

# Public Feedback and Decisions Report

## New Lynn to Avondale Shared Path



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# 1. Executive Summary

In April–May 2016, Auckland Transport (AT) sought public feedback on a proposed shared walking and cycling path to be built along the rail corridor between New Lynn and Avondale (see Appendix A for a map of the proposed route).

Feedback on the design of the proposed path was invited from Friday 15 April to Sunday 15 May 2016. The public had the opportunity to provide feedback via an online feedback form available on AT's website, hardcopy feedback forms, and virtual map pin-drops.

In total, AT received 205 feedback submissions:

- 47 via freepost feedback forms
- 98 via the online survey
- 61 individual pin-drops on the online map

AT has since considered the feedback received and reviewed the options for the progression of this project.

After consultation, the following changes to the alignment of the shared path have been made:

- The path will not continue along the eastern side of the railway line past Chalmers Reserve or cross the railway line and road at the Saint Georges Rd crossing.
- Instead, an underpass will be constructed, connecting Chalmers Reserve to the western side of the railway line where the path will continue through a Housing New Zealand development and along Saint Georges Rd. This change was made because of safety concerns at the Saint Georges Rd railway and road crossing.
- The path will now terminate at New Lynn train station on Memorial Dr rather than crossing Clark St and continuing to Rankin Ave.

The rest of the path retains the alignment that was presented during last year's consultation.

## 2. Background

AT and our partners, Auckland Council and the NZ Transport Agency, are working together with the Government to create a future where more people feel comfortable riding a bike. We are developing a network of cycling routes to make Auckland safer and easier to get around. As part of this network, we proposed a 2.9-km shared path along the rail corridor between New Lynn and Avondale.

### 2.1 What was proposed?

At the time of consultation	Following consultation
Start at Rankin Ave in New Lynn and finish east of the Blockhouse Bay Rd/Rosebank Rd/Trent St intersection in Avondale (see Appendix A for a map of the proposed route). Gaps in the existing shared path between Rankin Ave and Portage Rd will be filled with new sections of shared path.	Start at Memorial Dr in New Lynn and at the Blockhouse Bay Rd/Rosebank Rd/Trent St intersection in Avondale. Gaps in the existing shared path between Memorial Dr and Portage Rd will be filled with new sections of shared path.
Be mostly off-road within the rail corridor, with a section through Chalmers Reserve in Avondale.	No change
Create a continuous shared path linking New Lynn train station, Avondale train station, the Rankin Ave shared path, the Waterview shared path (currently under construction), and by extension, the Northwestern cycleway, the Southwestern shared path (currently under construction), and city centre networks.	No change
Connect with the proposed Te Whau Pathway and other local walking and cycling routes.	No change
Have access points at road crossings, including Portage Rd, Arran St, Saint Georges Rd, Chalmers St, Saint Jude St and Blockhouse Bay Rd.	Have access points at road crossings, including Portage Rd, Arran St, Saint Georges Rd, Chalmers St, Donegal St, Saint Jude St and Blockhouse Bay Rd.
Cross the Whau River on a new purpose-built bridge (which will stand alongside the existing rail bridge). The Whau Local Board has provided funding for this bridge.	No change
Be fenced off from the railway line and neighbouring properties.	No change
Be well lit and designed to promote safety for users and neighbours of the path.	No change

## 2.2 What benefits will the path bring?

- A safer, more appealing route for pedestrians and people on bikes
- Easier access to local train stations and town centres
- An alternative route in and out of New Lynn that can be used during emergency situations, increasing the community's resilience
- New landscaping and an improved visual appearance of public spaces
- New wayfinding signage
- New cycle parking

### 3. Activities to Raise Awareness

The public feedback period ran from Friday 15 April to Sunday 15 May 2016.

To raise awareness of the consultation, we undertook the following:

- A total of 3,472 brochures (including freepost feedback forms) were sent to residential properties, non-resident owners, public libraries, community centres, schools and other interest groups in the area. The online feedback form was mentioned in the brochure as an alternative option to the freepost feedback form.
- AT set up a project webpage and an online feedback form at [at.govt.nz/projects-roadworks/new-lynn-to-avondale-shared-path/](http://at.govt.nz/projects-roadworks/new-lynn-to-avondale-shared-path/). This included a virtual 'pin-drop' function.
- A newspaper advertisement promoting the consultation was placed in the *Western Leader* on Thursday 28 April 2016.
- An article about the project was published on the Bike Auckland website at [www.bikeauckland.org.nz/new-lynn-to-avondale-railside-path/](http://www.bikeauckland.org.nz/new-lynn-to-avondale-railside-path/).
- A blog about the project was published on the *NZ Herald* website at [www.nzherald.co.nz/nz/news/article.cfm?c\\_id=1&objectid=11625286](http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11625286).
- Information about the proposal was promoted on the Shape Auckland website and on Auckland Council's Facebook page.
- We promoted this consultation at the New Lynn Night Market on Thursday 5 May.

## 4. Summary of Feedback

Feedback on the proposal was invited from Friday 15 April to Sunday 15 May 2016 via an online feedback form, a hardcopy feedback form, and virtual map pin-drops.

On both the online and hardcopy feedback forms, submitters were asked to provide feedback on what they liked and/or what they would change about the design of the proposed path. Submitters could also offer other comments or suggestions.

Submitters also had the option to drop 'pins' with a comment attached on a virtual map. The pin-drop function was separate to the survey and could not be linked; if a submitter responded via the online form and also placed a pin-drop on a map, their feedback would have been analysed as two different pieces.

In total, AT received 205 feedback submissions:

- 47 via freepost feedback forms
- 98 via the online survey
- 61 individual pin-drops on the online map.

From the feedback received, 15 themes emerged from comments relating to what people liked about the proposal, including that the shared path is continuous, off-road, cycle-friendly, safe, pedestrian- and family-friendly, and connected with the Te Whau Pathway and the Waterview shared path. Submitters also liked the proposed bridge design, the iwi-led and scenic aesthetics, the width of the proposed path, and access to the path from various locations.

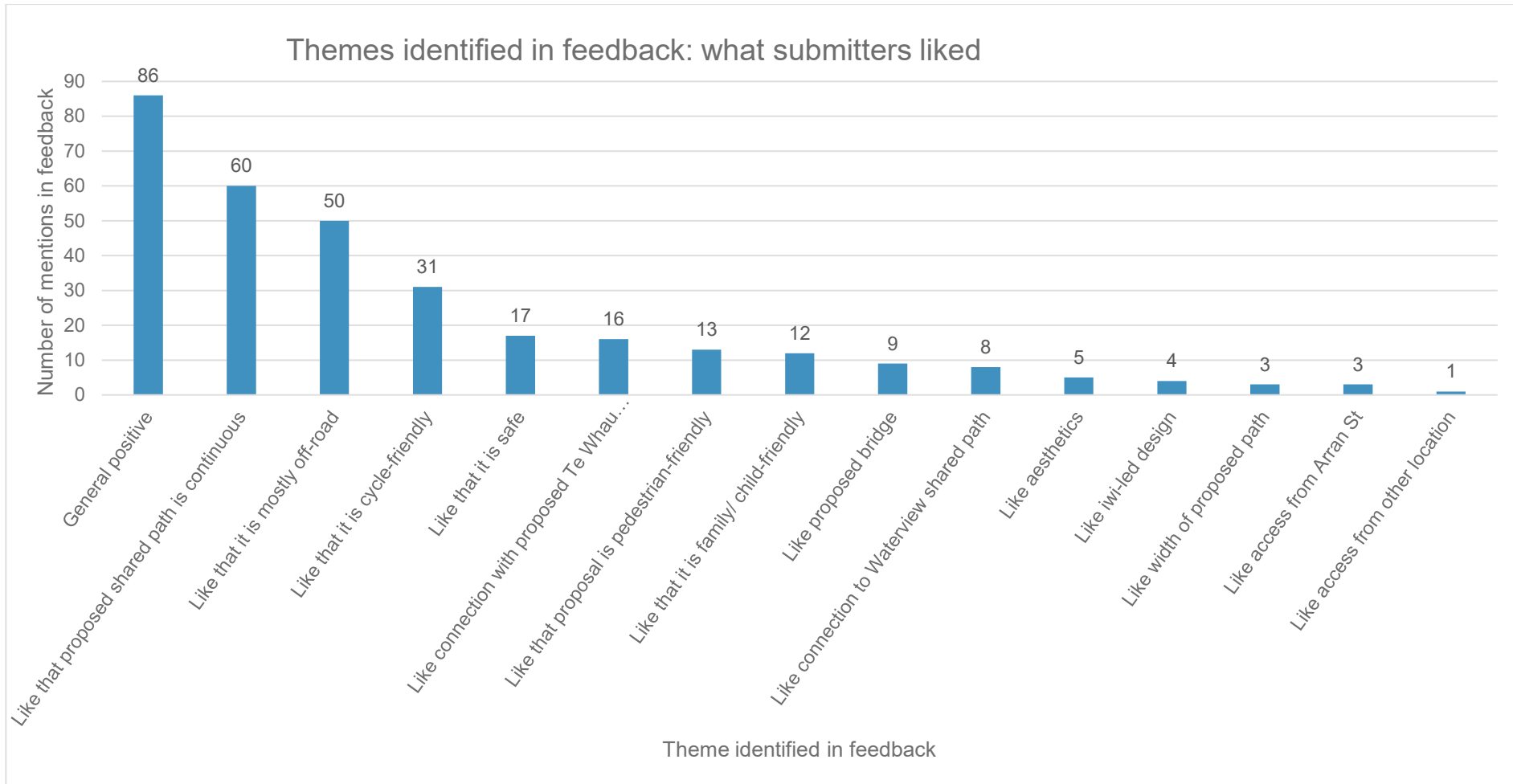
A further 26 themes were identified from comments regarding what submitters would change about the design and other suggestions/comments. These included concerns and suggestions about crossings, available and potential links to the shared path, safety concerns, and suggested extensions.

Submitters also suggested widening the path further, linking to specific locations, alternative routes for the proposed path, planting ideas, aesthetic considerations, bike parking locations, and signage/road-marking.

Concern was also expressed about the safety of a shared path in general, and some submitters had reservations about the design of the bridge. Issues concerning specific locations along the proposed route were also mentioned.

Further explanations and illuminative quotes to demonstrate these themes are provided in Section 5.

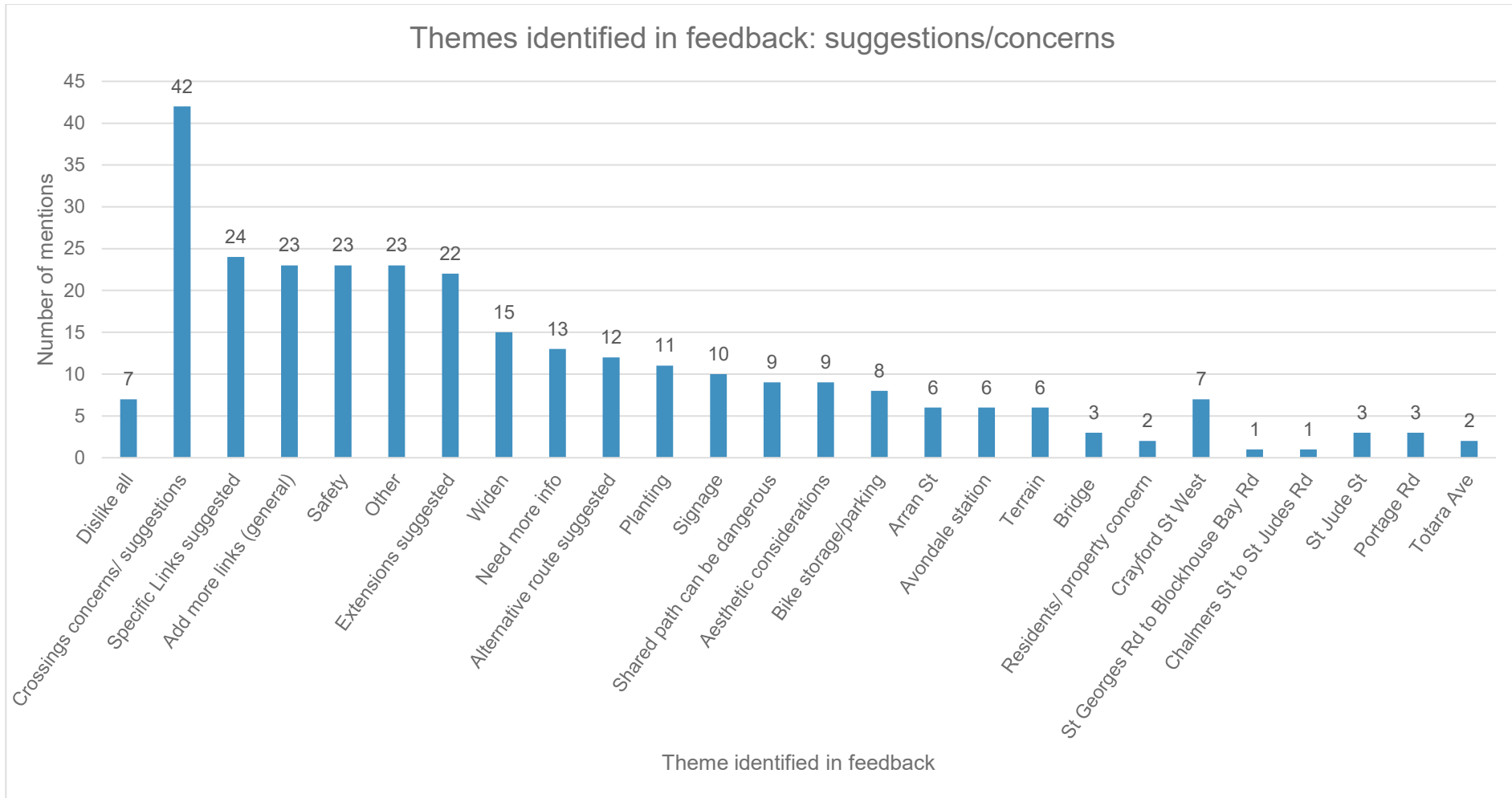
## 4.1 Themes identified in feedback: liked/supported



Base: 205 submissions. Responses on multiple aspects of the project were allowed, so comments add to more than total submitters.



## 4.2 Themes identified in feedback: suggestions/concerns



Base: 205 submissions. Responses on multiple aspects of the project were allowed, so comments add to more than total submitters.

## 5. Key Feedback Points and AT Responses

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
General (positive)	Support all proposed; would change nothing; speed up process	86	Such a good plan. It will provide a better environment to live and a healthier option for people to commute and help the community to become a safer and enjoyable place to live. Thank you for making this plan.  I like pretty much everything about it. It looks to be a high-quality facility which will gain much additional value connecting to the Waterview shared path and related strengthening network links.  Do it faster!	Thank you for your feedback.  The New Lynn to Avondale shared path will provide a safer, more appealing route, with easier access to local train stations and town centres, for people walking and cycling.  We are investing in this path for a number of reasons:
Like that proposed shared path is continuous (linking locations)	Linking train stations, reserves, cycleways and city centre networks	60	I love the prospect of safe separated cycling connecting with Waterview and the New Lynn community, including the train station. I frequently ride out NW and lament the lack of easy direct connections to train stations. This route will expand transport choice in a practical manner.	<ul style="list-style-type: none"> <li>- To capitalise on the benefits of the Waterview Shared Path (expecting to be completed 2017) and the existing Northwestern cycleway, by expanding the cycle network further west</li> </ul>
Like that it is mostly off-road	Mostly off-road and/or making use of the existing rail corridor	50	Like having a walk to go on which is not solely along roads; will be great for kids and encouraging walking and cycling.  It adds the option of travelling along the rail corridor, which is away from traffic and often quite nice. Would be used for leisure.	<ul style="list-style-type: none"> <li>- To enable transport choice for New Lynn and Avondale residents who cannot or do not want to drive, particularly for short trips</li> <li>- New Lynn is a fast-growing and developing metropolitan centre, with the third busiest rail station in Auckland</li> </ul>
Like that it is cycle-friendly	Flat contour/ gradient	31	The majority of the path is nice and wide, 3+ meters allowing plenty of space for cyclists and pedestrians.	

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
			Path looks well-designed, nice and smooth and wide for cyclists.	- The rail corridor offers the opportunity for a direct, traffic-free route between New Lynn and Avondale, which is suitable for people of all ages and abilities who would not currently consider cycling or walking between the two centres
Like that it is safe	Well-lit and designed to promote safety for users and neighbours of the path	17	Like the height of the wall that separates the new pathway from the train tracks as it allows views of the pathway and the people using it from the train which increases security for the users. I feel the same about the proposed lighting.  It looks to provide a safe path and seems to be well thought out with attention to both practical and aesthetic details.	
Like connection with proposed Te Whau Pathway	Along waters' edge	16	Like that it joins the Te Whau walkway, and that it goes through Chalmers Park, that it joins Oakley Creek cycle path.  Like that it connects New Lynn with the Northwestern cycleway. The bridge looks good too. I like the fact that it will follow the train line and the river.	
Like that proposal is pedestrian-friendly		13	Bikes and pedestrians kept away from busy roads. Will speed up alternative routes to work and transport. Great stuff.	
Like that it is family/child-friendly	Exercise, community feel, multi-use	12	Gives genuine options to families of young kids looking to head off on a bike adventure. 'Let's bike down to the mini-golf at LynnMall' or 'Let's scoot down to Olympic Park' now becomes a thing for us in Avondale/New Windsor.	

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
			Essentially that it provides another alternative – besides train/bus – to cars and that it may encourage people to exercise and engage in public discourse.	
Like proposed bridge design	Like bridge itself; like height of bridge	9	The bridge over the Whau is great and mainly it's going to be safer for the herds of teenagers who constantly flow over the abandoned lot and illegally over the train tracks.	
Like connection to Waterview Shared Path		8	Very excited that this offers a safe off-road option – with the Waterview shared path, my family will be able to bike from Point Chev to New Lynn mostly without worrying about traffic. It gives us a whole other part of Auckland to explore on bikes. Thank you!	
Like aesthetics	Scenic location, new landscaping and improved visual appearance of public spaces	5	<p>I imagine that it will be quite scenic too once established – taking the cyclist through green areas, near waterways and along the rail line which itself is of interest.</p> <p>It looks nice from the pictures and also I like how it is not by the road and cars. I also like how there is greenery by the path and also how it crosses a stream.</p>	
Like iwi-led design		4	Involvement of iwi and representation of the history of the area. Use of artworks and installations along the path.	
Like width of proposed path		3	I like that it is 4m wide when this is possible.	

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Like access from Arran St		4	I like the access from the end of Arran St. 250 households in this cul-de-sac will be able to walk easily to New Lynn.  Good local connection.	
Like access from other location	Saint Jude, Chalmers, Portage, Saint Georges, Blockhouse Bay	1	I like how it has access points at Portage Rd, Arran St, Saint Georges Rd, Chalmers St, Saint Jude St and Blockhouse Bay Rd.	
Dislike all	Not needed, dislike consultation process, waste of money	7	The amount of money spent on such a path is totally unwarranted. The proposed path is in the wrong area.  Total waste of ratepayers' money.	We are investing in this path for a number of reasons: <ul style="list-style-type: none"> <li>- To capitalise on the benefits of the Waterview Shared Path (expected to be completed 2017), and the existing Northwestern cycleway, by expanding the cycle network further west</li> <li>- To enable transport choice for New Lynn and Avondale residents who cannot or do not want to drive, particularly for short trips</li> <li>- New Lynn is a fast-growing and developing metropolitan centre, with the third busiest rail station in Auckland</li> </ul>

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
				<ul style="list-style-type: none"> <li>- The rail corridor offers the opportunity for a direct, traffic-free route between New Lynn and Avondale, which is suitable for people of all ages and abilities who would not currently consider cycling or walking between the two centres</li> </ul>
<p>Crossings concerns/suggestions (42 total mentions, including all sub-themes)</p>	<p>Road crossings in general (raised tables, increase bike priority; dislike dismounting to cross)</p>	<p>5</p>	<p>Where the path crosses main roads, I would like to see traffic/pedestrian/cyclist signals that activate quickly in the cyclist/pedestrian's favour. If the cyclist has to wait for gaps in traffic in order to cross, I think it will be frustrating and not worthwhile for the commuter cyclist ... traffic lights triggered by cyclists (and buses/trams) that give them priority over cars mean a cyclist could cross quite dangerous and complex city intersections quickly and safely without unduly interrupting the flow of other traffic and without anyone waiting long. If cyclists need to dismount to cross roads, there will be a lower uptake of this path than desired.</p> <p>Increase bike priority at road crossings – raised tables.</p> <p>Please ensure we (cyclists) have priority at crossings and don't have to wait ages – lights, zebra crossings, etc.</p> <p>I would suggest making sure that the design minimises disruptions to bike traffic, by increasing priorities, making sure wait times at intersections are not too long for cyclists by using properly prioritised traffic lights.</p>	<p>Priority crossing for people walking and cycling across main roads is potentially unsafe so close to at-grade railway crossings.</p> <p>Crossing the road safely is one of the key issues to address as part of this project.</p>

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
	Blockhouse Bay/Rosebank/Trent crossing (widen, divert)	3	<p>Widen the path's pedestrian/cycling road-crossing points at the Blockhouse Bay–Rosebank Rd–Trent St intersection.</p> <p>The current proposed path termination at Blockhouse Bay Rd requires users to cross a very busy road to connect with the Waterview Shared Path – causing delays to path users and motorists. It is proposed that the path continues under the road-rail bridge and loops back up along Tait St to Blockhouse Bay Rd. The current proposed path exit onto Blockhouse Bay Rd can be retained, but the eastern footpath would be widened instead of the western side and it would not be necessary to build the new pedestrian crossing.</p>	<p>This feedback has been noted. We will make this road crossing as wide as the given space allows, and are expecting a minimum width of 3 m.</p>
	Saint Jude/Layard/Donegal crossing (create underpass, improve crossing, too busy)	14	<p>Widen the path's pedestrian/cycling road crossing points on Saint Jude St. Consider putting in a raised table there.</p> <p>What controls will there be for crossing Portage Rd, Saint Georges Rd and Saint Jude St and Rosebank Rd? These are busy streets and there are no pedestrian controls except the lights at Rosebank Rd.</p> <p>In the detailed design phase, please look hard at the crossing points to ensure they are as safe and usable for cyclists as possible. For example, at the Saint Jude St crossing, cars often bank right back from New North Rd to the railway crossing, and so maybe some cross-hatching will be necessary to allow cyclists to get through in busy times.</p> <p>The proposed refuge island across Saint Jude St is insufficient for the high volume of traffic on this road.</p>	<p>We are developing designs which will maximise pedestrian and cyclist safety at all times, while retaining comfort and amenity. However, given traffic volumes (including busses) on Portage Rd and Saint Jude St, we will not install speed tables, but instead provide new pedestrian refuge islands on the flush median in Saint Jude St, to help people walking and cycling to cross safely.</p> <p>Grade separation of the shared path from the railway in the form of an underpass is planned. The upcoming increased frequency</p>

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			<p>It is recommended that an overbridge is implemented to enable safe transit of shared path traffic over Saint Jude St. It is expected that all path users would prefer to use a bridge and would be safer for all.</p> <p>Grade separation – probably out of scope but needs to be done, especially as train frequencies ramp up.</p> <p>Proposed pedestrian refuge far too small – either triple the width of the proposed pedestrian refuge access points across Saint Jude St or put in a speed table across Saint Jude St, same as that planned for Donegal St. There is nothing wrong at all with putting in a speed table across Saint Jude St so close to the rail crossing. A speed table there would ensure cars coming from the city direction slow down before crossing the rail lines and make that entire area flow better for cars, pedestrians and cyclists.</p> <p>Raised table here is good for new path but also has benefits for existing users of the street.</p> <p>I'd also add a raised table or other pedestrian crossing treatment here (Saint Georges Rd), and at the crossing of Saint Jude St. Traffic slows at these points to cross the railway tracks so it's not an imposition on motorists. Adding a raised table or at least a different colour of tarmac would discourage cars queuing across the crossing as they will inevitably do. At the very least, paint two white lines across the road!</p>	<p>of trains means a level crossing over the railway at Saint Georges Rd is unsuitable.</p> <p>Fences adjacent to rail tracks need to be at least 1.8 m high, for safety reasons, as lower fences could be easily climbed.</p> <p>Noted: we are looking at optins to maximise the level of service for pedestrians and cyclists</p>
	<p>Saint Jude/ Blockhouse Bay crossing (make</p>	<p>2</p>	<p>Given the potential for new pedestrian and cycle traffic coming off/heading on to New North Rd, could be a</p>	<p>Thank you for your suggestion. This is outside the scope of this consultation/project. However,</p>



Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
	more cycle-friendly)		good opportunity to look at making this monster of an intersection more pedestrian- and cycle-friendly.	your feedback is noted for the Links to New Lynn project.
	Blockhouse Bay/ Chalmers/New Windsor crossing (make more cycle-friendly/ safer)	1	Given that this will be the main feeder point for many of the New Windsor locals using the path to get to New Lynn, some thought will need to go into how to make this intersection cycle- and pedestrian-friendly – currently, it can be quite terrifying as it's a high-speed section of Blockhouse Bay Rd, and there are high numbers of cars using Chalmers St and New Windsor Rds as shortcuts that are trying to exit in both directions. Have seen a few crashes and lots of close calls! Perhaps a median island preventing cars trying to go across Blockhouse Bay Rd?	AT's Road Safety will install traffic signals at the Blockhouse Bay Rd/Chalmers St intersection to improve safety for all users. This is expected to be completed by June 2017.
	Saint Georges Rd crossing (location too busy, move closer to Arran St, widen crossing, create underpass, create overpass)	7	<p>Widen the path's pedestrian/cycling rail- and road-crossing points on Saint Georges Rd.</p> <p>Without traffic signals, I can see that crossings such as at Portage Rd, Saint Jude St, Chalmers St and Saint Georges Rd will be frustrating and difficult.</p> <p>At Saint Georges Rd, where the cycleway goes over the railway, consider a straight crossing over the railway line with electronic closing gates such as those at Sturges Rd.</p> <p>It would be wonderful if the shared path could be bridged over Saint Georges Rd.</p> <p>This crossing is such a detour. Why do walkers and cyclists have to go 20 m south to cross Saint Georges Rd before then going 5 m north again to cross the</p>	<p>Grade separation of the shared path from the railway in the form of an underpass is planned. The upcoming increased frequency of trains means a level crossing over the railway at Saint Georges Rd is unsuitable.</p> <p>We are developing designs which will maximise pedestrian and cyclist safety at all times, while retaining comfort and amenity.</p>

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
			<p>railway tracks? Can't the crossing over Saint Georges Rd be closer to the train tracks?</p> <p>Users have to cross both the street and the train line. Need to consider an underpass or other effective safe means of crossing each.</p> <p>Why is it necessary to close the existing pedestrian level crossing? Because of the desired line, I can see people walking on the road to cross the railway. There is no way they will cross, cross again and cross again to get to other side. Surely cyclists and walkers can coexist safely? Couldn't there be signage, or a bollard or something to encourage cyclists to watch out for people walking across the railway and joining the shared path?</p> <p>Make the pedestrian crossing of both rail and road at Saint Georges Rd, triple the width of the current crossing points and install wide auto barrier gates on the rail-crossing points.</p>	
	Chalmers St crossing (dangerous, too busy)	4	<p>No car parking to be provided; a mix of cars, cyclists and walkers would be crazy. The path crossing Chalmers St roadway will have dangers for cyclists and walkers; this is a very busy traffic street. Cars park on both sides of the street and vision is limited for people trying to cross the street to enter Chalmers Reserve. It is a hazardous stretch of road at any time of the day.</p> <p>Please can the cycle path approach the road crossing on the north of Chalmers St directly instead of coming to the road 2m from the crossing, necessitating a tight right-angle turn onto the pavement and then another tight right angle to cross the road? The plan for the</p>	A new speed table is proposed in Chalmers St outside of Chalmers Reserve.

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
			<p>south side of Chalmers St has a triangle of paved area allowing travel with no right-angle turns, please can the north side be like that too. People will cut the corner on the grass if you don't. Desire lines!</p> <p>Where two paths meet, paths need to have sufficient width to avoid collisions. South-bound cyclists turning left onto Chalmers St path will likely cross onto the wrong side of the path and collide with other cyclists/pedestrians. Widen the path on north side or Chalmers Rd. Increase the corner radius where south-bound path meets Chalmers St path. Alternatively, align south-bound path with Chalmers St crossing.</p>	
	<p>Veronica St crossing (consider mid-block crossing/ traffic signals or a raised table to slow drivers down)</p>	3	<p>Veronica St – consider cycling/pedestrian mid-block crossing/traffic signals or a raised table to slow drivers down if traffic volumes are too low to justify signals.</p> <p>(3 Veronica St) can this be a raised table as well as a refuge? Lots of road crossing will deter users, need to make them as quick and safe as possible.</p>	<p>These comments have been taken into consideration. Given safety concerns, further options for this area of the route are currently under investigation. Once all feedback has been assessed, and investigations are completed, AT will be in touch with an update.</p>
	<p>Portage Rd crossing (widen, include raised table, pedestrian crossing)</p>	7	<p>Widen the path's pedestrian/cycling road-crossing points on Portage Rd. Consider putting in a raised table there.</p> <p>I would make sure there was a pedestrian/bike crossing solution at Portage Rd to make it viable as a route – crossing Portage Rd can be challenging.</p> <p>This crossing looks particularly dangerous. Ideally, it should have a raised table and/or zebra crossing. At the very least, it needs an extension of the yellow marking</p>	<p>We are developing designs which will maximise pedestrian and cyclist safety at all times while retaining comfort and amenity. However, given traffic volumes (including busses) on Portage Rd, we will not install speed tables.</p>

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			to prevent vehicles waiting at the level crossing from blocking the crossing. Need to bear in mind how frequently the level-crossing arms will be down when trains go to 10-min frequencies and after City Rail Link – use this to design in a safe crossing	
	Memorial/Clark crossing (make safer)	1	Just painting lanes on the road is not enough. Cars enter and exit all the car parks in New Lynn town centre along Clark and Great North Rd at speed, and typically queue to exit across the pedestrian pathway, making it unfriendly and dangerous for pedestrians at each of these crossings. This needs a proper build up so that the pathway continues unimpeded and priority is given to cyclists and walkers and not to cars.	The on-road cycle lanes on Clark St are out of scope for this project. They were considered as part of the Links to New Lynn and Avondale project. Unfortunately, it was found that it would not be possible to provide protection for the whole length of the cycle lanes without land purchases from adjacent properties. This is not feasible at this time.
	Concerns crossing railway line (crossing angle must be 90 degrees for safety)	3	Where cycle paths cross railway (or tram) lines, the crossing must be at 90 degrees (right angles) or very close to it. Bike wheels cross rail lines without problem at right angles but as the crossing angle gets more oblique and the danger increases, the danger being that skinny (road-bike/racer) bike wheels can get stuck in the (necessary) gap between the asphalt/concrete path at the metal rail, causing injury accidents or even collision with a train if the rider can't get themselves or a stuck bicycle out of the way in time. Current railway crossings that are fine for pedestrians may not just need widening	We have removed the section where the path crossed the railway line at Saint Georges Rd and replaced it with an underpass.

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			for increased traffic volume, but also re-alignment to eliminate this danger.	
Specific Links suggested (24 total mentions, including all sub-themes)	Link – Portage Rd, Wolverton St, Clark St	2	Include connecting to the Portage Rd and Wolverton St/ Clarke St cycleways between rail line and Clark/ Wolverton St intersection. This would then complete the linkage and make it instantly usable.	<p>The proposed Te Whau Pathway, which intersects with the New Lynn to Avondale shared path at Olympic Park, will connect to the cycle lanes on Portage Rd.</p> <p>You can find out more about Te Whau Pathway here: <a href="http://tewhaupathway.org.nz/">http://tewhaupathway.org.nz/</a></p> <p>Te Whau Pathway will be completed in stages. This link will be considered a priority for delivery.</p>
	Link – Portage Rd, Clark St to Great North Rd	1	I would add on bicycle paths along the section of Portage Rd – Clark St to Great North Rd (currently, they terminate at Clark St) to ensure safe connections to the bottom of New Lynn.	Thank you for the suggestion. It is out of scope for this project but we will consider Portage Rd as a separate project in future Walking & Cycling programmes.
	Link – Alan Wood reserve	1	Needs a connection to Alan Wood reserve.	The New Lynn to Avondale path will link to the Waterview Shared Path, which, via the Soljak Place bridge, will connect to Alan Wood Reserve where the Well-Connected Alliance are

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
				constructing the Southwestern shared path.
	Link – Great North Rd, Henry St, Holly Rd	1	Safety is definitely an issue around the Great North Rd/ Henry St intersection for anyone cycling. Also, if they linked the path there, then it could also link up to the Holly St to Heron park path being built soon.	Thank you for the suggestion. It is out of scope for this project but we will consider Portage Rd as a separate project in future Walking & Cycling programmes.
	Link – Olympic Park	9	<p>It would be great too if a short link into Olympic Park could be provided. This seems like a great opportunity to open up this park and connect it with the Wolverton shared paths.</p> <p>Given that there will (hopefully!) be lots of kids cycling to Olympic park via the new shared path, there will need to be good connections with easy gradients for children to use.</p> <p>Huge missed opportunity to connect to Olympic Park and future Whau Pathway. At the least, the future connection to the Whau Pathway should be sketched up and enabling works on this side completed so that the path can be extended in the future.</p> <p>The proposed shared path/cycleway needs a connection to Olympic Park. If it can be put in from the proposed path on the northern side of the rail line, extend the path on the southern side from inside the park, right up to the footpath on Portage Rd.</p> <p>It's completely stupid that the bridge will pass metres over the existing dead end of the Te Whau Pathway, but with no connection down the slope planned. Add the</p>	<p>We agree that connecting the New Lynn to Avondale path to Olympic Park is essential. The proposed Te Whau Pathway will include a link to Olympic Park and intersect with the New Lynn to Avondale shared path.</p> <p>You can find out more about Te Whau Pathway here: <a href="http://tewhaupathway.org.nz/">http://tewhaupathway.org.nz/</a></p> <p>Te Whau Pathway will be completed in stages. This link will be considered a priority for delivery.</p>

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
			<p>connection as part of this project or as soon as possible afterwards. Do NOT wait until the next stage of the Te Whau Pathway as that will probably be delayed and delayed.</p> <p>Lots of young people use Olympic Park as a thoroughfare between Avondale and New Lynn, so it's good to encourage and improve cycling through Olympic Park. Hopefully this will help activate the park a bit more and make it feel safer.</p> <p>Connect the path over the bridge to Olympic park (you can go under tracks).</p>	
	Link – Waterview cycle facilities	2	<p>Triple the width of the pedestrian crossing here to properly connect the New Lynn–Avondale shared path/cycleway with the Waterview shared path/cycleway.</p> <p>To properly connect the Avondale end of the shared path/cycleway to the Waterview cycleway, either put in a speed table or remove the slip-lane.</p>	<p>This feedback has been noted. We will make this road crossing as wide as the given space allows, and are expecting a minimum width of 3 m.</p>
	Link – Methuen Rd to Donegal to Avondale shops	1	<p>Any chance of a cut through from the end of Methuen Rd through to Donegal St to get better access to the new path and Avondale shops?</p>	<p>AT agrees that is a great idea for improving connectivity. Unfortunately, it would not be possible without purchasing at least two properties, for which we cannot currently justify the cost.</p>

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	Link – Saintly Lane	2	<p>On maps, this is shown as part of Saintly Lane anyway. Easy to formalise this connection through the church carpark, and provide signage on Landsford Cres.</p> <p>Put in a connection point here to Saintly Lane to enable the many residents here to easily access New Lynn via the shared path.</p>	<p>Thank you for your feedback. Connecting the path through the church carpark is out of scope for this project, and Saintly Lane is no longer going to be included.</p>
	Link – Clark St/ Rankin Ave	2	<p>Triple the width of the pedestrian crossing connection point (including tactiles) across Rankin Ave to link the end of the existing Rankin Ave shared path/cycleway with the planned widened shared path on Clark St, thereby fully connecting the two shared pathways together.</p> <p>How does this path connect to the existing Rankin Ave shared path? Should it be extended on the east side of Rankin?</p>	<p>The New Lynn to Avondale shared path will connect to the Rankin Ave shared path via the Clark St cycle lanes or via the bus interchange. This is not ideal, and we recognise that many people will not feel comfortable with either option. We hope to be able to address this in future once the project is complete and we can better assess the problems.</p>
	Connect more green spaces	2	<p>Build more connections between green spaces. There are lots of green spaces in the area, but they are isolated and not connected.</p>	<p>We agree that this is a great idea; however, this is outside the scope of this project. It will be considered for future Walking &amp; Cycling programmes. We also recommend that you talk about this with your Local Board.</p>
Add more links (general)		23	<p>Create more bike paths along rail corridor</p> <p>I look forward to the wider New Lynn safe cycling consultation and hope that the geographical area of this</p>	<p>The New Lynn to Avondale path will link to the Waterview Shared Path (expected to be completed</p>



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			<p>is extended to wider than just the 1.5 km radius of New Lynn station.</p> <p>Needless to say, we REALLY need a continuation of the Northwestern cycleway, so that it links up with this path. The existing, excellent path stops midway on Great North Rd, and it's very discouraging and dangerous to get to it from a lot of places.</p> <p>The current design is hard to access from north Avondale.</p> <p>The potential exists to provide a cycle path link to Saint Mary's School via Kelvinside Tce and Saint Georges Rd (western side).</p> <p>Improve the feeder connections to the path for walkers and cyclists, e.g. Chalmers St/New Windsor Rd intersection is currently a nightmare to cross.</p> <p>We need more walk and cycle ways so that commuting by bike becomes a realistic option for more people. All the short bits we have or are getting need to link up. Looking forward to a fully connected network in the future – but will I be too old to ride it by then?</p> <p>Any more local links you can add would be great.</p> <p>Make it longer! Provide a bike path right down Rosebank Rd to connect with the motorway bike path heading north.</p>	<p>2017), which is currently under construction. This path links to the existing shared path on Great North Rd and then on to the Northwestern cycleway, providing a traffic-free route from New Lynn all the way to the city centre.</p> <p>A link to Saint Mary's School via Kelvinside Tce and Saint Georges Rd is out of scope for the project. We will consider this link as well as other possible links as part of the Links to new Lynn and Avondale project. We will also share ideas with the Whau Local Board who may be able to fund some projects.</p> <p>Feeder connections at the Chalmers St/New Windsor Rd are out of the scope for this project. However, we are planning to install traffic signals at this intersection to improve safety for all users, with construction expected to be completed June 2017.</p> <p>We are considering cycle facilities for Rosebank Rd for</p>

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Safety concerns/ suggestions	Well lit, CCTV, monitored at key times	23	<p>I'm worried that idiots will abuse the path and use it to hang out, drink and leave broken glass and other rubbish on the path. This is what has happened to the walkway beside the railway line between Portage Rd and Lynn Mall. It's covered with broken glass left by people drinking there. I would hate to see this happen to the new shared path.</p> <p>I hope that this path will be well lit. There are parts of the Northwestern cycle path which are not well lit and I imagine this might well make the path an unattractive option to some people travelling early in the morning or after dark.</p> <p>My main concern is safety – I've been using the walkway around Te Atatu peninsula and was told that I shouldn't do it on my own, particularly during the week. There is only so much that can be done – keep good visibility so that there are no blind areas and ensure escape routes are available if you're being attacked.</p> <p>I think maybe the fence put up higher; we never know maybe some rough people hiding on the side waiting to attack people who walk for fitness (sorry if I made a wrong comment.) Thanks very much for this idea.</p> <p>Make sure the path is well-lit and provide security cameras to prevent any anti-social loitering in the area. I know that some sections can come in for trouble along</p>	<p>future Walking &amp; Cycling programmes.</p> <p>Many people using the path, good lighting and CCTV helps discourage anti-social behaviour. In addition, vigilant neighbours who are ready to report anti-social behaviour is an important element in public safety in every place and every neighbourhood.</p> <p>Crime Prevention Through Environmental Design (CPTED) principles are being applied to this project to discourage anti-social behaviour to ensure the safety and security of path users. CPTED principles include appropriate lighting and visibility.</p> <p>The path will be well lit, in accordance with the requirements of CPTED, which employs proven methods to create and light places in such a way that crime is discouraged (e.g. no dark corners, good sightlines, CCTV). We are also working alongside the Avondale Police Department to determine the best locations for CCTV</p>

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			<p>the bridge over the Whau stream up to New Lynn station.</p> <p>Please make sure there is really good lighting and no nasty low garden bed areas where 'creatures' or nasty people can hide.</p> <p>Will there be CCTV cameras for security?</p> <p>Chalmers Reserve: Given this part of the path is not near traffic – will need to have measures taken to ensure mums with prams and young people feel safe walking through.</p>	<p>cameras, which will monitor the path 24/7.</p> <p>The lighting will be directed into the path corridor itself, in a way that does not intrude upon neighbours.</p> <p>The fence will be high enough to make it very difficult for people to climb over.</p> <p>This area already has paths used by the public, young people, mothers, the elderly, etc.</p>
<p>Extensions suggested (22 total mentions, including all sub-themes)</p>	<p>Extend to Ash St to include Avondale College/ Intermediate</p>	<p>4</p>	<p>In the future, onward connections to Avondale Racecourse and Avondale College would be great to have. With some traffic calming on local roads and facilities on the main roads, this path could become the centre of a broader bike-enabled area.</p> <p>It would make sense to be able to add Avondale College and Avondale Intermediate into this. There are a lot of children travelling to these schools from out west.</p>	<p>We agree that connections to other facilities in Avondale are important to maximise the benefits of the shared path. We will be considering a broader network for New Lynn and Avondale as part of the New Lynn, Avondale and surrounding areas cycling improvements consultation that was undertaken in June 2016. For more information on this project, please visit <a href="http://www.at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/">www.at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/</a></p>

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				We are considering cycle facilities for Rosebank Rd for future Walking & Cycling programmes.
	Extend to Glen Eden	7	Are there plans to continue the path in the future to Glen Eden?  Extend out to Glen Eden.	We are considering extending the shared path as far as Swanson in the future. This is likely to be some time away and will depend on the success of the New Lynn to Avondale path.
	Extend to Oratia	2	I think it would be great if it connected to Titirangi, Glen Eden, and even Oratia.	We agree that connections to other facilities in Avondale are important to maximise the benefits of the shared path. We will be considering a broader network for New Lynn and Avondale as part of the New Lynn, Avondale and surrounding areas cycling improvements consultation that was undertaken in June 2016. For more information on this project, please visit <a href="http://www.at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/">www.at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/</a>

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	Extend to Sunnyvale	2	There can be NO moral or legitimate argument against this proposal. This city is in dire need of more of this kind of thing. I know you'll tell me this isn't the place for this, but Henderson–Sunnyvale (from Bruce McLaren Rd grade crossing to Sunnyvale station, and Sunnyvale–Glen Eden (to Caltex gas station/soccer club on West Coast Rd?) needs the same treatment, partially due to 'jay walkers' on the line, and secondly, there is no alternative route for walking/cycling.	While a connection between Henderson and Sunnyvale is outside the scope of this project, we are considering extending the shared path as far as Swanson in the future. This is likely to be some time away and will depend on the success of the New Lynn to Avondale path.
	Extend to Henderson	2	That the shared path along the existing railway corridor is continued westward through Fruitvale Rd/Glen Eden/Waikumete and to Henderson, and on??	While a connection further west is outside the scope of this project, we are considering extending the path as far as Swanson in the future. This is likely to be some time away and will depend on the success of the New Lynn to Avondale path.
	Extend to Titirangi	4	I think it would be great if it connected to Titirangi, Glen Eden, and even Oratia. Titirangi Rd is pretty dangerous as well and a decent amount of people are interested in cycling from out this way but do not because of the safety element.  Build a safe shared path from Green Bay to Titirangi.	We agree that connections to other facilities in Avondale are important to maximise the benefits of the shared path. We will be considering a broader network for New Lynn and Avondale as part of the New Lynn, Avondale and surrounding areas cycling improvements consultation that was undertaken in June 2016. For more information on this project,

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				<p>please visit <a href="http://www.at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/">www.at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/</a></p>
	Extend to Green Bay	1	<p>I think the next challenge is to think about how the path can link to the wider New Lynn area to encourage safer short trips by people on bikes and reduce overall pressure on the roads. This probably needs to extend to areas like Green Bay or Glen Eden too.</p>	<p>We agree that connections to other facilities in Avondale are important to maximise the benefits of the shared path. We will be considering a broader network for New Lynn and Avondale as part of the New Lynn, Avondale and surrounding areas cycling improvements consultation that was undertaken in June 2016. For more information on this project, please visit <a href="http://www.at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/">www.at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/</a></p>
Need more information	More information on Te Whau connections, design aspects, feedback on consultation process	13	<p>It would be great to see a website for paths like this to show weekly progress towards completion. It would build excitement and help people understand the challenges involved in constructing this infrastructure.</p> <p>It is not possible to form a critique without more detail. While this excellent development avoids the roads in general, I wonder how the several crossings will be designed.</p>	<p>You can find more information on our programme at <a href="http://www.at.govt.nz/cycling/">www.at.govt.nz/cycling/</a>.</p> <p>You can also sign up for updates on AT projects and services at <a href="http://www.at.govt.nz/about-us/news-events/sign-up-for-updates">www.at.govt.nz/about-us/news-events/sign-up-for-updates</a>. Updates allow subscribers to</p>

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			<p>This was received in post on 19/4/16 – too short notice of your presentation at New Lynn market 21/4.</p> <p>The decision has been made without asking the people of Avondale.</p> <p>This is the first time that the residents have been consulted.</p>	<p>specify which topics they are particularly interested in, including cycling projects.</p> <p>You can find out more about Te Whau Pathway here: <a href="http://www.tewhaupathway.org.nz/">http://www.tewhaupathway.org.nz/</a></p>
Widen proposed path further	Safer for pedestrians and cyclists	15	<p>A number of points on the path are quite narrow, 2.5 m or even at one point 1.8 m wide. While that's clearly just the restrictions, just be careful with the design to make sure these pinch points are as visible as possible. If the pinch is immediately after a slightly blind corner, it makes it even worse!</p> <p>Please make it as wide as possible to allow pedestrians and faster bike traffic to mix safely. Maybe a fast lane for commuting cyclists?</p> <p>Make it wider so there can be a variety of users and faster bikes can pass, i.e. make it suitable for kids, recreational bikes, road bikes, electric bikes to use.</p> <p>Make it wider. As shared paths become more popular, they are getting crowded with walkers and cyclists.</p> <p>Make sure it is wide enough for cyclists and pedestrians to pass.</p> <p>Make sure it's wide enough for two-way bicycle traffic and pedestrians. Suggest a painted line with "keep left".</p> <p>Widen the path on north side or Chalmers Rd.</p>	<p>We agree. We will endeavour to meet sufficient path widths where possible. If not, we will minimise any issues associated with constrained widths through design.</p>

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			<p>Widen entrance to shared path (Portage Rd): Leaving Portage the path is terribly narrow. Can anything be done to increase the width? Appreciate that it is constrained by retaining walls and railway equipment, but it is uninviting as stands.</p> <p>The plan is for this (Portage Rd near Olympic Park) to be a very narrow section to avoid private property. But unlike other pinch points along the route where it is residential, this is just a car park so would be really easy to acquire to widen the path. Have you spoken to the bakery and organic store? Maybe they would be pleased to have a connection to the path through their car park, meaning more business?</p>	
Alternative route suggested (12 total mentions, including all sub-themes)	Under Blockhouse Bay bridge	5	<p>It would be good at Blockhouse Bay Rd if there was an under-path to prevent the need to cross the road.</p> <p>I'd like to see use made of the Blockhouse Bay Rd rail bridge so that you go under Blockhouse Bay Rd rather than a little climb up the top of Rosebank Rd and then a wait to cross Blockhouse Bay Rd to get to the path on Trent St.</p> <p>I would like the path to cross under Blockhouse Bay Rd bridge. There is plenty of room on the south side since the rails were removed on that side and concrete bridge reinforcing installed. The cycle path would cross the bridge on the east side. This would improve safety by removing the need to cross the busy road.</p> <p>The current proposed path termination at Blockhouse Bay Rd requires users to cross a very busy road to connect with the Waterview shared path – causing</p>	<p>We will be providing signalised pedestrian and cyclist crossings at the Blockhouse Bay Rd intersection, to align with and link to the Waterview Shared Path (expected completion in 2017) and provide a continuous route to the city.</p>



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			delays to path users and motorists. Alternatively, the path could continue under the bridge and along the southern side of the railway to connect with the Waterview shared path at Soljak Pl.	
	Prefer western side of rail corridor between Saint Georges Rd and Rosebank Rd (utilising Layard St)	5	On the west side of the level-crossing/tracks, there needs to be better cycling/walking connections between the marked 'relocated pedestrian crossing' with Layard St, so that cyclists/pedestrians can cross Saint Jude St safely and onto Layard St. This is important as the city-bound platform at the train station is on Layard St. A better connection could be in the form of a median refuge.	<p>We agree that this side of the corridor offers a better link to Avondale town centre. Layard St was considered as an option but was ruled out for several reasons:</p> <ul style="list-style-type: none"> <li>- The width of Layard St is insufficient for cycle infrastructure and parking</li> <li>- Continuation of the route on the western side is not feasible past Saint Jude St</li> <li>- Crossing Saint Jude St on the western side is more difficult and less safe</li> </ul>
	Utilise Great North Rd instead/as well	2	I would reroute it along Great North Rd. I personally dislike the idea of sending cyclists on routes that are not the arterial unless this improves the cycling environment greatly (i.e. going through a park). Otherwise, I think the extra time spent navigating the road intersections, the lack of priorities and continuity make it a lesser alternative to using the arterial route (in this case Great North Rd). There is plenty of space on Great North Rd	<p>The provision of cycle facilities on Great North Rd has not been ruled out but is outside the scope for this project. It would be ideal to have both the New Lynn to Avondale path and cycle facilities on Great North Rd.</p> <p>AT are planning to construct cycle facilities for Great North Rd</p>

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			to build both a two-way bike lane and bus lanes on both sides by displacing car parking on to the side streets.	between Grey Lynn and the city by 2018. In time, we anticipate being able to extend this facility along the length of Great North Rd, section by section.
Planting/ vegetation	Natives to attract birds, trees for coverage, flowers (variety, not harakeke), low planting, remove mangroves, retain current trees	11	<p>Planting native trees where possible would likely enhance the experience and perhaps help attract native and exotic birdlife. Information (maps, slides to local amenities, history, etc.) would be very useful.</p> <p>When I think about bike/walking pathways that have given me the most enjoyment it is because there is shade. So without compromising the safety of the pathway users I would like to see the planting of deciduous trees.</p> <p>Shade – any room and money allocated for trees along side of walkway.</p> <p>Keep edge planting low for good visibility at corners. The planting at sides of the Grafton gully cycleway is now encroaching on cycleway and obscuring visibility on the very fast corner.</p> <p>I hope the horrible mangroves will be ripped up. I would love to see more native trees, grasses and flowers planted – I'd be happy to volunteer.</p> <p>Plant flowers along the footpath where the scenery is lacking. I'm sorry, but the harakeke and other bush-type native plants are overused and dull.</p> <p>Layard St: Is there any way that these trees can be retained, providing shade for walkers and cyclists and a</p>	<p>We agree, and native planting will be included. Consideration of species is required given the close proximity to railway lines. Some trees along Crayford St will be relocated.</p> <p>It is proposed that the large oak tree near Crayford St be retained. We will either bridge the roots with a boardwalk type structure or we will put a curve in the path so that it is away from the root system. Please note that there is a smaller oak tree near the big tree. The smaller tree is located further out from the fence and its trunk is in the way of the path. This tree will need to be relocated or removed.</p>

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			<p>more pleasant environment/experience. The trees are close to the fence line of the adjoining properties so it looks like there is sufficient space for the cycleway to fit between the trees and the platform. If the issue is access for construction of the cycle path, then can trees be planted after it is built?</p> <p>Crayford St: I don't think you need to remove the tree. If you just make the cul-de-sac turning circle slightly off circular, there is no need to kill the tree. Why does the turning circle need to be big and completely circular? Car drivers know how to do three point turns so if the slightly smaller turning circle ever was an issue they would manage.</p>	
Signage	Ensure consistent, legible, ground and path-side wayfinding	10	<p>By the time construction of the entire path is complete, ensure the wayfinding ground-level directional and mode share markings, along with path-side signage, are deployed consistently and legibly across the entire traverse of the path – from Trent St right through to the Clark St–Rankin Ave intersection and up to the Margan Ave end of the Rankin Ave shared path. It is critical to integrate the Rankin Ave path and the New Lynn–Avondale path into one continuous, seamless access-way – through consistent and legible directional ground markings and path-side signage.</p> <p>Clear and regular signage of cycleways is very important, as both an aid to cyclists and consciousness raising for others.</p> <p>Not sure if these are already covered off but as it's shared PLEASE make the signage really clear. Draw lines on the pavement, discourage users from wearing</p>	We agree, and are working with AT's Signage team to ensure appropriate wayfinding signage is installed on the route. This may include some behaviour-related signage. This will be decided at the detailed design stage of the project.

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			<p>headphones, encourage bikes to have bells and use them (although it's pointless if pedestrians have headphones on and can't hear you) everyone KEEP LEFT! Shared paths are new, and it's not reasonable to expect users to just know what to do to keep it safe and effective for all users.</p> <p>Currently NO signage directing people to the train station at the Saint Jude–Blockhouse Bay intersection! With the addition of the shared path – this is a great opportunity to add wayfinding for the path and the train station at the same time.</p> <p>Add signs to encourage appropriate cyclist behaviour: Give pedestrians room; Cycle slowly; Share with care; Merge carefully.</p> <p>Make sure the same ground treatment markings and path-side signage as used on the new sections of the New Lynn–Avondale shared path/cycleway are used here – to ensure full and complete integration of this existing section with the new sections. Continuous wayfinding legibility is crucial for the New Lynn–Avondale path and its links to the Rankin Ave path, thus the wayfinding design and deployment must be a full end-to-end implementation – from the Margan Ave end of the Rankin Ave path, right through to the Trent St end of the New Lynn–Avondale path ... and it must all be in place by the time the New Lynn–Avondale path is completed, not deployed some years afterwards.</p>	

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Shared path can be dangerous	Cyclists bike fast, pedestrians don't look, include fast lane, cater for all, include speed calming	9	<p>The only major things I would like to see added is treatment of some of the side roads feeding the path, even speed bumps, signage or the chevrons that seem to be in favour at the moment, particularly on Aran St and Saint Georges Rd.</p> <p>It won't work if it is open to both cyclists and pedestrians. Cyclists travel at 40–60 km/h. Wandering pedestrians (exactly as depicted on the brochure!) make cycling far too dangerous. So once again, the cyclists are forced onto the road. I tried the twin streams "shared" path. I tried the Tamaki Dr half-footpath "cycleway".</p> <p>Make sure that walkers are provided for, especially their safety when cyclists travel very quickly.</p> <p>Ensure that walkers aren't mowed down by cyclists.</p> <p>It is very unsafe for walkers because the cyclists go very fast and they do not have bells or hooters to warn walkers they are approaching. Other countries require cyclists to have a warning device. How long before NZ does this and I can use the track and feel safe again? Otherwise give the walkers and cyclists their own half of the track.</p>	<p>Best practise design will be used to ensure the safety and comfort of all path users, including those on bikes and scooters, walking, or other.</p> <p>This will include measures to control the speeds of faster users, especially at pinch points, crossings and intersections.</p> <p>Upon completion, there will be an education campaign to encourage all users to 'See. Share. Smile.' as per our education campaign aimed at path users. <a href="https://at.govt.nz/about-us/campaigns/share-the-paths/">https://at.govt.nz/about-us/campaigns/share-the-paths/</a></p>
Aesthetic/facility considerations	Dislike Maori designs (make more multi-cultural); include benches, shelter, drinking fountains, art,	9	<p>I can imagine that the path will be used by a lot of joggers, so it would be great to have some drink water fountains along the path.</p> <p>It would be nice to see the occasional seat where space allows, making it more user friendly for older and disabled people.</p>	<p>Thank you for your feedback. We will be investigating suitable locations for amenities such as seating, bike parking and drinking fountains during the</p>

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	maps, history, amenities		<p>Include public art in the design and realisation of the path.</p> <p>There are three times as many Asians and seven times as many Europeans in Auckland as there are Māori. Why, then, is Council so obsessed with using Māori imagery for everything? Do you not realise that outside your tiny circle of liberal intellectuals it's just considered a bit of a joke?</p> <p>Use local artists and businesses. Provision of information panels on history and environment activities and attractions along the path.</p> <p>Information (maps, slides to local amenities, history, etc.) would be very useful.</p> <p>I would incorporate more interpretation signs about the history, geography, geology, etc. e.g. like it or not, the Northwestern motorway link to the Shore tried to incorporate images of the clay works, etc. What is unique about Avondale? How can it be incorporated? OK, I read about the incorporation of the portage and that is good but the kuaka is nebulous (not many in that area of the Manukau compared to Kaipara and Firth of Thames).</p>	<p>detailed design phase of this project.</p> <p>AT will be working with the Auckland Council Arts team to ensure art work incorporates the area's heritage values. The Whau River Bridge design includes Māori imagery, given the importance of the Whau River to Māori as a historical portage route. Including Māori imagery will enhance the aesthetics of the path and provide reference to the historical significance of the area.</p>
Bike storage/parking (8 total mentions, including all sub-themes)	Include bike parking/storage at New Lynn train stations	3	Is there provision for commuter bike parks at New Lynn and Avondale stations?	<p>Additional cycle parking will be provided at Avondale station as part of this project.</p> <p>Additional cycle parking will also be for wider New Lynn and Avondale as part of the Links to New Lynn and Avondale project.</p>

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
				For more information on this project, please visit <a href="http://www.at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/">www.at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/</a>
	Include bike parking/storage at LynnMall	1	It would be great to have plentiful bicycle racks to park bikes at LynnMall and also possibly at Avondale train station, plus at Avondale shops (once these are finally improved).	Additional cycle parking will be provided at Avondale station as part of this project.  LynnMall are responsible for bike parking on their premises. We encourage you to contact them if you do not feel what they currently provide is sufficient.
	Include bike parking/storage at Avondale train stations	4	Would there be proper provision at Avondale and New Lynn for cycle lock up at or near the rail stations?	Additional cycle parking will be provided at Avondale station as part of this project. What form this will take is currently being investigated.
Arran St (6 total mentions, including all sub-themes)	Must have access	3	Create a connection point to Arran St so that residents can get straight onto the pathway.  Connect Arran St to path.	Yes, this path will provide a connection to Arran St.
Avondale station	No dismount, widen and separate from rail commuters	6	Please also have a look at the ramp at Avondale station. Having to dismount round here is really not ideal for a cyclist. We don't mind slowing down, but try and find a design that allows for all users to share safely but not overly compromise their mode of travel.	The intention is not to dismount on the Avondale station ramp if people are cycling along the path. Signage and road marking will be implemented to make it a slower speed environment.

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
				<p>However, if people are accessing the station platform, people on bikes will have to dismount.</p>
Proposed bridge	Design too generic, dislike yellow railings, add viewing portholes	3	<p>The new purpose-built bridge that will cross the river is great but the artists' impression of the bridge looks very generic. We have a lot of local expertise (architecture/urban design) in the Avondale area, and it would be great to ensure that these members of the community are able to participate in the design of the bridge through a social procurement process; Whau the people are an arts group would be well placed to make these connections.</p> <p>The garish yellow for the bridge railings looks absolutely ghastly, as it does on the path next to the Western motorway. After a few years' wear and tear, it will look even more awful. It should be changed to something that merges into its surroundings, such as dark green or black.</p> <p>Some portholes in the barrier at the bridge for children to look through.</p>	<p>We agree, and the design has been worked through with a Māori artist to now include more earthy colours. Attached are the latest images of the proposed bridge.</p>



Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
Crayford St	Dislike cyclists dismount and merge, suggest overbridge; blind spot; speed calming; retain tree	7	<p>Crayford St West: do not require cyclists to dismount, use green paint/markings and maybe some low fencing or plantings to avoid conflicts between cyclists and pedestrians.</p> <p>Would be great to have an over-bridge. Currently, the route from Crayford St across to the other side of the station is very circuitous.</p> <p>Corner fence creates a blind spot (14 Crayford St). South-bound cyclists will likely collide with any path users hidden from view by fence.</p> <p>Paving for speed management? Perhaps use pavers that are suitable for cycling to encourage slow speeds</p> <p>Why is there a need for a 'cyclists dismount and merge' sign? It is very unlikely to be obeyed or enforced and will only serve to annoy both people on bikes and foot. Surely a simple pedestrian priority sign would be more accurate, and people could either slow down or dismount as needed.</p> <p>I don't think you need to remove the tree. If you just make the cul-de-sac turning circle slightly off circular there is no need to kill the tree. Why does the turning circle need to be big and completely circular? Car drivers know how to do three point turns so if the slightly smaller turning circle ever was an issue they would manage.</p>	<p>The intention is not to dismount on the Avondale station ramp if people are cycling along the path. Signage and road marking will be implemented to make it a slower speed environment. However, if people are accessing the station platform, people on bikes will have to dismount.</p> <p>Signage and road marking at pinch points to avoid conflicts and improve safety will be applied in the detailed design phase.</p>
Residents/ property concerns	Public access concern, privacy,	2	The path proposed would pass the front of my house. Lighting would need to be toned down so as not to be a nuisance shining – for instance – in bedroom windows.	Your feedback has been noted. We will use LED lights which will be angled in a manner that lights

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
	security, etc. of residents			the path directly and does not impose on surrounding properties.
Terrain/surface suggestions	Ensure hard surface not gravel; cater for roller blading, aesthetic surface suggestions	6	<p>In terms of lighting, look into glow-in-the-dark paths using bioluminescent spray that looks like a starry night sky.  <a href="http://www.slate.com/articles/video/video/2013/10/starpath_glow_in_the_dark_paths_bioluminescent_spray_on_tech_hopes_to_replace.html">http://www.slate.com/articles/video/video/2013/10/starpath_glow_in_the_dark_paths_bioluminescent_spray_on_tech_hopes_to_replace.html</a></p> <p>Make it as smooth as possible for easy cycling.</p> <p>The colour of the path – black would be better.</p> <p>Not sure about the surface of the path, but it would be great if it was smooth enough for roller blading.</p> <p>Can you please ensure that the path is suitable for cycle traffic? It needs to be a smooth hard surface, not gravel – so much of the northwestern cycleway from Waterview to the city is currently very poor for cycling as it is lumpy and uneven.</p> <p>An uneven surface compromises cyclists' steering and braking. Don't use uneven surface or chicane to slow riders.</p>	Thank you for your feedback. Surface options for the path will be explored during the detailed design of this project.
Saint Georges Rd to Blockhouse Bay Rd	Ensure not too steep	1	Ensure cycleway gradients between Saint Georges Rd and Blockhouse Bay Rd are reasonable for all cyclists and not too strenuous.	We agree that gradients must not be overly strenuous. The entire length of the route will be accessible to everyone, and suitable for people with varying levels of fitness and confidence.

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Chalmers St to Saint Jude St	Do not want access	1	<p>This route is increasing the risk to my property and access way and self-burglary, walking through my property and jumping fences. Taking photos up my driveway next to flowering pants. They're walking into my private property and up the drive – this will increase. Graffiti will increase. It is not pleasant and is hard work cleaning up alcohol cans and bottles and paper wrappings strewn on access-way and greenspace which comes onto my property. Deliberately leaving alcohol cans on my balcony. People will be using the path 24/7, I am affected by this new route and so NO to the access from Chalmers St to Saint Jude St.</p>	<p>Many people using the path, good lighting and CCTV helps discourage anti-social behaviour. In addition, vigilant neighbours who are ready to report anti-social behaviour is an important element in public safety in every place and every neighbourhood.</p> <p>CPTED principles are being applied to this project to discourage anti-social behaviour to ensure the safety and security of path users. CPTED principles include appropriate lighting and visibility.</p> <p>The path will be well lit, in accordance with the requirements of CPTED, which employs proven methods to create and light places in such a way that crime is discouraged (e.g. no dark corners, good sightlines, CCTV). We are also working alongside the Avondale Police Department to determine the best locations for CCTV cameras, which will monitor the path 24/7.</p>

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
Saint Jude St	Visibility concerns; tight corner	3	<p>Fence obstructing sight line (18 Saint Jude St) – likely risk of cyclists vs. cyclists and cyclists vs. pedestrian collisions. Path should follow minimum standards for sight lines for a cyclist/pedestrian shared path. Cyclists heading south will be unable to see pedestrians and other cyclists due to the corner fence obstructing visibility. Maybe move path 1–2 meters west at this point?</p> <p>Inside corner (18 Saint Jude St) too tight, square! Needs a radius: Shared path corners should NOT be square. Cyclists ride in straight lines and curves of 5+ meters. Cyclists will end up on wrong side of path and likely collide if corner is square. Corner should have radius minimum 5+ metres as per safe standards for shared path design.</p> <p>Corner too tight: Looks more than inconvenient, looks dangerous (e.g. visibility round corner). Clearly the property boundary can't be moved, so this will always be a pinch point, but it looks like there is space towards the road to expand. You already plan to move the pedestrian level crossing 1 m north. If you move it 1 m north on the west side and 2 m north on the east side, there would be a bit more room for the corner.</p>	<p>Due to property constraints, there are some pinch points that we cannot avoid.</p> <p>Signage and road marking at pinch points to avoid conflicts and improve safety will be applied in the detailed design phase.</p>
Portage Rd	Dislike fence; suggest boundary break; widen entrance to shared path	3	<p>No fence is needed here between the path and adjacent property as there will be a new fence between the path and railway. Having a fence on both sides of a very narrow section of path will make the path really unfriendly and like a prison and make the pinch point worse. Use just a kerb or bollards to separate.</p>	<p>Regarding the footpath, it is unclear where exactly this comment refers to. The constraint of the existing shared path off Portage Rd cannot be addressed, given the existing retaining wall, overhead cables,</p>

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			<p>Widen entrance to shared path (Portage Rd): Leaving Portage, the path is terribly narrow. Can anything be done to increase the width? Appreciate that it is constrained by retaining walls and railway equipment, but it is uninviting as stands.</p> <p>In whatever type of boundary there is between the path and car park of the bakery/cafe, there needs to be a gap in the boundary that people can get through to go to the shop and cafe. Otherwise, people travelling from Avondale who want to go to that shop would have to go 40 m along the path to Portage Rd, 20 m along Portage Rd to the carpark entry, and then 50 m across the carpark to the front door when the distance from the path to the front door is only 10 m. If there was a welcoming entrance directly on the path, the cafe would get more business.</p>	<p>and gantries further downstream. Due to security reasons outside business hours, there is an unwillingness to provide an additional access.</p>
Totara Ave	Remove fence; widen corner; remove chicane	2	<p>Totara/Hetana: Once you've crossed Hetana at the existing crossing you have a couple of tight right-angle turns to get to the path, going around the bike parking and signage. Could the ugly cage fence be removed? Or the signage and bike parking relocated? Obviously don't want people cycling across a pedestrian area, but anything to round off this corner and provide a bit more space would be good.</p> <p>Totara/Memorial: The chicane railings at the end of the path are really tight. It's inconvenient for cyclists, prams and wheelchairs and impossible to get past in a cargo bike. If this is to be a proper bike path then it should be possible to encourage safety without inconveniencing and just about preventing access for the very users of</p>	<p>We agree, and will investigate options to improve this section.</p>

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
			<p>the path. Remove the chicane or at the very least make it considerably wider. I also note that, at the similar one at the start of the path at Veronica, there is only one-half of the chicane so it's a warning to people to slow, but not preventing access.</p>	
<p>Other comments</p>	<p>Include maintenance, waterways, cyclist accountability, future proofing, funding source, pinch points</p>	<p>23</p>	<p>Allow cycles to travel against the one-way: Would help make connections.</p> <hr/> <p>I don't live in the area so I don't have any detailed feedback, but I am excited by the idea of a path in the rail corridor and hope that it can be used as a template elsewhere in the city. The southern rail line runs through large areas which have poor or non-existent cycling facilities and it would be fantastic to have a dedicated path from Newmarket to Papakura.</p> <hr/> <p>Build infrastructure that doesn't constantly need to be changed, e.g. when the rail across Whau was upgraded</p>	<p>This is out of scope for this particular project. However, we have recently allowed people on bikes to cycle both ways up three one-way streets in the city centre. We would like to allow this on more streets throughout Auckland, as planning allows.</p> <hr/> <p>It is not always feasible to construct paths in rail corridors due to space constraints, but it is certainly an option that will be considered.</p> <p>The Glen Innes to Tamaki Dr shared path (Te Ara ki Uta ki Tai) is partly within the Eastern line rail corridor. Find out more at <a href="http://www.at.govt.nz/projects-roadworks/glen-innes-to-tamaki-drive-shared-path/">www.at.govt.nz/projects-roadworks/glen-innes-to-tamaki-drive-shared-path/</a></p> <hr/> <p>Thank you for your feedback. This project is being designed with a view to the future to serve</p>

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
			<p>why didn't someone plan for this path so the cost is all inclusive?</p>	<p>the local community for years to come and minimise future works.</p>
			<p>Add signage for Kiss &amp; Ride to encourage people to be dropped off at the train via Crayford St.</p>	<p>Thank you for your suggestion. This is outside the scope of this project; however, your comment has been forwarded to AT Metro (who are responsible for bus infrastructure) for consideration.</p>
			<p>The pinch point in the shared path near Saint Georges Rd due to the rail gantry that reduces the path width to 2.1 m over a 6 m length is fine. It is not a good use of funds to relocate the rail gantry – clear signage and path markings will ensure that everyone is aware of this minor compromise to the shared path.</p>	<p>This section is no longer part of the route. We are currently exploring alternative route options which will maximise the given space whenever possible. We expect a minimum width of 3 m throughout the path.</p>
			<p>Please clean up creek at back of Portage Rd.</p>	<p>Thank you for your feedback. This area will be cleaned up to improve appearance and natural ecosystems as part of the Te Whau Pathway project</p>
			<p>I hope the Te Whau walkway begins to improve this badly degraded water course – a neglected jewel in this area. I would like to see more conservation of Oakley creek as this was a major Māori route, I would love to see Te Whau restored to past prominence.</p>	<p>As Te Whau Pathway is constructed, a significant clean-up of the waterway will be</p>

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
				undertaken, particularly at the New Lynn end.
			How about a tax on cyclists to pay for all this stuff. They seem to be getting an absolute free ride with specially painted cycle lanes, bridges etc. NO. Plates on bikes would also be a good idea to track the rude, arrogant, more aggressive ones (of which there are quite a few). Mainly lycra-clad devils.	People who ride bikes (or who would ride bikes if there was better infrastructure) already pay tax. This project is mostly funded through the Urban Cycle Fund and Auckland Council, which are funded through general taxation and rates respectively.
			My main interest in completing this form is to highlight the extensive weedy area at the Avondale end of the trail. There is a large amount of woolly nightshade and moth plant in the corner of Rosebank Rd with Blockhouse Bay Rd and while others and myself have been busy trying to keep a semblance of control on especially the spreading of moth plant seeds (by picking and removing the pods) it is an ongoing battle that has proved very hard to win. It would therefore be most desirable if the construction team ensures that especially moth plant vines are all pulled out and woolly nightshade trees are all dug out or cut and poisoned. (Check the Auckland City biosecurity section for more details on these nasty weeds.)	We will undertake some degree of clean-up during the construction phase, although we cannot guarantee that this will resolve the issues. This comment has been directed to the Auckland Council. If you wish to follow-up on progress, the job number for this is 8110042079.
			Ensure there are two areas on one path. If there is not, aggression occurs as I have experienced in USA – Atlanta’s new Belthine walk/cycleway. Provide bike lock-up parking at both ends.	Our experience is that shared paths operate better without delineation between people walking and people cycling. People are more inclined to



Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
				<p>become 'territorial' on a shared path if it is delineated, especially where path widths are constrained.</p> <p>Our preference is for all users to keep left. If we do delineate paths, it will be by direction, on points of the path without clear visibility.</p>
			Delete the route from Chalmers St that tracks down over the greenspace and the access way that I and three properties paid for, thru Saint Jude St.	This is an unofficial road that is publicly owned. The path will not be tracking over the access way.
			Only the fence to make it higher.	This comment has been taken into consideration. Fence height will be 1.8m on the railway side.
			Change Avondale station area. Move road turning, head further north to make room for paths – you're already moving kerbs, do the job properly! Increase bike priority at road crossings – raised tables.	<p>The Cranford St West cul-de-sac head will be adjusted to make room for the shared path.</p> <p>We will do all we can to ensure safety and comfort at all for road crossings for all path users.</p>
			Ensure there is only one crossing to get from the Waterview shared path to the other side of Blockhouse Bay Rd.	Yes, this is what we intend to incorporate.
			There needs to be consideration about how this will work with the removal of the level crossings. With these	The route has changed alignment to avoid the at-grade

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			<p>road crossings, there will be a need to ensure traffic on these roads is slowed as many have very fast moving traffic. Crossing like in Stoke, Nelson, on their railway reserve crossings would seem wise.</p>	<p>rail crossing at Saint Georges Rd. Where the path passes close to an at-grade crossing, we will implement electronic gates.</p>
			<p>Should have been done years ago. But done properly. The half-way project as projected is just a big waste of our money. If the cycleway was ever built properly, I would have to use Golf Rd to get from my home to it. But the central median in Golf Rd coupled with the recently installed islands dotted along its length have made it an absolute death-trap for cyclists. They have also made it far more difficult for vehicles to turn into Golf Rd. Similar constructions have made it difficult and highly dangerous for vehicles leaving Lansford Cres. I thought that we were supposed to be making road travel safer.</p>	<p>We agree that connections to other facilities in Avondale are important to maximise the benefits of the shared path. We will be considering a broader network for New Lynn and Avondale as part of the New Lynn, Avondale and surrounding areas cycling improvements consultation that was undertaken in June 2016. For more information on this project, please visit <a href="http://www.at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/">www.at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/</a></p>
			<p>What I'm concerned about is this link to the Whau Coastal Walkway Trust. The trust partnership model of delivery isn't transparent and there are too many conflicts of interest with party politicians. The previous trusts in infrastructure projects run by some of these trustees have been deregistered of the accounts unaudited. The <i>Western Leader</i> deliberately misled as to who's on the trust. Also I'm concerned the trustees also opened businesses (smart trails) at the same time. Will the charity then subcontract to the private</p>	<p>We are investing in this path for a number of reasons:</p> <ul style="list-style-type: none"> <li>- To capitalise on the benefits of the Waterview Shared Path (currently under construction) and the existing Northwestern cycleway</li> <li>- To enable transport choice with New Lynn and Avondale</li> </ul>

Theme	Sub-Theme or Explanation	No of Mentions	Illuminative quote	AT Response
			<p>company? Finally I'm concerned about trustee Greg Presland (Council candidate and local board member and trustee of Whau Coastal Walkway) who has a new undeclared company Phoenix Waitakere Holdings. One of the co-owners is an ex AT manager Alan Edward Howard Smith. Is it a transport-related business? Are they tendering for this business? Will they subcontract through the Whau Coastal trust? Who knows? It hasn't been declared and it's not transparent. Finally, Whau has had HUGE amounts of infrastructure from regional budgets. Most recently the \$2 million La Rosa Stream project at no cost to their board. The train undergrounding. Their whole township upgraded. Glen Eden was promised an upgrade but told no budget. It's a rundown slum compared to the town sculptures and streetscapes in New Lynn. I would rather see the money spent in Glen Eden. I'd like it to be honestly and independently procured not a political hobby horse.</p>	<p>residents who cannot or do not want to drive</p> <ul style="list-style-type: none"> <li>- New Lynn is a fast-growing and fast-developing metropolitan centre with the third busiest rail station in Auckland</li> <li>- The rail corridor offers the opportunity for a direct, traffic-free route between New Lynn and Avondale, which is suitable for people who would not currently consider cycling or walking between the two centres</li> </ul>

## 6. Next Steps

Following public consultation we have progressed to:

### Detailed Designs:

- Stage 1 – Avondale Train Station to Chalmers Reserve
- Stage 3 – Arran St to New Lynn Station

These detailed plans can be viewed on our project website [www.at.govt.nz/projects-roadworks/new-lynn-to-avondale-shared-path](http://www.at.govt.nz/projects-roadworks/new-lynn-to-avondale-shared-path)

### Scheme Assessment

- Stage 2 – Chalmers Reserve to Arran St
  - Propose a new shared path through Chalmers Reserve
  - Propose an underpass beneath existing railway lines to remove risk for users

Consultation on this stage of the project will take place later this year

### Construction

Construction on the shared path will get underway in the summer of 2017/2018.

We will be in touch with those living and working in the surrounding area, and a project stakeholder liaison manager will be available throughout construction.

### Whau Bridge

- Detailed design is complete and building consent process completed and approved
- Resource consent still underway – waiting construction access method to be confirmed

### Further information

If you have any questions or require any further information, please contact our call centre on (09) 355 3553, or contact Greg Horne on [greg.horne@at.govt.nz](mailto:greg.horne@at.govt.nz)

# 7. Appendix A: Overview Map



## 8. Appendix B: Whau Bridge



