

# Summary of feedback on the Victoria Street Cycleway



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## Summary

### Major topics in feedback

- **Protected cycleway design** – there is considerable support for having a safe, separated cycleway in sections of the route where people on bikes are on the same level as cars.
- **Integrated cycleway network** – improving the connectivity within the CBD for people on bikes is highlighted by many submitters as a key drawcard of this project.
- **Cycle lane on both sides of the road** – support for having the cycle lane on both sides of the road is another major theme because it makes it easier for people on bikes to access the cycleway.
- **Improvements to some intersections and signalised crossings** – there is support for our proposed improvements to the intersection of Halsey Street and Victoria Street West. Feedback highlights existing safety issues at this intersection along the cycleway route, and reinforces our concept plans for these changes. However, there is some opposition to the removal of the left turn out of Victoria Street West into Wellesley Street West. Other submissions highlight the potential for improvement at other intersections and crossings along the cycleway route such as improving signal phasing to prioritise people on bikes.
- **Increase the number of loading bays** – a re-occurring theme for possible improvements to the design is to ensure sufficient loading zones along the route. The main reasons are:
  - to allow deliveries to local businesses and;
  - to prevent commercial vehicles such as taxis and delivery trucks from parking on the cycleway.
- **Bus stops** – the bus stop design received positive support overall. The buffer zone between people on bikes and bus passengers in the boarding area is highlighted as one of the main reasons for this arrangement being superior to the shared zone (Wellington) bus stop design that is also proposed along the route.
- **Include right turns for people on bikes** – another improvement that is highlighted is consideration for people on bikes who need to turn right at intersections or signalised crossings along the project route.

### Outcome

We have been considering public feedback along with other stakeholder feedback as we develop the detailed design. Examples of this include:

- various suggestions for the cycleways, such as right turn facilities, further connectivity for people on bikes, lighting, surface material, wayfinding, etc.
- locations and amount of bike parks

- locations of new tree planting or re-location of existing trees, as agreed by an Auckland Council arborist
- the feasibility of using the protected bus boarder design at bus stops on the route
- maintaining access to businesses and properties along the route
- location and access to loading zones, specifically between Nelson St and Wellesley St

## Next steps

- The detailed design should be available late February or early March 2018 at which time we will be able to make it available and post the plans on the project website.
- We expect to start construction in mid-2018. We will communicate further with the community ahead of construction and work with key stakeholders to minimise disruption.

## Purpose of this report

This report outlines community feedback gathered during the public consultation phase of AT's proposed design for the Victoria Street Cycleway.

This feedback will be considered and incorporated where appropriate in the final design of the Victoria Street Cycleway

## Project background

AT and our partners, Auckland Council and NZ Transport Agency, are working together with the Government to create a future where more people feel comfortable riding a bike. A number of key routes for promoting cycling have been identified in the central city and the Victoria Street Cycleway is one of these key routes.

The Victoria Street Cycleway will be a dedicated cycle route along Victoria Street West, from the Beaumont Street intersection to the Hobson Street intersection. There are currently no dedicated cycling facilities along this route, which services many attractions that could be accessed by bike, such as retail and corporate businesses and public transport interchanges. The cycleway will be a key link in Auckland's city network, which will enable a safer and more direct journey into and through the city for people on bikes, connecting to key destinations in the city centre. The project links to the Nelson Street Cycleway and is an early start to expanding the east–west connectivity of the cycle network. The project also links into the Franklin Road cycle facilities (which are currently under construction) and will link with the future College Hill Cycleway.

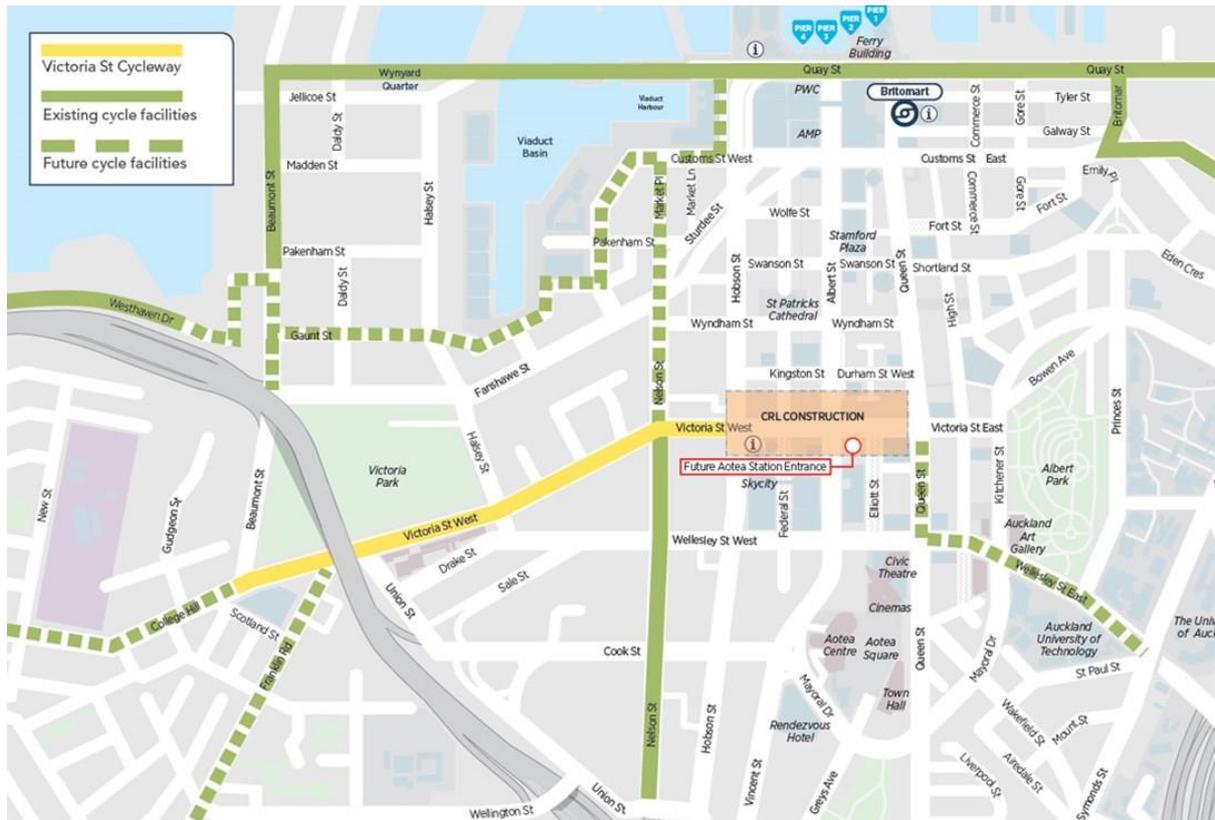
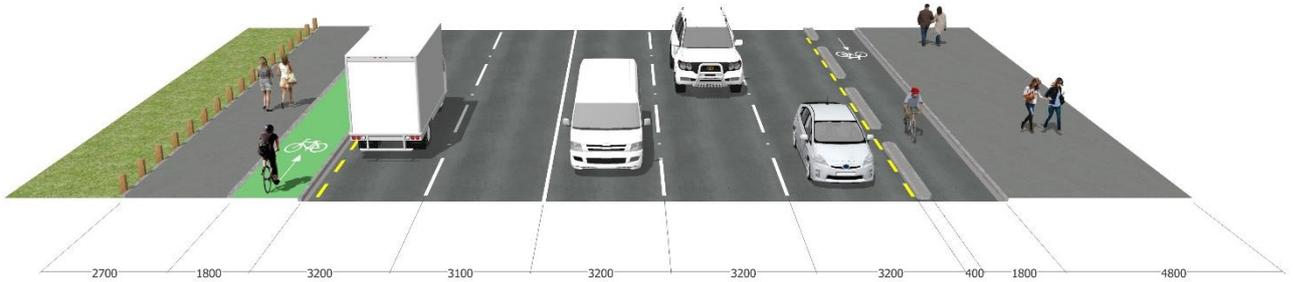


Figure 1: Map depicting the Victoria Street Cycle route (in yellow)

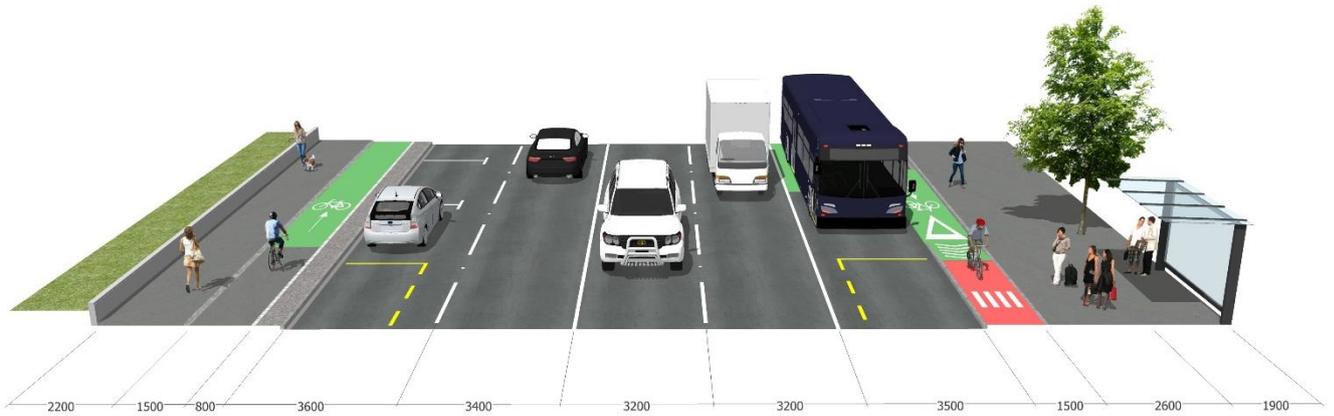
**Key features of the proposed cycleway:**

- Forms a link to the Nelson Street Cycleway and to future planned routes into and through the city centre
- Provides a minimum 1.5 m protected cycle lane on both sides of the road
- Majority of the on-road cycleway sections have concrete separators to protect people on bikes from traffic
- Improves the safety of some intersections and crossings

- Reduces some on-street parking



VIEW LOOKING EAST ON VICTORIA STREET - FROM BEAUMONT STREET



VIEW LOOKING EAST ON VICTORIA STREET - BETWEEN FRANKLIN ROAD AND HALSEY STREET

*Figure 2: Some of the cross sections of the proposed cycleway*

## Consultation

Public consultation on the proposed cycleway ran from 12 May to 05 June 2017. We asked for your feedback to help us improve and refine the cycleway design.

## Activities to raise awareness

To publicise our consultation, we carried out several activities.

- On 11 May, AT advised the Waitemata Local Board that consultation would take place starting from 12 May.
- AT engaged advocacy groups in workshops in June and December 2016.
- Approximately 3086 hard copy brochures were either mailed out, hand delivered to key affected stakeholders, distributed at information sessions (at the Big Bike Film Night film festival), or otherwise sent to key stakeholders.
  - Mailed brochures along with the cycleway route were sent out to all residents, tenants and property owners from 15 to 19 May.
  - Hand deliveries were carried out to key affected stakeholders along the project route during this period.
- A wide social media campaign was launched on AT's social media channels (Twitter, LinkedIn, Facebook, and Neighbourly) and by making use of sponsored posts from 1 May to 21 May.
- Information and an online feedback was made available on a dedicated project page at <https://at.govt.nz/projects-roadworks/victoria-st-cycleway/>
- Three public information sessions were held at the Big Bike Film Night at the Academy Cinema in the city centre on 14, 16 and 18 May. Our presence at the Big Bike Film Night was also promoted on social media and in the brochure.
- Key stakeholders were engaged by AT's stakeholder relationship manager.
- AT presented the proposed design to the Waitemata Local Board on 6 June.

## Feedback form

Feedback was provided online via the dedicated project page on the AT website or by using the freepost feedback form.

A copy of the feedback form is provided in Appendix 1.

The feedback form included:

- Demographic questions:
  - What best describes your interest in the project?
  - What best describes your cycling habits?
  - How did you hear about this project?
  - Would you use the cycleway?
  - Where are you like to travel to/from?
- Design-focused questions:

- What do you like about the design?
- How would you improve the design?
- Do you have any other comments or suggestions about the Victoria Street Cycleway?

## Respondent demographics

A breakdown of how respondents heard about the project and their cycling habits are provided below.

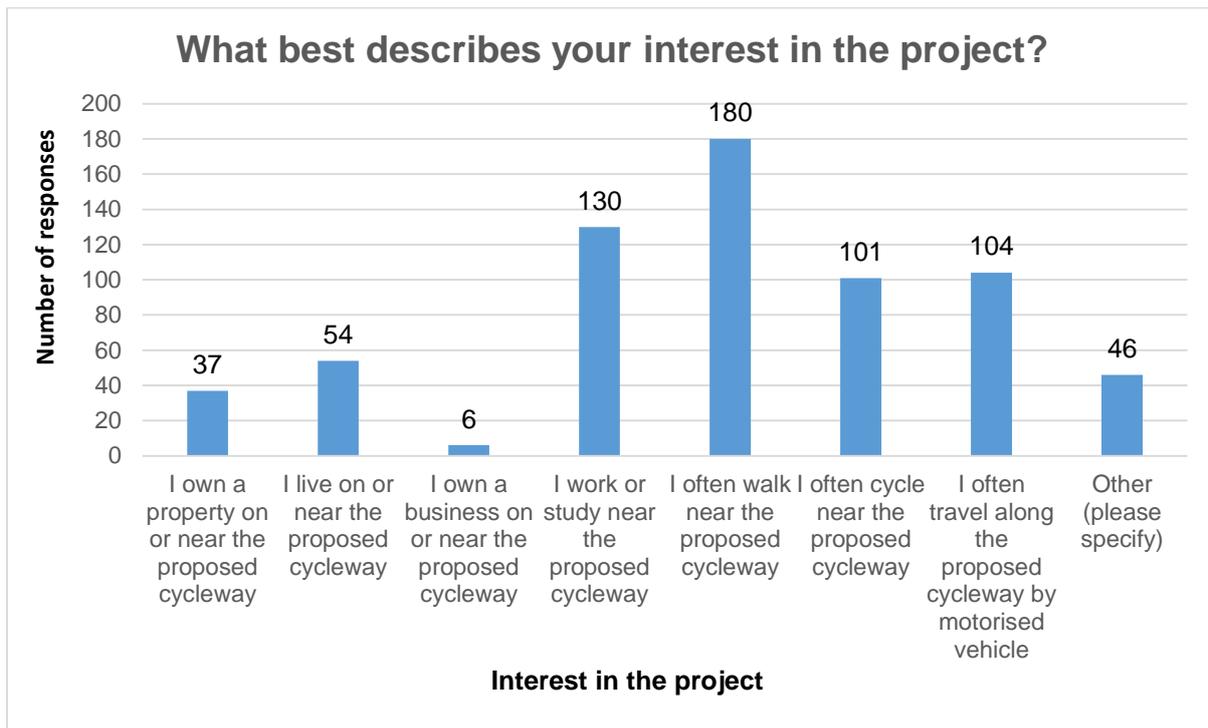


Figure 3: Submitters' interest in the project

From Figure 3, 30% of submitters already cycle on or near the project route and 38% of submitters work in the area.

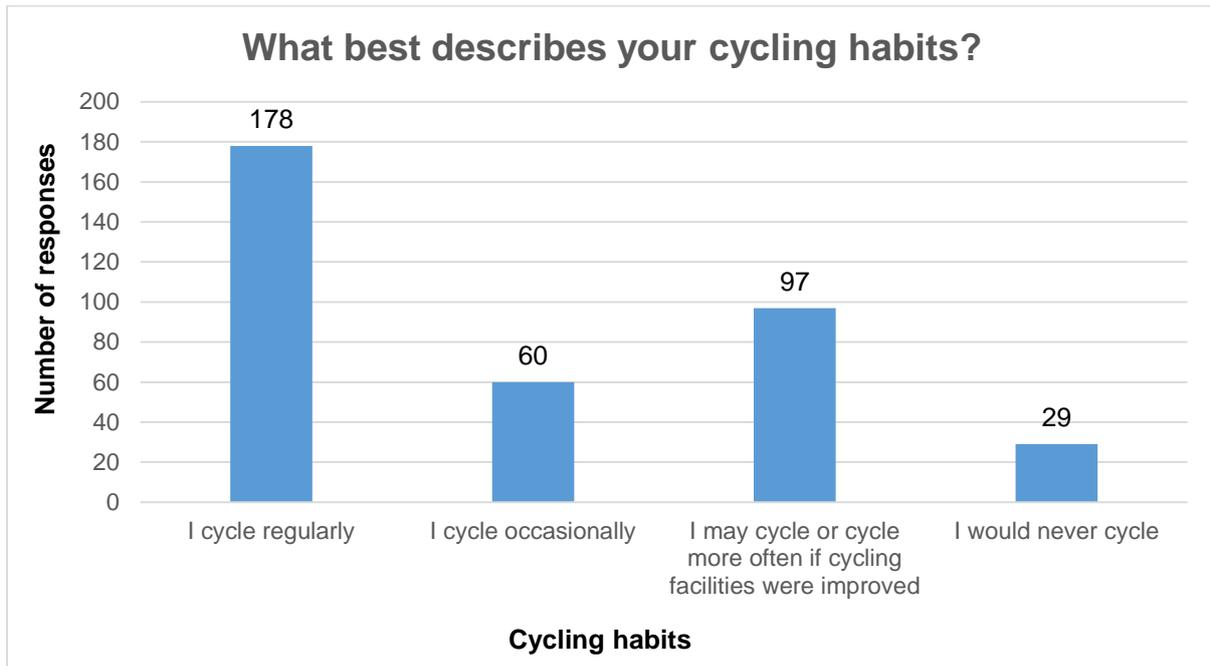


Figure 4: Submitters' cycling habits

Figure 4 shows that over half the submitters cycle regularly. Moreover, 28% express a consideration to start cycling or to cycle more often if cycling facilities were improved. This is consistent with the AT strategic approach for creating a future where more people feel comfortable riding a bike. Figure 5 below further reinforces this sentiment, with 72% of submitters wanting to use the proposed cycleway once it is constructed.

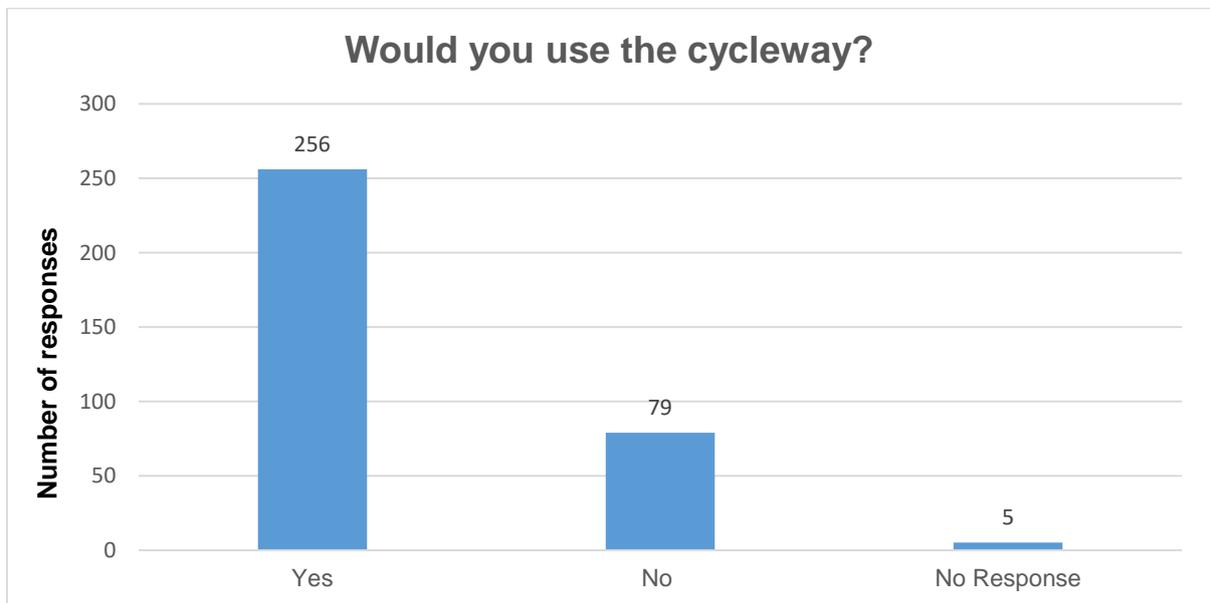


Figure 5: Number of submitters who would or would not use the cycleway

## Feedback

We received 342 submissions, 321 online and 21 in hard copy feedback forms.

While AT's consultation has included key stakeholders, this report reflects public feedback only.

## Overview of feedback

We have identified a number of major topics in the 342 submissions we received. These are summarised in four key themes, shown in the graphic below.



Figure 6: Key themes from analysis of feedback on the Victoria Street Cycleway

### Analysis of your feedback suggests<sup>1</sup>:

#### Key reasons people *like* the proposed cycleway design:

- Provides a safe, separated cycleway

<sup>1</sup> Responses for the third design question (“Do you have any other comments and suggestions...”) overlap with the first two design questions and are therefore embedded into the key ‘likes’ and improvements described in this report.

- Improves the integration of cycleway networks within the city centre
- Has a cycle lane on both sides of the road
- The introduction of the bus boarder bus stop design
- The removal of the left turn slip lanes at the Halsey Street and Victoria Street West intersection.

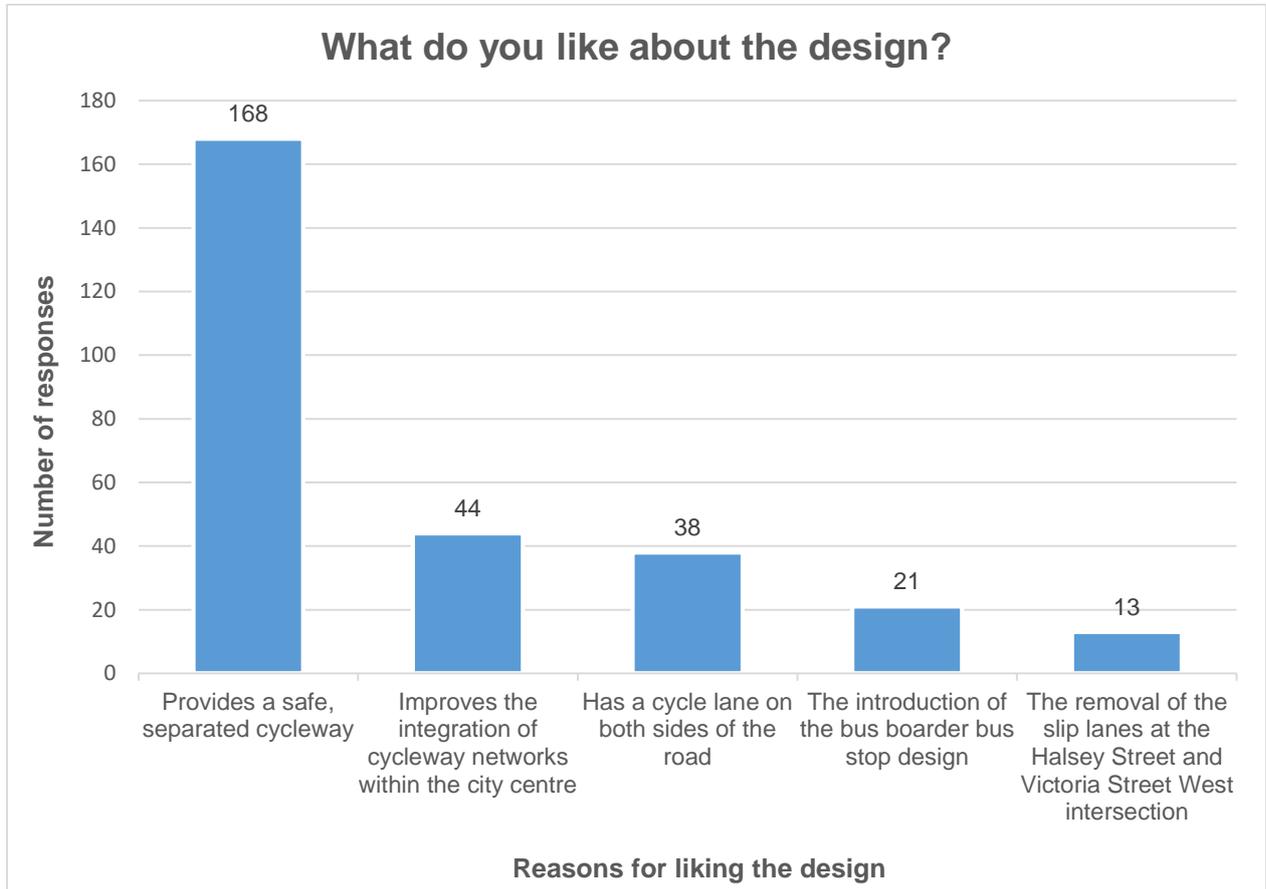


Figure 7: Key aspects of the project that submitters liked

**Key improvements suggested by submitters:**

- Further increase safety for people on bikes by having more cycleway separated from vehicle traffic
- Take into account the Linear Park development
- Apply the bus boarder design to all the bus stops along the route
- Further increase cyclist safety by having clearer separation from pedestrians in shared zones
- Do not remove left turn into Wellesley Street West from Victoria Street West
- Add more loading bays along the route (especially westbound downhill)
- Add right turning bays for people on bikes along the route
- Add bike parking and other treatments to encourage cycling.

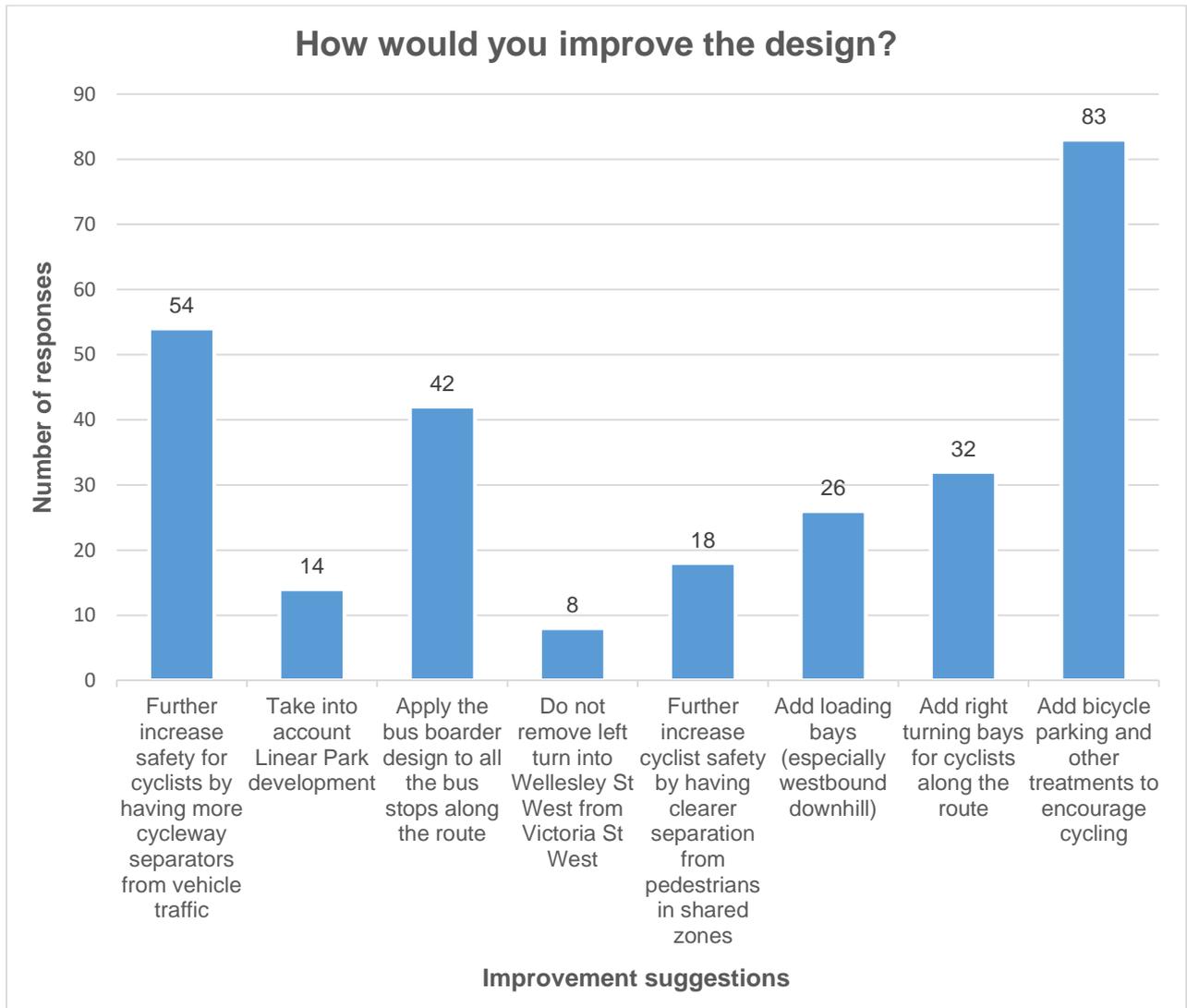


Figure 8: Key improvements suggested by responses

## Themes in feedback

### Safe, protected cycleways

Feedback on the protected cycleway design (for sections of the route where the cycleway is on the road) is generally positive. Approximately 66% of submissions that reference the protected cycleway design support it because it increases the safety of people on bikes by protecting them from vehicle traffic. As indicated by the following feedback examples from submitters:

*“The protected one-way cycleways are brilliant - much better and safer than two-way cycleways. Excellent design too.”*

*“Protected cycleways for me and my children give me confidence in using it. Cross-town links are where it’s at! Well done.”*

*“[I like the] separated infrastructure - paint on roads alone is only half the job.”*

## Integrated cycleway network

The route for the proposed cycleway runs from the intersection of Beaumont Street and Victoria Street West to the intersection of Hobson Street and Victoria Street West. It will form a link that connects with existing and planned cycle routes on Nelson Street and the wider city centre. From the analysis, 19% of submitters highlight their support for the route of the proposed cycleway and its connection to other existing and future cycleways.

*"This will be a great link for the inner-city network. It provides essential connections between other existing and future cycle paths."*

*"...We need some of these cross-town links."*

*"I'm generally supportive of bike lanes and this one seems to make sense in providing a link between other existing/future bike lanes."*

Aside from support, 9% of submitters also provided suggestions and comments on alternative routes:

*"Please ensure you have considered bikes coming to and from Franklin Road heading east bound. I turn right into Franklin Road each day by bike, and there are often several other bikes at the same time. It might be useful to have a space for bikes turning right into Franklin Road to have a dedicated right turn bike lane to stop in..."*

*"Please provide a protected [cycleway] on Halsey Street between Victoria Street and Fanshawe Street as well."*

*"Put a cycle lane down Beaumont Street to join the two routes."*

*"Connect to Westhaven! So many people using the new boardwalk cycleway. I regularly go from the pink path to Westhaven..."*

## Encourage more cycling in the city centre

Currently, Victoria Street West does not have any dedicated space for people on bikes. Therefore, 30% of submitters view this project as a significant improvement towards encouraging more cycling in the city centre.

*"I love how it encourages folks to find alternate transport into the city and reduces the appeal of Queen Street / Albert Street as thoroughfares."*

*"Separated cycle lanes are important to get more people on bikes riding."*

*"The cycleways are a great improvement on the old 'ride on the road' system. I will start riding a bike around the city centre when more of the network is complete and helmets are made optional and I can afford an electric bike."*

*"Great design and will get more people cycling."*

Also, 40% of the 83 responses that believe this project will encourage more cycling in the city centre, offered suggestions on how the project could further increase cycling patronage through the route:

*“Add bike parking spots - especially at Vic [Victoria] Park to encourage park use. Also - add bike hire hubs around the entire cycleway so that residents and tourists can access bike travel at a minimal cost.”*

*“Make the cycle path wide enough to ride side by side for two people on bikes.”*

*“This will be intensively used as soon as the whole grid is complete, make sure you build capacity into it now so you won't have to redo it soon.”*

### **Improve interactions between people on bikes, pedestrians and other road users**

Although majority of submissions show support for the protected cycleway design, 19% of submitters suggest to further increase separation between people on bikes and vehicles (when on-road), and 7% of submitters suggest the same between people on bikes and pedestrians (in shared footpath zones):

*“Change the footpath level cycle lanes to either Copenhagen style or separated cycle paths. They are in busy pedestrian areas and pedestrians almost always end up walking in them.”*

*“Sections where the cycleway is at the same height as the footpath: please do everything you can to find a way to provide better separation between pedestrians and people on bikes, e.g. moving kerbs differently to create a different paving height or by adding physical separators...”*

*“I would like to see more “floating bus stops” or “bus boarding islands”. At the moment, in a number of places bus passengers will disembark directly into the cycle lane. This risks collisions between pedestrians and people on bikes, which is both unsafe and caused antipathy towards people on bikes when it is a design problem...”*

*“This is my issue with footpath style segregation - People on bikes expect motorists to afford them the same rights, but moving them in land and up onto the footpath removes them from the motorists’ immediate field of view; they become ‘pedestrians’ to the motorist. Something again, which in my view amounts to a downgrade of sorts...”*

## **General feedback**

From the total number of submissions received for this project, there were general expressions of support and opposition.

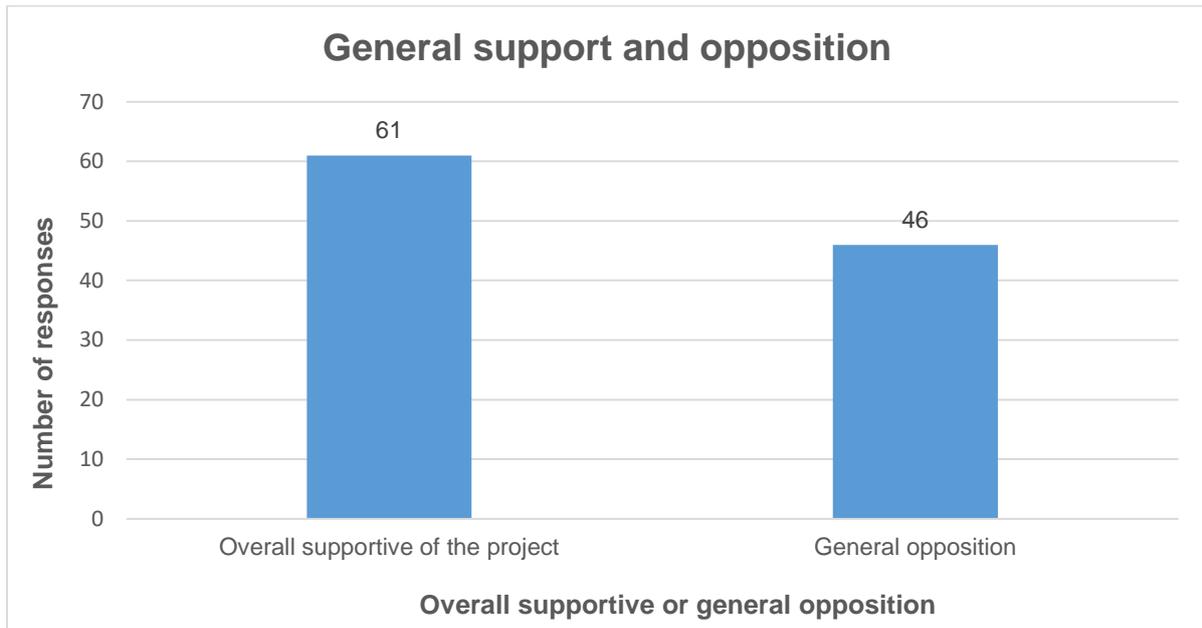


Figure 9: Number of submissions expressing general support or opposition to the project

### General support

In total, 61 submissions indicated general support of the project. The comments below are examples of this:

*“Keep up the good work guys its real inspiring seeing the great work done - I've changed my method of transport into work and for recreation based on the continual investment in cycling infrastructure!”*

*“I think it's fantastic and I can't wait for infrastructure like this in my part of town.”*

*“Please be bold and persist with this design without compromises that reduce the efficiency for people on bikes or safety of the cycleway. Thank you for your efforts in developing this initial design.”*

*“This is one of the best proposed cycleways I have seen recently. It is really nicely designed, on a road that has significant design constraints...”*

### Opposition

General expressions of opposition were present in 46 submissions. Key reasons for opposing the project are:

- Loss of parking
- Public transport should be the focus as current cycleway use is low
- Increases difficulty in accessing businesses and workplaces along the route
- The project is an inefficient use of tax payers' money
- The project does not increase connectivity for people on bikes in the CBD
- The cycleway will increase congestion in the CBD
- General expressions of opposition

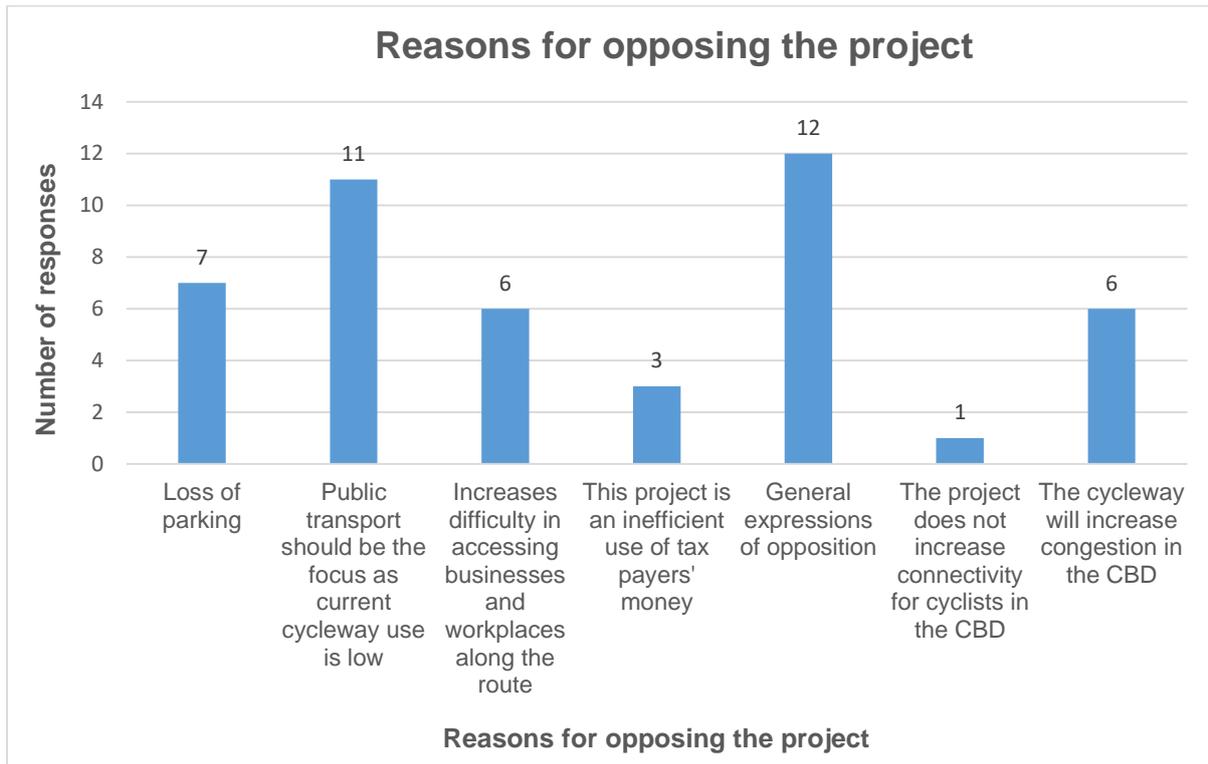


Figure 10: Main reasons for opposing the proposed cycleway

From Figure 10 above, 15% of submitters that oppose the project protest because of loss of parking along the route. The second most common reason for opposing the project (24%) is the belief that public transport infrastructure should be prioritised over cycling infrastructure. Some comments below capture the overall sentiments depicted in Figure 10:

*“Reducing street parking has a big impact on small businesses and cafes. Westhaven has seen a lot of this. Not sure if removing even more car parks is a good idea...”*

*“I do not support the loss of on street parking as the park is used by a lot of sporting groups and kids and dog walkers and many have to travel by car to get there. There is too little parking already. Stop punishing the majority to please a small minority.”*

*“I believe that there are far too many compromises from all other transport forms required - buses, cars and pedestrians. I do not support.”*

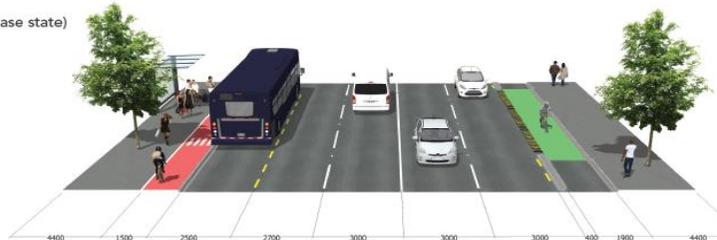
## Appendix 1: Feedback form

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 ALL THAT APPLY)

- Information posted or emailed to me
- Auckland Transport website
- News article (newspaper or online)
- Newspaper advertisement
- Neighbourly website
- Blog (e.g. Bike Auckland, Greater Auckland etc.)
- Social media (Facebook, Twitter, Instagram, Neighbourly etc.)
- Word of mouth
- Other (please state)



View looking East on Victoria Street – between Halsey Street and Dock Street.

J002336\_Victoria St Cycleway brochure\_cover feedback form.indd 1



FreePost Authority No. 233462



Consultation and Engagement Team  
Auckland Transport  
Private Bag 92250  
Victoria Street West  
Auckland 1142

PROJECT: VICTORIA STREET CYCLEWAY



The Victoria Street Cycleway will be a dedicated cycle route along Victoria Street West, from the Beaumont Street intersection to the Hobson Street intersection.

The cycleway will be a key link in Auckland's city-centre cycle network, which will enable a safer and more direct journey into and through the city for people on bikes, connecting to key destinations in the city centre.



11/05/17 12:39 PM



View looking west on Victoria Street West between Wellesley Street West and Union Street.

### What are we seeking feedback on?

We want your feedback to help us improve and refine the Victoria Street Cycleway design. The cycleway was conceived based on previous community feedback in the area, and is a highly requested facility. Local knowledge will give us a better understanding of how people will use the cycleway, and any improvements that can be made.

You can help by telling us:

- Whether you would use the cycleway, and where you are likely to travel to and from
- What you like about the cycleway design
- How you would improve the cycleway design
- Any other comments or suggestions you have on the Victoria Street Cycleway.

## Feedback form

Please complete this freepost form and return it to us by **Monday 5 June 2017**.

Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](http://AT.govt.nz/haveyoursay)

If you have difficulty completing the form, you can call us on **(09) 355 3553**, and our contact centre staff will fill in the feedback form with you over the phone. Please contact AT if you would like a physical copy of the route plans.

If your comment relates to a specific location on the route, please be sure to state where. You are welcome to attach additional pages (or provide feedback online) if you need more space.

### Would you use the cycleway?

yes  no

### Where are you likely to travel to/from?

.....  
 .....  
 .....  
 .....

### What do you like about the design?

.....  
 .....  
 .....  
 .....  
 .....

FOLD

### How would you improve the design?

.....  
 .....  
 .....  
 .....

### Do you have any other comments or suggestions about the Victoria Street Cycleway?

.....  
 .....  
 .....  
 .....

FOLD

FOLD

## Personal information

Name .....

Business/organisation .....

Street Address .....

Suburb .....

Post code .....

Email .....

Phone .....

*Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates on the project.*

*PRIVACY: AT is committed to protecting our customers' personal information.*

### What best describes your interest in this proposal? (PLEASE TICK ALL THAT APPLY)

- I own a property on or near the proposed cycleway
- I live on or near the proposed cycleway
- I own a business on or near the proposed route
- I work or study near the proposed cycleway
- I often walk near the proposed cycleway
- I often cycle near the proposed cycleway
- I often travel along the proposed cycleway by motorised vehicle
- Other (please specify)

FOLD

## Appendix 2: Key themes and submitter comments with AT responses

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
<b>What do you like about the design?</b>			
Safety general	21	<p>"Safer. Very unsafe at the moment with all the busses and cars parked meaning you need to go out partially into the traffic to get around them (or go close to them but risk doors opening on you)."</p> <p>"Pretty much everything - it ensures safety for pedestrians, people on bikes and boarding/alighting passengers alike without compromising the needs of any."</p> <p>"It's safe and looks to be well designed for people on bikes."</p> <p>"Increased safety"</p> <p>"I like improved safety for people on bikes."</p> <p>"Keeps the environment friendly and safe."</p>	<p>The separated cycleway design will enable people on bikes to have their own facility clear of other moving traffic or opening car doors.</p> <p>Both perceived safety (looks and feels safe) and actual safety are important in order to attract more people to ride bikes. Separated cycle facilities provide for this.</p>
Protected cycleway - general support	101	<p>"Separated cycle paths, making it safe for everyone."</p> <p>"Protected, safe, separated"</p> <p>"Separated infrastructure - paint on roads alone is only half the job."</p> <p>"Clear delineation of cycleways, protection from road traffic for much of the proposed route."</p> <p>"Protected cycle lanes that will allow more direct cycle access to Victoria Park and Wynyard Quarter from the University."</p> <p>"That it is separated from flowing traffic -- there will be no vehicles parking."</p>	<p>The separated cycleway design will enable people on bikes to have their own facility clear of other moving traffic or pedestrians.</p> <p>More people will ride bikes if the facility looks and feels safe (perceived safety) and operates safely (actual safety).</p>

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
		<p>"The protective barriers are great; I hope they go the whole way." "Dedicated area for people on bikes"</p>	
Protected cycleway - cyclist safety	60	<p>"It's fully protected. It's frightening riding in a busy bus lane, especially with so many driveways and slip lanes." "That it separates bikes from traffic..." "Protected cycle lanes each side - definitely the safest and best solution." "Safer and dedicated lanes for people on bikes." "Protected cycleways for me and my children give me confidence in using it..." "It protects people on bikes along a hostile route." "It separates bikes from cars and buses as currently I don't feel safe getting to the Nelson St cycle way."</p>	<p>Separated cycling facilities for people on bikes should highlight their presence and raise awareness with drivers entering or exiting driveways.</p> <p>Providing separated cycleways on both sides of the road makes it easier for people on bikes to connect to other routes. Drivers are also familiar with looking in the oncoming direction for general traffic and people on bikes.</p>
Protected cycleway - pedestrian safety	7	<p>"Cycleway is separated from the main traffic and pedestrians." "Separation mostly from pedestrian strip."</p>	<p>The design will be further refined to ensure the best outcome is achieved for the areas where people on bikes and pedestrians interact.</p>
Integrated cycle network	45	<p>"This will be a great link for the inner-city network. We love the protected one-way cycleways!" "I'm generally supportive of bike lanes and this one seems to make sense in providing a link between other existing/future bike lanes." "It's a natural and intelligent extension of existing cycle routes." "Dedicated lane to link with the current path down Nelson St. I work behind Vic Park and it's a challenge to link with the pink cycle path -"</p>	<p>The Victoria Street Cycleway provides a logical east-west connection from the western suburbs along with good connectivity to central areas via the future Franklin Road Cycleway. Connections will also be possible through Victoria Park to Wynyard Quarter, Westhaven and future SkyPath along with central city connections to the waterfront via the Nelson</p>

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
		either on the footpath up Vic St West or Wellesley or dangerously on Union St."	Street Cycleway or future Federal Street Laneways.  Connectivity with the future City Rail Link (CRL) will also provide many connections for pedestrians or people on bikes.
One-way cycleway on both sides of the road	38	"Love the one-way cycle lanes." "Lanes on each side of the road!" "That people on bikes have their own space. That the cycle way is one way and not one path for both directions."	Providing separated cycleways on both sides of the road makes it easier for people on bikes to connect to other routes.
Introduction of bus boarder and Wellington bus stop design	20	"Consideration for bus stops and how they affect the bike lane." "At bus stops, it is marked in red."	The design will be further refined to ensure that pedestrians, bus passengers and people on bikes can safely interact.
Halsey St and Victoria St intersection - removal of slip lanes	13	"Removal of slip lanes (even though I use the slip lanes when I drive)." "Looks to more effectively use road space. I like the removal of left-turn slip lanes. Has the potential to make these streets feel far more attractive and safe to be on for pedestrians as well as people on bikes"	Left turn slip lanes are not compatible with separated cycle lanes. Removing slip lanes removes the risk of left turn vehicles cutting across in front of people on bikes. Removing slip lanes creates more space for other opportunities such as enhanced pedestrian amenity, bike parking and tree planting.
Halsey St and Victoria St intersection - hook turns	1	"...hook-turn facility for people on bikes heading to Halsey St."	A hook-turn into Halsey Street will be considered as the design is refined.

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
Halsey St and Victoria St intersection - cyclist safety	2	"Being protected from heavy traffic on Victoria St and Halsey St."	The proposed separation on the approach to the intersection gives people on bikes protection from cars that might push them towards the kerb or drive across their path.
General support	43	"Pedestrian friendly. Planting trees. Less car focused. People friendly." "Seems nice & simple."	The design has sought to have minimum impact on trees. Any affected trees will be relocated or replaced in new locations as agreed to by an Auckland Council arborist.
I do not like the design (general opposition)	45	"The design is inadequate to people on bikes. It will not happen, a traffic accident between vehicle and people on bikes."	The cycleway design was developed in collaboration with bike advocacy groups and cycling specialists to ensure it is suitable for people on bikes. The designs were also reviewed by independent road safety auditors and a non-motorised user audit is also carried out.
Supportive of bus and car park removal	4	"Protected from traffic; removal of parking to make way for bikes." "YAY! Love it all. Especially on Vic St West where cars can travel fast and currently, I have to overtake parked buses. Also think as a driver the slip lanes & parking won't be missed much." "Removal of unnecessary parking spaces and physical protection of cycle lanes."	The design takes into consideration the need for AT Metro bus services and provides clear and safe facilities where bus passengers and people on bikes interact.
Introduction of raised cycle lanes	4	"Illustration shows clear differentiation from pedestrian footpath..."	The proposed cycleway design is intended to provide clear guidance to pedestrians and people on bikes as to what is expected of them

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
			in the various areas of the cycle route. This will maximise safety and efficiency.
Level of Service - Caters to a range of cycling abilities	3	"It is cycle friendly." "Protected cycleways for me and my children give me confidence in using it..."	We want people of all ages and abilities to consider using bikes more. Providing separated cycleways gives more people the confidence to consider using a bike, whether to cycle when commuting, going to the shops, schools, or for leisure.
Level of Service - Cycling Efficiency	3	"... the design prioritises the efficiency for people on bikes..."	We are seeking to provide people on bikes with a good quality of service so that more people will consider biking as a transport option. This requires careful consideration and balancing the needs of the various road users.
Positive impact on existing facilities	3	"Minimal disruption to through traffic." "Doesn't seem to take away from existing vehicle lanes."	The central city area has a lot of private and public development occurring for the next few years and Victoria Street will remain an important east-west road for traffic in the foreseeable future. The cycleway has been developed with this in mind.
Disruption to Linear Park development	2	"Would not interfere with the planned Linear Park." "Have you referenced the Auckland Centre Master Plan and the Linear Park joining Victoria and Albert Parks? (...) We can build this green link in stages, starting with pedestrian-friendly changes such as reducing waiting times at signalised intersections."	This is considered a key route to help connect the wider Auckland cycling network and will help get people on their bikes and using the route for when cycling is incorporated into the proposed Linear Park.

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
<b>How would you improve the design?</b>			
Consistency in design: greater cycling amenity	3	<p>"1) Take all vehicle traffic (other than registered service vehicles) completely off this route and create a full pedestrian/cycle route all the way into the CRL. It could be paved in areas where there are restaurants, shops and bars. Re-route traffic onto other roads, for example, Wellesley St..."</p> <p>"Ensure plenty of painted cycle symbols actually on the path. If they are too far apart (i.e. like Tamaki Dr) people don't understand that it's a cycle lane."</p> <p>"More green paint along entire path, better protection for path as the cycleway borders the bus lane - looks very easy for vehicles and busses to jump the small curb into the bike lane or pull into it to double park. Could be greener with planting and trees separating the bike path from traffic."</p>	<p>The central city area has a lot of private and public development occurring for the next few years and Victoria Street will remain an important east-west road for traffic in the foreseeable future. The cycleway has been developed with this in mind.</p> <p>AT is investigating bus route options that would remove buses from Victoria Street West, as suggested in the Midtown Bus Route public consultation earlier this year.</p>
Consistency in design: have the protected cycleway through whole route	11	<p>"Make the cycleway adjacent to Victoria Park a separated cycle lane all the way instead of sections with shared path."</p> <p>"...Would like physical barriers on all cycleways so cars do not have the option of parking/driving in cycleways."</p> <p>"Extend separators to full section of the cycle way, and put a few planters like Quay St."</p> <p>"Don't allow bits of the link that don't have completely separated cycleway. The idea of the bus lane right next to bikes with no separation or barrier does not seem that safe and will not encourage cycling."</p>	<p>The section that runs alongside Victoria Park is a physically separated cycle path (not a shared path or painted cycle lane). It is our intention to separate the cycleway as much as possible from the traffic lane, possibly with a vertical kerb in some locations.</p> <p>To separate the cycleway from pedestrians, AT is looking at using a vertical kerb, slightly elevating either the footpath or cycleway, or using specific surface material to separate them.</p>

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
Consistency in design: all bus stops should have the protected design	2	<p>"We would like to see "bus boarder" islands at all stops - as otherwise we see significant risk for conflict with people on bikes, especially downhill..."</p> <p>"Have a standard and stick to it. This means busses always have islands, much higher kerbs and bollards to stop cars mounting, ability to turn right safely etc."</p>	<p>In the detailed design phase of the project, AT will review if it is possible to provide similar bus boarders at all stops along the route, given space constraints.</p>
Consistency in design: general	6	<p>"Have a standard and stick to it. This means buses always have islands, much higher kerbs and bollards to stop cars mounting, ability to turn right safely etc."</p> <p>"Make the design more consistent the whole length."</p> <p>"Connect all cycle paths and the route should be continuous."</p> <p>"A few too many types of design - we need more consistency in what our cycle lanes look like. This may be less of an issue as we have more of them - e.g. if there are four (or however many) typologies, then stick to those four and it's easier for people to know what to look for."</p>	<p>In the detailed design phase, AT will consider the use of special bus stop kerbs for easier bus boarding.</p> <p>This cycleway will connect to a number of existing and future cycling facilities in the city. Please see the map for more details.</p> <p>The designs used along this cycle route are similar to other cycleways on other existing or planned cycle routes and so will become familiar to users.</p>
Extend current routes to include adjacent streets in CBD (Franklin Road)	3	<p>"Please ensure you have considered bikes coming to and from Franklin Rd heading east bound. I turn right into Franklin Rd each day by bike, and there are often several other bikes at the same time. It might be useful to have a space for bikes turning right into Franklin to have a dedicated right turn bike lane to stop in. Please ensure that the ramps provide good connection for people on bikes who have just come down Franklin rd to turn right into the cycleway."</p>	<p>Cycle crossings will be provided at the Franklin Road intersection and ramps will be provided where required for right turns.</p>

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
Extend current routes to include adjacent streets in CBD (Hobson - Nelson - Queen)	9	<p>"The connection between Queen St and Hobson St remains a problem."</p> <p>"That will be quite a contrast once the cycleway finishes for inexperienced people on bikes as they will likely carry on through Victoria St to Queen St. Consideration needs to be given to this, ideally by creating a cycleway concurrently on Wellesley St via Nelson St."</p> <p>"Please extend the cycleway to Queen St, the part between Hobson St and Queen St is almost impossible to get through by bike. There is almost no space and lots of cars."</p>	<p>We will work with the City Rail Link (CRL) project to determine what measures can be put in place during the CRL construction process to enable the safe passage of people on bikes between Hobson St. and Queen St.</p>
Extend current routes to include adjacent streets in CBD (Halsey St)	4	<p>"Please provide a protected cycleway on Halsey St between Victoria St and Fanshawe St as well."</p>	<p>Although we understand it's not ideal, the path in Victoria Park provides a north-south connection from Victoria St into Wynyard Quarter. The Nelson Street Cycleway provides a north-south connection from the Northwestern Motorway and central suburbs to the Viaduct, Westhaven and Quay Street Cycleway.</p>
Extend current route to connect with future cycleway projects (e.g. SkyPath)	6	<p>"Make sure there are connections to other bike paths, for example, from SkyPath."</p> <p>"Connect to Westhaven! So many people using the new boardwalk cycleway. I regularly go from the pink path to Westhaven. A paved cycleway beneath the motorway ramp that cuts across the park and upgraded crossing facilities at the Fanshawe St/Beaumont St intersection with an accessible link to Westhaven."</p>	<p>There is a shared path along Beaumont St, and paths around and through Victoria Park that link Victoria St with the signalised crossings on Fanshawe St. This provides connection into Wynyard Quarter and onto Westhaven Promenade.</p>

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			<p>In Wynyard Quarter the recently completed Westhaven Marina Shared Path will link to SkyPath.</p> <p>The Nelson Street Cycleway provides a connection to Westhaven, the Viaduct and eventually the SkyPath.</p>
Take into account Linear Park development	14	<p>"Incorporate it now with the Linear Park design and fast track approval."</p> <p>"The eventual plan to construct the Linear Park would make this a highly attractive route for my commute to and from Grey Lynn"</p>	This is considered a key route to help connect the wider Auckland cycling network and will help get people on their bikes and using the route for when cycling is incorporated into the proposed Linear Park.
Improve cycleway alignment - suggested alternative routes instead of Victoria St West	5	"Move it to another parallel street but not Victoria St please."	The Victoria Street Cycleway is an east-west route that connects to various other parts of the wider cycleway network. Other roads north or south of Victoria St are too steep or have too many heavy vehicles on them to provide a safe and comfortable environment for people on bikes.
Improve signage and interaction between people on bikes and other road users	2	"Educate car users that bikes are here to stay and they deserve respect AND CARE."	There were 45,600 new cyclists in 2016, in large part because we've built 27km of new cycleways. There are also 230,000 people who live within a 30-minute bike ride to the central city. Change is clearly underway and road users will notice more people on bikes and see that as a valid form of transport which is here

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			to stay. AT will continue with various education programmes, including targeting people on bikes and other road users about how we can all responsibly use the available space for moving around.
Improve type of green surfacing: current surfacing is too slippery	7	"No rough green pavement- hard on smaller wheels..." "The Green paint / surface material used on most of the other cycleways in Auckland "feels" slippery when cycling on it - especially when it's raining. Maybe that material could be improved somehow."	In the detailed design phase we will review the surfacing material being used, especially regarding skid resistance and performance.
Include motorbike facilities in design	1	"Remove the rubber lane separators from cycleways - they're a death trap for people on bikes who need to swerve."	The cycleway is uni-directional (1-way both sides of road), therefore the design is unlikely to have rubber lane separators installed.  Rubber speed humps will be installed at entrances to vehicle crossings to properties to encourage slow entry and exit of vehicles across the cycleway.
More bicycle parking facilities	4	"It would be nice to have plenty of dedicated places to lock up bicycles along the way." "Add bike parking spots - especially at Vic [Victoria] Park to encourage park use. Also - add bike hire hubs around the entire cycleway so that residents and tourists can access bike travel at a minimal cost."	Parking for bikes will be considered during the detailed design phase. AT has a number of complimentary initiatives underway to support the success of new cycleways. This includes a feasibility study of a cycle share scheme for Auckland's city centre.
Have whole cycle route on road (no	5	"The cycleway should be at road level not footpath level. If this is not possible in design then a smooth transition for people on bikes from	It's not feasible to have the whole cycleway on the road due to spatial constraints and the

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
shared zones with pedestrians)		road to footpath is needed as many of these transitions are harsh and require reduction of speed this is very inefficient and will find many bike users using the road, especially when the transition is on a hill."	needs of other road users along the route. The transition from road to footpath and vice versa will be refined at the detailed design phase to ensure transitions enable people on bikes to maintain momentum.
Cycleway to move completely around bus stops	6	"Build bike lanes behind the bus stops rather than in front of them."	It's not feasible to build the cycleway behind bus stops due to space constraints along the route and the need to provide for all road users, including the visually impaired.
Do not reduce vehicles lanes to make room for dedicated cycleways	8	"I would not remove the vehicle lane on Victoria St adjacent to the park in order to widen the footpath and create a cycle way." "Don't remove car parks." "Shared space on footpaths, the last thing Auckland needs is narrowed roads and more parking removed. I am a cyclist but do not agree with AT's cycleway plan."	No vehicle lanes are being removed next to Victoria Park to create space for the cycleway. The existing wide footpath will be re-purposed to accommodate the cycleway and footpath separately.  To enable continuous and safe cycleways, the removal of some parking is required.
Do not remove left turn into Wellesley St West from Victoria St West	8	"It would be good to keep a left turn option from Victoria to Wellesley St for cars. We use this route each day and alternatives are not obvious."	The left turn traffic flow from Victoria St to Wellesley St is relatively light and an alternate route is available via left turn at Union St.
Give people on bikes priority on traffic lights and pedestrian crossings	6	"I am a little bit concerned that there are bus stops so soon after signalised intersections, especially in the downhill section after Nelson St / Victoria St. Assuming the people on bikes and general traffic lanes (incl. buses) get a green light at the same time, the people on bikes would probably get to the bus stop at about same	The outbound buses on Victoria St are predominately the link bus services which have an expected arrival rate of around 10 minutes on average. This coupled with the anticipated boarding at this stop mean that there should

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
		<p>time as the bus. This could prove frustrating, as after waiting a while for the lights to go green, they would have to wait again to give way to boarding/alighting passengers. Worse still, I could imagine that faced with this, some people on bikes would try and beat the bus - a potentially dangerous race condition. To be honest I'm not sure how this can be solved, or even if it would be an issue at all, but perhaps some investigation would be warranted into giving the green light to general traffic a few sections earlier, or vice versa..."</p> <p>"I would love if cycleways had a sensor for upcoming bikes for the traffic lights. Too often do you miss your phase when you have to get off your bike to press the button. Maybe if there was a sensor 100m up the road or something"</p>	<p>be little inconvenience for people on bikes through this area.</p> <p>The detailed design phase will consider advanced detection methods for people on bikes approaching intersections.</p> <p>AT will consider the provision of devices to detect approaching cyclists and register that demand with the traffic signals.</p>
Widen footpaths	1	"Widen footpaths significantly around bus stops."	<p>The design needs to consider all road users and within the available spatial constraints.</p> <p>Space for pedestrians will be maximised where possible.</p>
Cater for disabled	1	<p>"Please don't take away the carparks and stopping zones. The only disabled access to that area and need it to get to work and access the footpath. The design takes away the pitiful access there is. Will not be able to go to from work. Will lose work and income from this. There is no options for disabled access..."</p>	<p>Where existing on-street parking is being removed next to properties, the existing vehicle crossings will remain, thus enabling access.</p> <p>AT will consider disabled access during the detailed design phase.</p>

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
Carry out project ASAP	1	"Move up the time line."	AT will begin building the cycleway as soon as practical, within funding and other project constraints.
Better/clearer separation between people on bikes and pedestrians	18	<p>Where shared cycle/pedestrian paths are proposed, drop the cycle path to road level and put protective strip alongside it between cycle path and road traffic."</p> <p>"Have the cycle paths go behind bus shelters and bus stops to make it easier for people to board buses without stopping cycle traffic. Could be a potential safety issue for both people on bikes and pedestrians."</p> <p>"Make sure pedestrians are strongly discouraged from walking on the Copenhagen style cycle lane, and ensure cycle lanes have at least same priority as general traffic lanes."</p> <p>"Consider the relationship between pedestrians and cycle lane."</p> <p>"Separate it fully from both pedestrians and cars - pedestrians and bicycles travel at very different speeds and I've had problems on shared paths with pedestrians suddenly stepping into my path without warning or looking. (Ringing a bell doesn't work because lots of people have headphones in). If bicycles have to go as slowly as pedestrians for safety reasons, the advantage of bicycling is lost!"</p>	<p>The section that runs alongside Victoria Park is a physically separated cycle path (not a shared path or painted cycle lane). It is our intention to separate the cycleway as much as possible from the traffic lane, possibly with a vertical kerb in some locations.</p> <p>To separate the cycleway from pedestrians, AT is looking at using a vertical kerb, slightly elevating either the footpath or cycleway, or using specific surface material to separate them.</p> <p>Building the cycleway behind bus stops isn't always feasible, within the spatial constraints and need to consider other road users.</p>
Increase safety for people on bikes - more protected cycleways	22	<p>"I'd like to suggest the reflective dividers installed as seen along St Lukes Road. It'll provide a bit more protection along the busy Nelson St."</p> <p>"Protecting the cycleway section near Victoria Park."</p>	Separation for the majority of the route is provided using concrete separator islands similar to those used on the Quay Street Cycleway. In other areas, where space is limited, kerbs will be considered.

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
		<p>"Place parked cars between the cycle lane and the traffic. Have better barriers between the cycle lane and then traffic where parked car cannot be the barrier."</p> <p>"More boundaries or visible markers."</p> <p>"More separation barriers around bus stopping areas."</p>	
<p>Improve interaction between people on bikes and buses/cars</p>	<p>16</p>	<p>"...The buses, like any other vehicle, should give way to any traffic and then safely pull into the bus stop. Having to give way to bus passengers is a downgrade for a cycle route. Secondly, I'm always wary of segregation that's not proper grade separation. The North western cycleway is perfect - However the Nelson St cycle way just seems like an accident waiting to happen, where a cyclist speeding straight ahead gets t-boned by a left turning vehicle. This is my issue with footpath style segregation - People on bikes expect motorists to afford them the same rights, but moving them in land and up onto the footpath removes them from the motorists' immediate field of view; They become 'pedestrians' to the motorist. Something again, which in my view amounts to a downgrade of sorts. I don't want to be stopping at every intersection to double check whether a left turning motorist has seen me."</p> <p>"The interaction between the cycle lane and bus stops travelling East could create challenges, but I can't see a real way around that."</p> <p>"Perhaps put the cycleway behind the bus stops or add zebra crossings across side streets to reinforce that motorists must give way to people on bikes going straight."</p>	<p>The average stopping and boarding time for buses should minimise the time where there would be interaction between people on bikes and bus passengers. Physically separated cycleways will also improve safety for, and awareness of, people on bikes.</p> <p>It's not possible to build the cycleway behind bus stops due to space constraints along the route and the need to provide for other road users, including the visually impaired.</p> <p>Standard markings for cycle facilities will be applied across the side road intersections to raise awareness of the presence and priority of people on bikes.</p>

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Out of scope: Scotland St and College Hill	4	<p>"Scotland St - appears to be within the plan extent, but has no improvement, in fact the painted lane ends abruptly, it could at least continue to west of Scotland St."</p> <p>"I would put speed humps on the lanes on College Hill next to the Beaumont intersection to provide some interim tactile discouragement to encroachment by drivers."</p>	<p>The start and end points of the cycleway at Scotland Road will be considered further during the detailed design phase.</p> <p>An additional project looking at cycling facilities on College Hill will also integrate at this location.</p>
Out of scope: Wellesley St interface with Drake St and Vernon St for people on bikes	2	<p>"Ideally I'd like to see Wellesley St West also having protected cycling lanes but accept that may be difficult with it as a bus lane road."</p>	<p>Under the New Network, Wellesley St is a key route for bus services into the city centre. This makes Victoria St a more feasible option for the cycleway.</p>
Add Loading bays (especially westbound downhill)	27	<p>"...We also consider that more and better loading zones need to be provided, especially westbound on the downhill, to prevent unsafe situations when couriers park on the bike lane."</p> <p>"I really need access to my shop to unload my stock."</p>	<p>In the detailed design phase we will consider the provision of a loading zone westbound between Nelson St and Wellesley St.</p>
Increase the number of bus boarder arrangements	37	<p>"The bus boarding areas between the bus stop and the cycleway are a good idea. Make as many of the stops as possible like this."</p> <p>"I support the installation of bus boarders to provide a buffer between people on bikes and those getting on/off buses."</p> <p>"Please add bus boarders. When I took the bus near Quay St I'd almost get run over once a month by a cyclist because I wouldn't know to keep an eye out when I stepped out the bus..."</p>	<p>In the detailed design phase, we will consider the provision of bus boarders at all bus stops within the spatial constraints and requirements of all road users.</p>

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
Add right turning bays for people on bikes	34	<p>"A right turn or left turn bay so not to get in other people on bikes way who are going straight ahead."</p> <p>"Allow areas at intersections on the cycleway for cyclist to turn right from cycleway"</p> <p>"Easier right turn access."</p> <p>"Being able to safely turn right is a critical part of cycling safely. (I travel by cargo bike with kids, so I can't just sprint through lights like I used to on my road bike)."</p> <p>"The right hand turn provision westwards at Halsey is frankly amateurish, and non-existent as far as I can see eastwards at Nelson St."</p> <p>"Currently, it's very difficult to go up Victoria St then turn right onto Nelson St. Most of us would cross Victoria St before the intersection and carry on the footpath up to Nelson St as it's too dangerous to stay on the right lane waiting for a space between cars from the oncoming traffic and we cannot stop on the footpath as many pedestrians are waiting to cross Victoria St. I don't know how but this spot must absolutely be improved with the new design..."</p>	<p>The cycleway will connect to the future Franklin Road cycle route, path in Victoria Park, Nelson Street Cycleway and other side roads by way of right turn treatments where possible. This will be considered further in the detailed design phase.</p>
Improve right turns from Vic to Union, Vic to Halsey	3	<p>"Prevent (at least) right turns from Victoria into Union St. Only used for rat running. Right turn into Halsey from Victoria is inadequate for majority of users. The Wellesley St interface with Drake, Vernon and Victoria is still horrible for pedestrians and people on bikes to/from Victoria Quarter (CCMP requires this connectivity be properly reinstated!)."</p>	<p>The right turn from Victoria St to Halsey St will be considered further in the detailed design phase, as a potential hook turn if signal phasing allows. Vehicular right turns from Victoria St to Union St will still be possible. The detailed design phase is considering methods to raise awareness of people on bikes at this intersection.</p>

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Widen cycleways	19	<p>"Make the cycleway twice the width. It should be wide enough for 2 people on bikes to ride abreast, or for one to pass another. This would be unsafe/impractical at present."</p> <p>"The glaringly obvious issue is the bike lanes aren't wide enough. If I'm reading the plans right they're 1.5 – 1.8m wide. Hell that's not enough to safely pass another cyclist, yet this is a major route linking Ponsonby and Victoria Park with downtown and on to the Uni and Domain that will attract both big commuter volumes, and big recreational cyclist numbers. Worse, a decent chunk of it is sharply uphill where people on bikes will go at very different speeds and being able to pass is essential..."</p>	<p>The cycleway design has to work within the constraints of the road corridor and the needs of other road users, including pedestrians and public transport. Victoria St has an important function of moving traffic east-west during the next few years as the construction of CRL ramps up along with other developments across the city.</p> <p>The detailed design phase will consider widening on the approaches to the intersection with Halsey (eastbound) and Wellesley (westbound) to enable passing opportunity.</p>
Do not build the cycleway (opposed to project)	26	<p>"Replace the cycle path with continuous bus lanes. This proposal ignores achieving the greatest good for the greatest number. The greatest number of uses of the route comes from bus passengers. I'm tired of the buses taking three changes of the lights by being caught in bridge traffic. This proposal makes matters worse. People on bikes have the pleasant and flat virtually parallel Westhaven route. No one cycles up College Hill."</p> <p>"Won't work - cause added congestion."</p>	<p>Cycleways offer our customers alternative modes of transport for their commute, travel to shops, schools etc. or leisure activities. The cycleway has been developed in collaboration with AT Metro and many other AT specialists. The cycleway has minimal impact on the number of lanes available to general and bus traffic and so does not preclude further improvements to bus services.</p> <p>The advent of electric bikes is having a significant impact on the routes that people on bikes are able to use comfortably and will make it easier to ride up College Hill.</p>

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
Install planters with separators for the protected cycleway (like in Quay St)	7	<p>"I think that there needs to be planter boxes or some kind of barrier separating the cycleway from the footpath, as pedestrians spill over into cycleways when they are on the same plane as the footpath. Also, it looks like you intend to use the same yellow humps that you've used on the quay St cycle way to slow cars down when they turn into the cycleway - these don't work at slowing cars down and aren't durable, they are also really slippery when you are forced to cycle over them in the wet."</p> <p>"More green features."</p>	<p>The cycleway is next to the expansive Victoria Park in the west part and the east part will be incorporated into the proposed Linear Park in the future. The use of planters such as those on Quay Street require additional maintenance and hence cost.</p> <p>The separation of pedestrians and people on bikes will be considered further in the detailed design phase.</p>
Consider safety first	3	<p>"Maybe think about safety first."</p>	<p>The consideration of safety for all road users is integral to the design process. For people on bikes, the design aims to give confidence in the context of both real safety and perceived safety.</p>
Remove rubber separators/use an alternative to rubber separators	2	<p>"...Also, it looks like you intend to use the same yellow humps that you've used on the quay St cycle way to slow cars down when they turn into the cycleway - these don't work at slowing cars down and aren't durable, they are also really slippery when you are forced to cycle over them in the wet."</p> <p>"Perhaps look at minimising the use of speed hump separators and perhaps select a more aesthetically pleasing kerb and channel divider, perhaps a unique design that can be cheaply employed across the rest of Auckland's future cycle network."</p>	<p>The yellow speed humps are used to ensure vehicles slow and yield when entering and exiting properties via vehicle crossings. The yellow colour is useful for identifying these locations as opposed to adjacent concrete separator islands. The use of concrete or bitumen type products for speed humps would require marking with paint to highlight the devices, which in itself can raise issues of traction for cycle tyres.</p>

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More trees and street lighting	1	"More trees, more St lighting."	The design seeks to at least maintain the same number of street trees and plant more if locations can be identified. The Linear Park concept identified in the city centre master plan will be the project most likely to plant many more trees along this route.
<b>Do you have any other suggestions or comments about the Victoria St Cycleway?</b>			
Take into account input from concerned stakeholders (Bike Auckland, experienced people on bikes)	2	"All the suggestions on Bike Auckland's post are worth considering to make this awesome cycleway even better."	AT has been working with Bike Auckland on this cycleway project since concept design and will continue to seek their input.
Educate road users on how to travel through new design (speed limit changes, signage)	9	<p>"What will the speed limit be for cars and buses? Is there a plan to inform and educate drivers of both cars and buses?"</p> <p>"...A simple solution would be to erect large signs on the motorway overpass so drivers know what lane they need to be in ahead of time, but to do so would mean foregoing the revenue you make from the billboards you have attached to the motorway overpass. What is more important - vehicles signage or billboard hire?"</p> <p>"Please use colour blocking on the cycle path so it is clear to road users and pedestrians. Please include signage that cars will be fined for parking/obstructing the cycleway (which happens frequently on designated cycle paths in Auckland)."</p>	<p>The speed limit in a built up area such as Auckland city is 50kph. This concept is the same throughout New Zealand and is part of the road code. A speed limit is the maximum legal speed that you can travel on the road under good conditions. Speed limit signs are installed where lower speed limits are imposed eg. Wynyard Quarter is 30kph.</p> <p>AT is considering implementing a camera system that can enforce vehicles that park in the cycle facility.</p>

Feedback Themes	Number of responses	Illustrative quotes from feedback	AT response
		<p>"Please avoid one of the errors you have made with the Quay St cycleway. At the entrance to the Devonport/Waiheke ferry vehicle dropoffs, vehicles don't always look left for bike before pulling out on to the cycleway. Please consider fixing this problem at Quay St with a prominent, eye level sign situated on the right hand side of the exit so that drivers leaving the Ferry building to pull out and turn left on to Quay St see a sign when they look right that says: "DON'T FORGET TO LOOK LEFT FOR BIKES!" or something similar. About once a week I see a close call and have experienced a couple myself."</p>	<p>There are situations all over Auckland and across New Zealand where vehicles will want to turn left and people on bikes want to travel ahead. This is outlined in the NZ Road Code. Appropriate signage will be considered where applicable.</p>
Ban cars from city	2	<p>"Let's ban cars from the city 2030!"</p>	<p>AT's cycling programme, including Victoria Street Cycleway, offers our customers a choice to travel by way of bike. By improving facilities for walking, cycling and public transport more and more customers are choosing to get out of cars and use active modes or public transport.</p>
Improve interaction between other road users and people on bikes in the cycleway	10	<p>"To make this a success it needs to be done properly - high quality, wide, segregated, safe. Remove parking and motor vehicle lanes if necessary to make space for safe walking and cycling."</p> <p>"Yes- make it that people on bikes must give way in the pedestrian zone."</p> <p>"Please ensure that adding a cycling lane doesn't make it more difficult for vehicles to access business along Victoria St West."</p> <p>"There are so many commercial driveways down Victoria St West, and trucks going in and out constantly Monday to Friday. This would</p>	<p>The central city area has a lot of private and public development occurring for the next few years and Victoria St will remain an important east-west road for traffic in the foreseeable future. The cycleway has been developed with this in mind.</p> <p>Full access to adjacent properties will be maintained, including to businesses.</p>

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		block roads further, put people on bikes in more danger, as well as impact on the local businesses. Also, this would stop people turning left (or at least easily) into Wellesley St at the lights, which most people do in peak hour. This would cause huge amounts of congestion."	With the left turn from Victoria St to Wellesley St removed it is likely most drivers will turn left at Union St.
How does the design impact on local businesses - esp. with lack of parking and loading zone	1	"How about the shops located on lower Victoria St. e.g. the florist who rely on parking vehicles in front of the shop to unload stock or courier drivers picking up stock. Where would you recommend they park? Do you know of the impact this will cause on small business?"	The shops are part of a development that has off-street parking located between Victoria St and Wellesley St.  In the detailed design phase we will consider the provision of a loading zone westbound between Nelson St and Wellesley St.
Extend cycleway to Beaumont St, Fanshawe St, Franklin Road and other adjacent streets	14	<p>"Would be awesome, if it is connected asap to Nelson street - Customs street -Quay Street! Keep up the good work!! :-)"</p> <p>"Wynyard Quarter needs to be linked up via Beaumont and Halsey Street to get across Fanshawe Street."</p> <p>"Yes. When I'm biking from SkyPath I need to connect safely out of Westhaven to Beaumont/Fanshawe avoiding the thundering highway of Fanshawe. Across Vic park to connect to this new Vic St West into mid-city part of the future (i.e. in addition to Franklin, College Hill plans)?"</p> <p>"There should also be provision to aid bikes who want to avoid going up the hill on Victoria St W so that when they turn left on Halsey street (i.e. heading north east) that there are bike lanes and provision to help them cross Fanshawe St safely so they can</p>	<p>The Victoria Street Cycleway route provides a logical east-west connection from the western suburbs along with good connectivity to central areas via the future Franklin Road Cycleway. Connections will also be possible through Victoria Park to Wynyard Quarter, Westhaven and future SkyPath along with CBD connections to the waterfront via the Nelson Street Cycleway or future Federal Street Laneways.</p> <p>AT will work with the City Rail Link project to determine what measures can be put in place during the CRL construction process to enable the safe passage of people on bikes between Hobson St and Queen St. Extending a cycle</p>

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		<p>continue their route either to Wynyard or along Viaduct Harbour Ave."</p> <p>"Extend it to Albert Park. People on bikes are shoppers too, and having better cycleways will encourage more people to go into town to shop. Having people-friendly streets with less traffic will also promote shopping."</p>	<p>route to Albert Park would likely need to be part of the proposed Linear Park.</p>
Improve design - more protected cycleways	4	<p>"The more separate cycleways the better."</p> <p>"Enforce the bike riders that ride straight through the pedestrian crossing when it's being used."</p> <p>"Maybe include greater protection from traffic rather than just a raised line. Maybe include a planted median between lanes?"</p>	<p>Separated cycleways improve both perceived and real safety and encourage more people to ride bikes, as is evidenced by the increases in people choosing to ride their bike.</p> <p>It is observed around the city that sometimes bikes cross intersections on pedestrian phases and sometimes pedestrians cross on bike phases. Overseas experience shows that pedestrians and people on bikes can cross safely together and there is no reason that should not be possible in New Zealand with some education and more people getting used to having more pedestrians and people on bikes using the roads.</p>
Improve design - loading zone	1	<p>"I need at the minimum a loading zone."</p>	<p>In the detailed design phase we will consider the provision of a loading zone westbound between Nelson St and Wellesley St.</p>

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Improve design - bicycle parking	1	"Have a bike lock up shed/area at the Aotea station at the end of the route."	The CRL project will look at providing bike parking and storage.
Improve design - left turn into Wellesley St West	5	"Just as AT needs to move people so freight must move yet this plan has no allowance for that. The L-turn from Victoria St W into Wellesley St W needs to be retained as freight vehicles/couriers working in the area will otherwise have a lengthy detour to access Wellesley from Victoria."  "Don't remove the left hand turn from Victoria Street West into Wellesley Street West. The CBD is already convoluted enough with many roads not being able to turn into other roads which makes the roads more congested and people have to take longer and more convoluted routes to get somewhere."	The left turn traffic flow from Victoria St to Wellesley St is relatively light and an alternate route is available via left turn at Union St at the next intersection.
Improve design - lighting on cycleways	3	"More lighting on the cycleways."  "It's a great concept! More colours night led along median separators would be great bollards might be needed in some sections going on past experiences, please check this."	A full lighting design will be carried out in the detailed design phase.
Improve design - take into account increase in cycle use in design	1	"This will be intensively used as soon as the whole grid is complete, make sure you build capacity into it now so you won't have to redo it soon."	AT maintains cycling counters around the city and monitors the use of the city's cycling infrastructure to better understand how the facilities are being used and to plan for the future.
Improve design - place flat zones along Victoria St West at	1	"Victoria St like other central streets are quite steep. It can make it hard for people on bikes stopping and in particular starting up or down a steep hill. I suggest the implementation of flat stop/start points at each set of lights to avoid falling off in those areas. The	The grades are relatively gentle at the signalised intersections along the route which should enable comfortable starting and stopping. The exception might be the

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intersections (allow people on bikes to rest when going uphill)		same at the end of the cycleway that runs behind the back of Auckland Uni."	pedestrian crossing between Halsey St and Nelson St.
Do not put bus parking on Beaumont St	1	"One bad feature is moving bus parking to Beaumont Street. The street is marred by being an access route to the bridge, but it is still a commercial street with many residences. To add insult to injury with a wall of buses further cutting it off from the park is a scandal. Your excuse for preferring the Victoria Street route for buses through to the uni campus is that it avoids bus parking around Victoria Park & now you propose to go ahead anyway."	The central city area has a lot of private and public development occurring in the coming years and there are many changes occurring on many streets, including needing to park buses. Within the constraints of the project and the needs of bus services, bus parking has to be moved.
Does not increase cyclist safety	3	<p>"If there is no cycle lane traffic is required to give 1.5m clearance, but somehow if there is a cycle lane 6 inches is accepted as safe. You also state that it will allow people on bikes of varying skill levels to use it - if they do then all I can see is frustration as there is no room to pass a slower cyclist. I also would not let a non-confidant cyclist (such as a child) that close to traffic without an actual barrier."</p> <p>"It crosses too many intersections, I would take my chances with the buses and pop it into high gear to keep out of their way, i consider that safer than crossing 4 or 5 intersections, let's face it you are doing this as a compromise in favour of buses. E-bikes are the solution to allow bikes to ride and flow with busses, don't waste money on official paths; no kid can handle crossing an x junction safely. Footpaths should be split like Tamaki Drive."</p>	<p>One of the goals of the cycleway is to attract people who are 'interested but concerned', specifically about safety. These users do not want to be in a traffic lane. People who are more experienced can choose to use the general traffic lane.</p> <p>The cycleway has also been designed to cross as few intersections as possible.</p> <p>Separated cycleways will improve both perceived and real safety and encourage people to ride bikes.</p>

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Protected cycleways increase cycling confidence and safety	3	<p>"The company I work for is moving into an office off of College Hill and employs about 150 people, with plans to increase to 260. We won't have enough car parks for all employees and charge \$50pw for car parks, so hopefully this cycleway [route and design] will encourage more people to cycle to work instead of driving."</p> <p>"As someone who is less confident on the road, having at least some sort of physical separation between cycle path and other traffic is a good idea."</p>	<p>AT aims to provide people with more transport options, with cycling being a prominent alternative. As the city centre becomes more cycle-friendly, more people will decide to give it a chance.</p> <p>Separated cycleways will improve both perceived and real safety and encourage people to ride bikes.</p>
Increases safety for people on bikes	4	<p>"Please be bold and persist with this design without compromises that reduce the efficiency for people on bikes or safety of the cycleway. Thank you for your efforts in developing this initial design."</p> <p>"It's a great first step. We need more and more cycle ways in Auckland to overcome people's fears about safety."</p> <p>"This would greatly improve the safety of my cycling commute"</p>	<p>AT is committed to building and connecting cycling infrastructure across Auckland that encourages more people to consider using bikes as a means of transport.</p>
Overall supportive of the project	61	<p>"This is one of the best proposed cycleways I have seen recently. It is nicely designed, on a road that has significant design constraints. I would love to see more protected cycle-lanes on each side of the road rolled out across Auckland."</p> <p>"Keep up the good work guys its real inspiring seeing the great work done - I've changed my method of transport into work and for recreation based on the continual investment in the cycling infrastructure!"</p> <p>"I'm totally happy to lose road space and carparks downtown - please sacrifice them in favour of totally separated bicycle lanes. I</p>	<p>Thank you for your feedback.</p> <p>AT is working with a number of stakeholders to ensure we build a cycle facility that is well connected, accessible, and safe.</p> <p>Research shows that more and more people are riding bikes since the urban cycleway programme started in 2015.</p>

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		<p>have a car and drive as well but I no longer drive to the city because I don't think the CBD is meant for cars - it should be a people-focused space. I'd like better bicycle access all the way down to Queen St and I'm totally happy to sacrifice car access and parking in order to achieve it."</p> <p>"Keep going! Auckland is so much better for people on bikes than just a couple of years ago."</p>	
Supportive of project between Scotland St and Franklin Road	1	"Support improvement between Franklin Road and Scotland St."	The start and end points of the cycleway at Scotland Rd will be considered further during the detailed design phase.
Looking forward to further cycleway developments	17	<p>"There are still some missing links. I look forward to the connections."</p> <p>"Integrate the Victoria Street Cycleway with the rest of the cycle network with clear signage so that there is information about where the cycleway leads to (locations, places of interest etc.). Connect up the cycleways so that they are all linked up!"</p> <p>"This highlights the need for a real connection through to Wynyard Quarter."</p>	The Victoria Street Cycleway provides a logical east-west connection from the western suburbs along with good connectivity to central areas via the future Franklin Road Cycleway. Connections will also be possible through Victoria Park to Wynyard Quarter, Westhaven and future SkyPath along with central city connections to the waterfront via the Nelson Street Cycleway or future Federal Street Laneways.
Wants the project to be carried out ASAP	23	<p>"I love it. Please get on and do it as quickly as possible - with improvements as suggested."</p> <p>"Hurry up please - this will increase use but more importantly reduce fatal hazards."</p>	AT is working hard to get this cycleway to the detail design phase and implemented as soon as is feasible.

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		<p>"Please get it implemented as soon as possible! It's a great addition to the cycle network."</p>	
<p>How does this project tie-in with Linear Park and SkyPath</p>	<p>17</p>	<p>"I just want to voice my unwavering support for the Linear Park on Victoria St, and I don't support this cycle way if it prevents the Linear Park from happening."</p> <p>"I am confused about the timing of this consultation and the lack of recognition of the cycleway's future relationship to the Linear Park. Auckland Council has been very clear with AT that they want the Linear Park to go ahead, so why AT is consulting on a cycleway separately, which will need to be completely reworked in the near future, is beyond me. My only thought is that this is part of AT's plan to undermine Council. Please don't waste my money, pick another cycling route that needs support and come back to Victoria St when the Linear Park has been confirmed."</p>	<p>This is considered a key route to help connect the wider Auckland cycling network and will help get people on their bikes and using the route for when cycling is incorporated into the proposed Linear Park.</p> <p>This cycleway does not in any way impact on the feasibility of the Linear Park.</p>
<p>Overall does not support the project due to loss of parking</p>	<p>7</p>	<p>"The removal of carparks will continue the downward spiral of the CBD."</p> <p>"Pity about losing so many car parks - can thought be given to adding car parking to a building or adding a new car park especially around Vic St West, lots of new apartments due to be built in the area and the gym is always busy and with too few car parks available already."</p> <p>"Reducing street parking has a big impact on small businesses and cafes. Westhaven has seen a lot of this. Not sure if removing even more car parks is a good idea considering the implications for businesses?"</p>	<p>In order to provide more transport options to Aucklanders (including safe and continuous cycleways), AT needs to balance the needs of various road users. Sometimes this requires parking removal.</p> <p>Parking is available in the Fanshawe St car park, and in specific locations along Victoria Street West (please see the brochure or project page for details).</p>

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			AT also understands that some of the development proposed in the area will be for additional off-street parking.
Public transport should be the focus as current cycleway use is low	11	<p>"Instead of putting cycleways if you add more buses and trains it would be great most of the people on bikes are training and don't cycle to work please use our resources somewhere better."</p> <p>"Auckland is not a cycle city (I'm a cyclist), it's too hilly, wet and the cycleways are poorly planned. Haphazard cycle lanes that stop and start sporadically and are constantly covered in road debris do not make cycling in Auckland attractive. The only people I currently see utilising the cycleway are serious people on bikes and the occasional novice on an electric bike, certainly not enough patronage to justify the far reaching effects on all commuters."</p> <p>"Stop wasting valuable road space for cycle lanes that don't get used. I drive around looking out at all the wasted cost and road space that are completely unused. Stop putting in cycle ways and improve the public transport infrastructure instead."</p>	<p>Cycleways offer our customers alternative modes of transport for their commute, travel to shops, schools etc. or leisure activities. The cycleway has been developed in collaboration with AT Metro and many other AT specialists. The cycleway has minimal impact on the number of lanes available to general and bus traffic and so does not preclude further improvements to bus services.</p> <p>The cycleways also offer an alternative mode of transport for people who cannot or do not want to use train services.</p> <p>Research shows that more and more people are riding bikes since the urban cycleway programme started in 2015.</p>
Increases difficulty in accessing businesses and workplaces along the route	6	<p>"Implementing this will make it harder for people working in this area who have difficulty of walking and relying on street car park to get to work place."</p> <p>"If there was a cycle lane down Victoria Street, this would endanger the cyclist as there are many commercial driveways on that street. It would be good to avoid this if possible."</p>	<p>Where existing on-street parking is being removed next to properties, the existing vehicle crossings will remain, thus enabling access.</p> <p>The design includes rubber speed humps at driveways to slow vehicles entering and exiting properties, but access is retained.</p>

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This project is wasting tax payers' money	3	<p>"There are too many greedy brain draining idiots that just want to stuff up the inner city. Time to stop also wasting money."</p> <p>"There appears little to no justification in terms of safety or cost-benefit. Eight accidents in five years does not constitute a pressing need to waste money at this intersection; there must be more pressing needs elsewhere along Lake Road for example."</p>	<p>Auckland's roads are becoming increasingly congested and in many areas building and widening roads is no longer a feasible or cost effective option.</p> <p>To keep Auckland moving we need to give people more transport choices, which means using the space we have available carefully.</p> <p>In this case we're providing people the option of getting on a bike and cycling safely to their destination.</p>
General opposition	12	<p>"Total let down and fundamentally undermines the transformative potential of the central city master plan."</p> <p>"Main arterial route, what are you thinking?"</p>	<p>A well connected, safe cycle network will provide the thousands of Aucklanders who head into the city every day a wider range of options for moving around.</p> <p>If more people make the decision to take a bike or public transport, pressure on the road network will improve and congestion will decrease.</p>
The project does not increase connectivity for people on bikes in the CBD	1	<p>"It doesn't connect to anywhere. Most people on bikes would avoid College Hill or Franklin Road as they're so steep."</p>	<p>The Victoria Street Cycleway provides a logical east-west connection from the western suburbs along with good connectivity to central areas via the future Franklin Road Cycleway. Connections will also be possible through Victoria Park to Wynyard Quarter, Westhaven and future SkyPath along with central city</p>

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			<p>connections to the waterfront via the Nelson Street Cycleway or future Federal Street Laneways.</p> <p>Connectivity with the future CRL will also provide further connections for people on bikes and pedestrians.</p> <p>People on bikes already ride these routes and more will do so with dedicated cycling infrastructure.</p> <p>Additionally, the growing popularity of electric bikes will assist with flattening Auckland's topography.</p>
Increases congestion in the CBD	6	<p>"This design would cause huge amounts of pressure and congestion around Victoria St West."</p> <p>"Too much emphasis on bikes creates traffic congestion."</p>	<p>The design has taken into account the impact on traffic congestion along Victoria St West.</p> <p>AT is committed to providing more transport options for Aucklanders. This includes the option of taking a bike and using the safe, accessible cycleways we're investing in.</p> <p>If more people make the decision to take a bike or public transport, pressure on the road network will improve and congestion will decrease.</p>

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Victoria St West is too steep for people on bikes	3	"I am very surprised that one of the steepest streets in the CBD has been targeted for special cycle path treatment - I would never choose to go up Victoria St from College Hill direction only to go down Nelson St, I would always cycle along Halsey and Fanshawe to get to downtown."	<p>Fanshawe St is a busy street with many buses servicing the North Shore along with general traffic.</p> <p>This environment is not appealing to many people already on bikes or those considering riding a bike.</p> <p>People on bikes could use the path through Victoria Park and connect through Wynyard Quarter and Viaduct to downtown. Victoria St was chosen as a mid-town east-west route. Fanshawe St is too far north and Wellesley St has significant bus services.</p>
Provide incentives for people to use the cycleway	1	"How will you encourage people on bikes to start using the cycleways? Will you offer an incentive? I drive past the cycleway on Nelson St every morning and have maybe seen 5 people on bikes in 365 days. I come from Berlin and think bikes are great for the city but I believe cycle lanes isn't what Auckland needs."	<p>Research shows that more and more people are riding bikes since the urban cycleway programme started in 2015, with future targets beaten in a short space of time. The Nelson Street Cycleway saw an average of 380 cycle trips a day during October, and 542 trips a day during November, for example.</p> <p>Riding a bike is becoming part of everyday conversations and encouragement to ride is readily provided.</p>