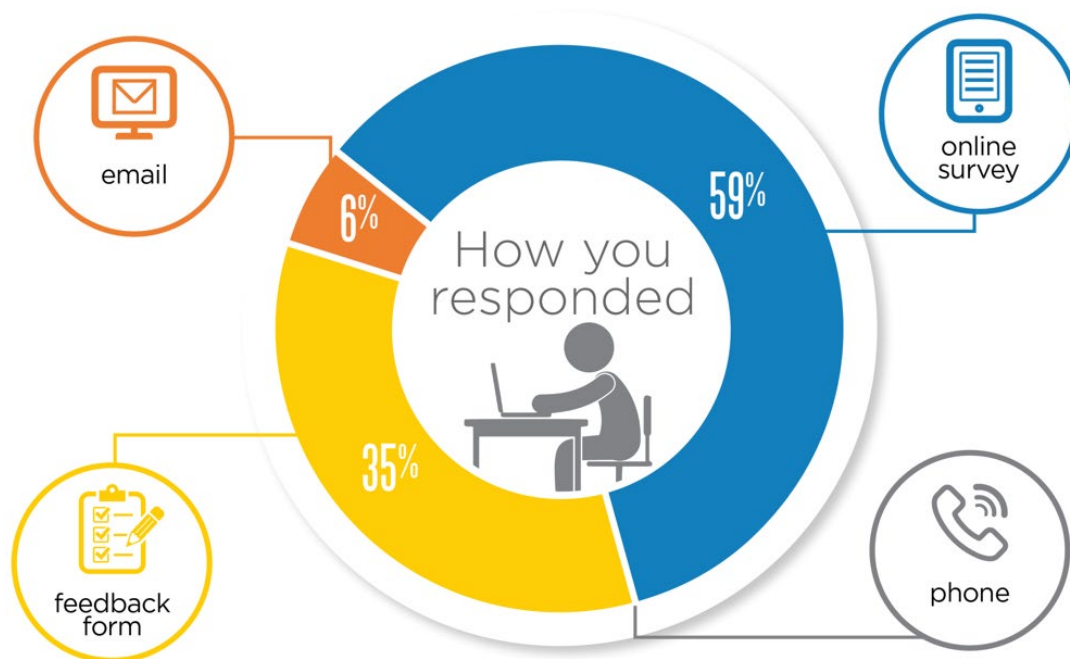
- A project brochure and letter were mailed to over 12,500 local households and businesses.
- A social media campaign was conducted (early December and mid-January).
- Project posters were placed at Glen Innes Train Station.
- The project website provided content on the project and a link to a survey.
- Meetings were held with key stakeholders, Ōrākei Local Board, Maungakiekie-Tāmaki Local Board and Glen Innes Business Association.
- Hardcopy brochures were available at Glen Innes Library and EcoMatters Bikes.

Property owners and tenants of 31 properties adjacent to where new bus stop shelters were being installed received a customised letter and a project brochure requesting feedback on the proposed locations.

The owners and tenants of properties bordering these sites were sent information asking them for their feedback on the bus stops and shelters as well as the Links to Glen Innes project. We received no direct responses from any of these addresses.

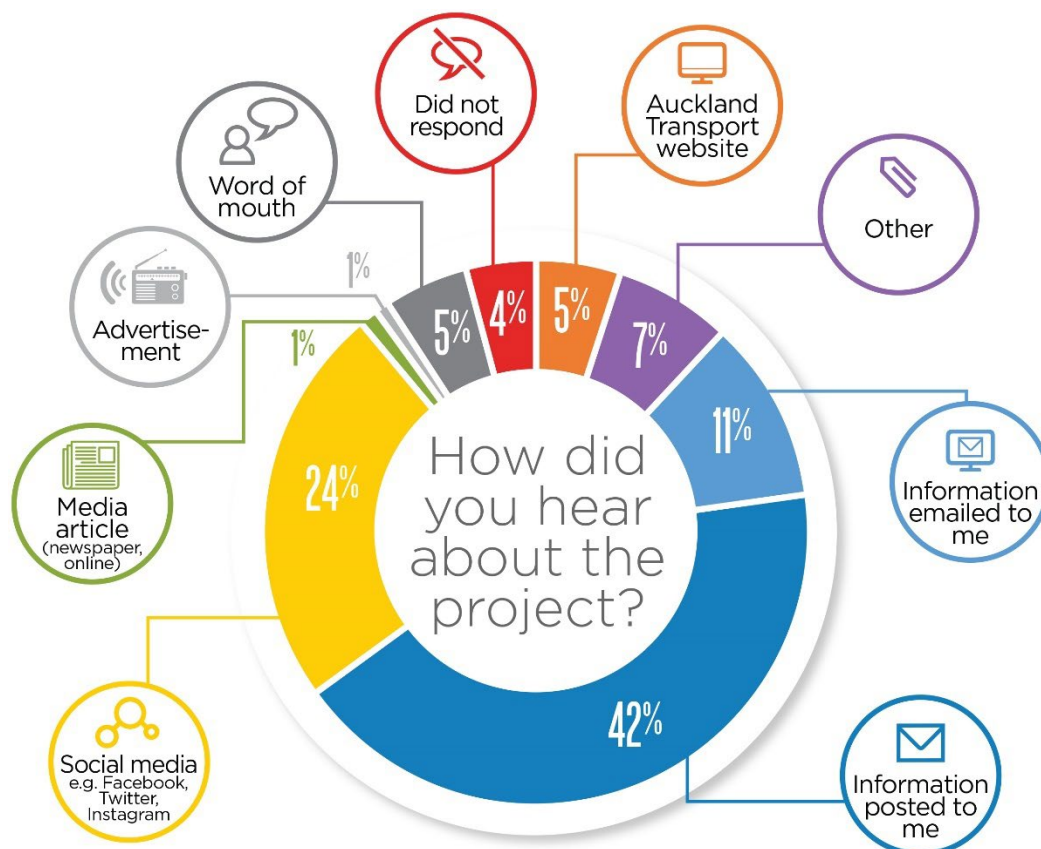
Unfortunately, Covid-19 restrictions meant we were unable to schedule in-person, drop-in feedback sessions so instead undertook a virtual campaign.

How you gave feedback



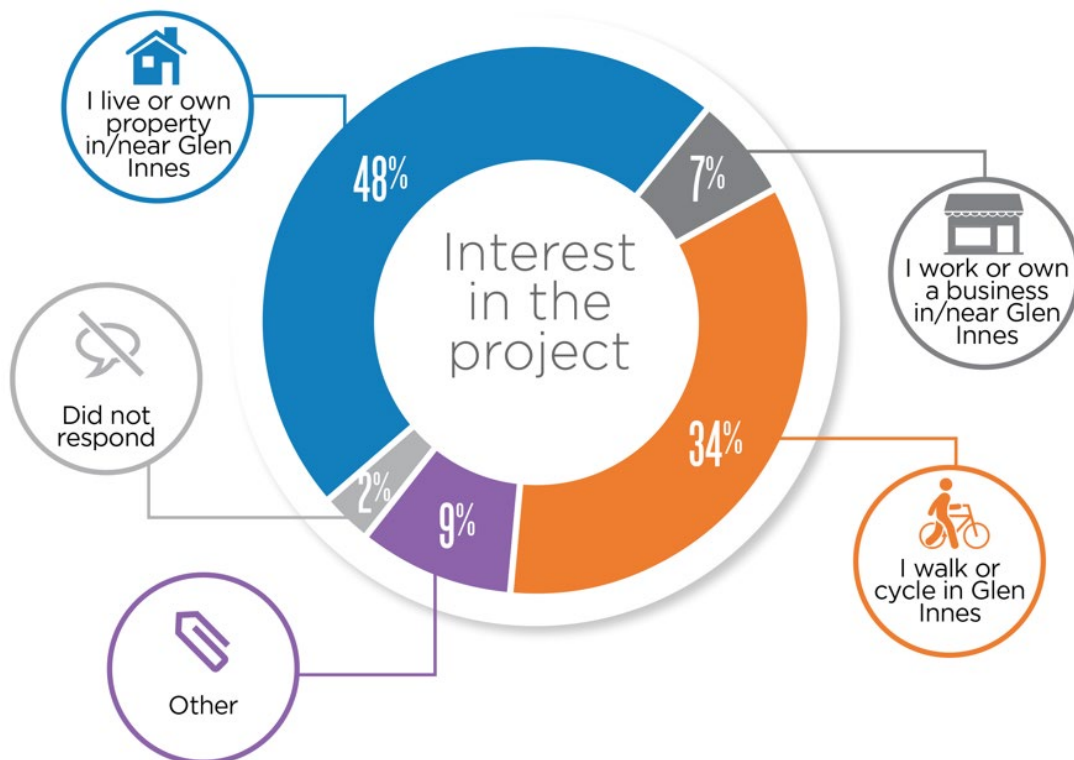
Note: One response was received through the call centre

How did you hear about this consultation?



Note: People could select more than one option

About you



Note: People could select more than one option.

What we asked you

Our public consultation asked:

1. Tell us what you think of the cycleway route designs?

(Line Road, Taniwha Street – Line Road to Apirana Avenue, Merton Road – Morrin Road to Apirana Avenue, Morrin Road and Stonefields Road)

- I like the design as it is
- I like the design, but it needs some minor changes
- I neither like nor dislike the design
- I don't like the design

2. Would the Links to Glen Innes cycleways encourage you to cycle more in the area?
3. What aspects of the cycleway design don't you like and why?
4. What do you like about the cycleway design changes?
5. How did you hear about the project?
6. What best describes your interest in the proposal?

6. Feedback and themes raised

The overarching themes of the feedback are detailed in the following sections. We have responded to the comments, suggestions and issues raised in the feedback within the design suggestions table at the end of this report.

Key themes from people's comments are summarised as follows.

Parking

Car parking removal prompted a response from 71 people, making this the most commonly discussed feedback theme.

People wanted to see fewer car parking spaces removed and replacement parking provided. Some people highlighted that the park-and-ride opportunities at Glen Innes Train Station are insufficient for the number of commuters who need to leave their vehicles. The facility is often full early in the day, and commuters rely on surrounding streets to park vehicles and walk to the train station.

Colin Maiden Park access was also central to people's concerns, with busy netball games and markets on weekends and participants relying on street parking because of insufficient car parking space within the park.

The community expressed concern that removing parking from Morrin Road would mean that families would need to park further away and cross busy roads with children to access the netball facilities.

People said there was a lack of parking in the area already. With increasing housing intensification and development, they were concerned about the effect of parking removals in the future. They wanted to see fewer parks removed and replacement parking options provided.

Driveway safety

Thirty-seven people raised the safety of cycleways across driveways as a concern. Feedback focused on two aspects of driveway safety.

The first was the grade of the path and ensuring that the cycleway continued flat and smooth across driveways, rather than including dips or bumps, for cyclists' comfort.

The second aspect was the safety of cyclists navigating driveways, with comments that many driveways along the proposed route were very busy at times.

They wanted to see the cycleway clearly marked across all driveways, with signage clearly indicating where cyclists and pedestrians have the right of way to improve safety. Motorists turning into or out of driveways need to navigate busy roads with traffic congestion at times, and the focus of drivers may be on avoiding other vehicles rather than staying alert for other road and cycleway users. Additionally, two people mentioned the incline of some of the roads, particularly Line Road, as being a potential issue, with cyclists crossing busy driveways while travelling downhill at speed.

Costs versus benefits of Links to Glen Innes

There was a strong sentiment, with 34 comments, that the cycleways through Glen Innes would not be utilised enough to justify the expense of their construction and ongoing maintenance. Some people stated that the roads are already safely used by cyclists and that improvements were unnecessary. They wanted to see the money spent on projects other than cycleways.

Roundabouts

Feedback was provided by 27 people regarding the measures proposed to improve the safety of roundabouts. They said that, although the raised crossings at roundabouts were a welcome initiative, they had safety concerns about motorists approaching at speed and that drivers focusing on giving way to oncoming traffic would miss the presence of cyclists navigating the roundabouts.

A number of people were concerned about the proposed layout of the cycleways meaning that cyclists would need to switch sides of the road numerous times, increasing their risk of collisions with vehicles. Further safety concerns were about the proposed roundabout changes. Raised crossings have been added to these in the proposed design to improve safety and accessibility for cyclists and pedestrians.

In general, people appreciated the efforts made in the design to improve roundabout safety but had continued concerns for the safety of cyclists navigating these roundabouts. Other roundabout concerns included the smoothness of corners and turns for cyclists and providing enough space for both pedestrians and cyclists to safely navigate roundabouts alongside each other.

Appropriateness of road choices

Twenty-six comments questioned the choice of roads for the new cycleways, stating that they are busy and don't have sufficient space allowance to safely introduce cycleways. Comments included that sections of the road were not wide enough to safely share a cycleway, pedestrian walkway, live traffic lanes and buses.

Other key themes identified included:

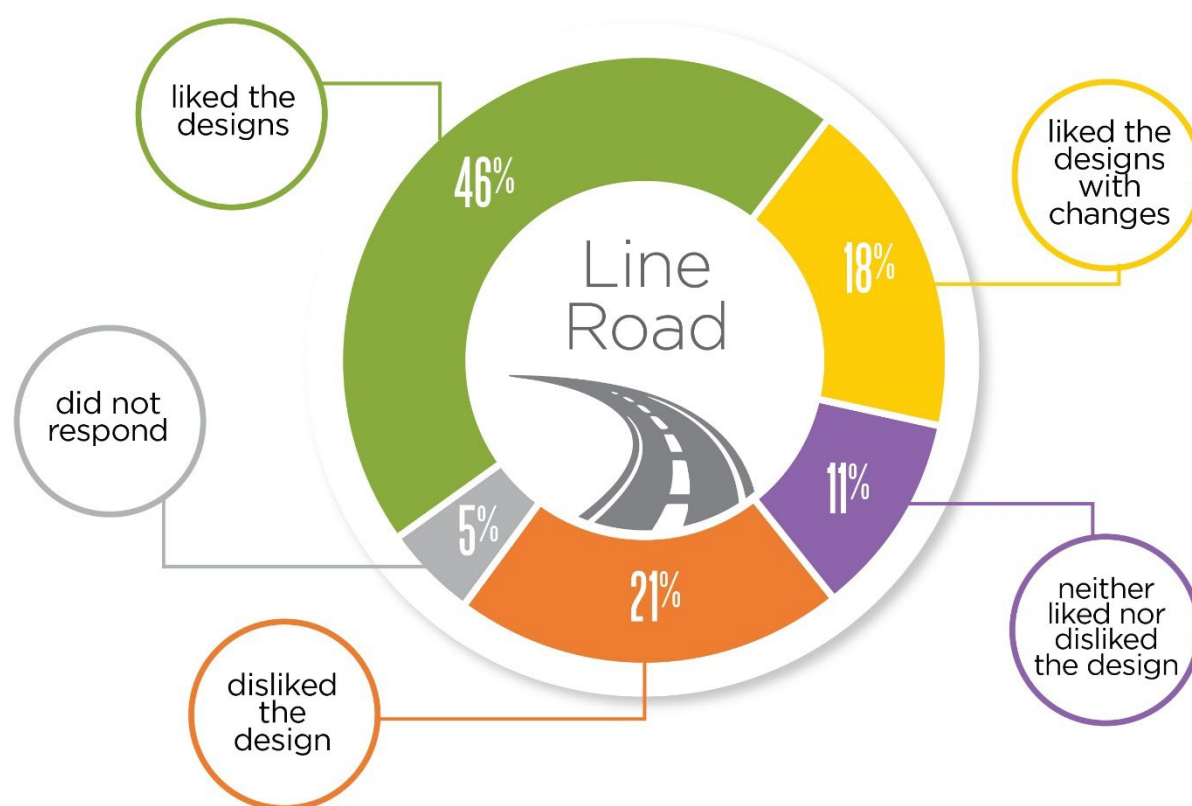
- preference for a particular cycleway format: a bi-directional or uni-directional cycleway on a particular road (22 comments)
- pedestrian crossings: safety and impact on traffic flow (21 comments)
- pedestrian safety: sufficient space allowance for movement of pedestrians (21 comments)
- wanting the Stonefields Avenue path section to extend to the traffic lights (16 comments)
- frustration at "taking space" from motorists to give to cycleways (15 comments)
- not wanting trees removed or wanting more planting proposed (14 comments)
- safety of bus stops adjacent to cycleways: including both bus passengers and the safety of pedestrians crossing cycle lanes to enter and exit buses (11 comments)
- impact of cycleways on traffic flow and congestion (8 comments)
- risk of "dooring", where cyclists collide with parked cars as doors are opened (7 comments)
- desire for reduced vehicle speed limits (7 comments)

7. Summary of feedback by route

Line Road

Overall, the sentiment towards this section of the cycleway was positive, with 46% of people (104 people) supporting the design and 18% liking the design but with some changes (40 people). We received 227 responses and 124 comments about the Line Road design.

Feedback suggested the cycleway would be a positive addition to the street and the connections it would create to access the train station and shops. They commented on the benefits of separating cyclists from motorists given the increasing population and use of the road.



"More cycleways are always welcome and needed. Great work."

"Looks good. I cycle the area frequently, and separation from traffic and other pedestrians would be welcomed."

Responses that expressed concern for the Line Road cycleway design focused on safety, removal of car parks, removal of trees and the perception of the value of constructing the cycleway.

Seventeen people disagreed with the removal of car parking to allow for the cycleway. They indicated that a parking issue already existed and that this proposal and increasing housing in the area would only exacerbate it.

Thirteen people wanted to see improvements to planned crossings at the top of Line Road, where it meets West Tāmaki Drive, noting that this is a busy intersection and expressing concern about the lack of safety updates here.

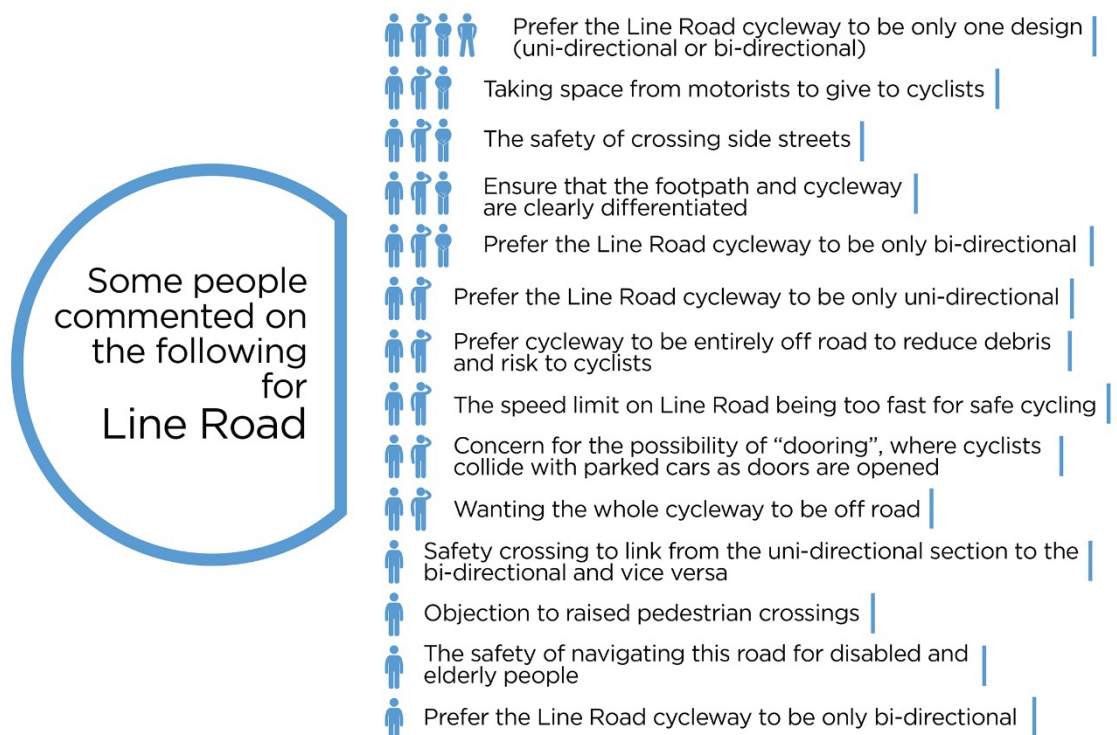
Eleven people commented on the close proximity of bus stops to the cycleway and their concern for the safety of both cyclists and pedestrians as people crossed the cycleway to access bus services.

Ten people indicated that the addition of a cycleway to Line Road is a waste of money, stating that the project is costing too much money and the end result will not be utilised enough to justify its installation.

Thirteen people were concerned about driveways and how these would affect the smoothness of the cycleway surface and the comfort of cyclists using it. Concern was also raised as to whether cars may park illegally in their driveways, protruding into the cycleway because of the reduced car parking on the street. Two people specifically expressed concern for the visibility of cyclists to motorists entering and exiting driveways on Line Road, and the potentially fast speeds at which the cyclists could be travelling. A further ten people stated that Line Road is too busy for a cycleway to operate safely and that space on this road is insufficient for it to be safely installed.

“It is not appropriate for the area and for future development of the area.”

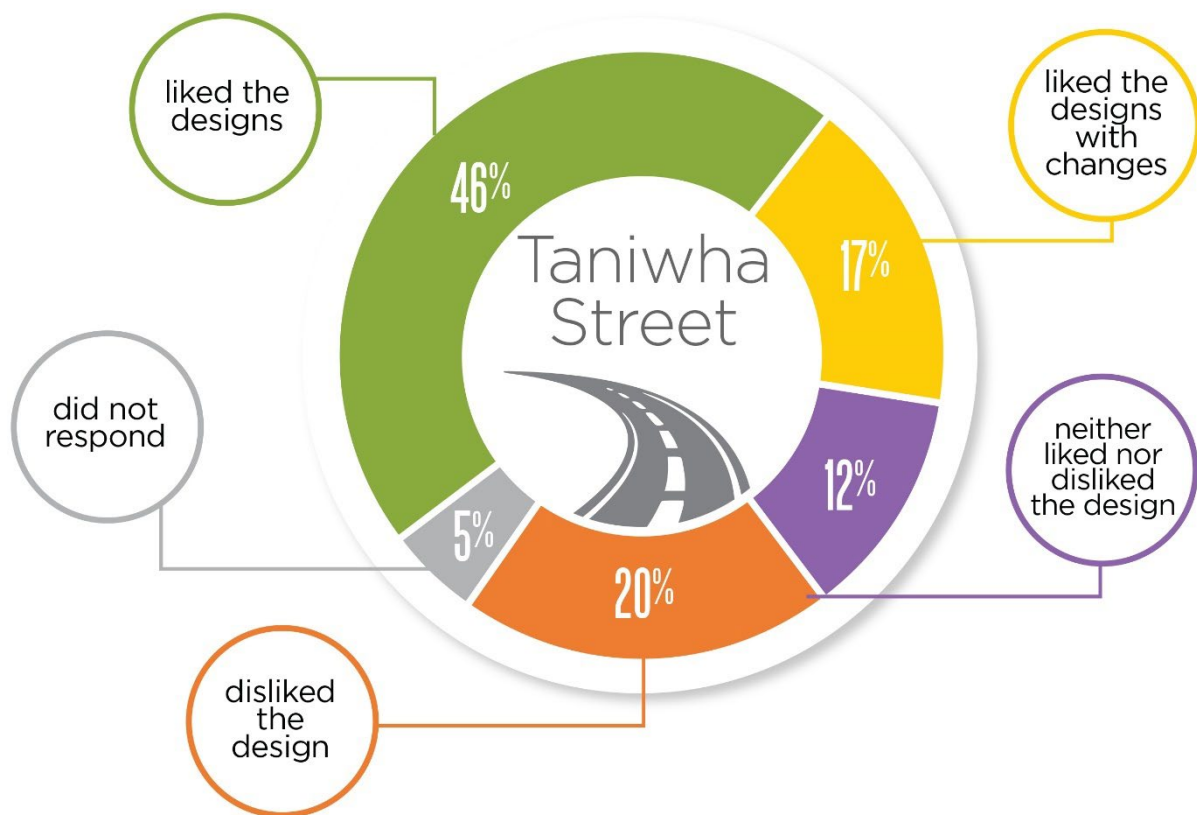
“I understand the need but do worry as this road can be narrow and a lot of cars park here during the week – so where will they go?”



Taniwha Street

Overall, the sentiment towards this section of the cycleway was positive, with 46% (104 people) in support of the design of the cycleway on this road and 17% (39 people) liking the design with some changes. We received 225 responses and 112 comments on the proposed design for Taniwha Street.

Those who supported this proposal liked the connections that the cycleway on Taniwha Street will create between the shops and residential areas. Several people said that they cycle Taniwha Street on a regular basis, that it is a great street to ride on and that separation between cyclists and motorists is a positive change. Ten people expressed their support for the proposed removal of car parking to make space for the cycle lane.



"It's fantastic. Love riding this road, not too steep in either direction."

"Overall, I'm really happy to see bike provision in a town centre, ka pai!"

"I agree and like the design and support more separated cycleways around the neighbourhood."

Conversely, 16 people were concerned about the removal of 11 parking spaces at the Line Road end of Taniwha Street. They were worried about the impact that this could have on businesses if customers struggled to get parking and on the usage of trains as public transport if people were not able to park their cars.

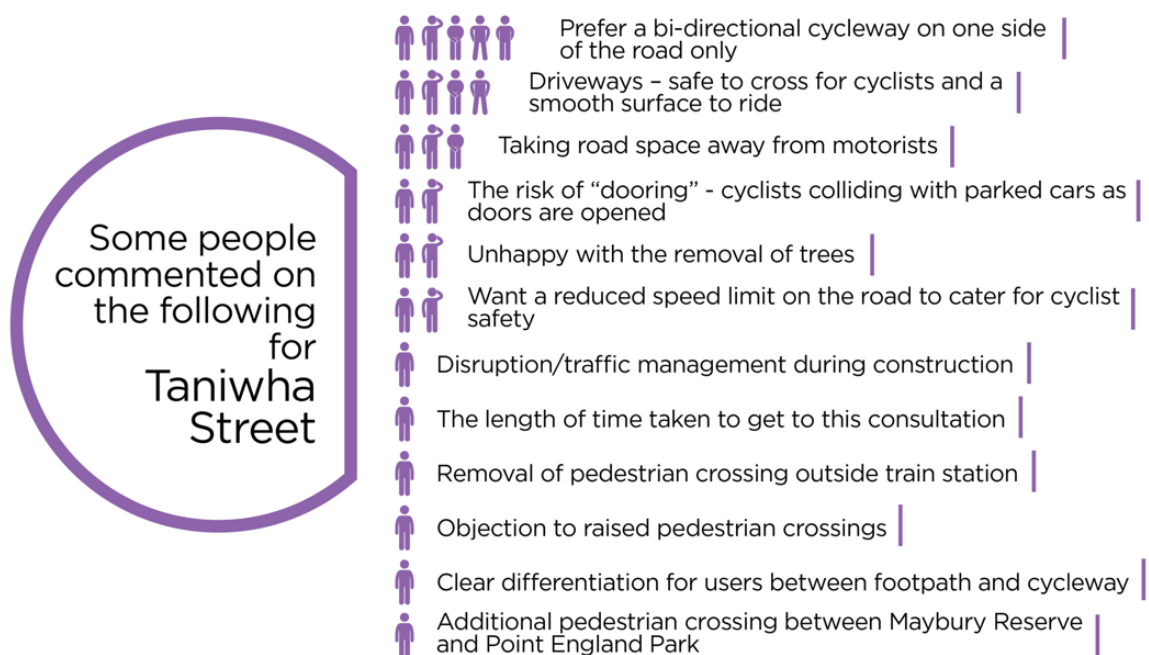
The most common concern for Taniwha Street was pedestrian space and safety. Many comments (20 people) stated that the footpaths, particularly close to the town centre, are too narrow for pedestrians to move around safely and need to be widened. People said that they are concerned for the safety of pedestrians when the cycleway is in use, and they wanted to see clear delineations between walking and cycling spaces in the form of painted paths to help avoid accidents between pedestrians and cyclists.

Eight people questioned the number of pedestrian crossings to be installed in Taniwha Street as they were concerned about the effects of these on traffic flow through the street and therefore traffic congestion.

Nine people felt that the cost of construction of a cycle lane through Taniwha Street would not pay off in the form of cyclists using the path, whereas seven people felt that this street would be inappropriate for a cycleway given the volume of traffic and width of the road.

"Please can you widen the footpaths here, it's just too narrow through the shops. You can't expect people to safely share this space if there's not enough space to share."

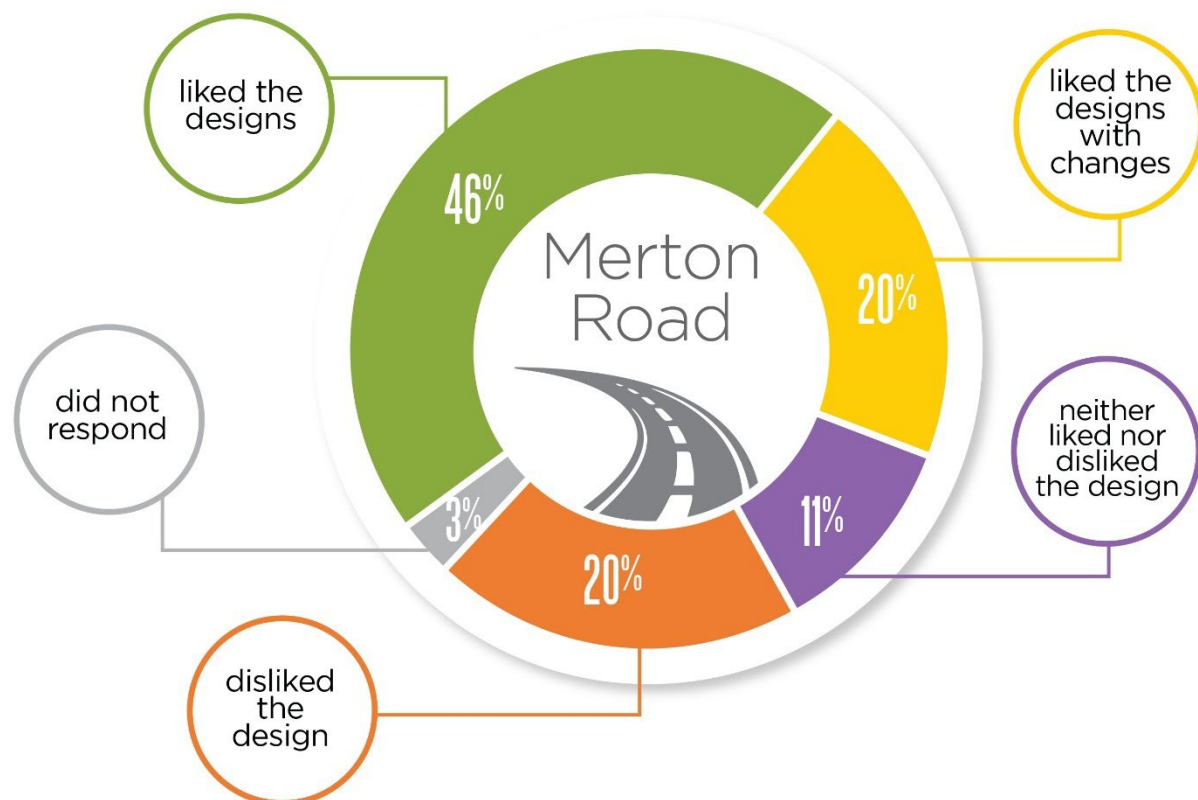
"Too many zebra crossings and traffic lights will cause unnecessary expense and congestion. Not broken, so don't fix it."



Merton Road

Overall, the sentiment towards this section of the cycleway was positive, with 46% (106 people) in support of the design of the cycleway on this road and 20% (45 people) liking the design with some changes.

We received 227 responses and 108 comments about the proposed cycleway design on Merton Road. People highlighted that they liked the separation between motorists and cyclists and that this section of road was key to making the cycleway user friendly and encouraging its use.



"Proceed as this fills a gap in the network."

"Great! Bit of a weird section at the moment, so great to connect it with the cycle path."

"I love the treatment of the roundabouts with the pedestrian and cycle crossings on the tables. The islands split the task of looking for traffic while crossing, provide a refuge and enforce slower vehicle speeds by design."

We received 45 responses from those who did not like the proposed design on Merton Road. The most common concern was regarding the safety of the cycleway crossing large and busy driveways on this stretch of road (21 comments). In particular, people noted the Countdown supermarket driveway as problematic given it is a wide and very busy driveway. They expressed a desire for the treatment of this driveway to be improved, to keep a level and safe surface for cyclists, and to allow cyclists and pedestrians to clearly have the right of way over motorists entering and exiting the space. One respondent suggested the driveway become left turn only, in and out for motorists, to improve the safety for cyclists.

The removal of parking on Merton Road was another concern for many people (18 comments). The proposed design includes the removal of 38 car parking spaces. It was noted that this section of road is also used by train users because of its close proximity and a relatively low number of park-and-ride parking spaces available.

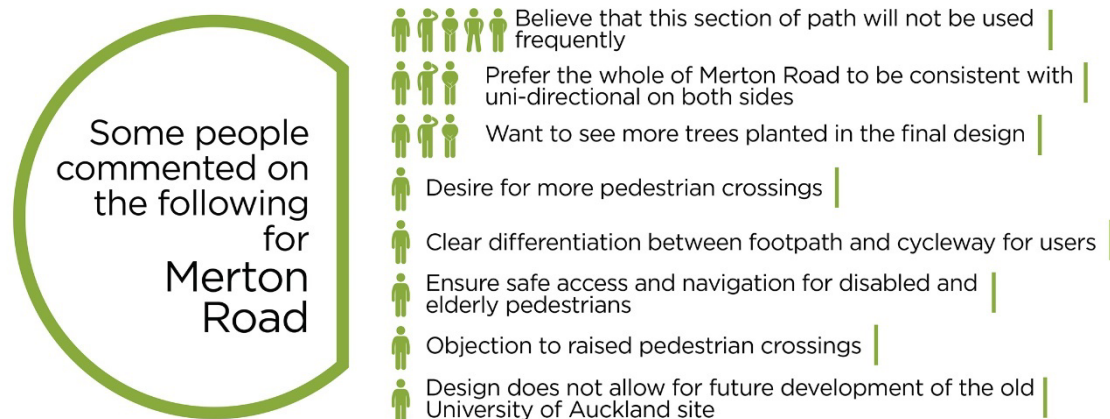
People were unhappy about the removal of parking options and felt this would be detrimental to train travellers. Some people (8 comments) noted that Merton Road is a busy section of road and is therefore unsuitable and unsafe for the introduction of a cycleway.

Additionally, five people expressed concern for the treatments proposed for the Merton Road/Apirana Avenue roundabout, where they said motorists travel at speed. With it being a busy roundabout, they were concerned for the visibility and safety of cyclists transiting between cycleways as drivers are focused on looking to their right to enter safely, and people were concerned that cyclists would not be safe using this roundabout under the current proposed design. Another five people expressed concern about the width of the path under the rail bridge, believing it to be too narrow to allow pedestrians and cyclists safe access simultaneously. They wanted to see this space widened.

“Driveways on this section are far too wide and unsafe as shown. Needs improvement at truck entries and supermarket car park.”

“Vehicle crossings need to be marked clearly to show continuous cycle lane markings, making it clear to drivers crossing the footpath and cycle lane that people walking and cycling have right of way.”

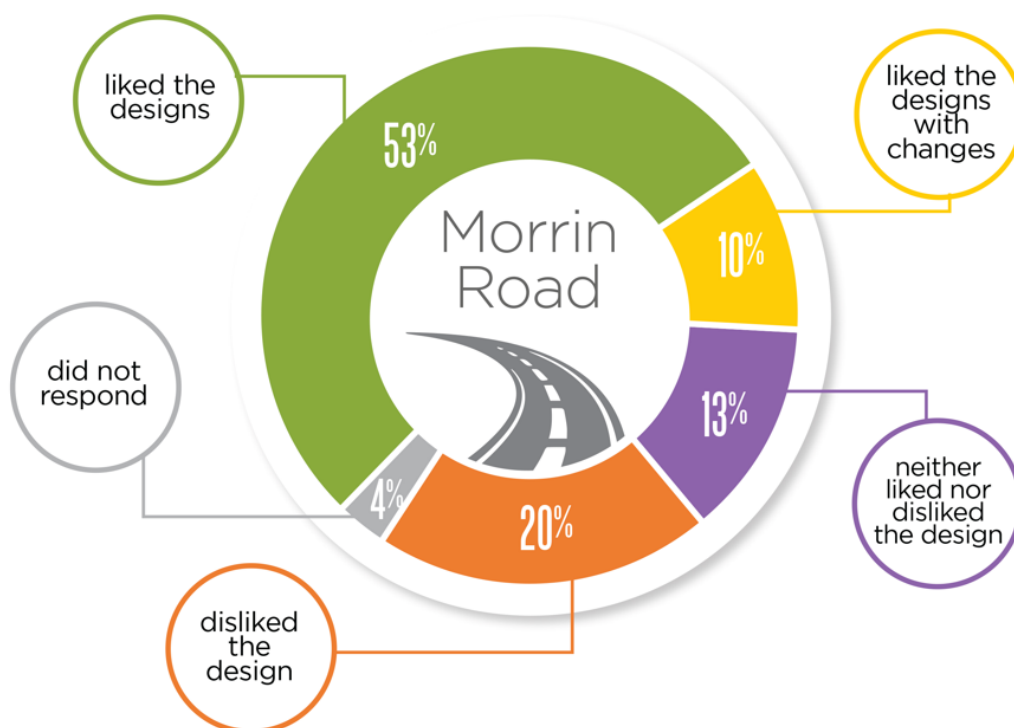
“The roundabout at the end of Apirana Avenue, connecting to Merton Road, is scary and feels unsafe to negotiate as a cyclist. Having to negotiate this makes cycling very unappealing, and it is little consolation that the Glen Innes cycleway is close by – the experience on connecting roads needs careful consideration”.



Morrin Road

Overall, the sentiment towards this section of the cycleway was positive, with 53% (121 people) in support of the design of the cycleway on this road and 10% (23 people) liking the design with some changes. We received 227 responses to the questions and 88 comments on the proposed design for Morrin Road.

The separation between cyclists and motorists for safety was cited as a positive change for Morrin Road. Additionally, people liked the connections to the greater Glen Innes area that the design would bring, as well as the more cohesive link between Glen Innes and Stonefields. One person liked the design but noted that clear markings and signage would be key for cyclists to navigate between bi-directional and uni-directional path changes.



"Perfect as is to connect to wider network."

"I don't often cycle Morrin Road but probably will when cycleway is built."

"Fully support, good separation from both footpath and road and the cycle lane."

"The design looks good, though markings, signage and subtle design elements at the two roundabouts need careful consideration so that it's intuitive and legible for users moving between uni-directional and bi-directional cycleways."

The most common issue raised in the comments for Morrin Road was the proposed removal of parking (14 comments). The design includes the removal of 85 car park spaces from this road. Morrin Road borders Colin Maiden Park and the housing developments at the former University of Auckland site.

People stated that this street is very busy on weekends, with cars parking for sports. Several people noted that this street is used by train commuters for car parking during the week. They stated that parking in Colin Maiden Park is insufficient for sports attendees and that the removal of car parking

spaces would be detrimental to the use of these grounds and put children and families at unnecessary risk as they navigated to the park.

“Where do the people from the 85 parking spaces park when they want to participate in sports or work – they are not all local or can easily get public transport to the area of, indeed, do not all have or want to have a bike to use a cycleway.”

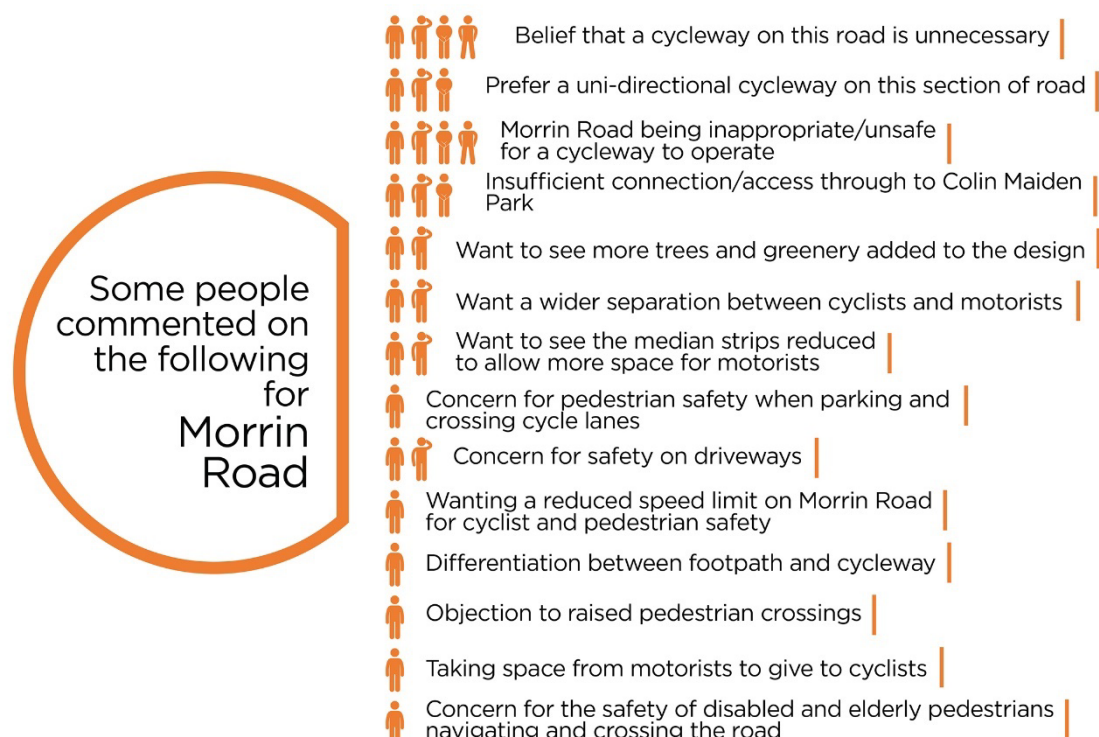
“This road is wide enough to have parking on both sides with the design. I also cannot understand why so many car parks have been taken away when it is right next to public playing fields and the netball centre, which has a tiny carpark. These streets are packed with cars parked on Morrin Road when sports games are on at the park and netball centre.”

Roundabout safety was an issue that arose in seven comments. These stated that the roundabouts that connect Morrin Road are very dangerous and busy for cyclists to navigate. People were concerned that the proposed design would not improve this safety risk for cyclists sufficiently. People commented that, as drivers focused on entering the roundabout and avoiding other motorists, the visibility of cyclists to motorists would likely remain poor and that fast car speeds through those roundabouts would continue to contribute to the risk to cyclists.

The number of pedestrian crossings the design proposes to add to Morrin Road was considered excessive, with people concerned for pedestrian safety and traffic flow. Four people commented that they would prefer to see the “large berms” and footpath taken for use as cycleways rather than road space.

“Plenty of room on the footpath to add cycleways without impeding road layout.”

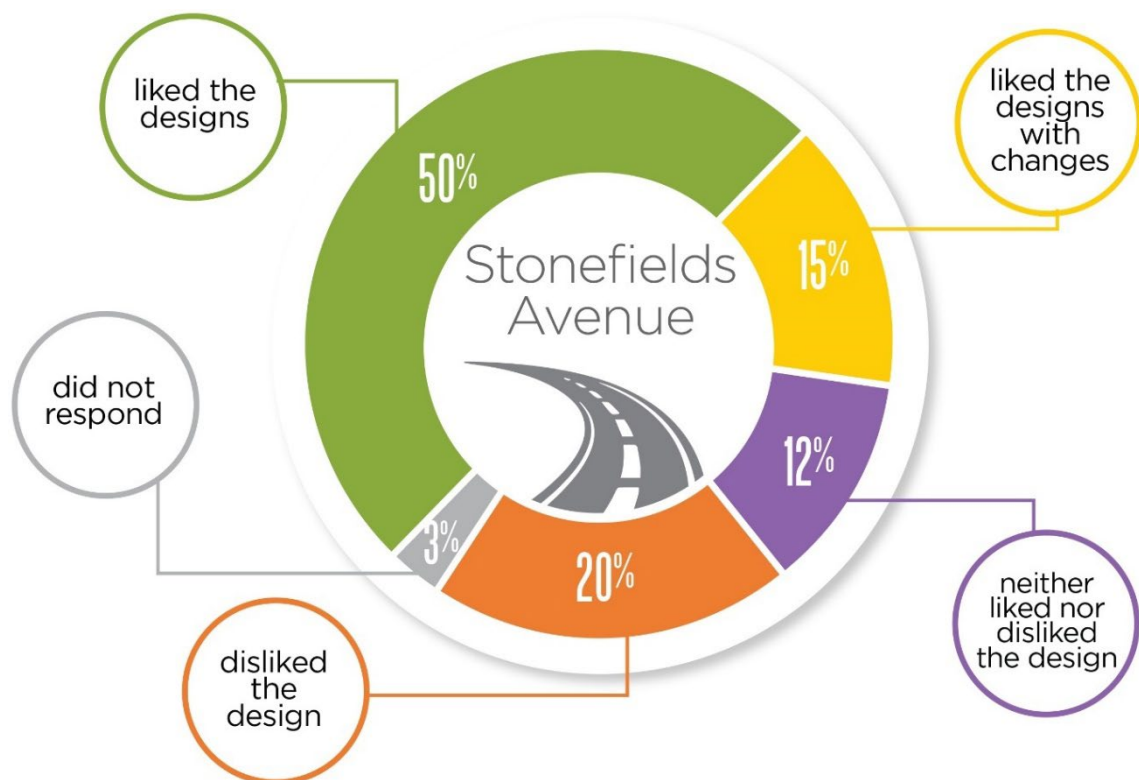
“An option to replace lost car parks on Morrin Rd for train commuters should be provided, possibly within the Netball court or old University areas. Many people park on Morrin Rd and walk to the GI train station.”



Stonefields Avenue

Overall, the sentiment towards this section of the cycleway was positive, with 50% (114 people) in support of the design of the cycleway on this road and 15% (35 people) liking the design with some changes. We received 229 responses and 97 comments on the proposed design for Stonefields Avenue.

Those who liked the design commented that they were pleased at the additional connections being created between Stonefields and Glen Innes, particularly referencing the train station and shops as desirable destinations. Once again, people were pleased at the defined separation between motorists and the cycle lane.



“Really important to reinforce active travel in the potentially well-connected suburb.”

“It creates a good link from important public transport paths to suburban areas.”

“Yup, that’s a great, wide road, that’s a perfect fit for a cycleway addition.”

The most common concern (16 responses) related to the section of the cycleway approaching the traffic light-controlled intersection of College Road and Stonefields Avenue. People were disappointed to see the bike path “stop short” before the lights – they wanted to see the design amended to continue to the intersection. They wanted to see a smoother connection from Stonefields Avenue to College Road, and one respondent wanted curb ramps for safety.

“Looks great, but would be good if the cycle lane went all the way from the lights (i.e., from roundabout to lights on both sides of the road).”

“Please connect all the way to the traffic signals at the south end, rather than just stopping short.”

The lack of parking in this area was undesirable to 16 people, who stated that Stonefields Avenue is heavily utilised by train users and sports attendees, particularly for weekend netball, as well as for the markets that pop up on Sundays. The safety of the Morrin Road/Stonefields Avenue roundabout was commented on by 15 people. They stated that the paths around the roundabout in the proposed design are too narrow and unsafe for cyclists and pedestrians.

“Please make the roundabout a proper one – the shared paths and narrow sections really undermine the work you’re doing here.”

“Bike paths at roundabout too narrow, remove shared path sections if possible – much prefer separated bike lanes.”

“I think parts of the bike paths at the roundabout connecting Morrin Road and Stonefields Road are too narrow/are shared paths.”

Ten people suggested that the investment in a cycle path on Stonefields Avenue would not be worth it as they thought it would be under-utilised. The possibility of “dooring”, where a cyclist may collide with cars as doors are opened, was a concern for four people on this stretch of road. A further four responses stated that they didn’t want the slip lane leading left onto College Road to be removed as proposed.

Some people
commented on
the following
for
Stonefields
Avenue

-  Prefer a bi-directional path on this section to connect seamlessly with Morrin Road
-  Don't want space taken from motorists
-  Opposing raised pedestrian crossings
-  Concern for disabled and elderly pedestrians (including confusion with tactiles used at crossings)
-  Want space to be taken from footpath not road
-  Want car park at roundabout changed to be left turn only in and out for safety
-  Desire for reduced speed limit
-  Want to see more trees in the finished plan
-  Want better pedestrian access for travel to train station

8. Overall design feedback

What did you like about the proposed designs?

We asked what aspects of the proposed designs people liked, and we received 164 responses. People commented that what they most liked about the proposed designs was the separation provided between cyclists and motorists and the improved safety this would bring for cyclists (50 comments). A number of people currently walk and cycle in Glen Innes (116 people), and several stated that they appreciated the improved safety for them as they do so.

“That it allows safe biking to lots of places, protected from cars and trucks.”

“The design looks safe - and provide access to greater parts of GI - that would currently be too scary and dangerous to ride.”

People were also enthused by the connections that will be created with the new cycleways (23 comments). Easier access to shops, schools and public transport were a positive step for locals, as well as a stronger connection to surrounding suburbs.

“It's looking much more like a connected, safe, continuous network.”

“This will help me to cycle safely to the city centre and my local shops in GI. Thank you!”

Encouraging more people to use bikes more often was another benefit, mentioned by 13 people. Some spoke of encouraging kids to cycle with safer ways to move around Glen Innes, as well as it being an activity the whole family can do together.

“I cycle these streets 2-3 days a week. Mostly for fitness but often with my children. The proposals are great. They will greatly encourage more cycling in the area, particularly because it connects better to the existing St Johns off line cycleway, which has always felt isolated to me as it doesn't connect well with the network. The crossings, both for peds and cycling, at the roundabouts is a massive move forward in safety for the wider area.”

“We have been doing lots of family riding around the neighbourhood during lockdown – all these changes look like they will make it a lot safer riding with kids.”

“With more residential density coming, cycleways may help reduce traffic congestion.”

The minimisation of the use of shared paths and a preference for separation between cyclists and pedestrians was another feature appreciated by people (11 comments).

“Love the protected cycleways! And that you've mostly avoided using shared paths. This is a great project for GI, love that all kinds of people will be able to ride safely to the places they want to get to.”

Other people liked the width of the bi-directional sections of the path (9 comments), pointing to improved cyclist safety and comfort as key advantages of this design.

Additional features of the proposed cycleways designs that people liked included:

- making it faster and easier for cyclists to move around Glen Innes (7 comments)
- the safety improvements proposed for roundabouts (5 comments)
- the introduction of raised pedestrian crossings, slowing traffic and improving safety for cyclists and pedestrians (5 comments)

“I do like the introduction of raised crossing/speed tables at intersections (i.e. continuous sidewalks) as I think it’s a great way to slow cars (traffic calming technique) as well as showing everyone that pedestrians and cyclists (vulnerable road users) should have right of way/precedence at intersections.”

- promoting healthier lifestyles (3 comments)
- energy saving and improving sustainability (3 comments)

“Any cycleway additions are good and will encourage people to move into more sustainable transport options.”

- establishing right of way for cyclists at driveways and intersections (2 comments)
- encouraging slower vehicle speeds (2 comments)
- improved comfort for motorists with cyclists off the road (1 comment)

What did you dislike about the proposed designs?

We asked what aspects of the proposed designs the community disliked and received 166 comments. The most commonly discussed aspect of the proposal that people disliked was parking (22 comments). They expressed disappointment about the number of car parks marked for removal and the effects of this removal on residents, businesses, and users of public transport and sports facilities in the area.

“It removes on-street parking that is highly utilised year-round for both netball and markets held at the netball centre. All this will do is push people to park within Stonefields, which is already stretched for parking with residents.”

“Losing carparks. Glen Innes is a busy place, and it’s hard to find carparks.”

People were concerned about the treatments planned over driveways and the safety impacts on cyclists and pedestrians (19 comments).

“It crosses a number of busy vehicle entrances, which could be a place of accidents if drivers remain careless.”

A number of people (14 comments) had concerns about narrow “pinch points”, sections of the route where they worried about the space allowed for pedestrians and cyclists to use the paths safely. They said this was particularly problematic in the uni-directional sections of the cycleway and on turns and corners at intersections. A further 16 people were disappointed about the choice to spend money on the project, stating that they would prefer to see the money spent on other roading projects.

Tight turns on the cycleway designs were of concern, with 13 people commenting on this. In particular, people specified that it was mainly at intersections where cyclists approached pedestrian crossings that they felt that safety was compromised because of the layouts on corners.

“Most plans are very good, but there are some road crossings for cyclists that have poorly designed entry and exit layouts, that have sharp angles that make it difficult for cyclists to navigate.”

“Some of the bikeway turns at intersections are too tight to ride safely. Some of the one-way sections seem a bit narrow. Some of the driveways appear unsafe without added traffic calming. Shared path sections are limited but should be minimised even more.”

The areas of the design where shared paths, rather than separated pedestrian and cyclist paths, have been proposed were disliked by 13 people who did not want any of the route to consist of

shared path layouts. People said 8 times that they did not believe the paths would be well used. A further 8 comments were around the desire to see more planting in the final plans and resistance to the removal of existing trees.

Other comments regarding people's dislikes about the proposed designs included:

- pedestrian crossings – too many, and objecting to raised crossings because of impact on traffic speed (7 comments)

"Far too many raised pedestrian crossings where there is little pedestrian traffic. The elimination of a significant number of car parking opportunities is madness when simply moving the cycleway to a shared cycle/walk will achieve the same thing as safely without interruption."

"Some have too many zebra crossings, which will create traffic build-up."

- project taking too long to reach the construction phase (6 comments)
- removing space from motorists to give to cycle lanes (5 comments)
- not wanting any section of cycleway to be on the road because of the risk of debris affecting cycleway safety and use (4 comments)

"I think narrow on-road cycleways also have glass and are hard to sweep. Cycleways should be slightly elevated when compared to the road."

- perceived potential for increased travel times and congestion once constructed (4 comments)
- the inconsistent path layouts and needing to cross roads multiple times (4 comments)

"The frequent need to change to different sides of the road to utilise the cycleways."

- desire for only bi-directional paths on every road, on just one side of the road (3 comments)
- risk of "dooring", where cyclists collide with parked cars as doors are opened (3 comments)

"Cycleway between parking spots and footpaths ... this is the design in Tāmaki Drive, and often people open doors or step across the cycleway to/from their cars without realising that it's a cycleway – which can be dangerous to pedestrians and cyclists alike."

- the proposed route being too small, wanting to see extensions of it (3 comments)

"It's not big enough. I want to be able to cycle to work, and I'm not going to do that if I'm having to share spaces with cars most of the way. These networks need to connect."

- the proposed treatment at roundabouts (2 comments)
- wanting only on-road paths to discourage pedestrians from walking/standing on them (2 comments)
- lack of link into Colin Maiden Park (2 comments)
- effects on local businesses during road works/construction (2 comments).
- pedestrian safety in close proximity to cycle lanes and crossing lanes to access buses (2 comments)
- access and manoeuvrability for disabled and elderly pedestrians (2 comments)
- not suitable for children to use (1 comment)

9. Key stakeholder feedback

Ōrākei Local Board

The local board were supportive of community improvement and adding cycleways for the local community. They raised the need to extend the project beyond Glen Innes to provide a more future-proofed network.

Colin Maiden Park and the Shundi development were raised by the Ōrākei Local Board as needing to be considered for the project design, especially for allowances for parking and cycleway connectivity. The local board would like to see the plans for Colin Maiden Park and Links to Glen Innes Cycleways complement each other, providing a better cyclist experience with links between recreational areas, Merton Road and Morrin Road.

In its feedback, the board asked for consideration of the safety of pedestrian crossings at Merton and Morrin Roads, cycleways crossing busy commercial driveways and increased demands for parking with new developments.



Maungakiekie-Tāmaki Local Board

The Maungakiekie-Tāmaki Local Board were supportive of the project but would like to see further consideration given to the reduction in loss of car parking and improved safety options. The main concerns raised by the local board during consultation meetings related to Taniwha Street and included:

- additional cycle ramps at Elstree Avenue intersection
- reduce the number of car parks being removed along Taniwha Street
- inclusion of a pram crossing from across Taniwha Street to service Glen Innes Kindergarten and reserve area
- change eastbound cycleway to on-road to retain parking and build it within the berm
- increase parking to provide a safer environment for parents to drop children off at the day-care centre.



Glen Innes Business Association

Glen Innes Business Association submitted on behalf of local business owners in Taniwha Street and Mayfair Place and stated that their comments related mostly to the Taniwha Street section of the route, between Line Road and Apirana Avenue.

The Association does not oppose the project entirely, but does oppose the Taniwha Street section in its current format. The Association supports the construction of a cycleway on the southern side of Taniwha Street but opposes a cycleway on the northern side. The reasons for this opposition include:

- objecting to the loss of parking outside shops as parking is reconfigured to parallel

- concerns about the effects on visibility for motorists entering and exiting businesses on the northern side of Taniwha Street, and therefore concerns for cyclist safety at these points
- the belief that the southern side of the road is sufficiently sized to house a dual carriageway and footpath.

The Glen Innes Business Association also holds concerns for the effects on businesses during construction. Many of these businesses have been negatively impacted by Covid-19, and further disruption is highly undesirable. They requested that works take place at night to minimise disruption and for a business compensation package to be provided for affected businesses. The Association also questioned the need for the number of pedestrian crossings planned for this zone.

Stonefields Residents Association

Stonefields Residents Association supports the proposed cycleways, with changes to the current design. Their submission focused on the Stonefields Avenue section of the route.

Concerns for the Stonefields Avenue section included:

- safety concerns as passengers enter and exit parked cars on the eastern side of the road, with the potential for collision with cyclists as passengers move onto the cycleway
- car parks retained are on the incorrect side of the road given the use of these by Netball Centre attendees who will have to cross the road under the current design
- the need for cyclists travelling north on Stonefields Avenue to cross the busy Morrin Road roundabout twice to connect onto the route.

The Stonefields Residents Association would prefer the following changes for safety and useability:

- design changed to a larger bi-directional cycle lane on the eastern side of Stonefields Avenue, consistent with the Morrin Road design
- using the lights-controlled Stonefields Avenue/College Road intersection as a crossing point, removing the need for some of the planned pedestrian crossings. This would allow three traffic lanes, two of these travelling northbound
- no parking on the eastern side of Stonefields Avenue. Parking on the western side instead, which would then allow for passengers to exit vehicles onto the berm.

Meadowbank and St Johns Residents Association

The Meadowbank and St Johns Residents Association supports the project, with some suggested design changes. The Association strongly supports the development of improved transport choices in the area for the local community.

“A particular feature of our advocacy and that of our members and residents has been to make cycling a realistic and safe option to substitute for short trips by car.”

Suggested design changes included:

- ensuring all cycle lane markings are continuous across driveways and vehicle crossings
- improvements to the Merton Road/Morrin Road/Felton Mathew Avenue roundabout, acknowledging the need for cyclists to make multiple crossings to connect with the cycleways and improving their safety and visibility to oncoming traffic

- preference for uni-directional cycleway on each side of Morrin Road
- opposition to the cycleway in the Stonefields Avenue section, which they see as unnecessary
- concern for the safety of a bi-directional path on Line Road, given the slope of the road and fast travel speeds for cyclists crossing busy driveways.

The Meadowbank and St Johns Residents Association also expressed their desire for additional routes to be included in future projects, to expand the cycle network in the area.

Kāinga Ora

Overall, Kāinga Ora support the proposed cycleways, stating that these are consistent with the 14 key moves of the Tāmaki Regeneration Masterplan.

“We commend Auckland Transport on the development of a dense, well-connected cycleway network for Glen Innes, and we want these plans to be implemented, with improvements, without delay.”

Kāinga Ora sought clarification and, in some cases, improvements on some aspects of the design, for example:

- whether the Links to Glen Innes Cycleways Project has considered the substantial increases in residential density, planned by both Kāinga Ora/Tāmaki Regeneration Company and private residential developers over the coming years and built this into the designs?
- confirmation that Auckland Transport will take a proactive car parking enforcement approach given the new road layouts
- improvement in the planned number of trees to be planted
- safety and accessibility for pedestrians and cyclists with disabilities, including sufficient path widths, gentle gradients, tactile paving and clear differentiation between cycling and walking spaces
- priority for the cycleway and pedestrian walkway over vehicles
- the provision of suitable secure bike parking/stands
- an improvement in the underpass linking the Tāmaki Drive shared path, specifically a wider underpass.

Kāinga Ora also gave many street-specific points for clarification and improvement. These included improvements to roundabouts, smoother turns at side streets for cyclists to navigate and improvements to the use of space on Morrin Road and connection between Stonefields Avenue and College Road.

EcoMatters Bikes

EcoMatters Bikes, located on Taniwha Street, supports the proposed cycleway design. They highlighted that the planned parking next to the cycleway on Stonefields Avenue would be a safety concern for cyclists.

Bike Auckland

Bike Auckland generally supports the proposed project design and suggested some changes to improve the safety and accessibility of the routes.

Some of the key changes and considerations proposed included:

- Bike Auckland wants the Line Road/West Tāmaki Drive intersection reviewed and adjusted to improve access for those joining and departing the cycleways from here
- ensuring the cycleway is at a continuous grade, including where driveways and access points cross the cycleway
- checking and reviewing buffer space allowances at key points on the route, ensuring sufficient space between cyclists and parked cars/motorists
- improving areas of the design where bends are tight for cyclists to make these more gradual and smoother for a safer ride
- proposing a vertical kerb, type 15, between pedestrian and cycle paths
- additional safety measures to be added to large driveways on Merton Road. Bike Auckland views these driveways as the most problematic section of the cycleways design because of the risk of collision between cyclists, pedestrians and vehicles in using/crossing these driveways
- ensuring all footpaths are wide enough to sustain cyclists and pedestrians travelling side by side, without needing to cross boundaries. Bike Auckland noted that they feel that some sections of uni-directional cycleways seem too narrow
- ensuring that the concrete barriers dividing cyclists and motorists are close together to deter vehicles crossing or parking over cycleways.

Bike Auckland stated that the new cycleways would encourage them to cycle more in the area and that dedicated cycleways would provide more protection from the live lanes. They also expressed that the wide bi-directional sections would allow for social cycling and approved of the comprehensive network choice.

When asked what aspects of the design they did not like, Bike Auckland expressed concern for the width allowance in some areas of the uni-directional paths, the safety of driveways and accessways, the lack of a link to Panmure (Pilkington Road) and the perceived lack of connection with Glen Innes shops.

10. Design suggestions and our responses

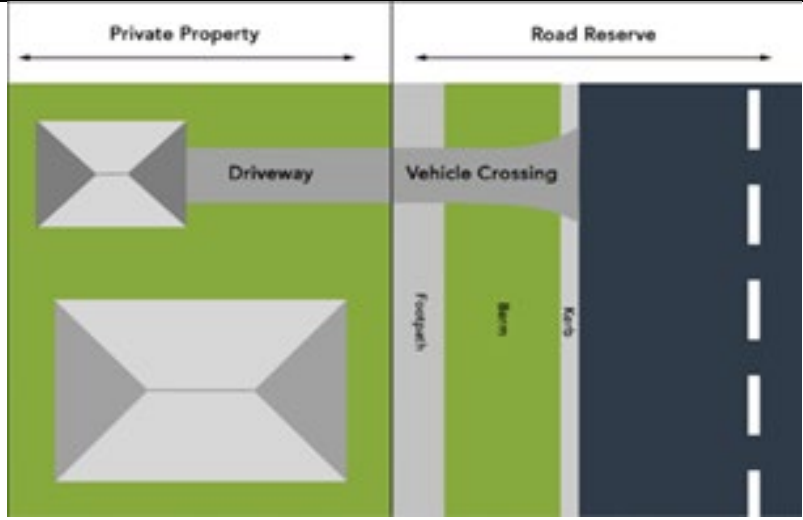
Below is a summary of all design suggestions and concerns put forward in your feedback. We have also responded to questions and issues you raised about this proposal.

Topic	Focus	Community suggestion / feedback	AT Response
Safety	Cycleway Surface	<p>Can cycleway surfaces remain flat and smooth with consideration given to driveways, intersections and side streets for considering cyclist's comfort.</p> <p>Specific corners mentioned included the intersections and driveways on Morrin Road, Merfield Street and Eastview Road.</p>	<p>AT understands that maintaining a flat cycleway surface is essential to make the infrastructure safe. . AT have identified driveways that might add discomfort to a cyclist and will propose some adjustments to allow a smooth transition so the cyclists can move safely. We will also replace all the catch pits with cycle-friendly ones to improve the level of safety.</p> <p>Where cycleways are proposed off-road behind the kerb line, raised tables with formal crossings will be provided at side roads for pedestrians and cyclists.</p>
	Markings	<p>Can the surface of cycleways be marked clearly as bikes only, to prevent the risk of pedestrians standing on these spaces and risking an accident?</p> <p>Will the painted cycleways surface extend across every driveway, at a consistent grade, to make the cycleway and cyclist right of way clear to motorists and to aid cyclist comfort?</p> <p>How will you ensure cyclists and pedestrians have the right of way where cycle ways extend across busy driveways. Make this clearly signposted.</p>	<p>Green surface and the bike symbol will be provided at regular intervals and at key conflict areas to define the cycleway clearly to all road users. The continuity of the cycleway over the driveways will indicate that cyclist priority.</p> <p>There are several approaches to provide visual cues for the motorists in the presence of the cycleway, including road marking, separators, and signage. The combined use of those approaches depends on the condition of the road corridor. The proposed design has provided sufficient cues possible for the motorists regarding the presence of the cycleways even with no green marking on the driveways. Adding 'No Stop at All Times' or broken yellow line along the cycleways also prevents vehicles from parking and blocking the sightlines for the cyclists, pedestrians, and motorists.</p>

	Cycleway layout	Can the cycleway maintain a consistent cycleway layout (bi-directional or uni-directional), avoiding the need for cyclists to make additional road crossings.	AT understand that making the cycleway configuration consistent whether uni-directional or bi-directional allows cyclists to move comfortably. However, consideration also needs to be given to the existing constraints that are encountered with the existing road corridor (e.g. available road carriageway width, geographic constraint, parking, vegetation, utility services etc). These restraints influence the development of the design. The current proposed design is based on a balance between all the factors considered. Once crossings are still required as the implication of configuration changes, appropriate safety measures will be provided.
	Clearance	Add more clearance between cycleway and footpath (including at bus stops) to avoid colliding with moving cyclist.	Safety for cyclists and pedestrians is essential. The proposed design will follow the AT Transport Design Manual (TDM) which outlines guidelines and design standards on the raised bus stop platform. A zebra crossing will be installed at the location where passengers need to cross the cycleway. Fully painted surface markings with distinctive colours are also provided to make it easy to identify along with ground tactile changes and signages.
	Door zone	Provide a buffer on the cycleway along the door zone.	AT understand that the cycleway that is located along the “door zones” will put the cyclist at risk. However, the proposed design has considered safety measures by providing separators (i.e. Stonefields Avenue) and spacing (i.e. Taniwha Street) along the cycleway, allowing a buffer of up to 800mm along the car door zone. This buffer, combined with unblocked sightlines and sufficient/up to standard cycleway width, should allow the cyclist to have sufficient response time. In addition, locating on-street parking on the right side of the cycleway will relatively reduce the frequency of door-opening as the drivers go off from their vehicles from the right side, not the cycleway side.
	Speed limits	Will the speed limits of the roads with cycleways be reduced to enhance the safety of cyclists and pedestrians?	Auckland is a Vision Zero region, and has a goal of zero deaths and serious injuries on the region’s roads by 2050. Safer speeds are the most efficient and cost-effective way to do this.

			<p>AT are investigating options to introduce safer speed limits on the routes in and around Glen Innes town centre. Reduced speed limits will improve connections into the town centre, making it safer to walk, bike, or drive in the area.</p> <p>These speed limit changes will be consulted on as part of the Speed Limits Bylaw 2019. In 2022, the public will be asked for feedback on this proposal.</p>
	Accessibility	What measures will be in place to ensure that elderly, disabled and vulnerable pedestrians are able to find and access the correct, safe places to cross the road?	<p>AT's design philosophy is to design a transport corridor from the perspective of the most vulnerable and design controls used to achieve that. This design philosophy is outlined in our TDM. Some approaches that have been implemented to help keep vulnerable users safe include:</p> <ul style="list-style-type: none"> • Providing some visual cues for pedestrians, cyclists, and motorists to make them aware of the surroundings and any hazard that exists. The crossings include distinctive road marking, zebra crossing, signage, wayfinding and ground tactile. • Providing speed calming measures (i.e., raised table, speed hump) to ensure oncoming traffic approaching at a safe speed. • Implementing speed limit changing as part of a safe speed programme.
	Vision Zero	AT have to follow the vision zero policy and provide safe streets / connections.	All proposed designs will align with the Vision Zero principle. A robust design review process will be undertaken by AT internal Subject Matter Experts (SME) and audited by an independent safety auditor (RSA). to ensure they are safe for all road users.
Design Suggestions	Berm Utilisation	Use berm space instead of carriageway to prevent from losing of on-street parking.	<p>Utilising the berm space for the new cycleway has been considered for each route. This design option did not proceed further for some routes for the following reasons:</p> <ul style="list-style-type: none"> - geographic constraint - vegetation - resource consent risk - significant construction cost
	Separation	How will the footpath and cycleways be clearly differentiated from each other? For example,	AT considers the risk of collision between pedestrians and cyclists, particularly in the segment where both cycleway and footpath are

		height differentiation, colour and surface differences.	sides-by-side. Different road surface along with coloured road markings/symbols and signage will clearly indicate where the footpath is and where is the cycleway is.
	Additional links	<p>Consider other routes to extend the cycleway that is out of scope of the project.</p> <ul style="list-style-type: none"> • Apirana Avenue up to St Heliers Bay Road • Further down Point England Road to connect to Tamaki River path • Through Stonefields to Maungarei Springs wetlands • Along West Tamaki Drive • Further down Morrin Road to join the shared path in Panmure • Connection to Te Horeta cycleways • Through Wimbledon reserve to connect Elstree Avenue and existing paths in Paddington Reserve • More links to local schools • Pilkington Road • Through to Pakuranga • Howard Hunter Avenue • Norman Lesser Drive 	<p>Suggestions on alternative routes is appreciated, and these will assist with the future development to increase the connectivity of Auckland's cycle network. AT know that many more Aucklanders would travel by bike or other modes if they felt safer and were separated from the traffic and our aim is to create a connected and expanding network of walking and cycling routes.</p> <p>AT's Future Connect Network Plan, identified cycle and micro mobility Strategic Network Links. It shows important links on our network where most people are expected to cycle. Future Connect also identifies key network issues and opportunities expected over the next 10 years (highlighted through our Deficiency & Opportunity Mapping). It is a tool for planning cycling and micro mobility routes where we want to prioritise investment, but is not an investment plan or a prioritised list of projects.</p>
	Alternative parking	Approach to prevent from illegal parking due to reduced parking on the residents area (e.g., parking on the crossings/driveways which the cycleway also sits in)	<p>According to the legislation, parking on footpath or cycle path is illegal and parking enforcement will apply.</p> <p>The driveway in which footpath and cycle path sit is considered "vehicle crossing". The vehicle crossing is the area of driveway between a public road and the private property boundary, usually replacing some of the public footpaths and is within the road reserve, not the private property boundary.</p>

			
	Alternative parking	Parking replacement to compensate the removed parking space.	<p>Off-street parking space remains available in Glen Innes Station, but no replacement parking will be provided for the removed on-street parking. However, where practical and safe for all road users on-street parking will be retained.</p> <p>Parking occupancy surveys were undertaken on weekdays and weekends in November 2019 and March 2020 on all routes where parking removal is proposed. The survey identified that the average peak occupancy is relatively low for the routes where cycleways are proposed. Although average peak occupancy was higher on some routes during certain days and times (i.e., near the train station and Colin Maiden Park), low occupancy was identified at all other times. Removal of parking spaces will redistribute parking in the area but combined with retained on-road parking along with parking spaces on other side roads to the main roads, it is expected that the adverse impact of parking removal will be alleviated.</p>

			One of the project's objectives is to provide an alternative travel mode and encourage people to choose active mode instead of relying on private cars.
	Shared use path	Can you remove the sections of shared use path planned for these routes, and separate pedestrians and cyclists, especially in Stonefields Avenue and Morrin Road.	At the Stonefields Avenue and Morrin Road roundabout, the shared use path at two corners is as a result of the space constraint. Cyclist speed is expected to be low when travelling around the corners, so the conflict risk between pedestrians and cyclists is low. The design will be further reviewed in the next design process to ensure AT's Vision Zero is achieved.
Community	Public consultation	No feedback allowed for Taniwha Street in this public consultation. Taniwha Street residents who have moved in since 2018 can't have their say.	Public consultation for Taniwha Street (between Line Road and West Tamaki Road) was undertaken in 2017, and feedback gathered from the consultation has been considered to shape the detailed design that is now ready for construction. Taniwha Street (between Line Road and Apirana Avenue) was consulted on between December 2021 and January 2022, the results of public feedback are within this report. The key proposal on Taniwha Street (between Line Road and West Tāmaki Road) was also included in the consultation materials to inform the community. Delays due to COVID-19 have prevented an earlier start to construction.
Project alignment	Future proofing	Has the design taken into account substantial increases in residential density in the area in the next 20 years, including both state and private residential developments?	AT is working with key stakeholders in the Glen Innes area to coordinate project alignment with future residential development in this area.
Maintenance		Will the cycleways be cleaned to avoid a collection of glass and debris.	Routine maintenance will be programmed to keep the cycle lane clean to make sure no debris or other materials that make the cyclists at risk.
Security	Bike Parking	Will there be bike parking facilities or safer place to leave bike, particularly around the train station.	Although bike parking/facility is not in the immediate scope for this project, AT strongly supports improving the provision of safe and secure bike parking to encourage active travel to and from public transport. This feedback has been provided to the AT Metro and Parking Team to seek opportunities to provide bike facilities

			within the project extent, particularly near the trains station and town centre.
Urban design	Trees	<p>Planting mitigation</p> <ul style="list-style-type: none"> Line Road - will additional trees be planted to replaced ones removed Taniwha Street - Can the existing median trees be retained? Merton Road - Will more trees be proposed in the final design? Given the global climate change problems, and the necessary removal of some established trees for this project, can more new trees and planting be added to the final design? More trees would also be more aesthetically pleasing. Planted separators between cycle ways and motorist traffic. 	<p>AT's detailed design approach reduce tree removal as much as possible.</p> <p>An arborist will undertake an arboriculture assessment to identify any trees impacted and what needs to be done following the statutory requirement.</p> <p>Only trees significantly affecting the proposal will need to be removed, with options of mitigation planting being investigated.</p> <p>The potential location for planting new trees is being identified.</p>
Construction	Timing	We request that any works be carried out at night so as to minimise the inconvenience and disruption to businesses, many who have struggled financially through COVID-19 lockdowns.	Minimising disruption to residents and businesses around the construction area is a high priority, and will be considered during construction planning. All stakeholders will be communicated with in advance of construction.
Merton Road			
Safety	Driveway crossings	The safety of cyclists and pedestrians across driveways is particularly of concern for Merton Road. What treatments will be given to driveways and what signage will be used on this road to reduce the risk of accidents?	AT are aware of the conflict risk at driveways, especially with the contraflow direction cycleway. Speed calming measures, signage, and road markings will be introduced to reduce this risk for all road users by slowing down the traveling speed of traffic entering/exiting the driveways, clarifying the right of way between different modes (continuity of the cycleway surface and road markings will indicate the priority is given to pedestrians and cyclists), and improving the visibility between the vehicles and active mode users.

	Driveway crossings	The supermarket driveway and truck entry points are perceived as being too wide and of particular concern from a safety perspective. Special marking was proposed across the Countdown carpark entrance. Pedestrian safety outside the petrol station is also a point of concern.	Speed humps will be installed at these commercial driveways. In the meantime, signage and road markings will be introduced to clarify the right of way between different modes (continuity of the cycleway surface and road markings will indicate the priority is given to pedestrians and cyclists), and improving the visibility between the vehicles and active mode users.
	Driveway crossings	Can the cycleway be set back from the road edge on this section of road, to allow vehicles to stop before crossing the cycleway	The location of the cycleway needs to consider the trees, geographic constraint (cross-fall gradient), and the allowance for the footpath. Pushing the cycleway further back from the kerb will lead to significant tree removal, narrowed footpath, and potential constructability issue.
	Markings	Suggestion to continue surface markings across all driveways.	This suggestion will be implemented and reflected in the detailed design.
	Driveway crossings	Can the driveways on this section of road be altered to be left only in and out, no right turns?	Restricting driveway movements would involve engagement with all affected parties, including AT internal departments, property owners and business operators. Failing to do so does not mean the driveways could not be safe. The safety risk is to be mitigated by a combination of treatment, so that we are achieving AT's Vision Zero objective.
	Driveway crossings	Can the right of way of cyclists and pedestrians across driveways be confirmed and if so, how will this be indicated clearly to motorists to promote safe crossings?	Speed calming measures, signage, and road markings will be introduced to reduce this risk for all road users by slowing down the speed of traffic entering/exiting the driveways, clarifying the right of way between different modes (continuity of the cycleway surface and road markings will indicate the priority is given to pedestrians and cyclists), and improving the visibility between vehicles and active mode users.
	Roundabout	Improved safety measures are needed at the roundabout which connects Point England Road, Merton Road, Apirana Avenue and Line Road. Motorists approach this roundabout, and the lack	Five raised speed tables with formal crossings are proposed at this roundabout to reduce the speed of traffic, improve the connections for pedestrians and cyclists, and increase the safety for all traffic modes using this intersection.

		of cyclist visibility as motorists look to their right to obey the give way rules.	AT will ensure sufficient visibility is achieved between motorists and pedestrians/cyclists at all these crossing points. Clear signage and road markings will indicate the priority among the road users.
	Roundabout	<p>Roundabout at Merton Road/Morrin Road/Felton Mathew Avenue is concerning with a disjointed design requiring cyclists to stop and start many times while navigating crossings. Cyclists would also need to check over their shoulder regularly for oncoming traffic, who may not be expecting them to cross the road.</p> <p>Could a “Dutch Roundabout” style design be considered instead to make for a smoother, safer ride for cyclists? Or could a signalised intersection be a better option for this location?</p> <p>Can the shared paths at the roundabout be redesigned to make separated spaces between cyclists and pedestrians be consistent through this section?</p>	<p>A Dutch style roundabout requires significant land purchase. This is outside the remit of this project. It could however be considered at a later date, should funding become available.</p> <p>Land purchase is also required for traffic signals. The chosen layout comprises raised paired (cycle and pedestrian) crossings. Pair crossings provide a hybrid approach, while providing crossing points along all legs of the intersection.</p> <p>The separation between cyclists and pedestrians meets current guidelines. While it would be preferable to provide consistent widths along both sides of the road, this would also require new land take, particularly along the southern side of the roundabout. This is outside the scope of the project, so has not been pursued.</p>
	Cycleway layout	<p>Is there any way of widening the shared path underneath the railway bridge? This is a tight space to fit both pedestrians and cyclists.</p> <p>The desire to widen the road to include a separated cycleway in the event of any rail bridge replacement should be noted in any designation.</p>	<p>The width of the proposed shared path under the rail bridge is to be further investigated.</p> <p>Consideration needs to be given to the constraints of this site, such as existing underground utility services, retaining walls, vegetation, constructability, and the cost of construction.</p> <p>AT will pursue a safe and balanced design solution after careful investigation.</p>
	Markings	Cycle lane markings should be continuous across the vehicle crossings. The cycle lanes are shown as	This suggestion will be implemented and reflected in the detailed design.

		discontinuous across the vehicle crossings at Countdown and Auckland Landscape Supplies	
Line Road			
Design Suggestion	Cyclists	Remove the sharp turns at side roads.	This suggestion will be updated in the detailed design.
Safety	Bus stop	Can all bus stop locations on Line Road feature a painted pedestrian crossing across the cycleway? This would act to reduce the risk of pedestrians being hit by cyclists as they cross to use bus transport.	The bus stops on the western side (where the cycleway is located) will have bar line markings installed to provide pedestrian right of way across the cycleway. Cyclists will be required to give way to crossing pedestrians at these points.
	Cyclists	Improved visibility and safety of cyclists using the crossing that is situated near the petrol station entrance, cars turning into the entrance have a blind spot of cyclists coming around the corner from Taniwha Street. Can this crossing be moved further down away from the petrol station?	The visibility of cyclists and pedestrians to motorists at the intersections of side roads along Line Road will be checked as part of the final design process. The finalised design will meet the visibility requirements as per the design standards.
	Cyclists	There was concern for the safety of cyclists using the bi-directional section of path given the gradient; cyclists travelling downhill at speed could collide with motorists using driveways.	This collision risk will be mitigated by the clear visibility between the motorists and the cyclists, as well as the road markings emphasising the presence of cyclists.
	Cyclists	Preference for an off-road style cycleway to avoid the possibility of a build-up of glass and debris on an on-road path.	The selection of whether an on road or an off-road cycleway will be used is based on a number of factors. These include geographic constraints, existing trees, and the feasibility of constructing the design. The current proposal for Line Road is an off-road cycleway.
Taniwha Street			
Safety	Driveway Crossings	There are many busy driveways used to access local businesses on this section of road. What will	Safety measures such as speed humps, signage, and road markings will be proposed at driveways to slow down the travelling speed of vehicles and prepare drivers to actively look out for cyclists.

		be done to promote pedestrian and cyclist safety when crossing driveways?	Signage, road markings, and the surface materials will ensure the priority to be given to the pedestrians and cyclists.
Query	Roundabout	Will the removal of the roundabout lead to more congestion issues through Taniwha Street? The bends/corners in the roundabout design are tight for cyclists to navigate, can this be improved?	A material change in congestion is not anticipated from the removal of the roundabout, it provides the opportunity to provide a new and safer mid-block pedestrian crossing on Taniwha Street.
Design Suggestion	Bike parking	Can cycle parking be provided at bus stops and in the Taniwha Street Town Centre?	Although a bike parking facility is not in the immediate scope for this project, AT strongly supports improving the provision of safe and secure bike parking to encourage active travel to and from public transport. This feedback has provided to the AT Metro and Parking Team to seek opportunities to provide bike facilities within the project extent, particularly in the trains station and town centre.
	Cycleway layout	Respondents, including local businesses, believed that a bi-directional cycleway could easily fit on the southern side of the road. This would minimise ongoing disruption to businesses, and retain pedestrian space on the northern side.	A number of factors are taken into consideration when deciding on the preferred side for the new cycleway facility. This includes the impact on adjacent development, as well as the number of crossing points cyclists will be exposed to along the route. The northern side provides less conflicts with adjacent side roads and also provided better connectivity to the future cycleway facility proposed along Line Road between Taniwha Street and West Tamaki Road. The northern side has been chosen for this reason. The access to adjacent business will still be provided as part of the proposed works.
	Cycleway layout	Requested as preference for vertical separation between the cycleway, carparks and footpath to discourage pedestrians from walking along the cycleway.	This suggestion will be considered as part of the detailed design.

	Cycleway layout	Can the cycleway be bi-directional on just one side of the road to reduce the space and the disruption to central Glen Innes?	The proposed design, with a uni-directional cycleway on each side of Taniwha Street, will significantly improve the connections to the town centre for cyclists coming from Apirana Avenue north and south. The final cycleway design will seek to minimise the disruption to the town centre where possible.
	Road designation	Can the roads surrounding Glen Innes Train Station be car free roads?	This is an option that could be considered in future plans. As part of Links to Glen Innes Cycleways, speed calming measures will be introduced in the Glen Innes town centre. This will improve the safety for active travel modes as well as other travel modes on the network.
Construction	Disruption	Query around what will be done to support businesses and minimise disruption during the construction of the cycleways, particularly on Taniwha Street.	During the preparation phase for the construction, the project team engaged with the business community and Glen Innes Business Association to understand the essential requirements during construction. AT will then work with the contractor to come up with a suitable traffic management plan. All construction dates and plans will be communicated with all affected stakeholders prior to the commencement of construction.
Morrin Road			
Design Suggestion	Shared path	Remove the section of shared path	Providing a dedicated cycleway is the main deliverable of this project. On Stonefields Avenue and Morrin Road, cyclists will be separated from pedestrians, with limited shared path proposed at corners of the roundabout due to spatial constraint and other project constraints.
	Planting	Suggestion to remove the median strips from this section of road, and reallocate the space to form a planted strip between the cycleway and the road.	This suggestion has been noted as the design input. The flush median is providing a safe place for the right-turning traffic to stay and find the gap between traffic. AT will investigate the viability of planting between the cycleway and road considering project

			constraints including safety, maintainability, spatial, and budget availability.
	Roundabout	There appears to be a lot of space at the roundabout at Morrin Road / Stonefields Ave / Allison Ferguson Drive, so consideration should be given to a proper Dutch Roundabout consistent with the thinking above at the other end of the street. In particular, there is ample opportunity here for fully separated cycling and walking facilities and there is no need for the sorts of compromises in terms of sharp bends, poor sight-lines and shared spaces shown in the consultation plans.	The construction of a Dutch Roundabout is not proposed at the Morrin Road / Stonefields Ave / Allison Ferguson Drive. This option could however be considered in the future, should additional funding become available.
	Planting	The planting at the roundabouts connected to Morrin Road reduces visibility and should be removed to improve cyclist and pedestrian safety when crossing at these roundabouts.	A sightline check will be undertaken to ensure that sightlines requirements are met. This will ensure no blocked sight from the vehicle's perspective to make them remain aware of the surrounding hazards. Measures (e.g., trimming, plant removal) will be considered if blocked sightlines exist due to vegetation.
Safety	Conflict points	Can the entrances to the former University of Auckland site/Tamaki Park City be changed to left turn only, in and out? Motorists can easily use the roundabouts to turn around when necessary and this would improve safety for users of the bi-directional cycleways crossing these driveways.	This suggestion has been noted for consideration. AT will conduct a sightline assessment and investigate the potential risk of vehicles turning right and the results of this assessment will be used to shape the final design. Additionally, other safety measures have been proposed including a raised table and road markings on the entrance of Tāmaki Park City. The final design will be agreed upon with Tāmaki Park City development.
	Median	Widen the median by removing car parking on the south side of the road. The purpose of this being to make turning right into the former University of	This suggestion will be considered during the detailed design phase. Central flush median strips can be used as a waiting bay for the

		<p>Auckland campus/Tamaki Park City safer for motorists, and also for pedestrians and cyclists crossing the driveways.</p> <p>Suggestion that the median as designed is not appropriate for the road. Preference for this to be redesigned to enable one or more of the following:</p> <ul style="list-style-type: none"> • Flush, tree-lined median to enable crossings, provide visual narrowing and reduce speeds. • Turning bays, making it easier and safer to access side roads. • Frequent crossing refuge islands. • Extra car parking to offset losses. • Bicycle, motorbike and scooter parking. • Tree planting. 	<p>vehicles that are turning right before merging with the eastbound traffic.</p> <p>A vehicle tracking check will be carried out to confirm that the width of the median is sufficient. Layout adjustment will be made as required to address any issues and keep the median strip safe for all road users.</p> <p>Within the limited carriageway space between the kerb lines, we will find the balanced space distribution between traffic lanes, flush median, parking, and cycleway. The design is carried out in compliant with the Transport Design Manual (TDM), which sets up the design standards, engineering specifications, and the design requirements for the transport projects in Auckland Region.</p> <p>Any tree removal will be mitigated by replanting in 1:1 ratio. Bike parking is outside the direct project scope, but AT is looking to improving the parking facility in the train station and town centre.</p>
	Cycleway layout	<p>Was a uni-directional on each side of the road considered?</p> <p>Area of specific concern is the extensive development at Park City (more than 1,500 apartments) will significantly increase traffic at side streets where it connects with Morrin Road. Extending a bi-directional cycleway across these entrances creates risk opportunities. Wouldn't a one way/uni-directional path on either side of the road (with the western side being much less busy) be more logical to reduce this risk?</p> <p>A uni-directional design on each side of the road</p>	<p>Both a uni-directional and bi-directional cycleway design have been considered in the development of the conceptual design. It was concluded that a bi-directional design will deliver better outcomes. The outcomes include retaining the on-street parking bay on the northern side of the road, providing better accessibility for the residents in Tāmaki Park city development, and enabling overtaking opportunities for more confident cyclists and e-bike riders.</p>

		would also be more convenient for Colin Maiden Park users.	
	Cycleway layout	Suggestion to locate the cycleways on the opposite side of the road to reduce the number of pedestrian crossings necessary for Morrin Road.	Different design layout on Morrin Road has been carefully considered. Positioning the cycleway on the university side will improve the accessibility for the cyclists especially after the intensified housing development is in place.
	Markings	Can green surfacing be used for the entire length of the cycleway?	Green surfacing is introduced where no vertical differentiation between cycleway and footpath is provided. It aims to provide visual cues for all users in the presence of the cycleway. On this road corridor, the cycleway is on-road which is not side-by-side with the footpath. Thus, green surfacing is considered unnecessary. However, other safety measures are introduced to ensure the cyclists are safe, including concrete cycleway separators and centreline marking along the on-road cycleway.
Project alignment	Colin Maiden Park access	<p>Can the links from the cycleway on Morrin Road to Colin Maiden Park be improved, creating a more cohesive link between the cycleways and the park?</p> <p>Specific concern expressed about the entrance to Colin Maiden Park through gate 3, and ensuring a seamless connection here.</p>	AT will coordinate with Auckland Council to align with their future plan on Colin Maiden Park.
Stonefield Avenue			
Slip lane to College Road	Road layout	Is it possible to retain the slip lane turning left onto College Road from Stonefields Avenue?	AT are currently reiterating the cycleway layout to achieve better outcomes possible following feedback from the public and residence association. An update will be provided when the design is finalised.

Safety	Conflict points	Make the access to the small car park which is accessed at the Morrin Road/Stonefields Avenue left in and out only, no right turns, to enhance the safety of the bi-directional section of cycleways that crosses the entrance.	<p>AT understand that safety for both cyclists and all road users is essential. As part of the safety measures is ensuring sightlines requirements are met so every road user is aware of their surroundings. We will further investigate and undertake a sight visibility check to ensure a safe turning movement.</p> <p>The design will also incorporate visual cues such as signage, road marking, and also a raised table near the roundabout. It will allow the vehicles to become more aware of the surroundings and calm the speed in this section.</p>
	Buffer space	Has sufficient space been allowed at the intersection of Morrin Road and Stonefields Avenue for cyclists, given the need to cross roads multiple times to connect between cycleway sections of different designs?	The proposed design is required to follow the AT Transport Design Manual (TDM) which outlines guidelines and design standards, including the minimum width for footpath and cycle path to maintain a safe environment for all users.
	Door zone	The design creates a potential hazard on the east side of Stonefields Avenue as passengers enter and exit parked cars. This creates a risk of “dooring”, where a cyclist may collide with the open door of a parked vehicle. How will this be mitigated on Stonefields Avenue where parking is to be retained?	AT understand that the cycleway that is located along the “door zones” will put the cyclist at risk. However, the proposed design has considered safety measures by providing separators along the cycleway, allowing a buffer of up to 800mm along the car door zone. This buffer, combined with unblocked sightlines and sufficient/up to standard cycleway width, should allow the cyclist to have sufficient response time. In addition, locating on-street parking on the right side of the cycleway will relatively reduce the frequency of door-opening as the drivers go off from their vehicles from the right side, not the cycleway side.
Design Suggestions	Connectivity	Extend the cycleway to connect with the Stonefields Avenue/College Road intersection traffic lights, and into the Stonefields communities.	Local cycleway connections are important to the community. Building a connection here requires additional work in and around the intersection towards the Stonefields communities, such as new footpaths, crossings, and cycle lanes, which is not included in our scope might need to be addressed as a separate project, yet,

			<p>subject to further investigation following the Future Connect Network Plan.</p> <p>The Future Connect Network Plan, identifies AT's Cycle and micro mobility Strategic Network Links. It shows important links on our network where most people are expected to cycle. It is also a tool for planning cycling and micro mobility routes across Auckland where we want to prioritise investment, but not an investment plan or a prioritised list of projects.</p>
Design Suggestions	Connectivity	Suggestion for improved connections between the suburb of Stonefields and the Links to Glen Innes Cycleways through the College Road intersection.	<p>AT appreciate the importance of the connectivity of the cycle network. Based on our project scope, the proposed cycleway will terminate on Stonefields Avenue before College Road intersection.</p> <p>Please be informed that on Future Connect Network Plan, we can see our Cycle and micro mobility Strategic Network Links. It shows important links on our network where most people are expected to cycle. Future Connect also identifies key network issues and opportunities expected over the next 10 years (highlighted through our Deficiency & Opportunity Mapping). It is a tool for planning cycling and micro mobility routes across Auckland where we want to prioritise investment, but not an investment plan or a prioritised list of projects.</p>
	Cycleway layout	Heading south turning from College Road down Stonefields Avenue, start the cycle way at the very beginning of the road rather than after the two car lanes have merged into one.	AT are currently reiterating the cycleway layout to achieve better outcomes possible following feedback from public and residence association. This will also affect the layout of the cycleway around the southern side in which the comment talks about. We will provide an update when the design is finalised.
	Roundabout	Widen the pedestrian and cycleway around the Stonefields Avenue/Morrin Road roundabout, to make it easier to navigate.	The proposed design is required to follow the AT Transport Design Manual (TDM) which outlines guidelines and design standards, including the minimum width for footpath and cycle path to maintain a safe environment for all users. We will work with the designer team to shape the detailed design, ensuring the proposed

			design complies with the design requirements and meets an appropriate level of service to allow the users (cyclists, micro mobility users, and pedestrians) to move safely within the roundabout. Any opportunity to widen the footpath and cycle path will also be further investigated while still considering spatial constraints and other project constraints.
	Cycleway layout and Parking	Can the design be changed to one larger bi-directional cycleway on the east side of Stonefields Avenue?	AT are currently reiterating the cycleway layout to achieve better outcomes following feedback from public and residence association. This will also affect the layout of the cycleway around the southern side in which the comment talks about. An update will be provided when the design is finalised.
	Cycleway layout	The continuity of a bi-directional cycleway on one side of the road linking into Morrin Road would flow much better. Would this option also reduce the number of crossings required?	AT advised that as part of the AT's Vision Zero approach the four crossings provide a safer environment for all cyclists at varying levels of confidence and improve the connectivity for active modes. The intention is to retain all crossing points at the Morrin Road/ Stonefields Avenue roundabout. This is also consistent with the approach taken at the Morrin Road/ Merton Road/ Felton Matthew Avenue roundabout.
	Intersection	Can the junction with College Road be improved to offer priority to non-motorised users? Suggestion to better align the College Road intersection with Vision Zero principles, providing clear space for cycling, walking and motorised traffic.	AT are currently reiterating the cycleway layout to achieve better outcomes following feedback from public and residence association. This will also affect the layout of the cycleway and footpath within the junction the comment talks about. An update will be provided when the design is finalised.
	Intersection	Can the junction with College Road be improved to offer priority to non-motorised users?	AT are currently reiterating the cycleway layout to achieve better outcomes possible following feedback from public and residence association. This will also affect the layout of the cycleway and footpath within the junction the comment talks about. An update will be provided when the design is finalised.