

# Public Feedback and Decisions Report

## Ian McKinnon Drive Cycleway Project Initial Design Phase



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# 1. Summary of consultation

Auckland Transport (AT) sought public feedback on a dedicated cycleway from the end of the Northwestern Cycleway, through Suffolk Reserve, and along Ian McKinnon Drive to Upper Queen Street.

Feedback on the proposal was invited from Monday 1 August to Monday 29 August 2016. In total, we received 298 feedback submissions:

- 66 hardcopy feedback forms
- 230 through the online survey
- 2 pin-drops on the online map.

We proposed two alternative routes for the Ian McKinnon Drive section, and asked submitters to rank their support for each of these. Both options include a dedicated cycleway along the northern side of Ian McKinnon Drive:

- Option A replaces one southbound traffic lane along upper and lower Ian McKinnon Drive, to create space for an on-road cycleway from Suffolk Reserve to Upper Queen Street.
- Option B replaces one southbound traffic lane along upper Ian McKinnon Drive to create space for an on-road cycleway on this section. The lower (southern) half of the cycleway will use the motorway maintenance road.

Submitters like both Ian McKinnon Drive options, with 72% supporting Option A and 13% opposed. Similarly, 73% of respondents supported Option B, with 11% opposed.

We also invited submitters to comment on the proposed Suffolk Reserve section of the cycleway, on each Ian McKinnon Drive option, and on the project in general. Several key themes were identified from these comments:

- 162 submitters expressed general support for the project/proposal.
- Several submitters suggested that people on bikes and pedestrians should be separated in Suffolk Reserve (54 submitters), and that pedestrians should be accommodated on the proposed cycle path along the northern side of Ian McKinnon Drive (49).
- A number of respondents had concerns about how the new cycleway would connect to existing routes in the area. These included Takau Street (16 comments), Dominion and Sandringham Roads (20), Symonds Street via Alex Evans Street (16) and Te Ara I Whiti – Lightpath and Grafton Gully (18).

## As a result of the feedback received on the proposal, AT has:

- Decided to proceed with the proposed Option B – replace one southbound traffic lane along upper Ian McKinnon Drive. The lower (southern) half of the cycleway will use the motorway maintenance road.
- Increased the width of the majority of the proposed path through Suffolk Reserve from 3m to 4m
- Increased the width of the proposed cycleway along Ian McKinnon Drive from 3m to 4m and reduced the proposed width of the vehicle traffic lanes on upper Ian McKinnon Drive accordingly.

## 2. Background

Auckland Transport (AT) is proposing a dedicated cycleway from the end of the Northwestern Cycleway through Suffolk Reserve and along Ian McKinnon Drive to Upper Queen Street. The project is part of AT's cycling and walking programme.

### 2.1 Context

Currently, the Northwestern Cycleway finishes near Newton Road. Cyclists travelling towards the CBD:

1. Ascend a steep gradient to connect with the Newton Road motorway overbridge.
2. Travel east along a narrow shared path to the intersection with Piwakawaka Street and then either:
  - a. Wait for the pedestrian crossing signal, cross Newton Road, descend to join the existing shared path on Ian McKinnon Drive, then ascend towards the intersection with Upper Queen Street; or
  - b. Loop back around using a narrow path that descends under Newton Road to join the existing shared path on Ian McKinnon Drive, then ascend towards the intersection with Upper Queen Street.
3. Wait for the crossing signal to cross the intersection of Ian McKinnon Drive and Upper Queen Street.

The current path varies in width, has a poor quality surface in some parts, and has steep sections. There are often conflicts between pedestrians and people on bikes using this path.

Traffic modelling shows that the impact of removing one southbound traffic lane along Ian McKinnon Drive will be minor.

## 2.2 Overview of proposed changes

AT is proposing these changes to provide people using the Northwestern Cycleway with a safe, direct route to the city. The alterations will save around 2.5 minutes for people on bikes using this connection, avoid cyclists and pedestrians having to wait at the lights at Upper Queen Street and Ian McKinnon Drive, and provide greater separation of people on bikes from vehicle traffic. The changes are detailed below.



- **Section 1 – Suffolk Reserve:** construct a new 3m wide concrete shared path through Suffolk Reserve joining Takau Street to the northern edge of Ian McKinnon Drive under the Newton Road Bridge.
- **Section 2 – Ian McKinnon Drive:** construct a new 3m wide two-way cycleway on the northern side of Ian McKinnon Drive.
  - **Option A: replace one southbound traffic lane along upper and lower Ian McKinnon Drive.** The cycleway will use one of the existing city bound traffic lanes heading up Ian McKinnon Drive towards Upper Queen Street. To ensure there are still two traffic lanes in this direction, one of the southbound traffic lanes (heading out of the CBD towards Dominion Road) will be removed for the entire length of the cycleway.
  - **Option B: replace one southbound traffic lane along upper McKinnon Drive.** The lower (southern) half of the cycleway will use the motorway maintenance road. The upper half will use one of the existing city bound traffic lanes, but to ensure there are still two traffic lanes in this direction, one of the southbound traffic lanes will be removed.

See Appendix A for a visual representation of the proposed route.

### 3. Consultation activities

The public feedback period ran from Monday 1 August to Monday 29 August 2016.

We carried out several activities to let you know about our consultation. This included:

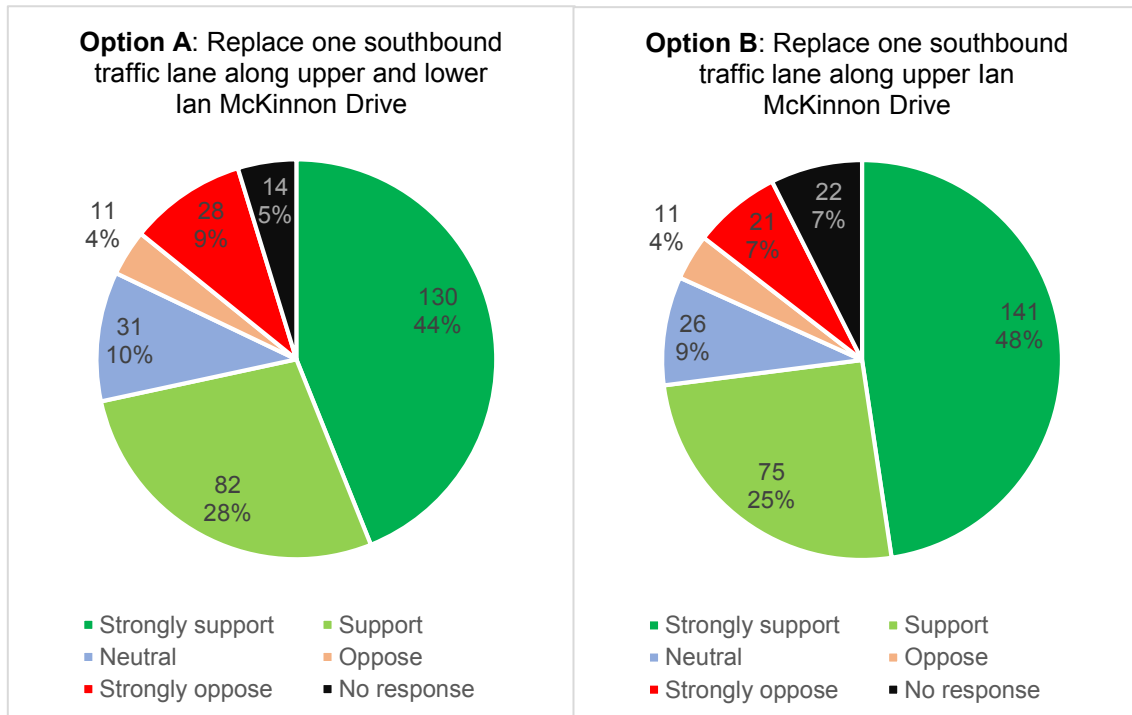
- A total of 4500 brochures were hand-delivered to local residents and businesses.
- We mailed 2070 brochures to non-resident owners of properties in the area.
- Around 6000 AT Cycling Newsletter subscribers were emailed information on the project including a link to the project webpage.
- Around 240 brochures were handed out to cyclists and pedestrians at three pit stops on Ian McKinnon Drive and Canada Street.
- A sign directed at motorists was erected on the side of Ian McKinnon Drive.
- The project was advertised in the 2 August issue of Our Auckland and in the Auckland City Harbour News newspaper on 3 August, 10 August, 17 August and 24 August 2016.
- Information was posted on the Waitematā and Albert-Eden Local Board Facebook pages.
- A project webpage and an online feedback form were set up at [www.at.govt.nz/projects-roadworks/ian-mckinnon-drive-cycleway/#feedback](http://www.at.govt.nz/projects-roadworks/ian-mckinnon-drive-cycleway/#feedback)
- The online feedback form was mentioned in the brochure as an alternative option for the freepost feedback form.



## 4. Summary of feedback

### 4.1 Support/oppose feedback comparison

We asked submitters to rank their support for each of the two Ian McKinnon Drive options from 'strongly support' to 'strongly oppose'. Support/oppose feedback was obtained from people who submitted using the hardcopy and online feedback forms.



Based on 296 feedback form submissions. Percentages are rounded.

Overall, submitters were supportive of both options, with a total of 72% support for Option A compared to 73% support for Option B.

Opposition to the options was similar, with 9% of respondents opposing Option A and 7% opposing Option B.

Submitter comments on the proposal are separated into themes below.

## 4.2 Themes identified in feedback

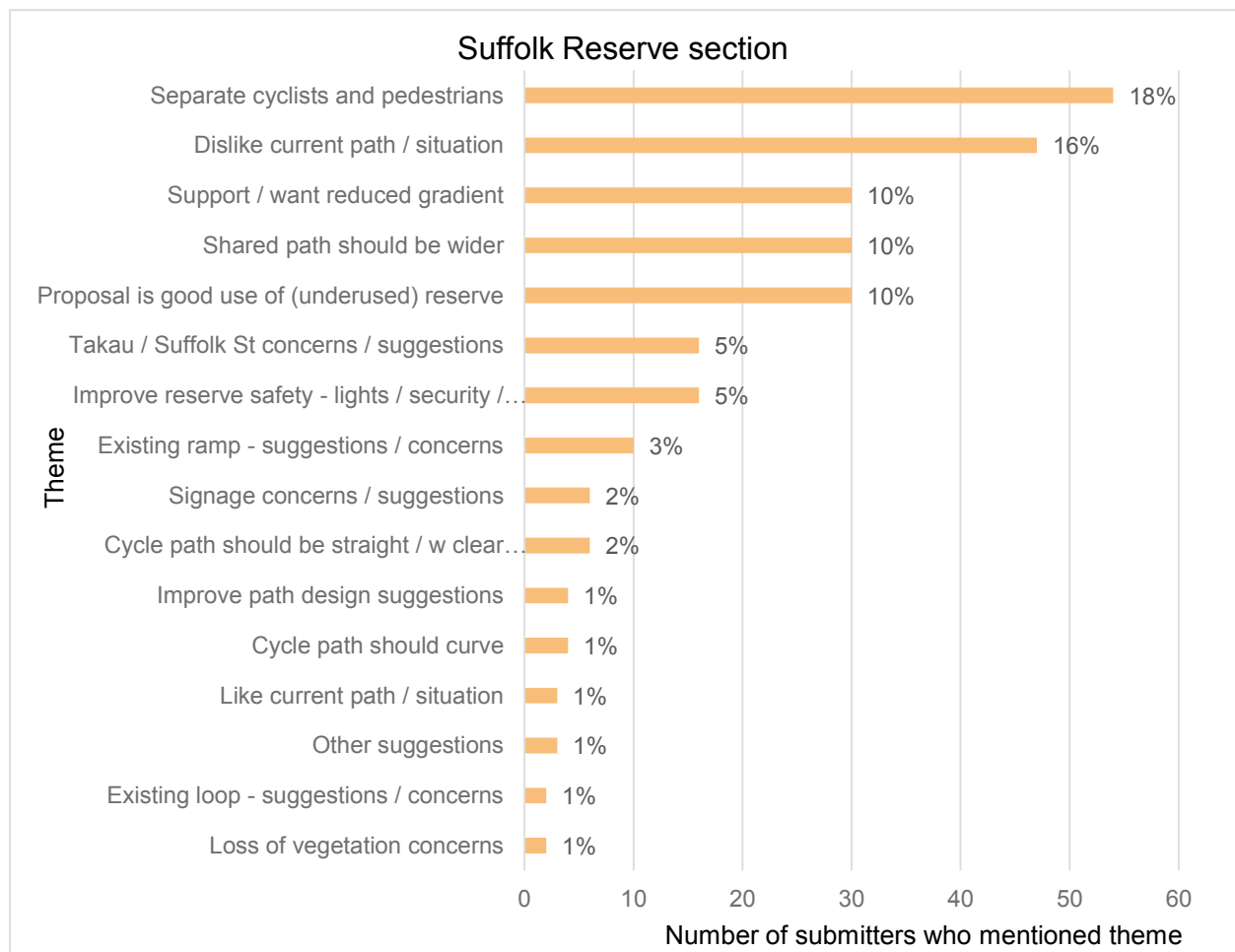
We asked submitters for their comments on the Suffolk Reserve section of the cycleway, on Ian McKinnon Drive Options A and B, and on the project in general.

Feedback from the online pin-drops was analysed along with the hardcopy and online feedback form comments.

The themes identified were separated into three broad categories: feedback on the Suffolk Reserve section, feedback about Ian McKinnon Drive, and feedback that was either general or applied to both sections of the cycleway.

Please see Section 5 for quotes that illustrate these themes and for AT responses.

### Suffolk Reserve section

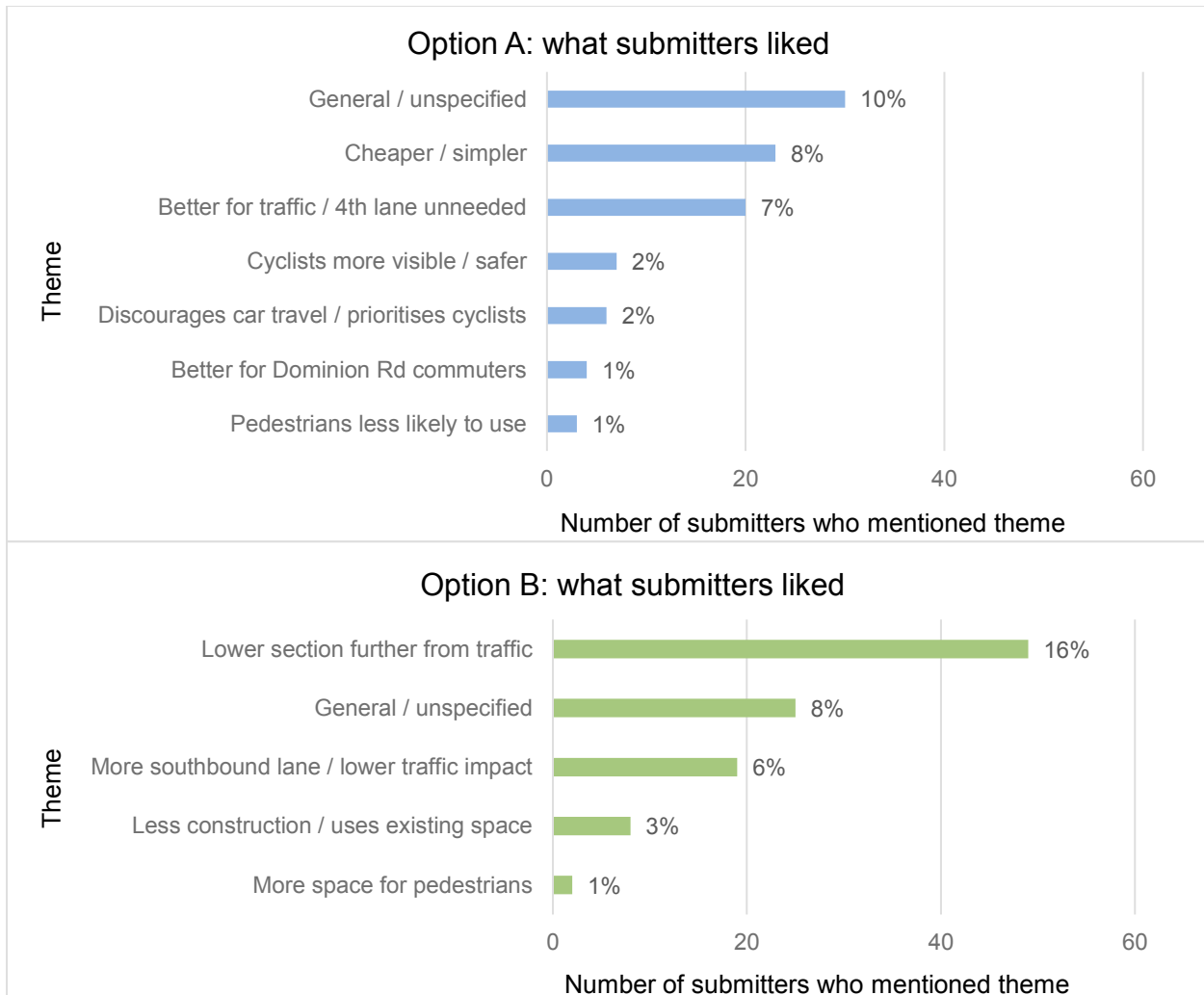


Based on 298 submissions. Comments on multiple aspects of the project allowed. Percentages are rounded.

The key themes identified in the feedback on Suffolk Reserve were that pedestrians should be separated from people on bikes on this section of the route (54 submitters), and dissatisfaction with the existing route along the Newton Road motorway on-ramp (47). In addition, several submitters said that the proposal would be a good use of the currently little-used reserve (30), that the shared path should be wider than proposed (30), and that a reduced gradient is important (30).



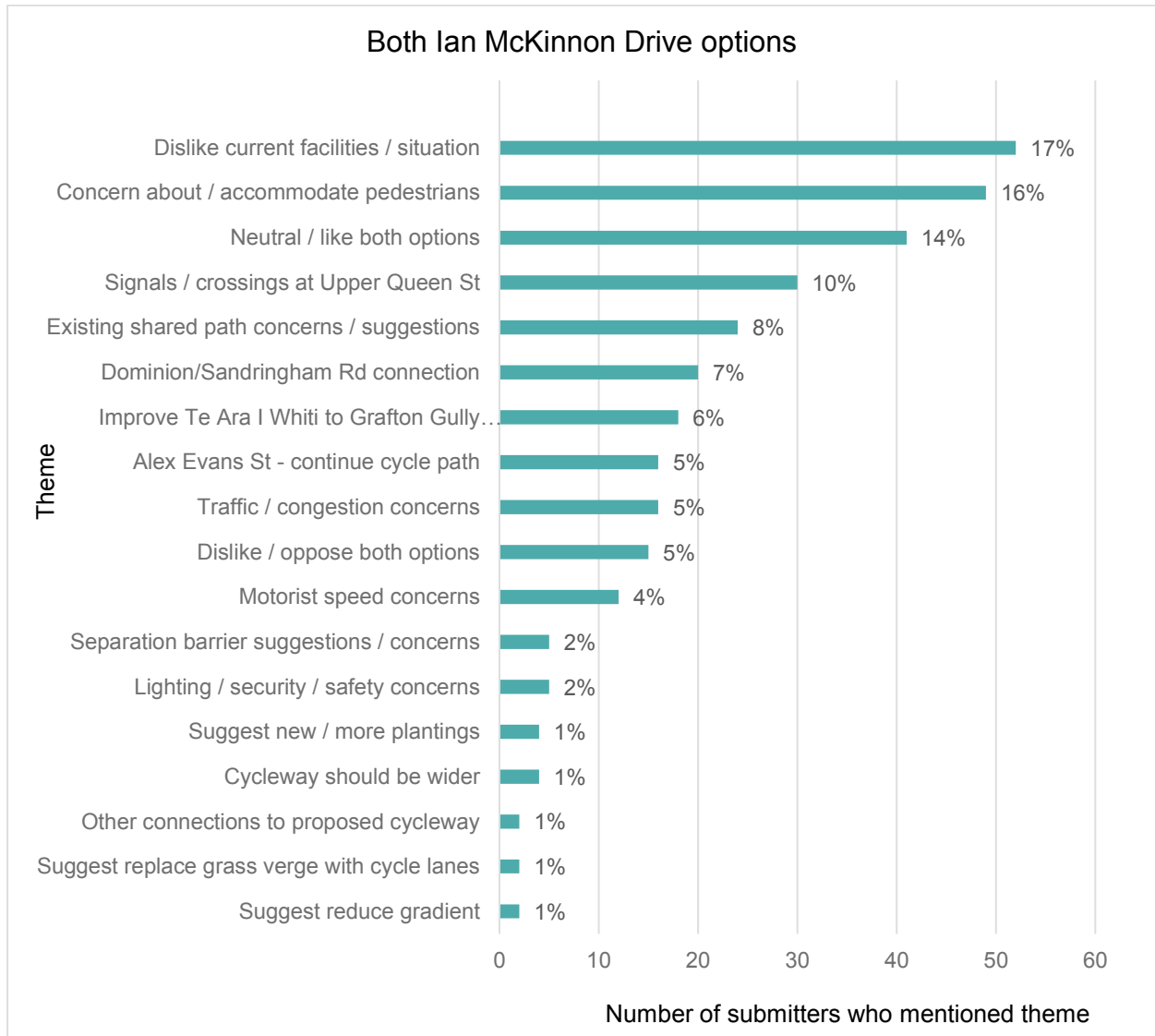
## Ian McKinnon Drive section



Based on 298 submissions. Comments on multiple aspects of the project allowed. Percentages are rounded.

The main reasons respondents gave for supporting Option A were that they liked it in general (30 respondents), that it would be cheaper or simpler to install (23), or that it would either improve or not impact on traffic along Ian McKinnon Drive (20).

Option B was mostly supported because the lower section provides greater separation of cyclists from traffic (49), for general reasons (25), or because they thought it would have less impact on traffic than Option A (19).

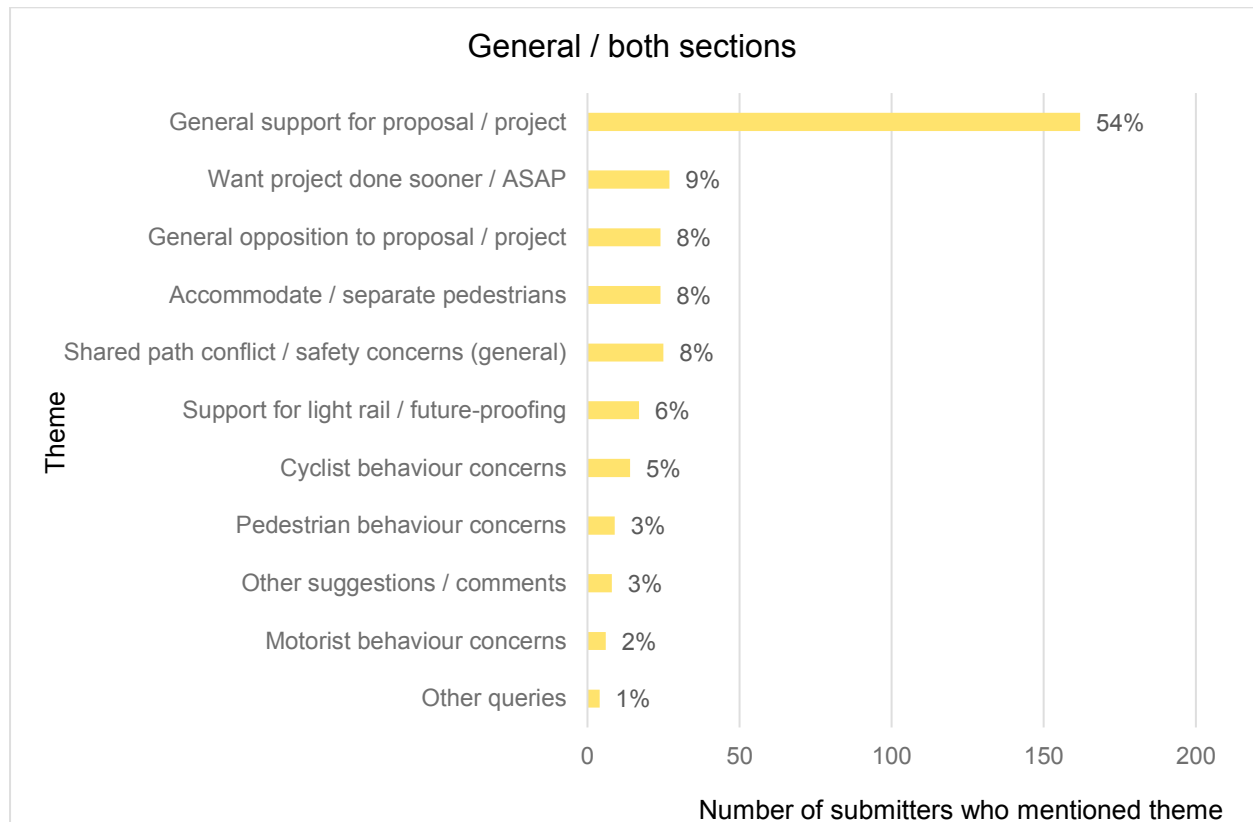


**Based on 298 submissions. Comments on multiple aspects of the project allowed. Percentages are rounded.**

The main themes identified in the feedback on the Ian McKinnon Drive Cycleway were dissatisfaction with the current loop and shared path facilities (52 submitters), and concern about how pedestrians would be accommodated on this section (49). A large number of respondents also said that they either felt neutral about the two options or preferred one option over the other, but would be happy with either (41).

Other key themes included optimising the signalised crossings at the intersection of Ian McKinnon Drive and Upper Queen Street (30), and concerns or suggestions relating to the existing shared path on the southern side of Ian McKinnon Drive (20).

## General feedback/both sections



Based on 298 submissions. Comments on multiple aspects of the project allowed. Percentages are rounded.

The main theme identified in the general feedback was support for the overall project/proposal (162 respondents).

A number of submitters also identified other routes or connections where they would like cycling facilities to be improved (36), and many said that they would like the project to be completed sooner than the indicated date of mid-2018 (27).

## 5. Key feedback points and AT responses

Theme	Number of submitters	Illustrative quotes from feedback	AT response
<b>Suffolk Reserve section</b>			
<b>Dislike current path/situation</b>	<b>47</b>	<p><i>"The current cycle path up to Newton Bridge is so steep that I usually avoid cycling on that section, I find it really tough."</i></p> <p><i>"It's about time there was decent continuity for North-West cyclists getting to Ian McKinnon Drive."</i></p> <p><i>"We see accidents on a WEEKLY basis (car-pedestrian/car-cyclist/car-car) at the Newton Gully NW motorway on-ramp."</i></p>	We agree that the existing route up to Newton Road and around the loop is inefficient and unappealing, which is why we are doing this project. Thank you for your support.
<b>Like current path/situation</b>	<b>3</b>	<p><i>"[The proposal] would cut through more of the reserve, reducing the green space and would provide many issues with existing residents being able to walk and enjoy the more private calm of the area."</i></p> <p><i>"I don't think the proposed cycle path is necessary, the existing shared path on Ian McKinnon Drive is enough."</i></p>	<p>We have consulted with the Auckland Council Parks team and they support this project. We will minimise removal of trees and maximise open space areas within the reserve. Having the path running through the park could also encourage more people to visit the park.</p> <p>We are doing this project because there is a gap in the existing cycle network connecting the Northwestern Cycleway and the Dominion Road cycle lanes to the Grafton Gully Cycleway and Te Ara I Whiti - Lightpath. The current route from the end of the Northwestern Cycleway to Upper Queen Street is indirect and time consuming. The Northwestern Cycleway is the busiest cycle path in New Zealand and improving this section will provide many people with a safe, direct route to many parts of the city.</p>
<b>Good use of reserve/ currently underused (like proposal)</b>	<b>30</b>	<p><i>"Will increase amenity value of what is currently a little-used and marginal public space."</i></p> <p><i>"Good idea as Suffolk Reserve will be more accessible for walkers/recreation as well as cyclists."</i></p> <p><i>"I walk through there now to save time but it is wet and muddy."</i></p>	Thank you, we agree. We will try to minimise removal of trees and maximise open space areas within the reserve. Have a path through the park could also encourage more people to visit the park.

Theme	Number of submitters	Illustrative quotes from feedback	AT response
<b>Separate cyclists and pedestrians</b>	<b>54</b>	<p><i>"Many walkers use this section too. Please allow for them too."</i></p> <p><i>"A 3m shared path is likely to create awkwardness between pedestrians and cyclists, especially as both the population of the area and the number of people using the NW cycleway are likely to increase in the future... I would prefer a 5m shared path, or separate paths for walking and cycling with design elements to differentiate between the two."</i></p> <p><i>"There needs to be separate walking and cycling facilities. Walkers moving at 6km and commuter cyclists travelling at 20km/h plus don't mix"</i></p> <p><i>"I support the Bike Auckland proposal for separate walking and cycling paths through Suffolk Reserve. Reasoning: the gradient here likely means a fairly decent speed differential between people on foot and those on bikes, thus increasing risk. Shared paths make sense when there's no other choice but, in this case, there's room for separate paths for both."</i></p> <p><i>"To make it proper please separate the footpath from the cycleway. NW cycleway is currently the engine horse of cycleways in Auckland... Shared paths are cool but not here."</i></p>	<p>In response to public feedback, we are widening the path to 4m through the majority of the reserve. However, due to limited space, and to protect existing trees, the first 25m-30m when entering the reserve from Takau Street will only be 3m wide. The 4m section through the rest of the reserve should make the shared use of the path more appealing to pedestrians and people on bikes.</p> <p>We are not separating people on bikes and pedestrians because a two-way cycle path needs to be at least 3m wide, and a separate footpath must be at least 1.8m wide. Installing separate paths with a total width of at least 4.8m would cost more and isn't possible in parts of the reserve due to the position of trees. Space is also restricted at the Takau Street entrance to the reserve, and merging paths with differing widths back together in this location could create safety concerns.</p>
<b>Path should be wider</b>	<b>30</b>	<p><i>"3m is too tight to comfortably share, especially since part of the path will have a significant gradient. I would prefer a 5m shared path."</i></p> <p><i>"Just make sure there is enough room for both cyclists traveling at some speed and pedestrians/prams room to pass by each other safely."</i></p> <p><i>"I think the cycle lanes will need to be wider because of the increased number of cyclists!"</i></p> <p><i>"Commuting cyclists including myself like to move along at a fast clip. All cyclists tend to go faster down hills like this. Regardless of considerate use behaviour, pedestrians would feel safer with a wider path."</i></p> <p><i>"Any shared path should be minimum of 3.5m."</i></p>	<p>In response to public feedback, we are widening the path to 4m through the majority of the reserve. However, due to limited space, and to protect existing trees, the first 25m-30m when entering the park from Takau Street will only be 3m wide. The 4m section through the rest of the reserve should make the shared use of the path more appealing to pedestrians and people on bikes.</p>

Theme	Number of submitters	Illustrative quotes from feedback	AT response
<b>Want reduced gradient</b>	<b>30</b>	<p>"I fully support your avoidance of the steep bits!"</p> <p>"The proposal reduces the risks involved in riding home by removing the steep path down from the Newton Road overpass."</p> <p>"Try to keep gradients to 5% where possible."</p> <p>"The cycleway could curve a bit to give great smooth gradient."</p>	Most of our gradients will be much less steep than the current gradient. Reducing gradients needs to be balanced with creating a path that is as direct as possible, maintaining existing vegetation and working within project budgets.
<b>Cycle path should be direct/have clear sightlines</b>	<b>6</b>	<p>"Just don't make it too winding as commuters will be using this."</p> <p>"The path should meet minimum safe sight distances to ensure cyclists can see pedestrians and other cyclists on this busy route (clear sight lines). Preferably path should be straight with no bends or bends should be large radius."</p>	We agree, and in particular we will ensure good sightlines are achieved near trees, etc. We need to balance this with creating a path that is as direct as possible, maintaining existing vegetation, and working within project budgets.
<b>Cycle path can/should curve to discourage pedestrians</b>	<b>4</b>	<p>"Pedestrians tend to spread out and take over the wider cycle ways and will also take the shortest route even if it is dedicated cycleway... So you need to make pedestrian section the most direct route. "</p> <p>"Would like separate provision for cyclists &amp; walkers. Pedestrians could have pretty direct route with cyclists happy to deviate a bit to get better gradient if necessary"</p>	<p>We do not want to deliberately discourage pedestrians from having access through, and to the reserve. We are trying to encourage access to open spaces.</p> <p>It is more important that we deliver a high quality path that is as direct as possible, whilst maintaining existing vegetation and keeping within project budgets.</p>
<b>Improve reserve safety - lights, security, trees</b>	<b>16</b>	<p>"Needs to be safe for cyclists and pedestrians after dark, in foggy weather, etc., with good sight lines."</p> <p>"Make it well-lit and away from trees for safety purposes... I'd feel very vulnerable cycling through a reserve on a path right next to the trees."</p> <p>"I would ask that AT consider that a CPTED Assessment is carried out for this major walkway project."</p> <p>"It would be great to have different plantings to those shown in the artist's image. Thick hedges such as these feel really unsafe when cycling before dawn or after dusk."</p>	As part of the project, we are doing a review of the safety and perception of safety along the route, particularly through the reserve. This is known as Crime Prevention Through Environmental Design (CPTED). We will implement any recommendations from this review, such as installing lighting, etc.
<b>Concern about loss of vegetation</b>	<b>2</b>	<p>"I strongly support the creation of the Suffolk Reserve cycleway. It should... not result in vegetation loss."</p> <p>"I am very concerned about how this will affect the shelter trees which is the only protection from the motorway and on-ramp noise and pollution... These trees are also an important and precious greenbelt in this area."</p>	We are working with Auckland Council Parks to ensure high quality vegetation/trees are retained. If vegetation/tree removal is required, we will replant new vegetation in other locations within the reserve.



Theme	Number of submitters	Illustrative quotes from feedback	AT response
Signage concerns/ suggestions	6	<p><i>"More signage required directing use of Suffolk Reserve."</i></p> <p><i>"One safety concern is possible cyclists descending along the NW cycleway at speed and colliding with cyclists and pedestrians veering right into [Suffolk] Reserve. Proper signage in the area will help alert cyclists and pedestrians to this issue (e.g. slow down and signal intended direction)... Either provide ample signage indicating that pedestrians are not permitted to walk on the cycleway, or provide enough space for them to do so."</i></p>	<p>New wayfinding signage will be installed as part of the project, and we will ensure that new signage is consistent with existing cycleway signage in the area.</p> <p>We will also include signage of side streets that connect into the new route.</p>
		<p><i>"Perhaps the icons on the path should also include a bell icon?"</i></p>	<p>At this stage we are not planning to include behavioural signage. Cyclists and pedestrians are instead encouraged to share paths courteously through promotions such as our current <a href="#">'Share the paths'</a> campaign.</p>
Suggest improvements to path design	4	<p><i>"I'd like this section to be asphalt instead of concrete. Concrete paths look very similar to shared paths/footpaths and attract wayward pedestrians. Concrete paths also are constructed quite poorly with bumps, while tar sealed asphalt, as along the Kingsland section of the NW cycleway is very smooth and great for riding. "</i></p>	<p>We do not want to impede pedestrians from having access to and through the reserve. We are trying to encourage access to open spaces.</p> <p>We will consider different types of paving materials during the detailed design phase.</p>
		<p><i>"It would help if this section was fenced off, but with gated access points to stop dogs and children running into bikes."</i></p> <p><i>"Having ability to ride around blocking pedestrians onto grass without there being a lip or garden edge would be useful design in my opinion. "</i></p> <p><i>"Only concern re park... that it seamlessly transfers"</i></p>	<p>Thank you for your comments. We will take your suggestions into consideration in the detailed design phase.</p>
Other suggestions for improvement	3	<p><i>"How about a water fountain for cyclists here?"</i></p> <p><i>"Can you remove the weeds when you do this as well? Also the illegally dumped rubbish. Is there anything that can be done about the drainage of the reserve at the same time?"</i></p> <p><i>"Please also make provision here for a rest area as you're just about to hit the town!"</i></p>	<p>These suggestions are outside the scope of this project, but we will pass them onto the relevant AT departments for consideration.</p>
Existing ramp: suggestions/ concerns	10	<p><i>"Please improve the ramp linking up to Newton Road/Ponsonby Rd at Takau Street – a bit longer, gentler and a better surface would be appreciated."</i></p> <p><i>"Fix the Takau Street ramp - this is badly lit and the surface quality is appalling, making it a major safety risk."</i></p>	<p>We will review the ramp at the eastern end of Takau Street at the approach to the motorway on-ramp. However, we are not upgrading the existing path along the motorway on-ramp up to Newton Road as part of this project. These concerns have been passed onto AT's Maintenance team for consideration.</p>

Theme	Number of submitters	Illustrative quotes from feedback	AT response
Existing loop: suggestions/ concerns	2	<p>"What will happen to the old loop? Any plans to reinstate it into grass and shrubs?"</p> <p>"I would like to see some improvements on this existing loop facility as this is unlit and at night could be considered a little daunting for some users."</p>	No changes are proposed to the existing loop so that we can direct funds toward achieving the best facilities for the new cycle route.
Takau St, Suffolk St area	16	<p>"I would like to see the short road section (Takau St) be made more bike friendly. Cars entering Takau St from Virginia St West need to be slowed/stopped before entering Takau St, and perhaps Takau St should be a 'shared space' and drivers should be notified as they enter."</p> <p>"The current lack of provision for cyclists and pedestrians [on Takau St] (the footpath is impassible) is extremely dangerous for all involved with the majority of residents needing to reverse out of their driveways into the path of cyclists flying down the hill or pedestrians wandering up the middle of the road oblivious to traffic."</p> <p>"The western end where it joins the cycleway is also a severe bump that seem unnecessary and adds to the risk."</p> <p>"Parking controls to Suffolk Street should be installed at the same time as the cycle/pedestrian link, to mitigate the increased negative effects the link will create from CBD commuter parking on Suffolk Street."</p>	<p>The safety of the intersection of the new path with Takau Street, Virginia Avenue West, and the existing ramp up to Newton Road, will be reviewed as part of the new design (when we move into the detailed design phase of the project). This will include consideration of how the two paths connect, and signage and safety issues posed by vehicles approaching from Virginia Avenue West.</p> <p>Unfortunately, we do not have the budget to address all of these concerns as part of this project; however, AT's Walking, Cycling and Safety team are now aware of these issues and will consider improvements as part of a future project.</p>
<b>Ian McKinnon Drive section</b>			
<b>Prefer Option A: Replace one south bound traffic lane along upper and lower Ian McKinnon Drive</b>			
Support A (general)	30	<p>"I strongly support option A."</p> <p>"Prefer option A over B."</p> <p>""Do it once and do it properly."</p> <p>"[Option B] mentions using the motorway access road, this sounds like it could be unappealing if too close to the NW motorway traffic"</p>	<p>We have chosen Option B because it:</p> <ul style="list-style-type: none"> <li>• Provides a more pleasant ride for people on bikes, as they will be further away from traffic</li> <li>• Reduces the risk of people on bikes being involved in collisions with motorists on Ian McKinnon Drive</li> <li>• Offers more flexibility if light rail is constructed in future, as this section of the cycleway is unlikely to require re-work if it is already on the grass berm.</li> </ul>
Like A as cheaper/ simpler/dislike	23	<p>"I prefer Option A on the information provided because it's the most straightforward, cost effective and sustainable option."</p>	Current cost estimates show that Option A is actually similar in cost to Option B. The information provided on the project webpage about the

Theme	Number of submitters	Illustrative quotes from feedback	AT response
<b>B as is expensive</b>		<p><i>"The simple solution is sensible in light of the possibility of light rail"</i></p> <p><i>"The additional cost doesn't seem to justify having an extra lane for vehicles that isn't needed and the 3m verge would be nice for protection but also probably isn't necessary."</i></p>	<p>differences in costs was misleading and we apologise for any confusion this may have caused.</p> <p>Options A and B are also similar in the complexity of construction required.</p>
<b>Like A as no merging traffic midway/better for traffic/4th lane unnecessary</b>	20	<p><i>"I believe retaining a second southbound lane through just part of this road would provide negligible traffic flow benefits."</i></p> <p><i>"[Option B] will continue to encourage speeding on lower lan McKinnon, where the southbound lanes expand from 1 to 2. This is already a safety issue."</i></p> <p><i>"I have noticed that it only really requires one southbound lane. In fact if you turn right out of Upper Queen St it can be a nuisance to move left to exit at the lan McKinnon Link to New North Rd."</i></p> <p><i>"I both drive and cycle along this route, and I think it is fine to lose one lane of traffic."</i></p>	<p>In both options there would be a point at which the southbound traffic lanes change from one to two lanes. In Option B, the one-lane section of road heading towards Dominion Road is shorter, as the lanes diverge from one into two lanes about halfway along lan McKinnon Drive. In Option A, they diverge under the Newton Rd Bridge.</p> <p>By proceeding with Option B, we are able to construct the lower (western/southern) section of the lan McKinnon Drive cycleway off the road. This will future-proof this section of lan McKinnon Drive if the light rail project goes ahead along this route.</p>
<b>Like A as pedestrians less likely to use</b>	3	<p><i>"I find cycleways of this style [option A] to be safer than those separated from the road, as both options provide no access to motor vehicles, however on-road kerb block separated cycleways also do not commonly have misguided pedestrians using them, unlike fully separated cycleways which to some look like a footpath."</i></p>	<p>The benefits of Option B outweigh the slight increase in risk of pedestrians using the cycleway.</p>
<b>Like A as cyclists prioritised/safer/more visible</b>	7	<p><i>"[Option A:] Increasing the 'visibility' and number of cyclists by a protected on-road cycleway, has the added benefit of ensuring that cycling is normalized as part of the transport mix... [Option B:] The 3m wide nature strip between lan McKinnon Drive and the proposed cycleway off road on the motorway service lane presents a safety concern for users in that it is hidden from view and prevents 'eyes on the street' passive surveillance increasing safety and security and comfort."</i></p> <p><i>"[Option B] forces cyclists to subordinate to cars"</i></p>	<p>As part of the project, we are doing a review of the safety and perception of safety along the route (known as Crime Prevention Through Environmental Design). We will implement any recommendations from this review, such as lighting, etc.</p> <p>Option B provides better separation from traffic, which is safer for people on bikes as it reduces their risk of colliding with vehicles on lan McKinnon Drive.</p>
<b>Like A as discourages travel by car/prioritises cyclists</b>	6	<p><i>"I encourage anything that reduces the convenience of motorised vehicles that then encourages people to consider public or active transport."</i></p> <p><i>"Glad that losing a traffic lane has not stopped AT from pursuing this project."</i></p>	<p>This is not a driver of this project, or one of our considerations when choosing a preferred option. AT is committed to providing travel options for all road users.</p>

Theme	Number of submitters	Illustrative quotes from feedback	AT response
Like A as better for Dominion Road commuters	4	<p>"I prefer Option A as I cycle down Dominion Rd on my commute to connect with Ian McKinnon Drive. If the turn to get on the motorway maintenance road is too tight then it would be less appealing"</p> <p>"Option A... appears to be slightly more direct for Dominion Road trips."</p>	Both options provide a high quality connection to the northbound Dominion Road cycle lane. Southbound cyclists heading down Ian McKinnon Drive toward Dominion Road will be able to use the existing shared path on the southern side of Ian McKinnon Drive.
<b>Prefer Option B: Replace one south bound traffic lane along upper Ian McKinnon Drive</b>			
Support B (general)	25	<p>"I prefer option B for quite probably minor extra cost."</p> <p>"While I prefer option B, both options will be a much appreciated improvement."</p> <p>"As a cyclist and a driver I believe this is the most sensible application of time and money."</p> <p>"There is no reason to do [Option A] if Option B is there. [Option B] is the best option of a bad situation."</p>	<p>Thank you for your feedback. We have chosen this option because it:</p> <ul style="list-style-type: none"> <li>Provides a more pleasant ride for people on bikes, as they will be further away from traffic</li> <li>Reduces the risk of people on bikes being involved in collisions with motorists on Ian McKinnon Drive</li> <li>Offers more flexibility if light rail is implemented, as this section of the cycleway is unlikely to require re-work if it is already on the grass berm.</li> </ul>
Like B as retains more of south bound lane/less traffic impact	19	<p>"Option B appears to have lesser impact on motorists. To get support for the cycleway infrastructure it is important to have motorists see the cycle way as beneficial to them in terms of reducing trips in cars but also not impacting overly on the roading infrastructure."</p> <p>"From a driver perspective may be the best option as bikers still have a safe area to ride and two lanes start again earlier."</p>	We agree; this is a contributing factor to our preference for Option B.
Like B as lower section further from traffic	49	<p>"This option is safer for cyclists because the vehicles travel down Ian McKinnon Drive very fast (and have lost control in the past)."</p> <p>"I prefer the greater separation from traffic in this option. This will reduce the air pollution and noise that cyclists are exposed to, and improve the quality of the travel experience."</p> <p>"Loving the extra separation offered by the grass verge - it looks safer and more family friendly."</p>	We agree; this is a contributing factor to our preference for Option B.
Like B as less construction work/utilises existing space	8	<p>"Less construction works required for this option [B]."</p> <p>"Makes use of the otherwise unused motorway service area which has sat dormant for some time."</p>	Options A and B are similar in the complexity of construction required.

Theme	Number of submitters	Illustrative quotes from feedback	AT response
Like B as space for pedestrians (lower lan McKinnon)	2	<i>"I think it is realistic to expect that pedestrians will use this space too. Option B at least makes this possible for part of the way."</i>	Neither option proposes improvements for pedestrians on lan McKinnon Drive. There is an existing shared walking and cycling path on the southern side of lan McKinnon Drive.
Both options/whole section			
Neutral/like both	41	<i>"Looks great! Hard to decide between the two..."</i> <i>"[Option A] would be better for cyclists coming from Dominion Road and would probably have a slightly more cycle friendly gradient than option B. [Option B] would be better for cyclist coming from the Northwestern."</i> <i>"My preference is for Option A but only just "</i> <i>"I am supportive of both options, but prefer [option B]"</i>	<p>We have chosen Option B because it:</p> <ul style="list-style-type: none"> <li>• Provides a more pleasant ride for people on bikes, as they will be further away from traffic</li> <li>• Reduces the risk of people on bikes being involved in collisions with motorists on lan McKinnon Drive</li> <li>• Offers more flexibility if light rail is implemented, as this section of the cycleway is unlikely to require re-work if it is already on the grass berm.</li> </ul>
Dislike/oppose both	15	<i>"Oppose both options. It is unnecessary to spend more money to build another shared path which already exists on the same street."</i> <i>"I don't feel that either option proposed really addresses the issues I have on the existing shared path."</i> <i>"The cost benefit of saving cyclists just 2.5 minutes by removing one traffic lane thereby effectively doubling the southbound traffic queue (travel time, fuel consumption, pollution) is hard to fathom."</i>	<p>We received a lot of feedback in support of both options, and have decided to go with option B.</p> <p>We undertook a traffic modelling assessment to examine the impact that removing one southbound lane would have on traffic flow and network efficiency. This assessment showed that the impact would be negligible.</p>
Dislike current facilities/situation	52	<i>"The current situation with the shared path on the southern side is inadequate for the number of people currently using it and will become unworkable as pedestrian and bike numbers increase."</i> <i>"Right now on my daily commute I have to cross from the left side of lan McKinnon (coming down Dominion Road) onto the right side and then go back across to go down Upper Queen. It adds three or four minutes to my ride."</i> <i>"Tidies up a messy part of the cycle network"</i>	We agree, that's why are carrying out this project. Thank you for your support.



Theme	Number of submitters	Illustrative quotes from feedback	AT response
<b>Concern about/suggest accommodate pedestrians on northern lan McKinnon Drive</b>	<b>49</b>	<p><i>"Make it a shared path - pedestrians will use it anyhow."</i></p> <p><i>"A shared pedestrian/cycle path is just not safe when paired with a downhill slope, so I'd be more inclined to take the road."</i></p> <p><i>"If it is only to be a cycle path then it needs to made very clear to pedestrians not to use it, I can see that pedestrians will just use it regardless anyway."</i></p> <p><i>"There needs to be an option developed that provides for a separated cycleway and footpath on both sides of lan McKinnon Drive. When I walk to work via this road I spend at least 2 and a half minutes crossing at the lights twice rather than being able to stay on the northern/town side of the road."</i></p> <p><i>"I agree with Bike Auckland again on the need to separate cyclists from pedestrians, at least along the lower 2/3 of the stretch of lan McKinnon Drive, where it is feasible, and that spare space for the walking path can be gained by reducing the size of car lanes there."</i></p>	<p>There is not enough space available to create a separate (1.8m wide) footpath for pedestrians along lan McKinnon Drive. Moving the kerb line on the southern side would be expensive, and we don't want to spend too much money on something that will potentially be affected by the construction of light rail. Furthermore, installing a new shared path on the northern side of the road would not be suitable due to the steep gradient.</p> <p>However, we acknowledge that some pedestrians may choose to use the cycleway section anyway, and have therefore decided to increase the width of the cycleway from 3m to 4m to reduce the risk of conflict. The extra metre of space will be achieved along the upper section of lan McKinnon Drive by narrowing the width of the vehicle traffic lanes.</p> <p>The section of new path along lan McKinnon Drive will be constructed as a cycleway and include clear indications that it is not a shared path.</p>
<b>Cycleway should be wider</b>	<b>4</b>	<p><i>"Paths need to be wider [on lan McKinnon Drive]- it is downhill, so a bit tricky to keep speeds down..."</i></p> <p><i>"I think the cycle lanes will need to be wider because of the increased number of cyclists!"</i></p>	<p>We have taken your feedback on board and are increasing the path width from 3m to 4m.</p>
<b>Traffic/ congestion concerns (dislike proposal)</b>	<b>16</b>	<p><i>"Even though your traffic modelling states 'impacts on traffic flow of losing one southbound traffic land will be minor', from observations as a resident who walks, cycles and drives this route regularly, my observations is it would cause congestion and backups for car drivers. "</i></p> <p><i>"Current lan McKinnon layout is probably one of the best operating pieces of roading in Auckland. Messing with it will reduce its effectiveness"</i></p>	<p>We undertook a traffic modelling assessment to examine the impact that removing one southbound lane would have on traffic flows and network efficiency. This assessment showed that the impact would be negligible.</p>
<b>Motorist speed concerns</b>	<b>12</b>	<p><i>"The 60km/h speed limit on [lan McKinnon Drive] is too high &amp; feels rather unsafe. It should be 50 max."</i></p> <p><i>"From a driver's perspective I really appreciate that there will be a median separating opposing traffic all the way along lan McKinnon Drive - high speeds and no separation make this a frightening drive at present..."</i></p>	<p>Reducing the speed limit along lan McKinnon Drive is outside the scope of this project. However, we have passed your concerns on to AT's Road Safety team for consideration.</p>



Theme	Number of submitters	Illustrative quotes from feedback	AT response
		<i>"Space can be reallocated from the road lanes, which at a proposed 3.5m are very wide, compared to the 3.3m or even 3.2m common on arterial roads all over the city (narrowing traffic lanes will have the additional benefit of reducing vehicle speeds on Ian McKinnon Drive, which are generally too fast)."</i>	Please note, we will be narrowing the width of the traffic lanes on upper Ian McKinnon Drive in order to widen the proposed cycleway from 3m to 4m. This may help to calm traffic along this section of the road.
Lighting/ security/safety concerns	5	<i>"If [option B] is used the existing motorway maintenance road should be resurfaced and regraded where necessary to ensure there is no adverse camber, and the surface is as good as the current Ian McKinnon Drive surface."</i>	We will be resurfacing and upgrading the section of cycleway that uses the motorway maintenance road to ensure it is in good condition for users.
		<i>"I do think that if you use the motorway maintenance road then it could feel dangerous for women at night because there won't be as much passive surveillance and it is set back from Ian McKinnon Drive in some places. You need to make sure it can still be clearly seen from the Drive - I would not want to cycle down there at 7pm at night."</i>	As part of this project, we are doing a review of the safety and perception of safety along the route, particularly through the reserve. This is known as Crime Prevention Through Environmental Design (CPTED). We will implement any recommendations from this review, such as installing lighting, etc.
Vegetation - suggest new/more plantings	4	<i>"There is research showing that the presence of trees is associated with more cycling. Trees on this strip should be included in option B."</i> <i>"It would be nice to have as much traffic separation as possible, through planting or fencing if space/costs allow."</i>	Thank you for your feedback. We will look at providing new planting where possible. The benefits of plantings along this section need to be balanced with safety, lighting, and visibility concerns.
Separation barriers – suggestions/ concerns	5	<i>"[Option A:] Bike lane dividers aren't the most desirable dividing solution. They are a medium hazard to cyclists. Less hazardous than sharing a lane with traffic... Raised kerb is the way forward if possible."</i> <i>"Re-usable barriers for the cycle way separators would be preferable. Attractiveness of the barriers should be considered. "</i> <i>"Rather than a low separation barrier, a higher solid barrier or use of raised planters may be better. Regardless of posted limits, the road geometry has been shaped to achieve the old 70kph speed limits, and I believe risks to cyclists of speeding cars crossing a low separator could be high."</i>	Thank you for your feedback. We are currently working through the different options for barriers, and will take your feedback into consideration. The type of separation barrier will be finalised during the detailed design phase of the project.

Theme	Number of submitters	Illustrative quotes from feedback	AT response
<b>Suggest reduce gradient</b>	2	<i>"This section of road is very steep, and many cyclists have to get off and walk their cycles. Is there any way to make the gradient less steep? I remember reading something about how one of the proposed options for this route took out some of the gradient. The sole reason that my wife drives to work rather than cycles is because this section of road is too steep, and so she gets sweaty and has to shower when she gets to work."</i>	Using the motorway maintenance road to construct a new off-road cycleway along lower Ian McKinnon Drive means we can improve the gradient to make it more cycle-friendly. However, the section of cycleway along upper Ian McKinnon Drive will be constructed on the existing road. The cycleway gradient will therefore be the same as the road on this part of the route.
<b>Suggest replace grass verge with cycle lanes</b>	2	<i>"Even better would be a continuation of the green lane by utilising the existing rubbish strewn edging which already has 'grass verge' slated. This would provide a better connection, be less impeding on the existing residents' lives and would create less cost, less maintenance (trimming rubbish strewn grass no one uses), less traffic, more safety by allowing adequate passing for those not using the cycle lanes, and would take far less time to install so it can be rolled out faster."</i>  <i>"Do away with grass verges and put cycle lane there or share footpath with pedestrians as at Tamaki Drive [to avoid reducing number of traffic lanes]"</i>	Continuing the green lane along Dominion Road using the grass verge would not fulfil the project aim to improve the connection of the Northwestern cycleway to the CBD. People on bikes travelling down the existing Dominion Road cycle lane to Ian McKinnon Drive will be able to connect easily to the new cycleway.  Widening on the southern side of the road was considered, but discounted for a number of reasons. These include: reduced amenity for pedestrians on the southern side of Ian McKinnon Drive with the removal of the verge, trees and reduced footpath width; cyclists travelling from the CBD to the Northwestern Cycleway would have to undertake an additional crossing at Piwakawaka Street; high construction cost and complexity because it would require removal of trees, relocation of kerb and channel, and potential relocation of underground services.
<b>Suggest on-road cycle lane separated by paint only</b>	2	<i>"I'm a very keen cyclist but not a fan of most cycleways other than ones that are just the green paint like Carrington Road where you can ride at 30-50kph and move in and out of the traffic freely and safely as required. The one you propose as per others like Nelson St and Grafton Gully etc are very limiting in the speed that it can be used at safely. Motorist do then expect you to use it so get more annoyed when proper cyclist don't. By far the majority of cyclists on the road are lycra wearing 30kph+ riders who don't want to use these slow dangerous bike lanes."</i>  <i>"Shared cycle/pedestrian spaces... are very dangerous and I am not using them at all as I feel safer on the road. My dilemma now is that cars are beeping at me when I cycle on the road wanting me to use the shared pedestrian/cycle path."</i>	We recognise that some people on bikes are very confident riders who prefer to share the road with general traffic. However, our research indicates that these cyclists represent only a small proportion of Aucklanders who would potentially cycle more if they felt safer, and if better cycling facilities were provided. Generally, these people want to be separated from vehicle traffic as much as possible. For this reason, on busy streets AT's general approach is to provide high quality continuous cycle lanes, ideally separated from general traffic. On quieter roads AT would look to reduce traffic speeds and volumes to make it safer and more attractive to walk and cycle.

Theme	Number of submitters	Illustrative quotes from feedback	AT response
<b>Suggestions/ concerns regarding shared path on southern side</b>	<b>24</b>	<p>"Surface and lighting on current shared path are poor, especially for steep downhill section - dangerous."</p> <p>"As a woman... I would *never* walk [along the existing path] by myself because the street is SO dark and isolated and honestly nerve-racking on foot."</p> <p>"The vegetation on the north east corner of the Ian McKinnon/Piwakawaka intersection encroaches onto the shared path, restricting path width and visibility of other users. Would be great if this could be trimmed as part of regular maintenance."</p> <p>"I am deeply concerned about the apparent retention of the shared path. I used to walk there regularly, but have stopped due to the unpleasant experience of high speed cyclists whizzing by."</p> <p>"I would prefer making it a single car lane in each direction and provide a protected cycle lane on the other [southern] side as well. "</p>	<p>We are not upgrading the existing shared path on the southern side of Ian McKinnon Drive as part of this project, due to cost. However, providing a dedicated 4m wide cycleway on the other side of Ian McKinnon Drive should reduce the use of the existing shared path by people on bikes, therefore reducing conflict between pedestrians and cyclists.</p> <p>These concerns relating to path surface, vegetation maintenance and security have been passed onto AT's Maintenance team for consideration. Signage concerns have been passed onto AT's Traffic Operations team and lighting concerns to AT's Street Lighting team for consideration.</p>
<b>Signals/ crossings (Upper Queen Street)</b>	<b>30</b>	<p>"How will we get across Upper Queen St? Do signals need to change? "</p> <p>"There needs to be a crossing [on the northern side of Ian McKinnon] for connection from the end of the new cycleway to the Grafton Gully Cycleway and Alex Evans street."</p> <p>"Is there any consideration of making the Ian McKinnon/Upper Queen St traffic lights a diagonal crosswalk?"</p>	<p>Adding a crossing leg to the northern side of Alex Evans Street is outside the scope of this project. However, installation of an additional crossing leg over Upper Queen Street, between Canada Street and Ian McKinnon Drive, is being investigated as part of a separate project. This will make connection to and from the Grafton Gully Cycleway much simpler.</p>
		<p>"At some of the pedestrian/cyclist crossings you have to get real close to the intersection to reach the button. The notorious example is the north-west corner of the Ian McKinnon Drive/Upper Queen Street intersection."</p>	<p>Push button poles are usually placed close to the kerb line to maximise footpath space. This is determined on a case by case basis, taking into account the specific constraints of each location.</p>
<b>Te Ara I Whiti and Grafton Gully - improve Upper Queen Street crossing</b>	<b>18</b>	<p>"It would also be good for those travelling from the North-Western cycleway down the Grafton Gully route if the road crossing of Upper Queen St near Canada St was on the south side of Canada St."</p> <p>"I can't understand why there isn't a direct crossing from the Canada St shared path bit to the entrance of Grafton Gully. The current situation is really awkward and a bit scary on that steep corner."</p>	<p>This is outside the scope of this project. However, installation of an additional crossing leg over Upper Queen Street, between Canada Street and Ian McKinnon Drive, is being investigated as part of a separate project.</p>

Theme	Number of submitters	Illustrative quotes from feedback	AT response
<b>Alex Evans Street - continue cyclepath</b>	<b>16</b>	<i>"Please consider extending the cycleway along Alex Evans Street. It is plenty wide enough to support a protected cycle lane all the way to Symonds Street, where it could join the existing shared path running along to K Road. At the moment, Alex Evans isn't much fun to cycle because we're squeezed in between parked cars on one side and fast-moving traffic on the other."</i>	This is outside the scope of this project. However, it will be considered by AT's Walking, Cycling and Safety team as part of a future project.
<b>Dominion/ Sandringham Road connection - concerns/ queries/ improvements</b>	<b>20</b>	<i>"How will new path connect to Dominion Road cycle lanes/shared paths going north and south?"</i> <i>"Bikes accessing Dominion Road will still want to go down the left side of the road even if there is a two-way cycle on the right hand side. A painted bike lane at least would be nice here. "</i> <i>"Going into town along Dominion Road, you are going downhill at speed when you will connect with the new cycleway. This needs to be planned well so that as you then start to go uphill, there has been nothing to slow you down and lose your momentum."</i>	<p>The Dominion Road cycle lane on the northern (motorway) side of the road will be connected into the new cycleway.</p> <p>The cycle lane on the southern side of Dominion Road will remain as it is. People on bikes will still be able to use the shared path on the southern side of Ian McKinnon Drive to connect with the southbound cycle lane on Dominion Road.</p>
<b>Other connections to proposed cycleway</b>	<b>2</b>	<i>"Remember about cyclists who need to cross the road after exiting Suffolk reserve. Not everyone wants to continue into CBD. Some want to go to Newton."</i> <i>"There is only one ped crossing between View Rd and Queen St, which I guess this scheme will remove?"</i>	<p>People on bikes who want to access Newton Road or the old shared path can use the existing loop.</p> <p>We are not planning to remove the existing signalised crossing at the Piwakawaka Street intersection.</p>

Theme	Number of submitters	Illustrative quotes from feedback	AT response
General/all sections			
General support for proposal/ project/process	162	<p><i>"I commute cycle on Ian McKinnon Drive Mon-Fri. A segregated cycleway will make it much safer to cycle."</i></p> <p><i>"I often take the kids to the light path from Mt Eden and this addition will make that route much safer and remove the criss-crossing currently required."</i></p> <p><i>"Full support [for] the project... as I am a motorist looking at alternative modes of transport, cycling being one."</i></p> <p><i>"Thanks for the opportunity to comment, another great cycling project."</i></p> <p><i>"I've commuted by bike from Titirangi to the CBD for 14 months now, having not ridden a bike for 20 years. It was only the improved cycle ways and lanes that made me consider it again. I think this improvement would be really convenient... Keep up the good work! I'm loving cycling and my health has improved heaps."</i></p> <p><i>"Definitely required."</i></p>	<p>Thanks for your support. We agree that this is a significant gap in the existing cycle network, and upgrading this section will provide connections from the Northwestern Cycleway and Dominion Road cycle lanes to the city.</p>
General opposition to proposal/ project/process	24	<p><i>"Too much money on rarely used cycleways. Spend some money on footpaths which are unsafe and dangerous for walkers."</i></p> <p><i>"I still cannot understand why the Council is still trying to force people out of cars because of congestion that is self-inflicted. What is the cost of this? I really cannot understand why we need to be spending money when there are so many other issues that need addressing first in Auckland. When are the glory projects going to end?"</i></p> <p><i>"I think people using cycles is a great idea - clean, green, etc., but spending millions of dollars to save cyclists two and a half minutes is a farcical idea."</i></p> <p><i>"I don't think pieces of the bike lanes is going to help! If AT cannot build bike lanes all around the city, just do not do it!"</i></p> <p><i>"Auckland does not have the climate nor the topography for bikes...I have tenants who will not sign a lease &gt;12 months so they can vacate if AT put a cycleway in front of the building. Cycleways penalise others for little use and do NOT bring shoppers into the city. Please keep cycles in the suburbs."</i></p> <p><i>"Do you really care about what we think? Every dealing I have with Auckland Transport makes me think not."</i></p>	<p>We received a lot of feedback in support of this project. The Northwestern Cycleway is the busiest cycle path in New Zealand, and improving this section will provide many people with a safe, direct route to and from the city.</p> <p>Auckland is growing and changing. We want to improve Auckland for people on bikes because our roads are becoming increasingly congested, and in many areas building and widening roads is no longer a feasible or cost-effective option. To keep Auckland moving we need to give people more transport choices, which means using the space we have available carefully. 60% of Aucklanders told us they would cycle, or cycle more, if they felt safer.</p> <p>AT wants to develop convenient, safe and attractive transport routes for walkers, cyclists and drivers. This will encourage more people to cycle or walk to the shops, school, or train station, or simply for fun and exercise. Better facilities also help reduce dependence on cars by making it easier to use public transport, walk, run or cycle.</p> <p>Please refer to the project <a href="#">webpage</a> for further information on why the Ian McKinnon Drive Cycleway project is important.</p>



Theme	Number of submitters	Illustrative quotes from feedback	AT response
<b>Shared path conflict/safety concerns (current/general)</b>	<b>24</b>	<p><i>"Getting from Upper Queen to Takau Street is currently dangerous with pedestrians not keeping left and hard to see at night."</i></p> <p><i>"For people walking - especially older adults or people with visual or mobility impairments - cyclists are a threat. A shared path is no longer safe for a blind person - it effectively removes part of their safe walking route. For people cycling, the presence of pedestrians makes it necessary to slow down, so reduces the level of service."</i></p>	This project provides a dedicated 4m wide cycleway along the northern side of Ian McKinnon Drive. We anticipate that many people on bikes will choose to use this proposed facility, reducing the number of potential conflicts on the existing shared path.
<b>Make space for/separate pedestrians (all locations - change proposal)</b>	<b>25</b>	<p><i>"In general, it's really important to separate cyclists from pedestrians - I hope this project will achieve this."</i></p> <p><i>"This is an extremely important 'missing link' on the NW cycleway - which is one of the busiest cycle routes in Auckland - and a busy walking link. It therefore must be.... built to the absolute highest standards (i.e. protected separated cycle lanes, avoiding shared paths except where absolutely necessary, as wide as is practicable)."</i></p> <p><i>"It is clear that pedestrians will use this route, and should be encouraged to do so. The provision of adequate facilities is a crucial safety issue and an important future-proofing element as this connection to the inner city will be popular. "</i></p>	<p>This project provides a dedicated 4m wide cycleway along the northern side of Ian McKinnon Drive. We anticipate that many people on bikes will choose to use this proposed facility, reducing the number of potential conflicts on the existing shared path.</p> <p>We are not providing a specific facility for pedestrians on the northern side of Ian McKinnon Drive. However, we acknowledge that some pedestrians may choose to use the cycleway section anyway, and have therefore decided to increase the width of the cycleway from 3m to 4m to reduce the risk of conflict. The extra metre of space along the upper section of Ian McKinnon Drive will be achieved by narrowing the width of the vehicle traffic lane.</p> <p>A shared path is deemed appropriate through the reserve section, and where possible, this will be 4m wide to reduce the likelihood of pedestrian/cyclist conflict.</p>
<b>Cyclist behaviour concerns</b>	<b>14</b>	<p><i>"Cyclists fly up behind you without warning and a child could step out resulting in major harm. Why is it always pedestrians watching out for cyclists? It should be the other way around. Cyclists cut through red lights, ride up on footpaths to avoid lights and never give way to pedestrians."</i></p> <p><i>"Cyclists DON'T CROSS over at the Newton St lights, instead they cycle up the steep hill to Karangahape Rd at 5km/h speed. It is impossible to pass them."</i></p> <p><i>"I walk and run the cycleway to work and back from School Road to Haslett overpass to Waimia St....On average only 1 bike will ring their bell when passing."</i></p>	Both the NZ Transport Agency and AT carry out education campaigns to promote cycling and encourage considerate behaviour between people walking, cycling and in cars. These concerns will be forwarded to AT's Campaigns team for consideration with public awareness campaigns.
<b>Motorist behaviour concerns</b>	<b>6</b>	<i>"I cycle almost every day in Auckland, and I find that where cycle lanes are separated only by a raised kerb, cars pull over into them and use them as stopping space etc, which I feel is unsafe."</i>	See above



Theme	Number of submitters	Illustrative quotes from feedback	AT response
<b>Pedestrian behaviour concerns</b>	<b>9</b>	<p><i>"There needs to be more education for cyclists and pedestrians using shared paths. Pedestrians often don't understand the etiquette (e.g. walk three abreast, walk on the wrong side, wear headphones so can't hear people behind them, weave all over the shared path)."</i></p> <p><i>"I currently avoid the Ian McKinnon Dr shared pavement/cycleway when cycling because of the danger of hitting pedestrians (who are not accustomed to moving out of the way of cyclists)"</i></p>	See above
<b>Want project done sooner/ASAP</b>	<b>27</b>	<p><i>"The NW cycle traffic will increase significantly when the Waterview cycle path opens (early 2017). The Ian McKinnon Drive cycle path needs to open at the same time."</i></p> <p><i>"Please, please do this as soon as possible as it would make the cycle trip in to work in the city so much better!!"</i></p>	We are looking at options to see if we can streamline the delivery of this project, and therefore deliver it sooner.
<b>Support light rail/future-proofing</b>	<b>17</b>	<p><i>"Do the cycleway now and don't wait around for light rail that may be decades away (though if it can be sensibly future-proofed then by all means do so)."</i></p> <p><i>"Future-proofing for light rail is important. Dominion Rd/Ian McKinnon Drive is best CBD access to airport."</i></p> <p><i>"Why not keep the existing structure which is more than adequate and then make Section 2 changes when the light rail goes ahead? In my opinion as a ratepayer, this is a much better use of resources."</i></p>	<p>We are future proofing the cycleway on lower Ian McKinnon Drive, but due to budget constraints the upper section needs to be on-road.</p> <p>We can't wait for the Light Rail Project before implementing this cycleway because the possible construction of light rail is several years away.</p> <p>The Northwestern Cycleway is the busiest cycle path in New Zealand and improving this section will provide many people with a safe, direct route to the city.</p>
<b>Other queries</b>	<b>3</b>	<i>"What about motorised cycles? Can they use the paths also?"</i>	Cyclists will continue to be able to use the existing shared path, as well as the proposed cycle path. A cycle is defined as a vehicle that has at least two wheels, and is designed primarily to be propelled by the muscular energy of the rider; this includes power-assisted cycles. A power-assisted cycle is a cycle to which is attached one or more auxiliary propulsion motors that have a combined maximum power output not exceeding 300W.
		<i>"How do I get automatic updates on submissions for cycling related decisions?"</i>	To sign up for email updates, AT's cycling newsletter, and to receive news about Auckland Transport projects and services, please complete the form on our website via the following <a href="#">link</a> .

Theme	Number of submitters	Illustrative quotes from feedback	AT response
Other improvements/ suggestions/ comments	8	<i>"We see accidents on a WEEKLY basis (car-pedestrian/car-cyclist/car-car) at the Newton Gully NW motorway on-ramp. There needs to be lights here with a controlled crossing. What are you going to do to address this?"</i>	We anticipate that fewer cyclists will use the Newton Road/Northwestern Motorway on-ramp intersection following construction of the new Ian McKinnon Drive cycleway. However, we will pass your comments onto AT's Road Safety team for investigation.
		<i>"It would be great if the NW cycle way/Ian McKinnon Drive option could go under Upper Queen Street to join Grafton Gully cycleway as it takes ages to get across Upper Queen Street if using pedestrian crossings."</i>	This is outside the scope of this project, and is unlikely to be a future project due to the high cost involved.
		<i>"Some of the green material used to mark cycle lanes ends up in the storm water drain going direct into our beautiful sea. I would be grateful if other material could be considered that last longer and has no impact on the environment."</i>	Thank you for your comments. AT has a number of controls around design, applications and quality of materials used in surface treatments on the road. These minimise the risk of green materials getting into waterways due to stormwater runoff, and have been applied in recent constructions of cycleways across Auckland. We are also investigating environmental concerns regarding the use of epoxies and colouring materials in road surfacing, and researching more environmentally-friendly products from the coating industry.
		<i>"Can the cycle tracks be swept for glass and other debris too please? Thanks."</i>	We are sorry to hear that you are experiencing problems with broken glass and debris in your area. Unfortunately, it is not possible for AT's Maintenance team to be on top of every single incident in cycleways or other AT spaces since we cover such a large area across Auckland. However, if you notice broken glass or debris on any AT land, please call our contact centre on 09 355 3553 (24 hours, 7 days a week), to report the issue and a clean-up/maintenance can then be arranged.
		<i>"My main commentary about cycle infrastructure in general - is that it appears to be designed by roading engineers rather than cyclists. As much as the upgrades on the northwestern cycle way are hugely impressive, and appreciated, they do seem drastically over built."</i>  <i>"Many existing Auckland off road cycle paths have dangerous blind corners, unnecessary tight bends, poor quality surfaces and many other design flaws that are unsafe and don't follow minimum safe standards."</i>	AT work with cycling advocacy groups (such as Bike Auckland) throughout the development of our cycling infrastructure projects.

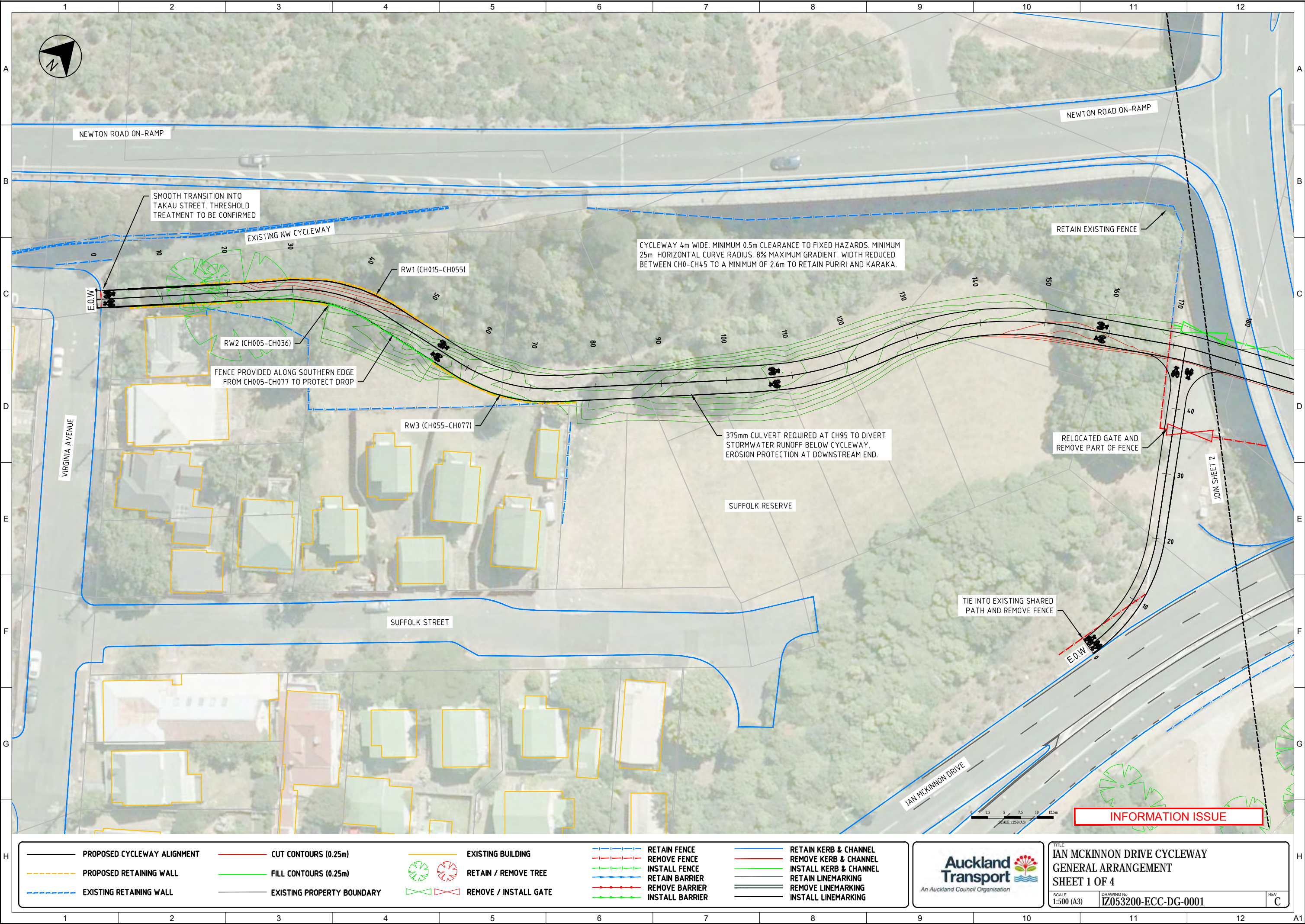
Theme	Number of submitters	Illustrative quotes from feedback	AT response
Out of scope			
Out of scope - suggest improve cycle path facilities in other areas	36	<p><i>"Along with the upgrade to Suffolk Reserve, the council should also consider cyclists going north along Newton Bridge towards K'Rd. It is extremely dangerous for cyclists trying to cross the Newton Bridge/motorway on-ramp intersection."</i></p> <p><i>"I work in Eden Terrace so connect onto the McKinnon Drive cycleway from Fleet Street, it would be good if the new cycle path also allowed easy connection from this direction. I currently have to cross 3 roads to get from Fleet Street to the Grafton Gully Cycleway."</i></p>	These suggestions are outside the scope of this project. However, we have passed them on to AT's Walking, Cycling and Safety team, who will consider these connections for future projects.
Out of scope - general	14	<p><i>"I have no objection as long as car parking space is NOT lost close to shops."</i></p> <p><i>"It would help if there was provision for a bus stop along Ian McKinnon Drive."</i></p>	These suggestions are outside the scope of this project. However, we have passed them onto the relevant AT departments for consideration.

## 6. Next Steps

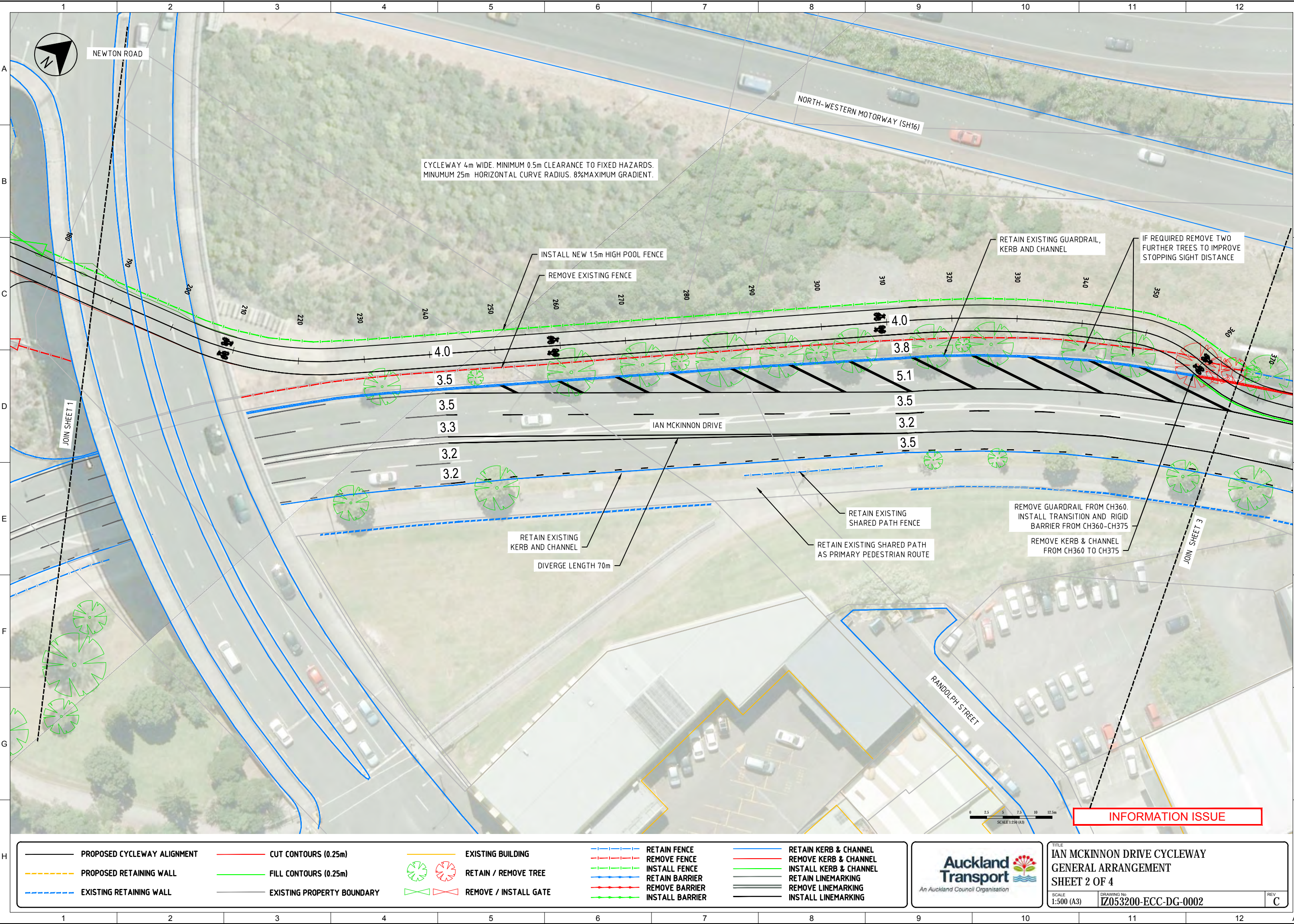
Following analysis of the feedback received, we will develop a detailed design proposal for the new cycle route.

- The detailed design will be finished by July 2017. This phase of the project may involve some further engagement with directly affected residents and property owners.
- Construction of the route is planned to start in September 2017.
- Construction is expected to be completed by March 2018.

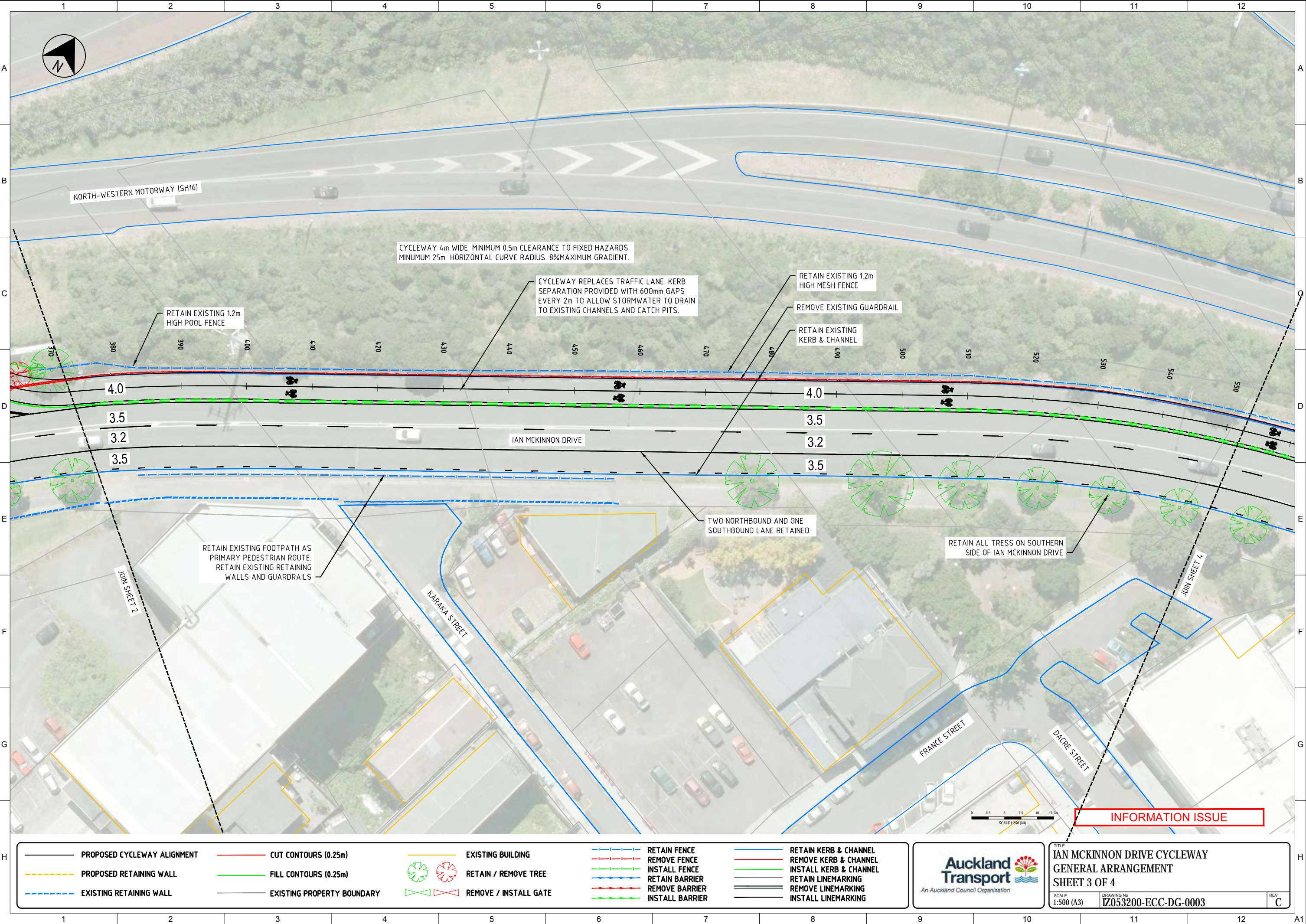




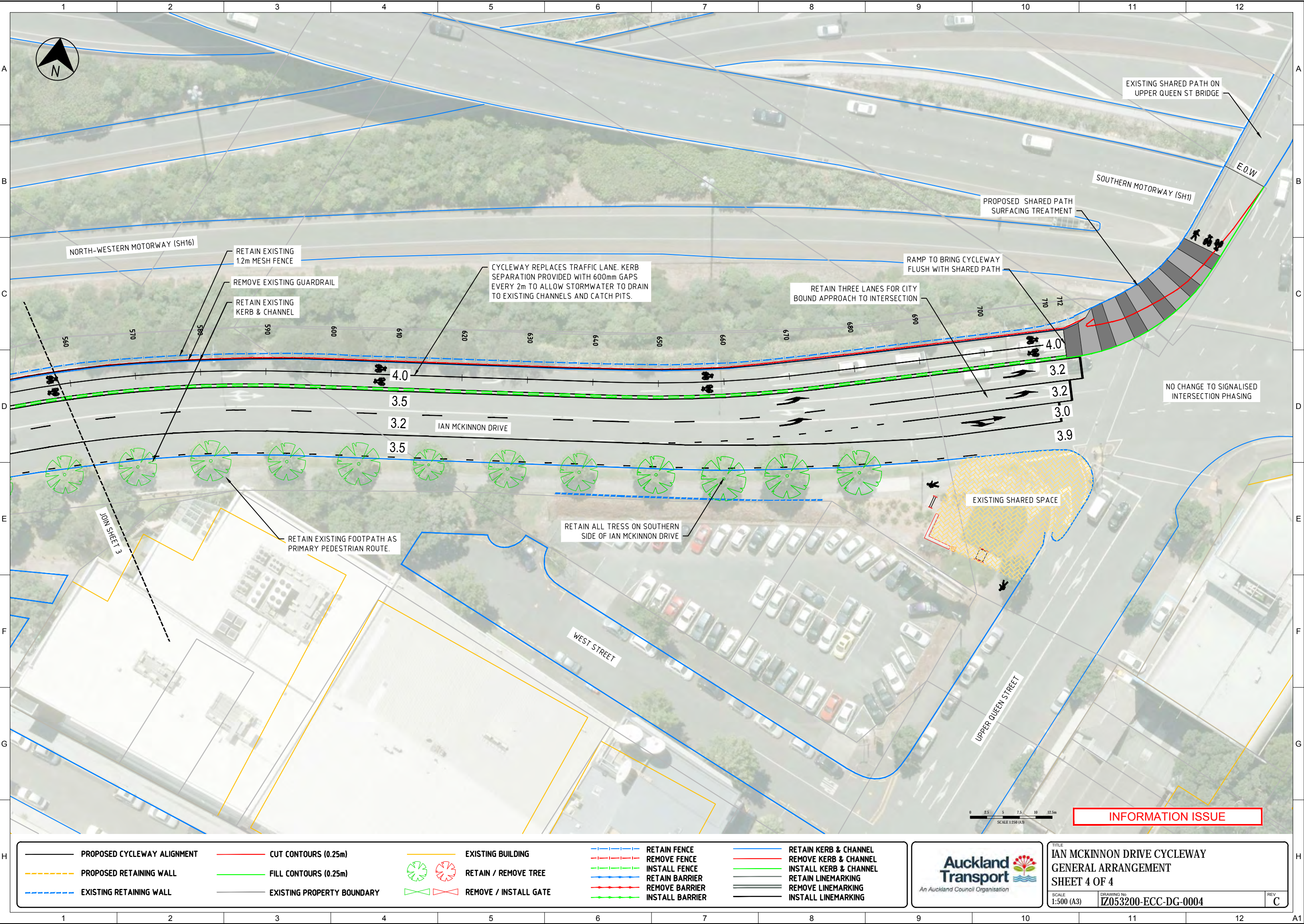














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- ☐ I occupy or own a property that the cycleway proposal runs past
- ☐ I live near the cycleway proposal
- ☐ I work or study near the cycleway proposal
- ☐ I visit the area near the cycleway proposal for other reasons e.g. shopping
- ☐ I often travel along Ian McKinnon Drive by motorised vehicle
- ☐ I often walk along Ian McKinnon Drive
- ☐ I am a cyclist
- ☐ Other (please state)

What best describes your cycling habits?

(PLEASE TICK ALL THAT APPLY)

- ☐ I cycle regularly
- ☐ I cycle occasionally
- ☐ I may cycle or cycle more often if cycling facilities were improved
- ☐ I would never cycle

How did you hear about this project?

(PLEASE TICK)

- ☐ Information posted to me
- ☐ AT website
- ☐ Newspaper advertisement
- ☐ Neighbourly
- ☐ Local Board Facebook page
- ☐ Other (please state)



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