

# **Public Feedback and Decisions Report**

**New Lynn, Avondale and surrounding areas cycle  
improvements**



Public Feedback and Decisions Report on the New Lynn, Avondale and surrounding areas cycle improvements consultation between Wednesday 1 June and Friday 24 June 2016.

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## 1. Executive summary

- Auckland Transport (AT) sought public feedback to identify and improve key cycle routes in the New Lynn and Avondale areas (from Green Bay to Blockhouse Bay, New Windsor, Oakley Creek and Wairau Creek). These key routes connect people with their places of work, local shops, schools, parks and other community facilities.
- Feedback on the proposal was invited from Wednesday 1 to Friday 24 June 2016.
- The public could provide feedback via online and hardcopy feedback form, virtual map pin-drops and on display boards at several events.
- In total, AT received 556 feedback submissions: 250 via hardcopy freepost feedback forms returned and 67 via the online survey. There were also 141 pin-drops on the online map by 21 individual submitters (who in some cases submitted multiple pin-drops) and 98 pieces of feedback obtained from the display boards at events.
- Routes and issues/concerns identified in the feedback have been represented in a summary map showing the most popular routes and issue locations. This map can be found here <https://at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/>
- Submitters identified 260 routes as important to the cycling network, either by drawing on the map or stating them in writing under 'important routes'.
- Submitters identified 570 issues/concerns/barriers either by drawing on the map, stating them in writing or by pin-drops on the virtual map. Of these, there were 37 different types of issues/concerns/barriers raised in 244 various locations. These are explored further on the website via a spreadsheet in alphabetical order by street <https://at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/>
- 'Priority' routes were identified in the feedback and have been taken on board to help inform which routes will be improved first.

## 2. Background

Auckland Transport (AT) and our partners, Auckland Council and NZ Transport Agency, are working together to create a future where more people feel comfortable choosing cycling as a transport option.

### 2.1 What improvements can you expect to see?

On busy roads we are proposing continuous high quality cycle lanes, ideally physically separated from general traffic. On quieter roads we are proposing to reduce traffic speeds and volumes to make it safer and more attractive to walk and cycle.

As Auckland grows, more pressure is placed on the transport system. By providing a cycling network that is safe, connected and direct, Auckland Transport is providing Aucklanders with greater travel choice. Cycling helps to integrate more physical activity into their lives. It is an important way of making best use of Auckland's existing transport network and provides consistent journey times.

We plan to start implementing parts of the proposed cycle network for New Lynn and surrounding areas in early 2017.

Public transport is becoming much more popular in Auckland and cycling provides a great way to access trains and buses and can form part of an everyday journey.

### 2.2 What benefits could the improvements bring?

- Safer, more appealing cycling routes for people on bikes
- Slower vehicle speeds on quieter residential streets, which reduces the risk of injuries or fatalities
- New and improved pedestrian crossing points and footpath enhancements
- Improved bus facilities
- New landscaping and improved visual appearance of public spaces, including shopping centres
- New wayfinding signage and reduced street clutter
- New cycle parking

### 3. Activities to raise awareness of the proposal

The public feedback period ran from Wednesday 1 to Friday 24 June 2016.

Activities to raise awareness of the consultation are outlined below.

- A total of 21,500 copies of the consultation brochure (which included the freepost feedback forms) were posted to residential properties within the area shown in the feedback form map. The online feedback form was mentioned in the brochure as an alternative option to the hardcopy feedback form.
- An electronic version of the brochure was distributed to interest groups and key stakeholders, inviting them to participate and promote the consultation. These included: the Whau Local Board, New Lynn Business Association, Avondale Business Association, local schools and colleges in the area, Bike Auckland, Bike Avondale, Generation Zero and Transport Blog. A project webpage and an online feedback form were set up through <https://at.govt.nz/projects-roadworks/new-lynn-avondale-area-cycle-improvements/>. This included the virtual map 'pin-drop' function.
- Brochures were distributed at the New Lynn and Avondale train stations, Lynn Mall and hand-delivered to New Lynn, Avondale and Blockhouse Bay local shops and businesses by AT ambassadors.
- Brochures were made available at the New Lynn and Avondale libraries, New Lynn, Avondale and Blockhouse Bay community centres and the Whau Local Board office. They were also distributed to local schools in the area.
- A media release was distributed on 2<sup>nd</sup> June 2016.
- An advertisement was placed in the Western Leader newspaper on Tuesday, 7 June 2016.
- An article about the project was published on the Bike Auckland website  
<https://www.bikeauckland.org.nz/new-bike-links-for-new-lynn-whats-on-your-wishlist/>
- Information was posted on Facebook via the Whau Local Board and Auckland Council's pages.
- Information was posted on the Shape Auckland website.
- Information was posted on Neighbourly.
- This consultation was promoted at the Eco Matters event, at stalls at the Avondale Market, at the New Lynn train station (Tuesday 7 June, 3-7pm) and at the New Lynn Night Market (Thursday 16 June, 6-9pm).



## 4. Summary of feedback

### 4.1 Types of feedback

We invited public feedback via online and hardcopy feedback form, virtual map pin-drops and on display boards at several events.

On the hardcopy feedback form, a blank map was provided where submitters were asked to draw routes/roads that are important to them and also identify any issues/concerns that put them off cycling in the area. Submitters were also invited to add any other comments or suggestions. Some funded cycling routes were shown on the map that are either partly constructed, under construction or in development.

The online feedback form asked submitters to provide the same information as the hardcopy, but in written form rather than drawing on a map. Submitters also had the option to drop ‘pins’ with a comment attached on a virtual map; however, as the ‘pin-drop’ function is separate to the survey, they could not be linked. This means if someone submitted an online form as well as placing pin-drops on a map, their feedback would have been analysed as two different pieces.

Stalls were held at the New Lynn Night Market, the Avondale Market, and the Eco Matters event, where feedback was invited in the form of post-it notes and stickers to identify routes and barriers to cycling. 98 pieces of feedback were obtained in this way.

Feedback was received from 8 local schools in the wider area. Students expressed what they liked about cycling and how to make it better.

### 4.2 Barriers identified in feedback

Submitters identified 570 issues/concerns/barriers either by drawing on the map, stating in writing, or by pin-drops on the virtual map. Of these, there were 37 different types of issues raised in 244 various locations. Please refer to feedback summary map 1 (on page 16 of this report)

The most commonly identified issues/concerns/barriers (each receiving at least 10 mentions) were:

- Rosebank Rd – cycle facility/improvements suggested (24 mentions)
- Great North Rd – dangerous location (18)
- Ash St – cycle facility/improvements suggested (16)
- Ash St – dangerous location (15)
- Ash St – high traffic volume/busy (13)
- New North Rd – dangerous location (13)
- Great North Rd – cycle facility/improvements suggested (11)
- Ash St/Rosebank Rd intersection – dangerous location (10)
- Rata St – cycle facility/improvements suggested (10)

- Blockhouse Bay Rd/Crayford St/New North Rd/St Jude St intersection – dangerous location (10).

22 off-map issues/concerns/barriers identified will be investigated at a later date.

## 4.3 Routes identified in feedback

260 different routes in the area were suggested a total of 493 times. Note that some of these routes overlap. Please refer to feedback summary map 1 (on page 17 of this report)

The most commonly suggested/supported routes (each receiving at least 10 mentions) were:

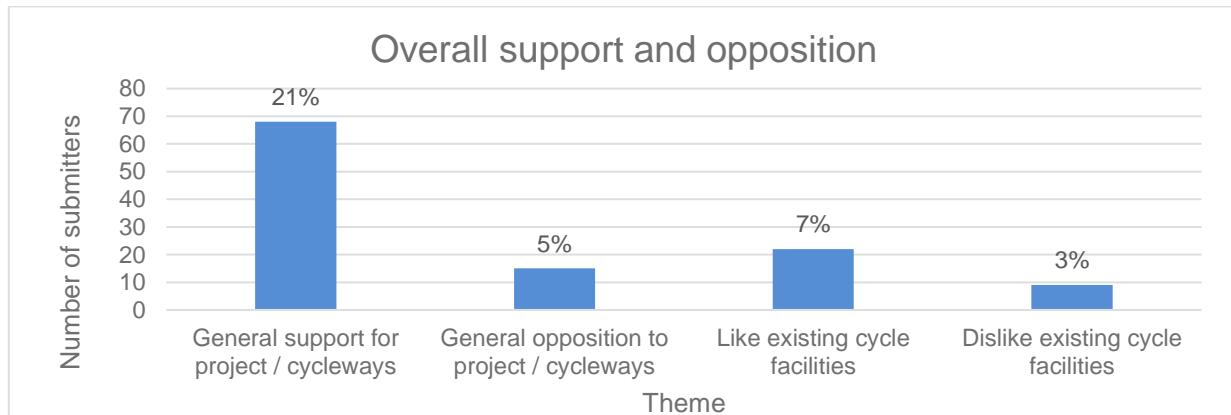
- New Lynn to Avondale Shared Path (28 mentions)
- Waterview Shared Path (26)
- Rata St/Ash St/Great North Rd (23)
- Rosebank Rd (22)
- Te Whau Pathway (18)
- Blockhouse Bay Rd (14).

Routes suggested outside of the planned project area (27 off-map suggestions received) will be investigated at a later date.

## 4.4 Themes from ‘other comments’

While the route suggestions and issues/concerns were compiled into a feedback summary map, which can be found on our [website](#) (or on page 16 of this report), other feedback from the online and hardcopy surveys were grouped into common themes. These themes are summarised below.

### Overall support for project and cycling facilities



Based on 317 responses. Responses on multiple aspects of the project allowed, percentages are rounded.

## General support for project/cycling facilities (68)

This was the most commonly mentioned theme in the feedback. Many submitters support proposed and existing pathways, such as Te Whau Pathway, the New Lynn to Avondale Shared Path, and the Northwestern Cycleway. Others like cycleways and cycling improvements in general, and want more constructed. Some respondents said they were grateful for the opportunity to comment on cycle improvements in the area.

- *"I would certainly cycle to work if more safe cycleways were available."*
- *"VERY excited about the New Lynn to Avondale path and the Whau path! We love cycling but would NEVER ride on the road so this is all such wonderful news for us."*
- *"Thank you for the opportunity to provide feedback on cycling in the area."*

## General opposition to project/cycling facilities (15)

Few respondents dislike the proposed cycle network, or cycleways and cycling in general. They provided several reasons, including opposition to public spending on cycling facilities, that cycleways will not be used, that they encourage littering and theft, and that they contribute to increased congestion.

- *"Do not want cycling from/to our road. Street rubbish will be left for sure. No parking. Access to more burglars and low life. Peace we have had for years will be shattered."*
- *"I would never cycle on the roads of Auckland. A complete waste of ratepayers' money."*

While some objections to cycling or cycleways in general were received, support for the project significantly outweighed opposition.

## Like existing facility (22)

Comments included in this theme demonstrate support for existing cycling facilities and/or their benefits, for example, because they are safe, good for children, and encourage more cycling.

- *"Thanks for the Portage Rd cycleway. I appreciate having bicycle parking at the Blockhouse Bay shops."*
- *"The paths around May Rd Reserve + Underwood reserve are great areas for children to ride safely."*

We appreciate your comments in support of existing cycling facilities.

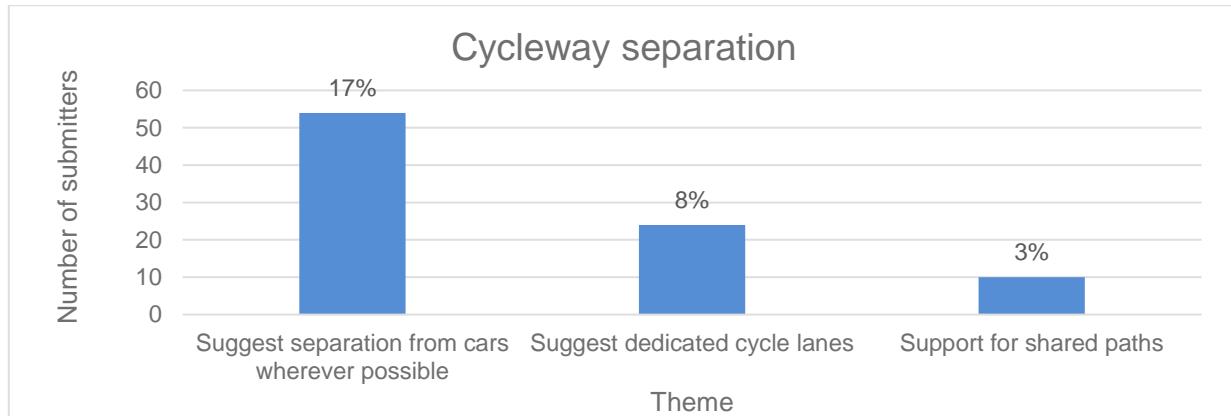
## Dislike current facility (9)

Several submitters said that they did not like existing cycling facilities, either because they are unused or unsafe.

- *"Currently I don't feel [Auckland] is a safe place for both myself or my children on the road"*
- *"I travel regularly at different times of day and have NEVER seen a cyclist on Portage Rd. This lane doesn't get used!"*

These comments will be considered by AT's Walking, Cycling and Safety team in relation to planned improvements, existing facilities, and future projects.

## Cycleway separation



Based on 317 responses. Responses on multiple aspects of the project allowed, percentages are rounded

### Suggest separation from cars wherever possible (54)

This was a popular theme, with submitters saying they do not like cycling on roads because it is dangerous and annoys motorists. Many said they would cycle more if they could use cycleways separated from roads, that they like physical separation, or that they prefer shared footpaths over on-road cycleways.

- *"Any way of getting bikes off the road on their own paths or continuous safe shared zones is a good thing for both drivers' and cyclists' peace of mind."*
- *"Marked lanes are good but cyclists prefer to be separate from traffic. This is especially so at night, when commuting or with children."*

We recognise that cycling facilities which are separated from general traffic provide a high level of comfort for all types of users, and where possible, we aim to provide these types of facilities. The specific type of facility for each route will be determined on a project by project basis taking into account factors such as space available, traffic speeds and volumes, cost, stakeholder feedback and impact on other road users.

### Suggest dedicated cycle lanes (24)

Many respondents commented that they like dedicated cycle lanes. Some prefer on-road lanes because they are affordable, good on quiet and suburban streets, and do not attract pedestrians, while others prefer cycle lanes on footpaths as they are cheap and safe. Several people also commented that they dislike shared paths because they are dangerous, only appropriate for leisure cycling, often contain debris, or because pedestrians do not look out for cyclists.

- *"Cycle lanes need to be put on every road for safety."*
- *"Shared (with pedestrians) is OK for leisure but not for A to B travel."*

While we recognise that shared facilities may have some drawbacks, in many situations an on-road facility is not practical, and a safe shared path is the most suitable option. AT is developing its policy on shared paths to best meet the requirements of pedestrians and cyclists. In the meantime, each route is assessed individually to ensure the most appropriate type of facility is provided, and consideration is given to available road width, traffic volume and speed, cost, and target user type.

These comments will be considered by AT's Walking, Cycling and Safety team in relation to planned improvements, existing facilities, and future projects.

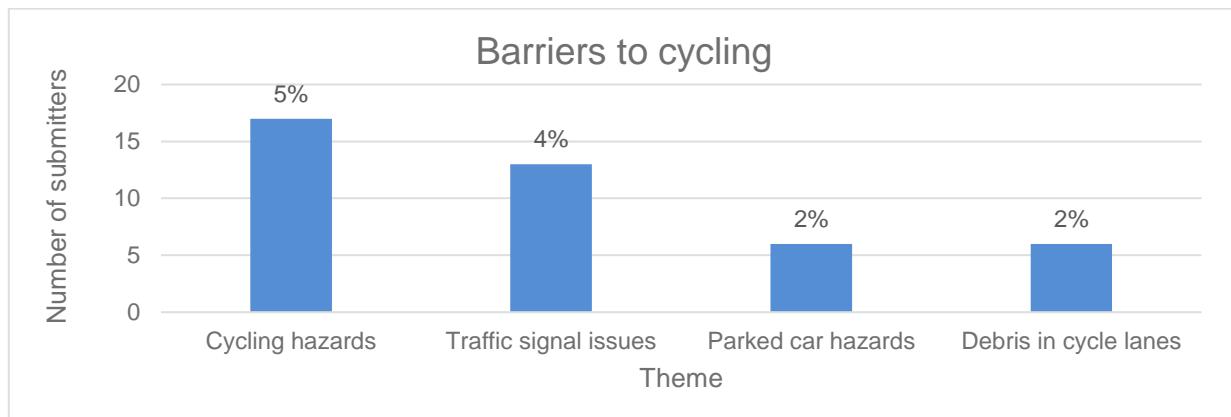
## Support for shared paths (10)

Comments under this theme came from submitters who like shared paths, either because they encourage more cycling or because they are safer than cycling on the road.

- *"I would prefer wider shared pedestrian and bike paths than the narrow bike lanes on some of our roads"*

We appreciate your comments in support of shared paths.

## Barriers to cycling



Based on 317 responses. Responses on multiple aspects of the project allowed, percentages are rounded

## Cycling hazards (general) (17)

This theme includes concerns about pinch points that force cyclists into live traffic, bumpy or slippery surfaces in cycle lanes, insufficient passing space and shared bus lanes. Submitters also made suggestions around how to make intersections and roundabouts safer for cyclists, both in specific locations and more generally. Cars reversing out of driveways and gates opening into cycle paths were also identified as cycling hazards.

- *"Don't place metal covers/drainage grills in cycle lanes...Big white painted road names are also slippery - some sort of rubberised or abrasive finish is needed."*
- *"Narrowed pedestrian crossings (on Blockhouse Bay Rd etc.) are good for pedestrians but a hazard for cyclists who get squeezed by motorists trying to pass on the crossing."*

Thank you for your feedback. We will consider this when making improvements to cycling in New Lynn and Avondale.

## Traffic signal issues (13)

This theme reflects submitter concerns about traffic lights not detecting bikes and motor bikes and suggestions to improve traffic light phasings for pedestrians and cyclists.

- *"Priority crossing for cyclists at crossing points or intersections."*
- *"Ensuring all traffic lights are fitted with pressure pads that detect bikes."*

Thank you for your feedback. We will consider this when making improvements to cycling in New Lynn and Avondale.

If there is a specific location where you think wait times are too long, or where traffic signals do not recognise bikes, please log through 'Report A Problem' on Auckland Transport's website  
<https://at.govt.nz/about-us/contact-us/report-a-problem>

### Parked car hazards (6)

Parking was mentioned in the feedback as dangerous to cyclists because it reduces cycling space and creates a hazard when car doors are opened into cycle lanes. Suggestions to remove car parking on main thoroughfares or replace berms with parking bays to create space for on-road cycle lanes were also included in this theme.

- *"On a bike it's better to ride on the footpath than to use a cycle lane that is shared with car parking. Death by an opening car door isn't funny!"*
- *"Would like to see restrictions on cars parking along popular routes."*

These comments will be considered by AT's Walking, Cycling and Safety team. Removing parking frees up space for cycling but is often controversial and resisted by local residents and businesses. Careful consideration has to be given to the competing demands for the space, and possible mitigation measures for residents and businesses who rely on parking.

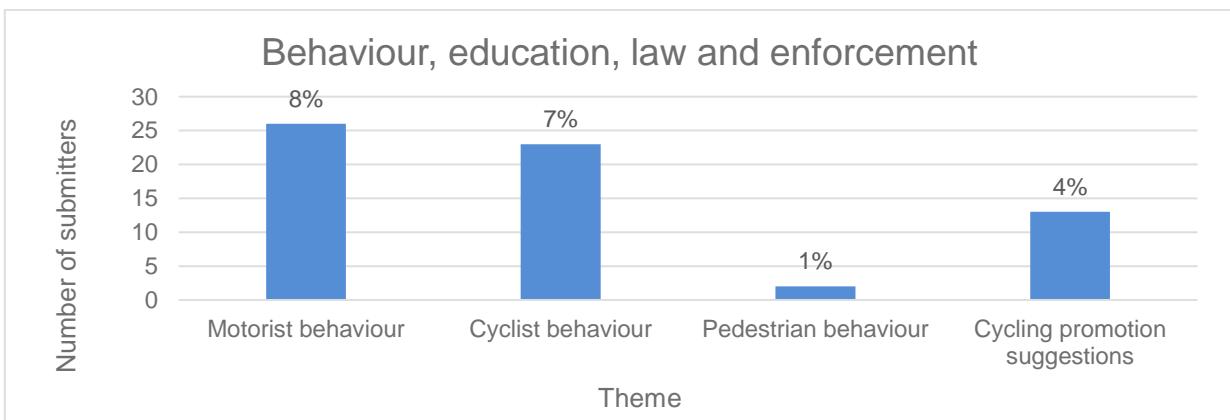
### Debris in cycle lanes (6)

Debris in on and off-road cycle lanes was identified as a common cycling hazard. Some submitters suggested more regular maintenance of existing cycle routes.

- *"Clearing cycle lanes of debris that might damage tyres. Bike lanes tend to get debris (glass, rocks, sticks etc.) thrown in them by cars which is bad for bike tyres and potentially a slip hazard. Sweeping bike lanes would help reduce this. Often I have to swerve to avoid broken glass."*

If you notice maintenance problems, please log it through 'Report A Problem' on Auckland Transport's website <https://at.govt.nz/about-us/contact-us/report-a-problem>. Alternatively, please call 09 355 3553.

### Behaviour, education, law and enforcement



Based on 317 responses. Responses on multiple aspects of the project allowed, percentages are rounded

## **Motorist behaviour (26)**

Feedback in this category relates to educating motorists on sharing the road with cyclists, changing liability laws in bike-car accidents, reducing speed limits in town centres and on residential streets, and concerns about aggressive or careless driving.

- *"The main reason I stopped cycling to work was the large portion I had to cycle on the road, with impatient motorists not giving enough space and in some cases actively trying to run me off the road."*
- *"Drivers do not care about cyclists and drive too close. We need driver education!"*
- *"Law change to make car driver legally liable by default in a bike vs car collision unless clearly proven otherwise."*

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.

Central Government are responsible for setting liability laws.

We recognise that traffic speed has a big impact on the real and perceived safety of cycling on Auckland's roads. AT's Walking, Cycling and Safety team supports safer speeds, especially in town centres and local residential streets. The NZ Transport Agency have recently released a new Speed Management Guide which should make it easier for local governments to set safe speed limits.

## **Cyclist behaviour (23)**

Comments in this theme relate to concerns about cyclist behaviour on roads and footpaths or shared paths, suggestions on how to educate people on bikes on these issues, as well as suggestions that cycling without a helmet should be legalised, and that people on bikes should be allowed on footpaths at slow speeds where there is space and the path is wide enough.

- *"Allow slowish ride on footpaths with speed restriction 15km/h"*
- *"Bells should be mandatory if you want to cycle on shared path!"*

Current legislation states that people on bikes are not allowed to cycle on footpaths, apart from in specific situations where the path is considered and advertised as a 'shared path'.

Central Government are responsible for setting laws such as the law regarding mandatory helmet use.

AT provides free cycle training and maintenance classes. You can find out more on our website <https://at.govt.nz/cycling-walking/cycle-training-and-events/>

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.

Our "See Share Smile" campaign promotes safe and courteous behaviour for all users on shared paths. Find out more on our website <https://at.govt.nz/about-us/campaigns/share-the-paths/>

## **Pedestrian behaviour (2)**

Other road users, including people driving and people cycling, have a duty of care to look out for pedestrians, regardless of what that pedestrian may be doing or wearing.

- *"Educate pedestrians to not wear black clothes at night, and to keep left and not straggle all over the shared paths."*

AT runs campaigns aimed at pedestrian safety. You can find more on our website <https://at.govt.nz/cycling-walking/pedestrian-safety>

### Cycling promotion suggestions (13)

Several submitters suggested ways in which cycling could be encouraged, including advertising, providing free or subsidised bike services and parts, introducing bike rental systems, and holding events and competitions.

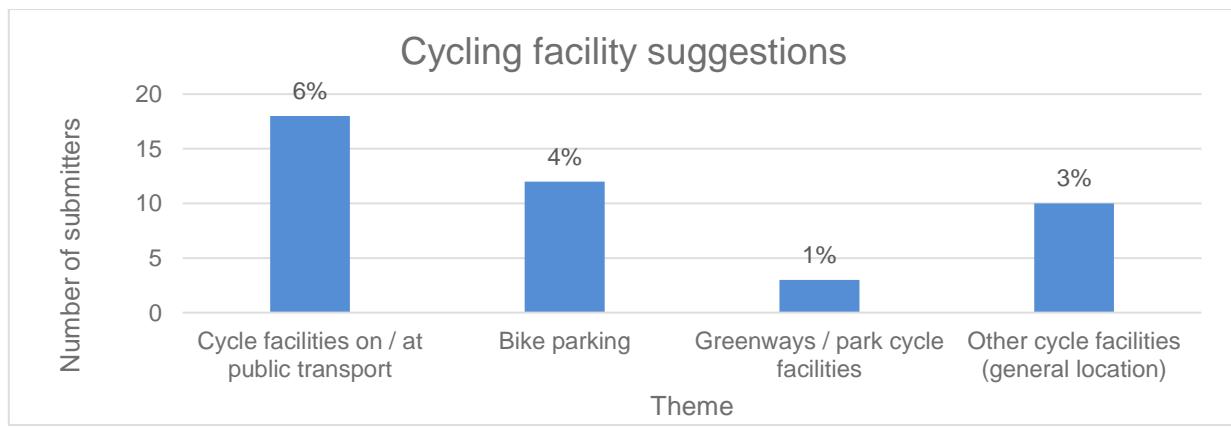
- *"Encourage use of e-bikes. Subsidise e-bikes."*
- *"Any free bicycle clinic to check our bikes regularly or anything about maintenance."*

There are many ideas as to how to do this or what aspects to promote, which will be considered by AT.

AT's Walking, Cycling and Safety team recognise the important role that electric bikes will play for the future of cycling in Auckland. We have run special training sessions for electric bikes, and will likely continue these, alongside our other free cycle training and maintenance classes. You can find out more on our website <https://at.govt.nz/cycling-walking/cycle-training-and-events/e-bike-riding>

Both the NZ Transport Agency and AT carry out promotional campaigns to promote cycling. Check out AT's 'I Love My Ride' campaign. <https://at.govt.nz/about-us/campaigns/i-love-my-ride/>

### Cycling facility suggestions



Based on 317 responses. Responses on multiple aspects of the project allowed, percentages are rounded

### Cycle facilities on/at public transport (18)

Reflected in this theme are proposals to make trains and buses more bike-friendly through installing bike racks and allowing bikes on buses, and through making it easier to get on and off buses and trains with bikes. Submitters also suggested adding water stations along bike routes and providing cycle hire facilities at public transport hubs.

- *"Have buses fitted with racks for bikes - so you can cycle to/from the bus."*
- *"Hire-a-cycle at railway stations or bus stations"*

- "Make the trains more bike friendly, particularly in peak hours."

The new electric trains have at least one carriage suitable for bikes. It is easy to walk your bike on and off. Unfortunately, at peak times, there may not be enough room to carry passengers with bikes. To mitigate this, we recognise the importance of good cycle parking facilities at train stations. AT's Walking, Cycling and Safety team are keen to work with AT Metro to provide such facilities and to encourage more cycle / public transport trips. Bikes on buses and public cycle hire are two things being investigated at present.

### **Bike parking (12)**

A number of respondents proposed more cycle parking in shopping areas, public spaces and near public transport hubs. Security of parking was also identified as a key concern, as was the need to leave space for future expansion of bike parking facilities.

- "Convenient and secure cycle parking near popular public areas/town centres."
- "Offer bike parking at key train stations"

As part of this project, AT's Walking, Cycling and Safety team are considering improvements to existing bike parking, and investigating where more can be located in New Lynn and Avondale.

### **Greenways/park cycle facilities (3)**

Respondents proposed building more cycleways through parks, such as in Henderson Valley and the Rahui Kahika Reserve.

- "Cycleways through reserves and parks. Ideally linking to other routes. Put a track through Rahui Kahika Reserve."

Thank you for your feedback. We will consider this when making improvements to cycling in New Lynn and Avondale. Cycling through reserves and parks can offer a pleasant alternative to cycling on the road, although other factors need to be taken into consideration when choosing an effective cycle route, such as directness, personal security and safety.

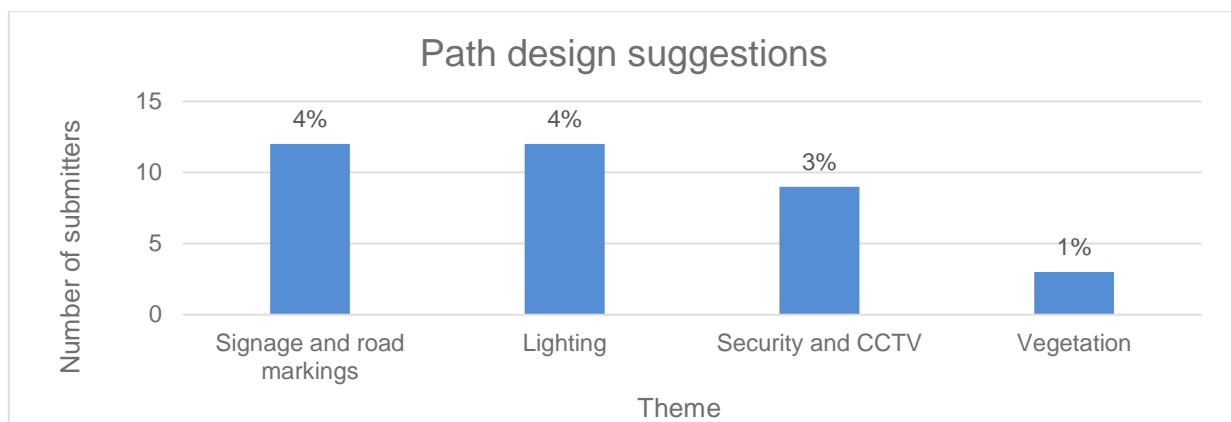
### **Other cycling facilities (general location) (10)**

Respondents suggested facilities such as public toilets on shared paths, showers and bike parking in the CBD, safer cycling access to schools and train stations, and better walking and cycling facilities.

- "Facilities in the city to shower and store bikes would be good."
- "We need to get kids cycling along SAFE roads to school and that will get them cycling for life!"

Thank you for your feedback. We will consider this when making improvements to cycling in New Lynn and Avondale.

## Path design suggestions



Based on 317 responses. Responses on multiple aspects of the project allowed, percentages are rounded

### Signage and road markings (12)

Feedback in this category relates to improving cycling route signage and road markings, as well as speed limit and road sharing signs aimed at motorists.

- *"Put up signage highlighting the fact that cars, trucks and buses should 'give cyclists 1.5m'"*
- *"Better signage of bike paths."*

Thank you for your feedback. We will consider this when making improvements to cycling in New Lynn and Avondale. AT are currently working on improving wayfinding signage across the whole Auckland transport network.

### Lighting (12)

Several submitters proposed lighting on off-road cycle and shared paths, particularly at night and in winter for reasons of visibility and safety. Suggestions to improve street lighting have also been included in this theme.

- *"Better lighting on roads with cycle routes will promote better visibility. Better lighting on main cycle routes at night will help me feel safer."*
- *"Off-road cycleways need to be adequately lit for winter evenings."*

Some comments call for improved safety in general. These will be considered by AT's Walking, Cycling and Safety team, both as a whole and for planned and future projects. Requests for better lighting for current planned project locations will be forwarded to AT's Asset Management and Planning team for consideration.

### Security and CCTV (9)

This theme includes concerns about the security of secluded shared and cycle paths as well as of bike parking facilities. Submitters suggested security cameras or supervision as means of improving cycle facility security and reducing the risk of theft.

- *"I would feel unsafe if I'm cycling on the path in the dark and I had a flatty or something. At least on the roads you feel there are people about looking out for you and there are street lights."*

- “I would like to see CCTV at all cycle parking bays.”

Thank you for your feedback. We will consider this when making improvements to cycling in New Lynn and Avondale.

Personal security is a key factor when planning and designing new cycle paths, particularly through parks. Lighting is crucial for this.

AT's Walking, Cycling and Safety team work with the NZ Police to reduce the likelihood of bikes being stolen.

### Vegetation (3)

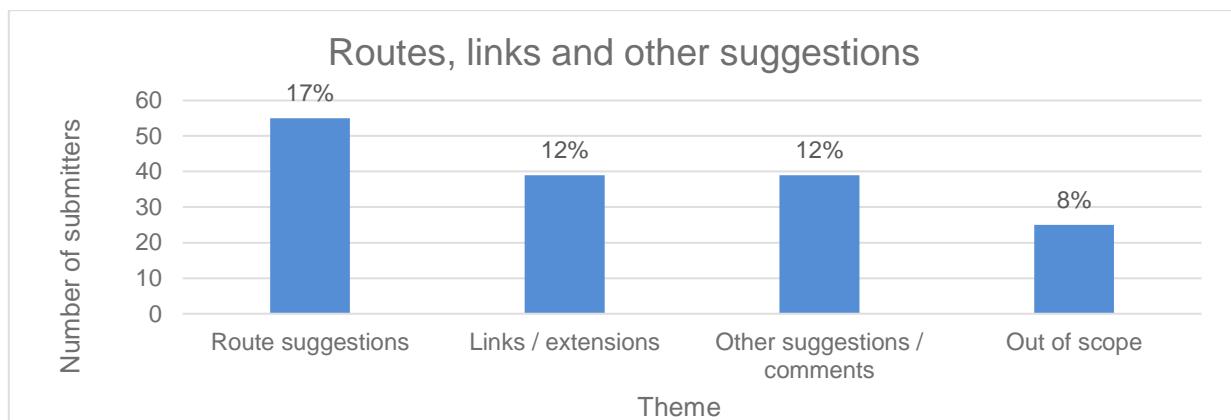
Suggestions to prune vegetation along cycle paths or to plant more (non-shedding) vegetation around cycle paths to improve air quality are represented in this theme.

- “Chop back encroaching bushes and overhanging trees.”
- “Planting around cycle paths to improve air quality.”

Thank you for your feedback. We will consider this when making improvements to cycling in New Lynn and Avondale.

If you notice a specific problem with vegetation, please log through 'Report A Problem' on Auckland Transport's website <https://at.govt.nz/about-us/contact-us/report-a-problem>

## Routes, links and other suggestions



Based on 317 responses. Responses on multiple aspects of the project allowed, percentages are rounded

### Route suggestions (55)

Several submitters made suggestions for new cycle routes in the 'other comments' section. Route suggestions are addressed in the maps provided.

### Links/extensions (39)

Many submitters suggested extending existing or proposed cycleways, linking communities to schools and creating several other local and network connections. A number of feeder routes to

the New Lynn-Avondale Shared Path, Waterview Shared Path, Te Whau Pathway and the Northwestern Cycleway were included in this theme.

- “*Link cycle tracks to New Lynn as roads too busy and footpaths not great for cycling.*”
- “*Have a route that links to Dominion or Sandringham Roads.*”

Thank you for your feedback. We will consider this when making improvements to cycling in New Lynn and Avondale.

AT’s Walking, Cycling and Safety team recognises the importance of establishing links to some of our longest paths including the Northwestern cycleway and the soon-to-be-completed Waterview Shared Path. This is a key consideration when prioritising which routes to fund.

### **Other suggestions/comments (39)**

Submitters made a wide range of suggestions on how the cycle network could be improved. This theme includes support for cycle paths with flat gradients and for shelter along cycle routes, and suggestions to repurpose berms on arterial routes or provide safe routes for children to cycle. Comments on the importance of getting cyclist and public opinions on cycle routes before planning them and suggestions to follow overseas examples are also reflected here, as are detailed design suggestions and queries.

- “*Treat cyclists as normal commuters, not just as occasional users of the road.*”
- “*I lived in Munich for 19 years. They were radical! They made lots of roads one-way and hiked up parking. Forcing people on to bikes and public transport.*”
- “*It would be good to have updates on which part of the path is complete and if there are footpaths to the completed areas.*”

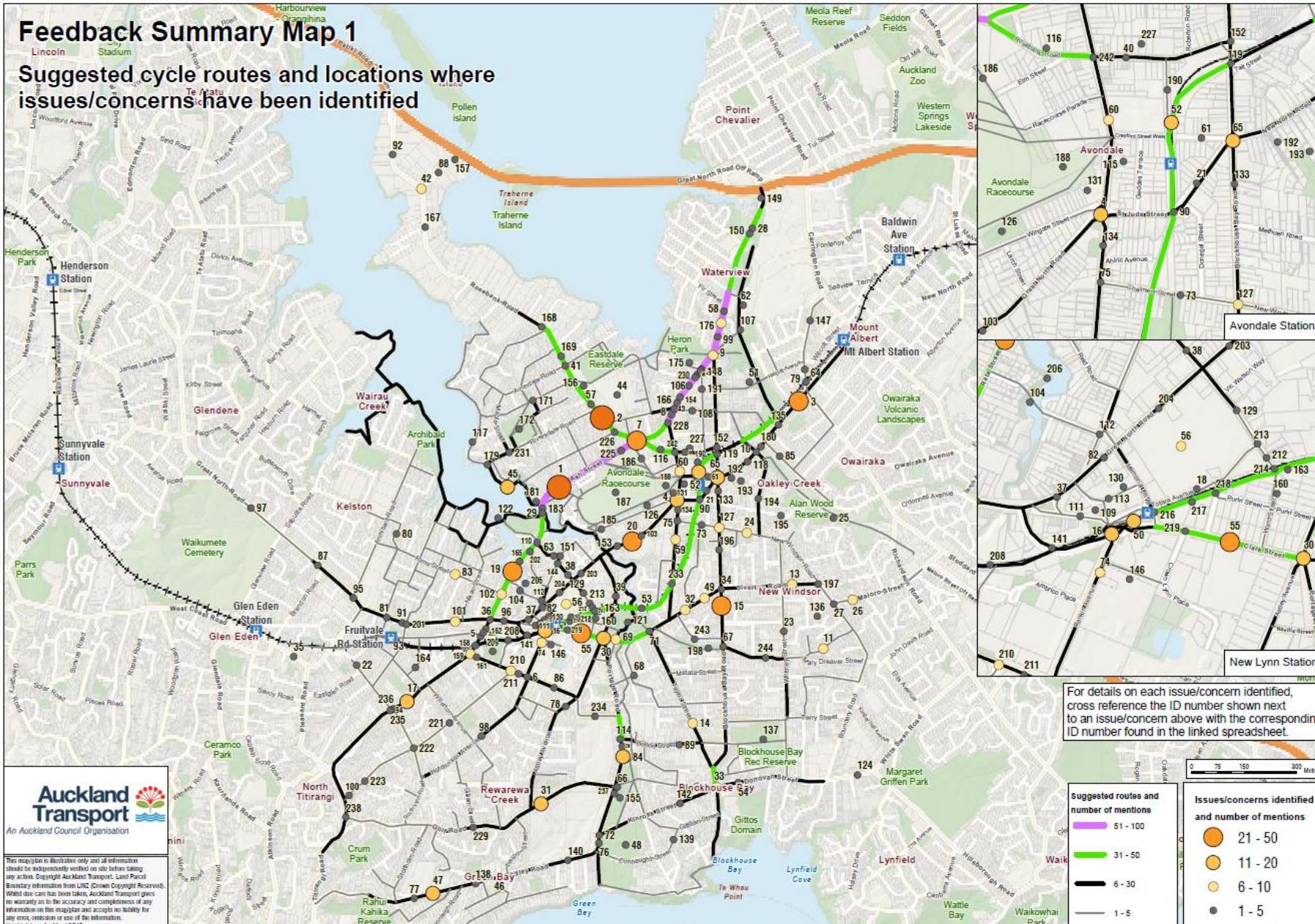
The gradient of a route is one of the key considerations and has to be balanced with other factors, such as directness, nearby trip generators and likely user group. Overseas examples will be discussed by AT’s Walking, Cycling and Safety team and project teams to consider how the specific design aspects might work on Auckland’s roads.

### **Out of scope (25)**

Out of scope comments include several relating to public transport and to improvements to existing roading, pedestrian and boating facilities.

- “*Less dangerous dogs running around Avondale. More benches and rubbish bins.*”
- “*Need to be able to park and ride.*”

These comments have been passed on to the relevant departments at Auckland Transport and Auckland Council. We also encourage you to contact them directly.





## 5. Next Steps

AT is now moving towards implementing parts of the Auckland Cycle Network. Funding is available for investigation and construction to begin on some sections of the cycle network in New Lynn and Avondale, with expected completion of these sections by the end of 2018.

Various criteria have been used to decide which routes will be improved first. These routes and the rationale for them being prioritised first are listed below. The next step is to develop designs for these routes.

Further community engagement will be carried out as designs for each section are developed. Our engagement process for each route is to first meet with key stakeholders, such as organisations, property owners and businesses with a strong interest in the proposal, or those who are directly affected.

Feedback from this engagement will be used to help shape the project going forward. We will give the community an opportunity to provide feedback on any design option(s). Key stakeholders can also provide additional feedback during this period.

Once community feedback has been considered, the design for each route will be finalised and the project will move into construction.

### 5.1 Which routes/locations are top priority?

The priorities for investment up until 2021 include improving links to the city centre and investment in the city fringe area.

A secondary priority is to improve links to public transport interchanges and existing high-quality cycle facilities such as the Northwestern Cycleway and the soon-to-be-constructed Waterview Shared Path. All the projects identified for 2015 – 2018 or pre-2019 are within easy cycling distance of New Lynn or Avondale train stations, or to the NW Cycleway.

#### **Indicative programme for New Lynn and Avondale (pre-2019 and subject to funding and investigation outcomes)**

The following routes have been defined as having high priority for cycling improvements as part of this project, and will be designed and implemented first.

- Seabrook Avenue - Identified as a cycle facility or link between Titirangi and New Lynn. This would be an alternative to the busy Titirangi Road and Hutchinson Avenue. Seabrook Avenue will connect to the existing shared paths on Margan Avenue and Rankin Avenue.
- Rankin Avenue / Clark Street intersection – It is a busy intersection with high traffic volumes, missing a critical pedestrian leg. Improvements to intersection will improve safety and accessibility for both pedestrians and people on bikes.
- New Lynn to Avondale Shared Path - This project is scheduled for completion by June 2018. Due to constraints, some changes have had to be made to the route.
- Bike parking - New Lynn is relatively well served for bike parking, but we are investigating ways it could be improved. It is expected there will be more demand as cycling becomes more popular and the population increases.

Specific work intended for these locations has yet to be finalised, but there will be further engagement with those directly affected.

In addition, some minor works will be considered for future Minor Improvements programmes.

## 5.2 Why have some popular locations been left out?

The popular routes identified in the consultation that are unlikely to form part of our current or our future programme in 2018 – 2028 include the heavily trafficked arterial roads Clark Street, Rata Street, Ash Street and Great North Road. This is due to budgetary constraints and competing demand between different modes of transport. Providing safe, separated cycle facilities would likely require significant earthworks, and potentially land purchase.

Note that the absence of any particular route on the proposed cycle network does not preclude it from having cycle facilities in future.

Potential 2018 - 28 programme (refer to proposed cycle network map on page 19) for New Lynn and Avondale (subject to funding):

- Link Avondale to Northwestern Cycleway via Rosebank Peninsula
- Portage Road (Clark Street to Puriri Street)
- Great North Road (between Clark Street and Veronica Street).

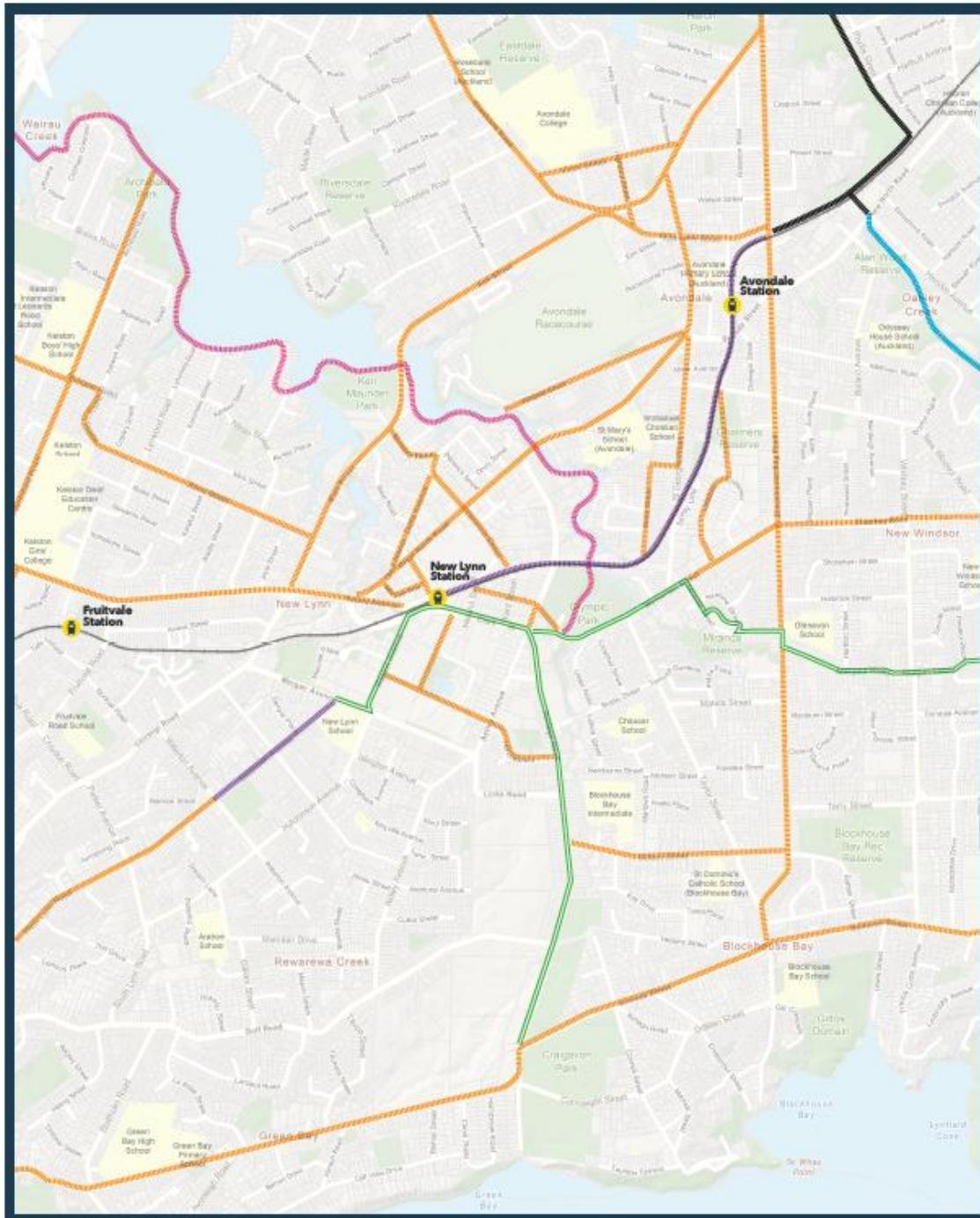
## 5.3 What happens next?

Now that we have finished analysis of the feedback, we will:

- Work on detailed designs for routes identified as ‘high priority’
- Engage further with directly affected residents and property owners once designs have been developed. This will include the opportunity to provide further feedback on the plans
- Start implementing parts of the network, completing construction by mid-2018.

## 5.4 Proposed Cycle Network map

# Proposed Cycle Network Map



### Legend:

- Pre-2019 work programme (subject to funding and investigation outcomes)
- Long-term 2019 and beyond (subject to funding)
- Southwestern Shared Path (partly constructed)
- Waterview Shared Path (under construction)
- Existing cycle network (already constructed)
- Approximate route of proposed Te Whau Pathway