

Your feedback on: Mangere Cycleways



Contents

1. Summary	2
Overview	2
Top 10 feedback themes	3
Project decisions	5
Next steps	5
2. Background.....	6
What did we seek feedback on?	6
Why did we propose the cycling improvements?.....	8
3. Feedback activities	9
What we asked you.....	9
Activities to raise awareness.....	9
How people provided feedback.....	10
4. Feedback received.....	10
Feedback overview	10
Key feedback topics and themes	12
Key interest groups	48
Peoples interest in the proposal and feedback by interest group	49
Attachment 1: Designs released for public feedback.....	59
Attachment 2: Feedback form	Error! Bookmark not defined.
Attachment 3: Feedback from key interest groups	62

1. Summary

Overview

From 23 November – 13 December 2020 the public were invited to provide feedback on proposed cycling improvements in Māngere West. In total **340 submissions** were received.

The feedback received has been grouped into **57 Themes**. The themes have then been clustered together under **9 Topics**. For example, one topic is 'New route suggestions', and all the feedback themes that suggested new cycleway routes are grouped under the 'New route suggestions' topic.

The feedback results, topics, themes, and Auckland Transport's (AT's) response to the feedback themes are outlined in the **Feedback received** section of this report.

Top 10 feedback themes

Feedback theme		No. of mentions
	Oppose all proposed improvements, or oppose specific cycleway routes	129 - 162
	Generally oppose or have concerns about parking removal	98
	Support all proposed improvements, or support specific cycleway routes	85 - 92
	Cycleways are a waste of money / not worth the investment	90
	Things that would make people cycle more: Implementation of project / better cycleways	62
	Things that would make people cycle more: Nothing, not interested	58



Issues with current / new cycleways in Mangere

57



Concerns cycleways will not be used

54



Other cycle route suggestions

40



Oppose parking removal along Coronation Rd

39

Project decisions

After considering the public feedback **we have decided to extend the consultation process and take a collaborative design approach where we will seek community input to help finalise the design.** To do this we need to:

- Procure external resources to manage the collaborative design process and help facilitate workshops.
- Re-engage with key stakeholders to provide project update and outline proposed collaborative design methodology.

Next steps

- Agree engagement approach with project partners and key stakeholders.
- Provide opportunities for broad spectrum of community members to engage with the project through community activation events.
- Undertake workshops to understand community aspirations and concerns to allow preparation of community supported concept designs.

2. Background

What did we seek feedback on?

The Māngere Cycling Improvements project consists of five new designs/upgrades. The proposals combine with existing walking and cycling facilities to create safe links for people travelling between Māngere Bridge, Māngere, Auckland Airport, and the Airport Oaks employment areas. The proposed improvements also provide wider connections to Onehunga, once the upgraded Māngere Bridge is complete in 2022.

Overview Map: Proposed Māngere Cycling Improvements



For more detailed information on the proposal, please refer to [Attachment 1](#) or visit at.govt.nz/projects-roadworks/mangere-cycling-improvements/

Why did we propose the cycling improvements?

These improvements are planned as part of early deliverables from the Southwest Gateway Programme, which is three key transport projects (20Connect, Airport to Botany Rapid Transit and Auckland Airport precinct developments) that will provide choice and reliability for how people travel around the southwest and southeast Auckland, including to and from the airport and its neighbouring Airport precinct employment zones.

Auckland Transport is taking a Vision Zero approach to road safety. This means we are striving to have zero deaths or serious injuries on our transport system by 2050.

For more detailed information on why the improvements were proposed, please visit at.govt.nz/projects-roadworks/mangere-cycling-improvements/

3. Feedback activities

From 23 November – 13 December 2020 the public were invited to provide feedback on proposed cycling improvements in Māngere.

What we asked you

- What do you think of the proposed Māngere Cycling Improvements?
- Do you have any issues or concerns with the proposed cycling improvements?
- Is there anything you think we've missed in our proposed cycling routes for Māngere?
- What would encourage you to cycle more in Māngere?

Activities to raise awareness

To let you know about the opportunity to provide feedback on the project, we:

- mailed 1072 brochures with free post feedback forms to property owners and occupiers in the area
- emailed information to other key interest groups, and comprehensive pre stakeholder engagement
- handed out project information at public drop-in sessions
- Ran four public drop in sessions
- set up a project webpage and an online feedback form on our website
- shared a media release on the proposal
- Created a video about the proposals that was shared on Facebook and Twitter
- posted about the proposal on AT's Facebook page

- held four public drop-in sessions:
 - Mangere Town Centre Saturday Market from 8:30am – 12pm on 28th November 2020.
 - Mangere Bridge Sunday Market from 8:30am – 1pm on 29th November 2020.
 - Mangere Bridge Library from 10am – 12pm on 1st December 2020.
 - Mangere Library from 4 – 7pm on 10th December 2020.

How people provided feedback

You could provide feedback using an online submission form on the project webpage or a freepost form included in the project brochure. See [Attachment 2](#) for a copy of the feedback form.

4. Feedback received

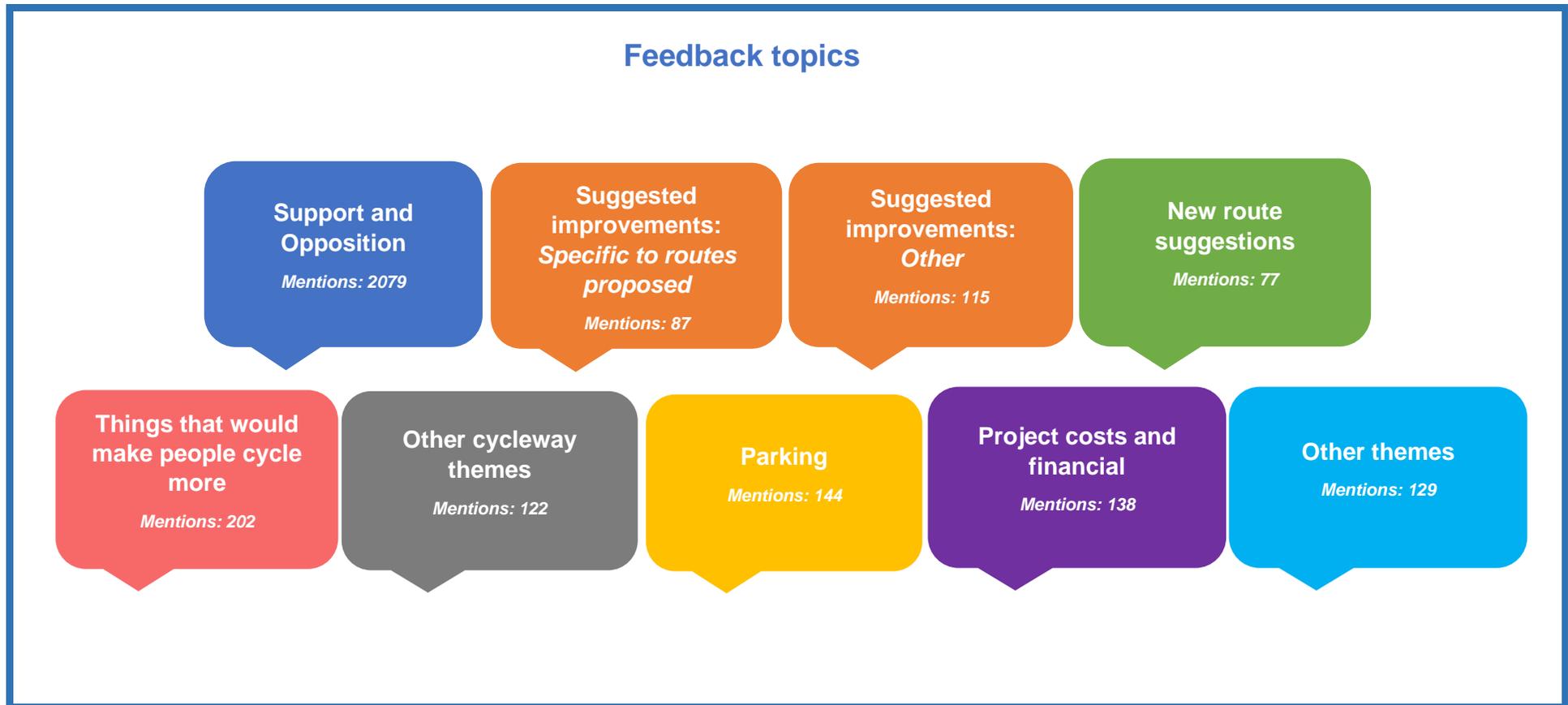
Feedback overview

- In total **340 submissions** were received, which included:
 - Submissions from the general public and local community.
 - Submissions from six key interest groups.
 - Posts on the Māngere Business Association's Facebook Page. These posts have been included in the feedback themes and topics below.
- In the section below this feedback has been grouped into **57 Themes**. The themes have then been clustered together under **9 Topics**. For example, one topic is 'New route suggestions', and all the feedback themes that suggested new cycleway routes are grouped under the 'New route suggestions' topic.

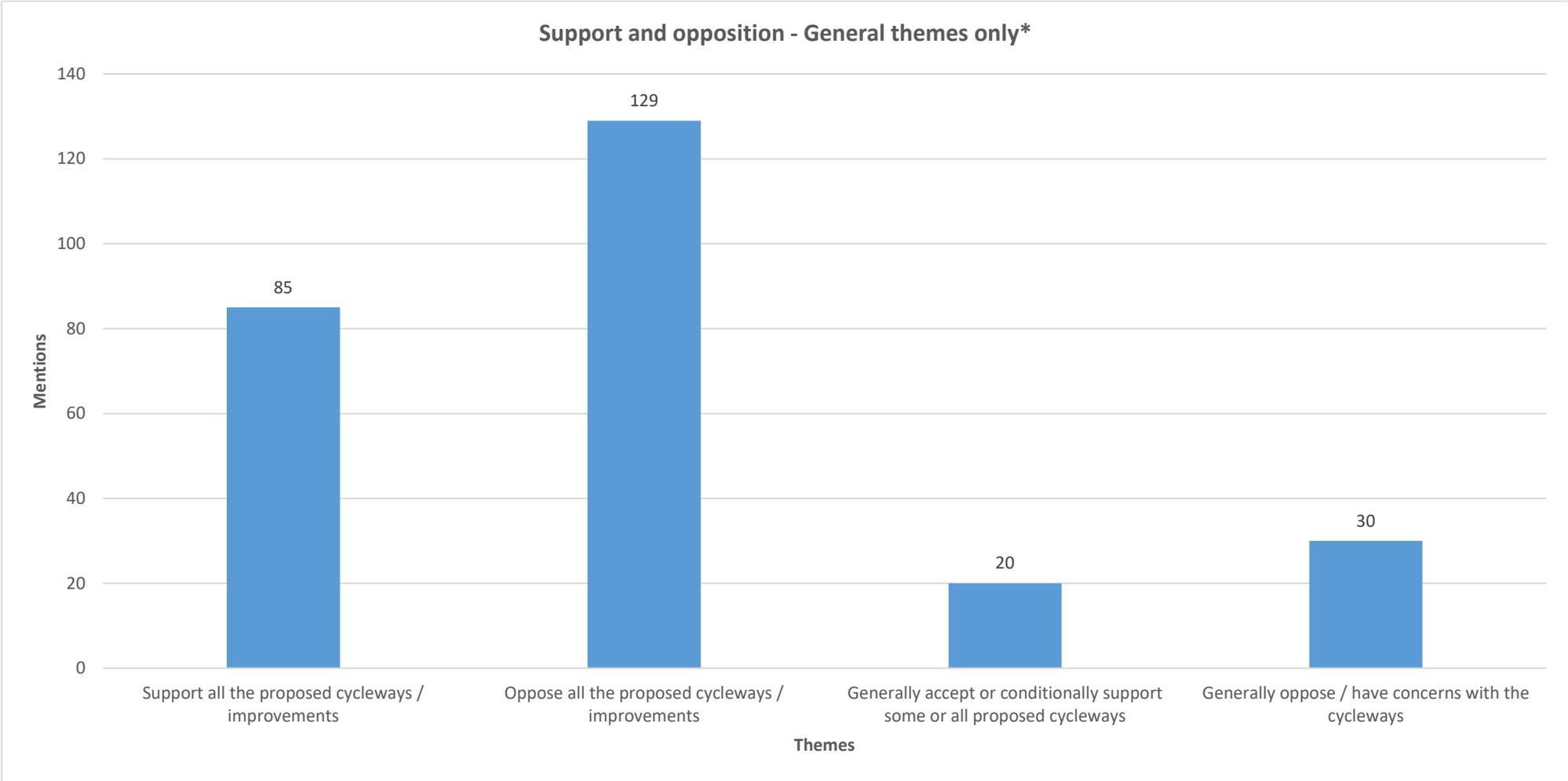
- Māngere Business Association also did a Facebook poll, in which 482 people said they did not support the project. The poll did not provide the full context of the proposal, such as cycleway route maps or cycleway designs. The poll has been considered by AT, but it has not been included in the themes and topics below.

Key feedback topics and themes

This section outlines the feedback topics and related themes from all submitters, as well as AT's responses to the feedback themes. One person's or organisation's submission can count towards multiple topics and themes.



Support and opposition



* See table below for full list of themes related to support and opposition to the project

Please note:

- When sorting feedback into themes under the ‘support and opposition’ topic, anyone who opposed the project as a whole was noted as ‘Opposing all the proposed cycleways / improvements’, as well as opposing each of the cyclingway routes (e.g. ‘Oppose improvements to Coronation Rd’). Similarly anyone who supported the project as a whole was noted as ‘Supporting all the proposed cycleways / improvements’, as well as supporting each of the cyclingway routes (e.g. ‘Support improvements to Coronation Rd’).
- This is the most robust and consistent way to theme the feedback. However, after reading all submissions, the independent feedback analyst used for this project concluded that there is likely to be less opposition to the proposed cycleways alongside SH20 and through Centre Park than what is suggested by the themes below. This is because many people that opposed all the proposed improvements/cycleways went on to outline concerns with the proposed improvements that are not relevant to the proposed cycleways alongside SH20 or through Centre Park. The rest of the themes in the table below are considered to be an accurate reflection of the feedback recieved.

Feedback Theme	Main points	Auckland Transport’s Responses
Support all the proposed cycleways / improvements <i>Mentions: 85</i>	<ul style="list-style-type: none"> • Support all the proposed improvements. • Need a connected network of cycleways before people will use them. • Will make walking and cycling safer for people of all ages and abilities. • Current roads are unsafe. • Support separated cycleways. • Support improved cycle links to the airport. • Support improved cycle links to Mangere Bridge Village. • Support improved cycle links to Onehunga. • Connects to wider cycle network 	Thank you. These are the objectives of the Mangere West Cycling Improvements project.
Oppose all the proposed cycleways / improvements <i>Mentions: 129</i>	<ul style="list-style-type: none"> • Oppose all the proposed improvements. • Waste of money. • Not enough cyclists to justify expenditure / not enough people ride bikes in this area to justify expenditure. • Will make traffic congestion worse. • Will take away on-street car parking. • Will make roads less safe for all road users (including cyclists). • There’s no safety issues/crashes at present. • Changes will make it less safe for cyclists (specifics were not provided). 	The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community.

Feedback Theme	Main points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Cyclists prefer the footpath. • Make roads too narrow for buses, emergency vehicles, and other large vehicles. • Don't like that cycleways will require buses to stop in traffic lanes and block traffic. 	
<p>Generally accept or conditionally support some or all proposed cycleways <i>Mentions: 20</i></p>	<ul style="list-style-type: none"> • Are ok with the cycleways but didn't express support (or opposition) for them. • Would prefer the cycleways were on the footpath. Support if only provided on one side of the road. • Would use them if they weren't full of debris. • Support cycleways as long as they are not just paint on the road. If just paint on road then need to widen the road, or the cycle lanes will be dangerous. 	<p>The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community.</p> <p>The design of future cycle facilities will be completed to ensure that safety is of the highest priority.</p>
<p>Generally oppose / have concerns with the cycleways <i>Mentions: 30</i></p>	<ul style="list-style-type: none"> • Oppose the cycleways, but were not specific which cycleways they opposed, nor did they state they opposed them all. Or expressed uncertainty that they were required, rather than full opposition. • Need to justify investment by demonstrating people will use cycleways. • Concerns about proposal creating traffic congestion. • Concerns about parking removal. • Cycleways will make roads narrower, more complex, confusing, and dangerous. • Generally, need to improve designs. • Cycleways will be more dangerous for cyclists. • Road cyclists will not use separated cycleways. • Don't like that cycleways will require buses to stop in traffic lanes and block traffic. • Put cycleways on footpaths/make shared paths. • Concerns about costs of cycleways, especially while Council is in debt. 	<p>The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.</p>

Feedback Theme	Main points	Auckland Transport's Responses
Support improvements to Coronation Rd <i>Mentions: 90</i>	<ul style="list-style-type: none"> • Will make walking and cycling safer for people of all ages and abilities. • Support entire route. • Support section connecting Mangere Bridge to Onehunga. 	Thank you. One of the aims of the Mangere West Cycling Improvements project is to provide connection to the wider cycling network.
Oppose improvements to Coronation Rd <i>Mentions: 162</i>	<ul style="list-style-type: none"> • No one / hardly anyone will use it. • Don't justify the cost. • Will have negative impacts (generally) on community/area/street. • Will make road less safe for pedestrians. • Will make road too narrow / unsafe. • No need for a concrete barrier. • Oppose parking removal, will negatively affect businesses. • Generally oppose parking removal. • Infill housing will increase demand for parking. • Removing parking outside Mangere Mountain will discourage people from using the walking track for exercise, which will negate proposed health benefits of proposal. • Road is not busy enough, so cycleway isn't required. • Coronation Road is wide and safe, doesn't need a cycleway. • Don't support the section of cycleway south of Mangere Bridge Village. • Don't need to redesign road outside Mangere Bridge School again. <ul style="list-style-type: none"> ○ Existing road is wide and safe enough. ○ Recently installed design prioritised pedestrians (which is good), but proposed changes will prioritise cyclists which is not good/unsafe in this location. ○ Proposed changes will create a confusing/unsafe environment. ○ Ripping up this work is a waste of money/bad look for AT. • Oppose that it requires in lane bus stops, will be dangerous and cause congestion. • Will cause traffic congestion. • Start finish cycleways further from shopping centre. 	The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.

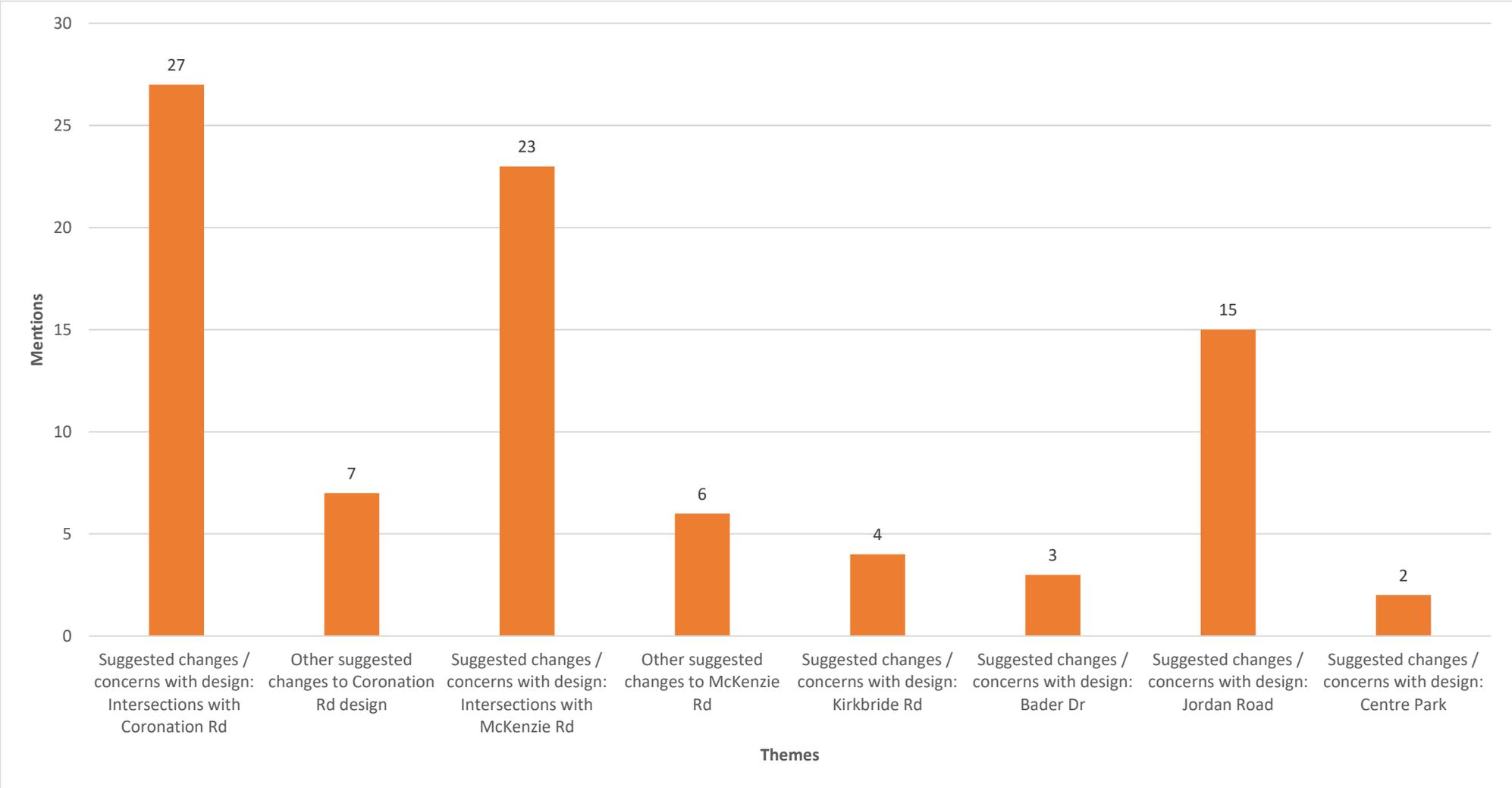
Feedback Theme	Main points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Cyclists use Wallace Road/Kiwi Esplanade not Coronation Road. • Will not facilitate the large groups of recreational cyclists that frequent the area (mainly on weekend). • Cyclists will still use the traffic lane. • Cycleways need to be on the footpath/berm (safer and/or preserves parking). • Will make school drop-offs difficult. 	
<p>Opposed / concerned about proposed changes for Mangere Bridge Village <i>Mentions: 16</i></p>	<ul style="list-style-type: none"> • Some submitters seemed to think the current proposal included cycleways through the village. • Some submitters opposed any future project if it removes parking and/or puts a cycleway through the village. • Do not remove any parking in the village. • Not enough road space for a cycleway. • Too busy for a cycleway. • Concerned about impact on businesses. • Suggest cycleways goes up Crawford and Hastie Ave, and connect to Coronation, and paint shared pathways on Coronation for kids to use. 	<p>The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community.</p> <p>The Mangere West Cycling Improvements project does not propose any changes to the parking and road layout within Mangere Bridge Village.</p>
<p>Support improvements to McKenzie Rd <i>Mentions: 89</i></p>	<ul style="list-style-type: none"> • Will make walking and cycling safer for people of all ages and abilities. • Support entire route. 	<p>Thank you. This is one of many objectives of the Mangere West Cycling Improvements project.</p>
<p>Oppose improvements to McKenzie Rd <i>Mentions: 136</i></p>	<ul style="list-style-type: none"> • No one / hardly anyone will use it. • Don't justify the cost. • Will have negative impacts (generally) on community/area/street. • Oppose section south of the Bader Dr/McKenzie Road intersection. • Cycleways need to be on the footpath/berm (safer and/or preserves parking). • Oppose parking removal. • Cycleways narrow the road too much. 	<p>The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.</p>

Feedback Theme	Main points	Auckland Transport's Responses
Support improvements to Kirkbride Rd <i>Mentions: 87</i>	<ul style="list-style-type: none"> • Will make walking and cycling safer for people of all ages and abilities. • Support entire route. 	Thank you. This is one of many objectives of the Mangere West Cycling Improvements project.
Oppose improvements to Kirkbride Rd <i>Mentions: 133</i>	<ul style="list-style-type: none"> • No one / hardly anyone will use it. • Don't justify the cost. • Will have negative impacts (generally) on community/area/street. • Will make traffic congestion worse. • Cycleways need to be on the footpath/berm (safer and/or preserves parking). • Cycleways narrow the road too much. • Oppose parking removal. • Not a safe road for cyclists. 	The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.
Support improvements to Bader Dr <i>Mentions: 91</i>	<ul style="list-style-type: none"> • Will make walking and cycling safer for people of all ages and abilities. • Support entire route. 	Thank you. This is one of many objectives of the Mangere West Cycling Improvements project.
Oppose improvements to Bader Dr <i>Mentions: 134</i>	<ul style="list-style-type: none"> • No one / hardly anyone will use it. • Don't justify the cost. • Will have negative impacts (generally) on community/area/street. • Will make traffic congestion worse. • Cycleways narrow the road too much. • Oppose parking removal. • Cycleways need to be on the footpath/berm (safer and/or preserves parking). • Instead provide a two-way cycleway on one side of the road, will preserve parking. • Instead - suggest upgrading the pathway along Tarata Creek and through Moyle Park with links to Bader Drive- 4 links already exist. (several mentions) 	The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.

Feedback Theme	Main points	Auckland Transport's Responses
Support improvements to Mangere Centre Park <i>Mentions: 92</i>	<ul style="list-style-type: none"> • Will make walking and cycling safer for people of all ages and abilities. • Support entire route. 	Thank you. This is one of many objectives of the Mangere West Cycling Improvements project.
Oppose improvements to Mangere Centre Park <i>Mentions: 129</i>	<ul style="list-style-type: none"> • No one / hardly anyone will use it. • Don't justify the cost. • Prefer a separated pedestrian and cycle path. 	The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.
Support improvements alongside SH20A <i>Mentions: 91</i>	<ul style="list-style-type: none"> • Will make walking and cycling safer for people of all ages and abilities. • Support entire route. 	Thank you. This is one of many objectives of the Mangere West Cycling Improvements project.
Oppose improvements alongside SH20A <i>Mentions: 129</i>	<ul style="list-style-type: none"> • No one / hardly anyone will use it. • Don't justify the cost. 	The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.
Support improvements to Jordan Rd <i>Mentions: 88</i>	<ul style="list-style-type: none"> • Will make walking and cycling safer for people of all ages and abilities. • Support entire route. 	Thank you. This is one of many objectives of the Mangere West Cycling Improvements project.
Oppose improvements to Jordan Rd <i>Mentions: 132</i>	<ul style="list-style-type: none"> • No one / hardly anyone will use it. • Don't justify the cost. • Will have negative impacts (generally) on community/area/street. • Oppose parking removal. • Speed tables will slow vehicles/make traffic congestion worse. • Speed tables will create vehicle noise. • Cycleways need to be on the footpath/berm (safer and/or preserves parking). 	The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.
Support improvements to Jordan Rd/Kirkbride intersection	<ul style="list-style-type: none"> • Will make walking and cycling safer for people of all ages and abilities. • Support entire route. 	Thank you. This is one of many objectives of the Mangere West Cycling Improvements project.

Feedback Theme	Main points	Auckland Transport's Responses
<i>Mentions: 87</i>		
Oppose improvements to Jordan Rd/Kirkbride intersection <i>Mentions: 129</i>	<ul style="list-style-type: none"> • No one / hardly anyone will use it. • Don't justify the cost. 	The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.

Suggested improvements: *Specific to routes proposed*



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Suggested changes / concerns with design: Intersections with Coronation Rd</p> <p><i>Mentions: 27</i></p>	<ul style="list-style-type: none"> • Ensure all intersections have good designs for cyclists. • Ensure intersections are treated as per the AT Transport Design Manual. • Raised tables at roundabouts so the cycle lane is flat, and cars are slowed. • The two roundabouts at both ends of Mangere town centre must include protected cycleways throughout their entirety. We recommend a design like that proposed for the roundabout at Coronation Road and the SH20 on-off ramps. • A few intersections, like the Taylor Road crossing, where the cyclist desire line is far from followed. Please tighten up the horizontal geometry here and ensure raised table ramps are smooth for bikes. • At the intersection between Taylor Road and Coronation Road, the speed table crossing should not be recessed, but rather brought forward to be closer to the mouth of the intersection. • The cycle lane should continue past Taylor Road and not detour to a crossing set back from Coronation Road. The proposed approach is inconsistent with the other side roads such as Hastie Avenue. • Where Coronation Road meets Hastie Ave and Domain Road, both raised-table crossings should also be brought closer to the mouth of the intersection. • We acknowledge that the intersection between Mountain Road and Coronation Road is set to be upgraded as part of these designs' next stage. As a preliminary suggestion, we recommend removing the slip lane - which is extremely dangerous for pedestrians and cyclists - and signalling this intersection. • Details needs to be provider on the intersections of Mountain/Coronation and Bader/McKenzie in order to meet your consultation obligations. • Ensure intersection/roundabout to SH20 has a good/safe design for cyclists. Don't narrow lanes / create pinch points. • There's also some sections of what look like footpath level cycleway near the Coronation Rd/SH 20 roundabout. The detail is important to make sure these are safe for pedestrians and cyclists, as well as being the obvious desire line for bikes. 	<p>The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.</p>

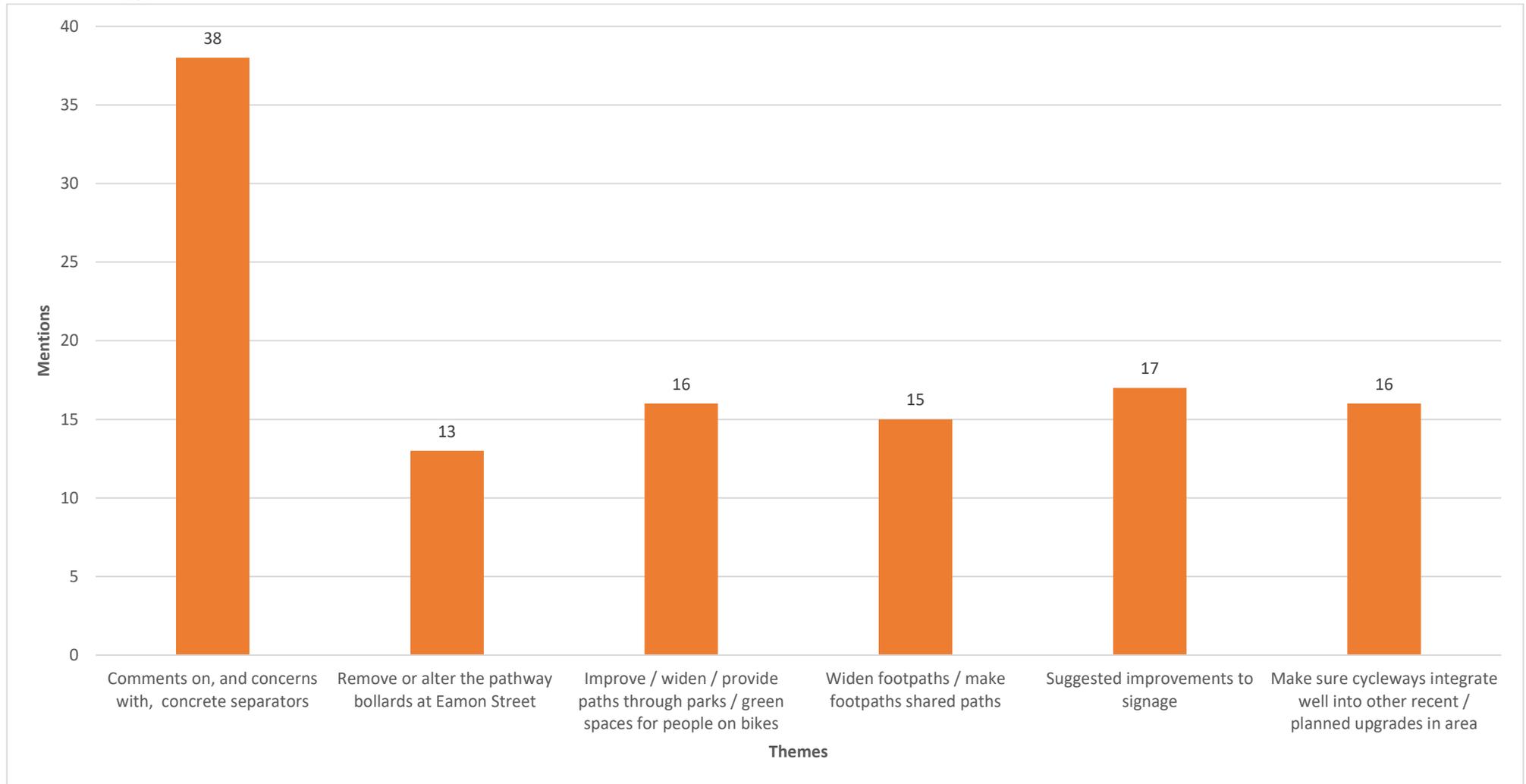
Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • We welcome the design of the roundabout at the intersection of the SH20 on-off ramps and Coronation Road. We appreciate that all three legs of the roundabout feature crossings and that these crossings include cyclist priority. To improve accessibility and prevent conflicts with pedestrians, the cycle lanes' corners should be made more round. Furthermore, the "off-road" cycleway (which hugs the footpath around the roundabout's perimeter) must be 1.8 metres or wider. • Make intersection of kiwi esplanade and coronation Rd safer for cyclists. • Ensure intersection with Walmsey Road has a good design for cyclists. • The Walmsley/Coronation/McKenzie Road intersection needs significant changes to make it safer. We welcome the removal of the slip lane between McKenzie and Miller Road. However, we strongly recommend removing the slip lane from Coronation onto Walmsley Road and building out the curb to connect the footpath with the traffic island. Beyond this, two pedestrian crossings should be straightened to improve cyclist accessibility (see Generation Zero submission). 	
<p>Other suggested changes to Coronation Rd design <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Provide a two-way cycleway in the berm (which has plenty of space) on east side of the road, or on-road on one side of the road, which has many advantages e.g. takes up less space, keeps parking on one side of the road, safer as more cyclists on the cycleway, can be placed on best side of road. • There is a large population of cyclists going from Waterfront Road to Kiwi Esplanade and vice versa - the proposed layout of the concrete mounds are across the bottom of Coronation Road between these 2 roads - wouldn't have mounds there as it will shrink the interchange between Kiwi Esplanade and Waterfront Road. • Don't like the pedestrian crossing build outs. • Cycleway not required north of Mangere Bridge Town Centre, just install traffic calming instead. • Where the cycleway merges onto the footpath at Mangere Bridge Village could there be cyclist dismount sign, so walkers are safer. 	<p>These suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p>Suggested changes / concerns with design: Intersections with McKenzie Rd</p> <p><i>Mentions: 23</i></p>	<ul style="list-style-type: none"> • Ensure all intersections have good designs for cyclists. • Ensure intersections are treated as per the AT Transport Design Manual. • The McKenzie/Hinai Road zebra crossing and bike lane should be moved closer to the mouth of the intersection. • Details needs to be provided on the intersections of Bader/McKenzie in order to meet your consultation obligations. • Ensure intersection with Bader Drive has a good design for cyclists. • The Tarata Crescent pedestrian/cycle crossing should be brought in line with McKenzie Road. Additionally, the southern corner of the purple shared pathway is too sharp and narrow. We recommend reallocating some of the neighbouring angled car parks and expanding the path. • Ensure intersection with Kirkbride Road has a good design for cyclists e.g. more protection than painted lines. • The McKenzie Road/Kirkbride Road intersection requires a complete overhaul to make it safe for all modes of transport. Northbound cyclists are extremely vulnerable to vehicles exiting and entering the intersection via its four uncontrolled lanes. It is dangerous for pedestrians to access the bus stop, whether from the Mangere Bridge side, airport side, or simply from the other side of McKenzie Road. This intersection must be fully signalised. The two slip lanes linking McKenzie and Kirkbride Roads should be removed and a footpath added along the western side of McKenzie Road. 	<p>The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.</p>
<p>Other suggested changes to McKenzie Rd</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Provide a two-way cycleway in the berm (which has plenty of space) on east side of the road, or on-road on one side of the road, which has many advantages e.g. takes up less space, keeps parking on one side of the road, safer as more cyclists on the cycleway, can be placed on best side of road. • There should be an on-road cycle lane past the shops opposite Tarata Crescent. The proposed shared space between the shops and parking is likely to lead to conflicts. • For McKenzie Road remove side walk berms and replace with carpark bays to retain most of the parking and provide spaces for the cycleways. • To accommodate cycleways, reduced speed limit on McKenzie Road to 50km/h and discourage heavy trucks from using this road. 	<p>These suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p>Suggested changes / concerns with design: Kirkbride Rd <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Don't like the pedestrian crossing build outs. • At the Kirkbride/Idlewild intersection, we recommend bringing the zebra crossing further forward so that it is more aligned with the southbound bike lane. • The painted pedestrian crossing outside of 76 Kirkbride Road should be upgraded to raised table crossing. • Cyclists should be able to turn left at any time when travelling south at the Kirkbride Road/Ascot Road junction. Care needs to be taken with crossing the pedestrian crossings, but cyclists are travelling from one protected cycleway to another protected cycleway so should not need to wait at the lights with the other traffic. • The slip lane from Ascot Road onto Kirkbride Road must be removed. First, the nearby footpath is not set to be upgraded and is too narrow for active modes to safely share. Furthermore, even with a raised zebra crossing, drivers will still need to cut across the Ascot Road cycle lane, which is extremely dangerous for those on bikes. Turning left onto Kirkbride Road should be fully signalised for vehicles. Whilst we appreciate the dual pedestrian-cyclist signalised crossings, there are four areas where there is too little room for pedestrians and cyclists to safely wait. The painted cycle lane between 92 and 190 Kirkbride Road is a particularly vulnerable location for those on bikes and requires concrete separators. There are 2-3 missing concrete cycleway separators on the western side of this intersection. • The raised zebra crossing at the intersection of Viscount Street and Kirkbride Road is again offset and should be brought forward. • Divert heavy vehicles away from this road. • Don't like the pedestrian crossing build outs. • Add any others from the other themes. 	<p>The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.</p>
<p>Suggested changes / concerns with design: Bader Dr <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Switching from two cycling lanes on both sides of Bader Drive to a single bidirectional cycleway on one side is not the best option. Some cyclists may simply choose to stay on the road for this section. • If provide a two-way cycleway then use east side of road as it has less driveways/side road interactions. 	<p>These suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Cycleway should be in the berm, which has plenty of space. • There should be a crossing at the end of Bader Drive across McKenzie Road. With the proposed layout there is no way to get to from Bader Drive to the north bound cycleway on McKenzie Road. • Support the two raised-table pedestrian crossings near 7 Bader Drive, however another should be added to Ventura Street, given its proximity to Mangere College. Also the proposed crossings' sharp right-hand turns may disrupt cycling journeys and cause conflicts with people walking. • The pedestrian crossing by 27 Bader Drive is right outside of Mangere College and should be upgraded to a speed table crossing. • The Bader Drive/Elmdon Street intersection is very wide and requires a raised zebra crossing, especially since buses will be passing through it. • Idlewild Ave is a common shortcut for vehicles travelling between Kirkbride Road and Bader Drive. As this is a residential street with a kindergarten, we recommend investigating limiting through-traffic along Idlewild Ave to buses and active modes. • The raised zebra crossing at the intersection of Bader Drive and Comet Crescent should not be offset. • The shared path between Williams Park, Moyle Park, and Mangere Centre Park crosses Bader Drive via the motorway off-ramp. This intersection needs an urgent upgrade, including full signalisation. 	
<p>Suggested changes / concerns with design: Jordan Road <i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • Add raised crossing tables at either end of Jordan Road to confirm its status as a neighbourhood road and provide safe crossing for people on bikes (14 mentions). • Divert heavy vehicles away from this road. 	<p>These suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>
<p>Suggested changes / concerns with design: Centre Park <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Please add a southbound leg after the path crosses east over the southwestern motorway. This will be a safer alternative to Robertson Road which lacks any cycling provisions. Adequate lighting will be needed to make this pathway safe. • Presently there is a grassy path between Calthorpe Road and the proposed path. This should be sealed to improve accessibility. • A separate path for pedestrians and people on bikes would be safer. 	<p>These suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>

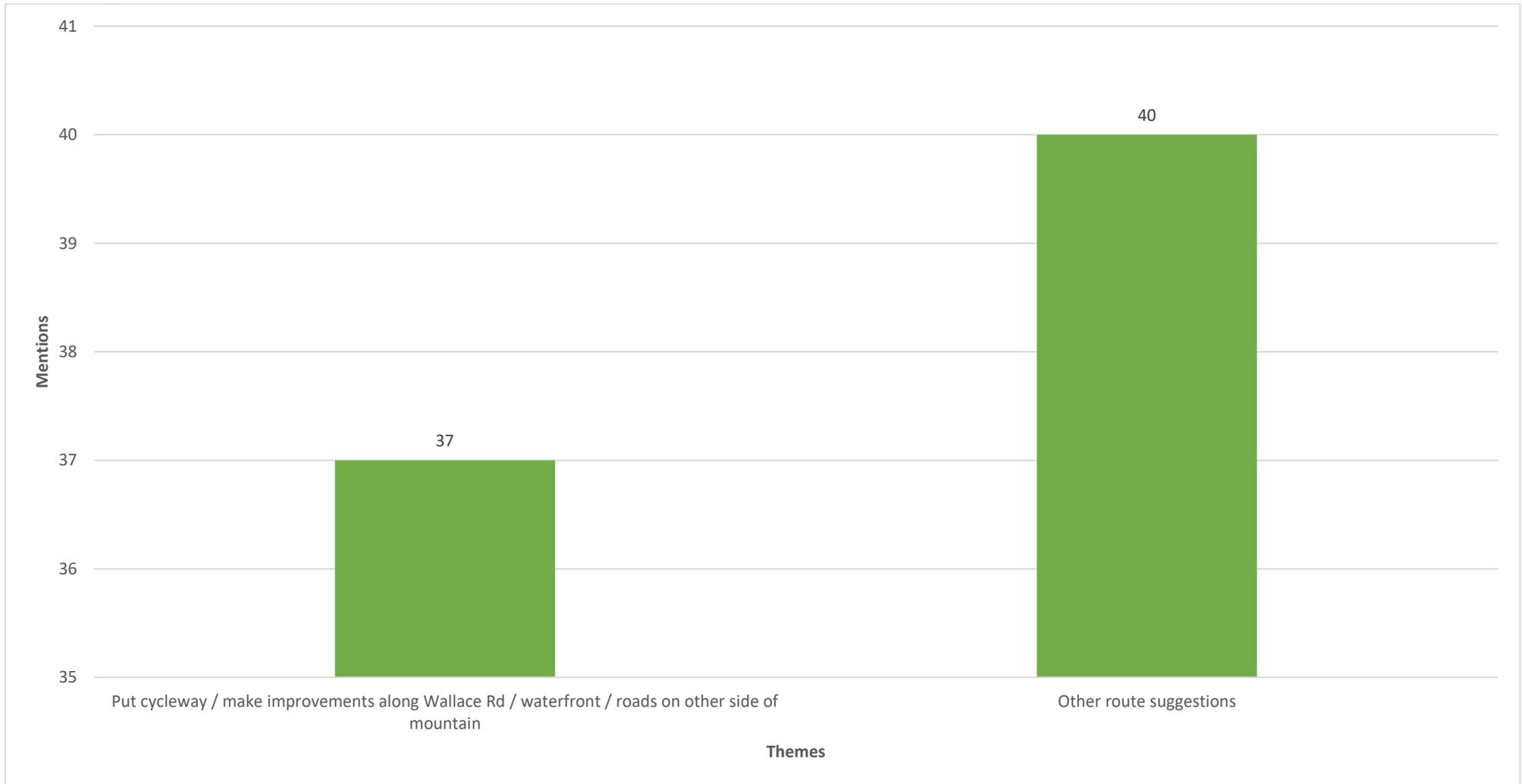
Suggested improvements: *Other*



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Comments on, and concerns with, concrete separators <i>Mentions: 38</i></p>	<ul style="list-style-type: none"> • Concrete separators are ugly. • Use planter boxes and other more attractive options (particularly in/around Mangere Bridge Village). • Concrete separators are dangerous for cyclists e.g. hit hazard and make it hard to entre/exit cycleway (including when needing to avoid illegally parked cars). • Cyclists travelling over 25km/hr will not use cycle lanes with concrete barriers, they are too dangerous. • Remove concrete barriers and use extra space to widen the green painted cycle lane. • Use safer/rounder separators like on St Lukes Road. • Use curb stones which a bicycle can manoeuvre over (like Karangahape Road). • Use flexi posts instead. • Concrete separators make the road too narrow. • Will stop people back INTO their drives, which means they will need to back out of driveways, which is unsafe, especially with all the school children in the area. • Concrete separators will cause flooding. • There are too many concrete separators being used Coronation Rd from the New Bridge, through the town Centre, passing Mangere Bridge Primary and the Mangere Mountain Education Centre to the State Highway 20 on/off ramp roundabout. Will make it dangerous for cyclists and pedestrians. • Cars hit concrete dividers and create rumble on the road. • Cars taking evasive action will hit dividers and incur damage to their car. • Cars just park over concrete separators. 	<p>In order to provide a safe transport network, we need to align with AT's Vision Zero approach and provide safe separated cycling facilities. The concrete cycle separator units are used as they increase cyclist perceived safety and are strong deterrent for motorists. However, these suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>
<p>Remove or alter the pathway bollards at Eamon Street <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Remove or alter the pathway bollards at Eamon Street to allow families and riders of all abilities to access this path easily. 	<p>Apologies as we cannot locate Eamon Street, we will require further details before we can consider if this is part of future project route.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p>Improve / widen / provide paths through parks / green spaces for people on bikes <i>Mentions: 16</i></p>	<ul style="list-style-type: none"> Widen existing paths through parks. Provide paths through parks instead of roads. Paths through parks are cheaper, safer, and don't take up parking. There are a lot of greenspaces through that area that aren't very accessible. These would be greatly improved with extra paths. E.g. Lenore foreshore reserve, Blake Road reserve. 	<p>These suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>
<p>Widen footpaths / make footpaths shared paths <i>Mentions: 15</i></p>	<ul style="list-style-type: none"> Footpaths/shared paths are safer than the road. More people will ride if shared paths are increased/improved. Will reduce the amount of parking removed. 	<p>Thank you for your feedback. A shared path is not necessarily a feasible option due to road constraints like location, number of trees, driveways etc.</p>
<p>Suggested improvements to signage <i>Mentions: 17</i></p>	<ul style="list-style-type: none"> Add signage of the Tarata Creek Pathway (so people using the proposed new cycleways are aware of it). (13 mentions) Signposting to the popular link to Moyle Park and the Central Park pathway via Elmdon Street and Tarata Creek Path. It's such a great short cut and friendly for all ages on bikes. Improve signage of shared paths (to show they are shared paths). Generally improve signage of cycle paths. 	<p>These suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>
<p>Make sure cycleways integrate well into other recent / planned upgrades in area <i>Mentions: 16</i></p>	<ul style="list-style-type: none"> Integrate well with planned improvements for Mangere Bridge Village. Integrate well with recent improvements in Mangere Town Centre. In some places, like the Mangere Bridge Town Centre, think slow speed zones would be enough (i.e. 20 km/hr). 	<p>These suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>

New route suggestions

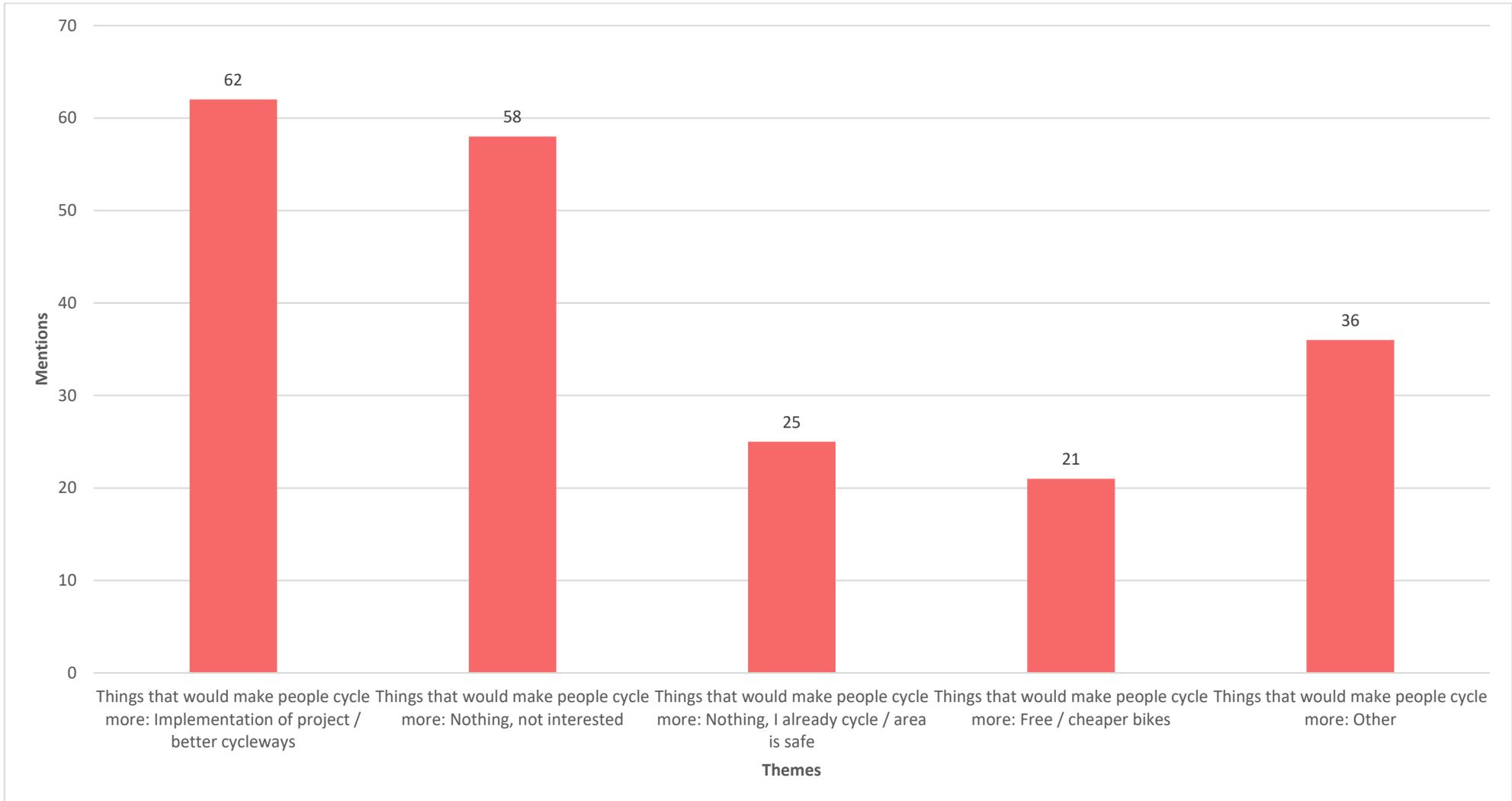


Feedback Theme	Main Points	Auckland Transport's Responses
<p>Put cycleway / make improvements along Wallace Rd / waterfront / roads on other side of mountain</p> <p><i>Mentions: 37</i></p>	<ul style="list-style-type: none"> • Most the people who contributed to this theme wanted cycleways in these locations instead of Coronation Road. • Put cycleways / make improvements on Wallace Road. • Wallace Road doesn't have as much motor vehicle traffic as Coronation Road. • Put cycleways / make improvements on Church Road. • Put cycleways / make improvements on Kiwi Esplanade. • Put cycleways / make improvements around the waterfront. • Put cycleways / make improvements to other roads near the mountain / waterfront. 	<p>These suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>
<p>Other route suggestions</p> <p><i>Mentions: 40</i></p>	<ul style="list-style-type: none"> • Would like a cycle path alongside the motorway. One suggested example was: running from Kirkbride Road through to the Mangere Bridge underpass. Feeder cycle path on one side of the road could feed from Bader Dr / Walmsley Rd and Coronation Rd to allow families or commuters access and safe passage. • Put the cycleway on the Favona side of the southwestern motorway. • There will likely be a desired connection toward the north of Robertson Road (into the Favona Neighbourhood) and suggests consideration of the path alignment to 'fork' to better align with these connections. • Include Favona in improvements. • Join up Norana Ave (Favona) shared path to Otahuhu Station, or at least put a footpath on Favona Rd by Savile drive intersection. • Improved cycling links across Mangere Bridge. • Continuation of the cycle walkway from Mangere Bridge to Favona towards Otahuhu (including Otahuhu train and bus link). • Cycle and pedestrian connection to Onehunga Train Station via existing railway reserve (north of Mangere Bridge). • Provide a 100% off-road cycle connection between Onehunga and Mangere Town Centre (map of proposed route available). • Provide a shared path on Robertson Rd from Bader Dr to Hall Rd. • Add a connection from Calthorp through to the cycleway on Centre Park (using existing unsealed path way). 	<p>These suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Better connections needed to south Auckland. • Link to the southern end of the very popular Watercare Coastal Cycleway, perhaps near the Otuaataua Stonefields. • Convert the footpath from Oruarangi Reserve to Ascot Road into a shared pathway. • Extend east where Kirkbride Road becomes Massey Road and across the motorway. • Need a safe east to west link. • Improve links to city. • Improve links to Middlemore Hospital. • A better connection with Onehunga Town. • Improve bike access from Cornwall Park through to Mangere Bridge via Onehunga mall or similar. • Provide a cycle bypass of Mangere Bridge Village. • Instead of through Mangere Bridge Village, suggest cycleways goes up Crawford and Hastie Ave, and connect to Coronation, and paint shared pathways on Coronation for kids to use. • Provide a footpath for pedestrian safety on Swanson Lane. • Extend the cycle route from Kirkbride/Jordan intersection to at least Mascot or Friesian Drive to incorporate those cycle lanes into this infrastructure to be complete. • Use Massey Road instead of Jordan Road. • Connecting the upper Manukau Harbour would work well with these improvements (i.e. Hugo Johnson Drive to the end of the new paths on the southern side). • Cycleway down past Villa Maria too. • The footpath and grass on Barber Drive is pretty big, could it not be made into a foot and bike path. • Put cycling route down Tararata Creek reserve around Moyle Park then onto Mangere Centre Park. (Several mentions). 	

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Upgrade Tararata Creek Cycleway instead of Bader Drive. • Use less busy roads for cycleways. • Use different routes (no specifics mentioned). 	

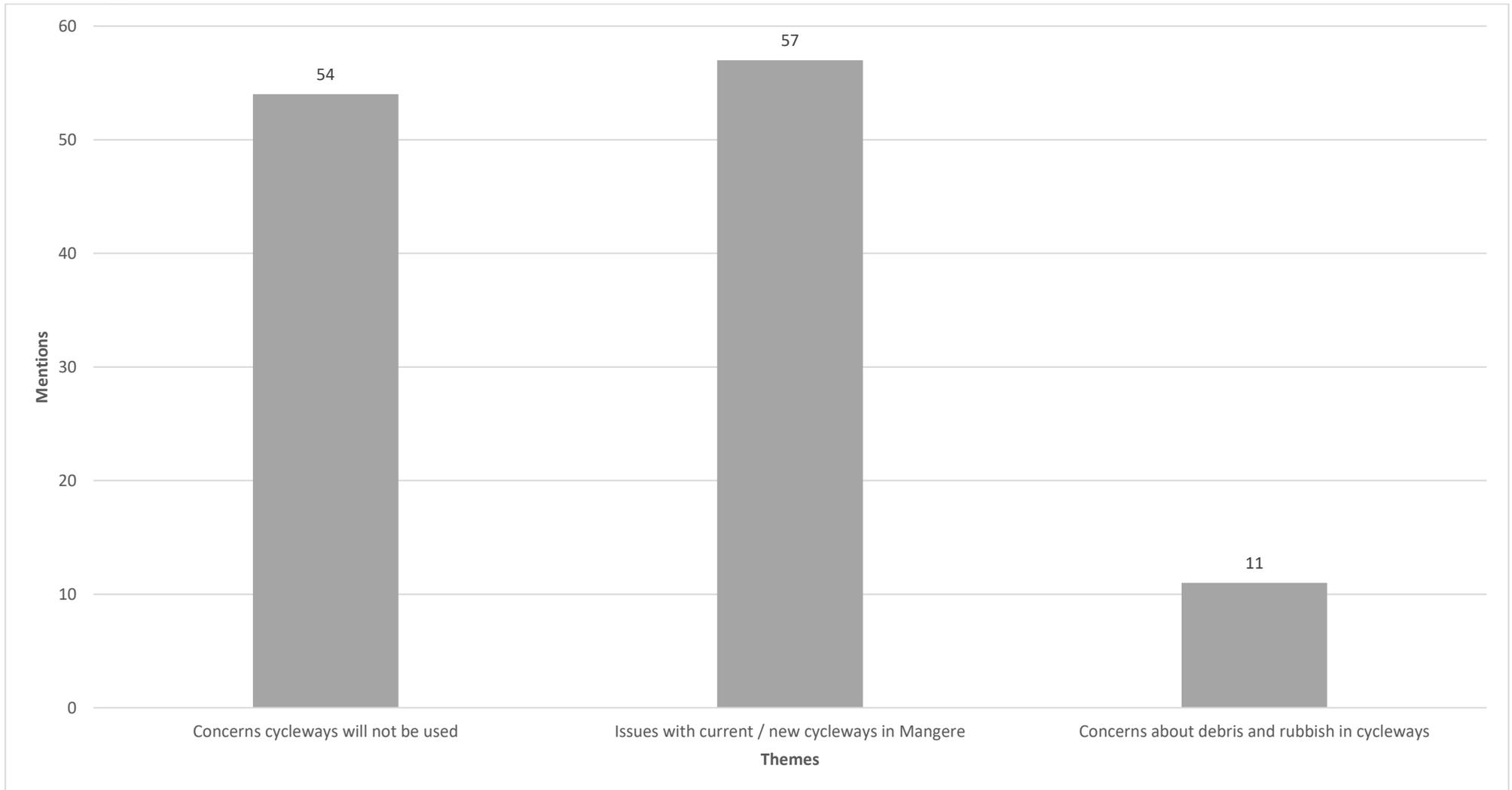
Things that would make people cycle more



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Things that would make people cycle more: Implementation of project / better cycleways <i>Mentions: 62</i></p>	<ul style="list-style-type: none"> • The proposed improvements. • Better/more cycleways. • Cycleways not on roads / away from traffic. • Cycleways separated from traffic. • An off-street cycle route from Onehunga to Māngere Town Centre. • Good connections with other cycle networks. • Improved cycling links across Mangere Bridge. • Intersection improvements. 	<p>These suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>
<p>Things that would make people cycle more: Nothing, not interested <i>Mentions: 58</i></p>	<ul style="list-style-type: none"> • Nothing not interested. • Can't cycle to work e.g. too far, tradie. • Can't cycle with groceries. • Don't want to cycle on the road. • Too old to ride a bike. • It's too dangerous (do not see any solution to this). 	<p>Thank you for you feedback. One of the key project objectives is to provide safe cycling facilities for people of all ages and abilities.</p>
<p>Things that would make people cycle more: Nothing, I already cycle / area is safe <i>Mentions: 25</i></p>	<ul style="list-style-type: none"> • Nothing, I already cycle / area is already good for cycling. • Proposal will put me off cycling. 	<p>Thank you for you feedback.</p>
<p>Things that would make people cycle more: Free / cheaper bikes <i>Mentions: 21</i></p>	<ul style="list-style-type: none"> • Free / cheaper bikes (for everyone in the area). • Subsidised e-bikes. 	<p>Thank you for you feedback, these suggestions will be considered to encourage cycling uptake.</p>
<p>Things that would make people cycle more: Other <i>Mentions: 36</i></p>	<ul style="list-style-type: none"> • More cycle storage at key destinations e.g. airport, shops. • More hire bikes. • Better driver behaviour (several mentions). • Better policing/enforcing of driver behaviour. • Ensure cars don't park in cycleways. 	<p>These suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>

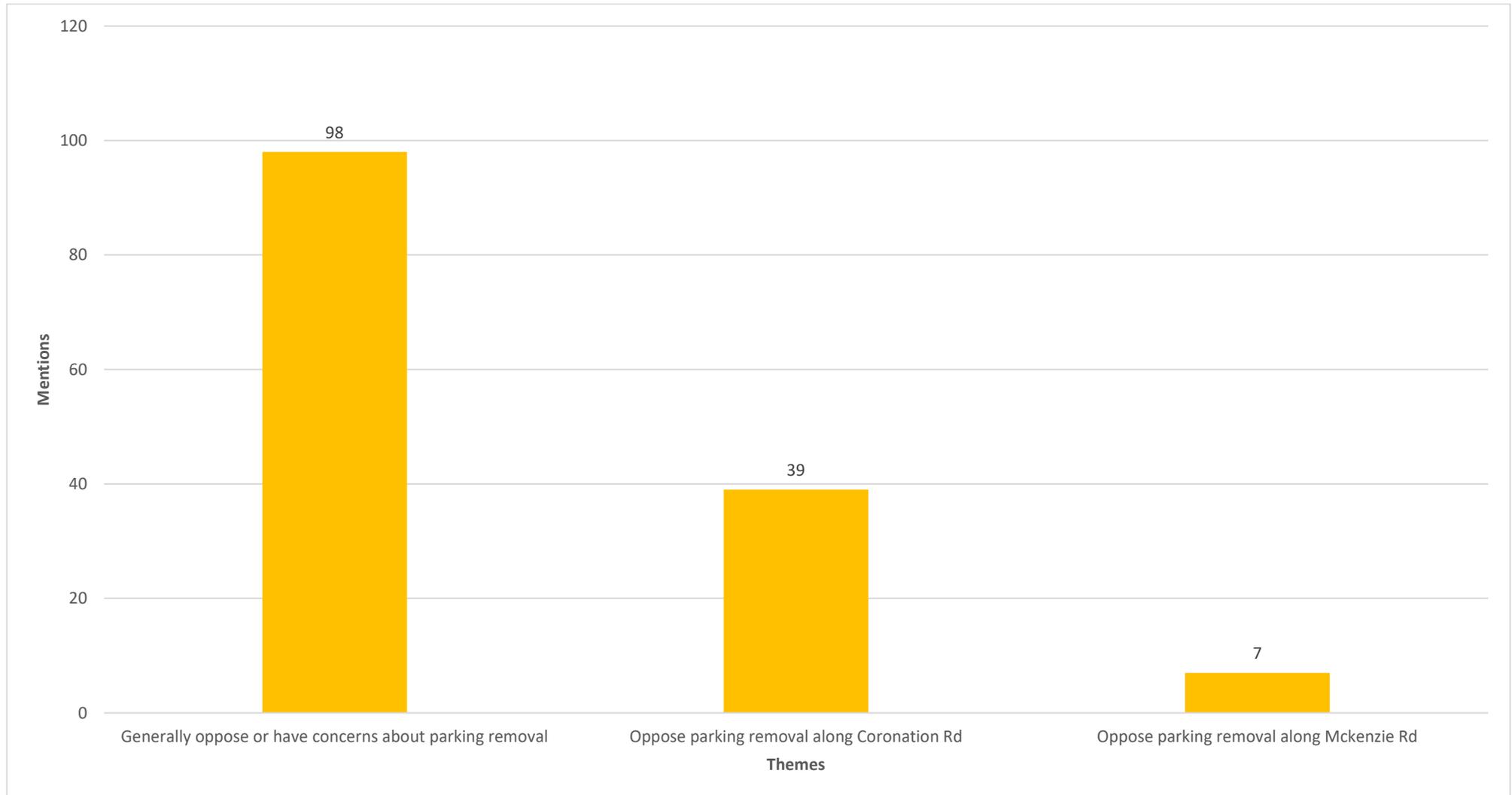
Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Less trucks on the road (several mentions). • Removing recently installed speed tables and pedestrian islands / crossings in area. • Improve maintenance/condition of footpaths. • Nice scenery / nice environment. • More toilets and parks along cycleways. • Safety from crime (several mentions). • Better lighting (several mentions). • Safety from dogs. • Reduce speed limits by schools to 40km/hr or 30km/hr. • Making it safer to cycle with the kids. • A children's cycle park at Māngere Town Centre (David Lange Park). • A bike hub in Mangere run by Mr Tee / free bike maintenance service (several mentions) • More shared paths / wider footpaths. • Cycleways that avoid main roads. • Better cycle route information. 	

Other cycleway themes



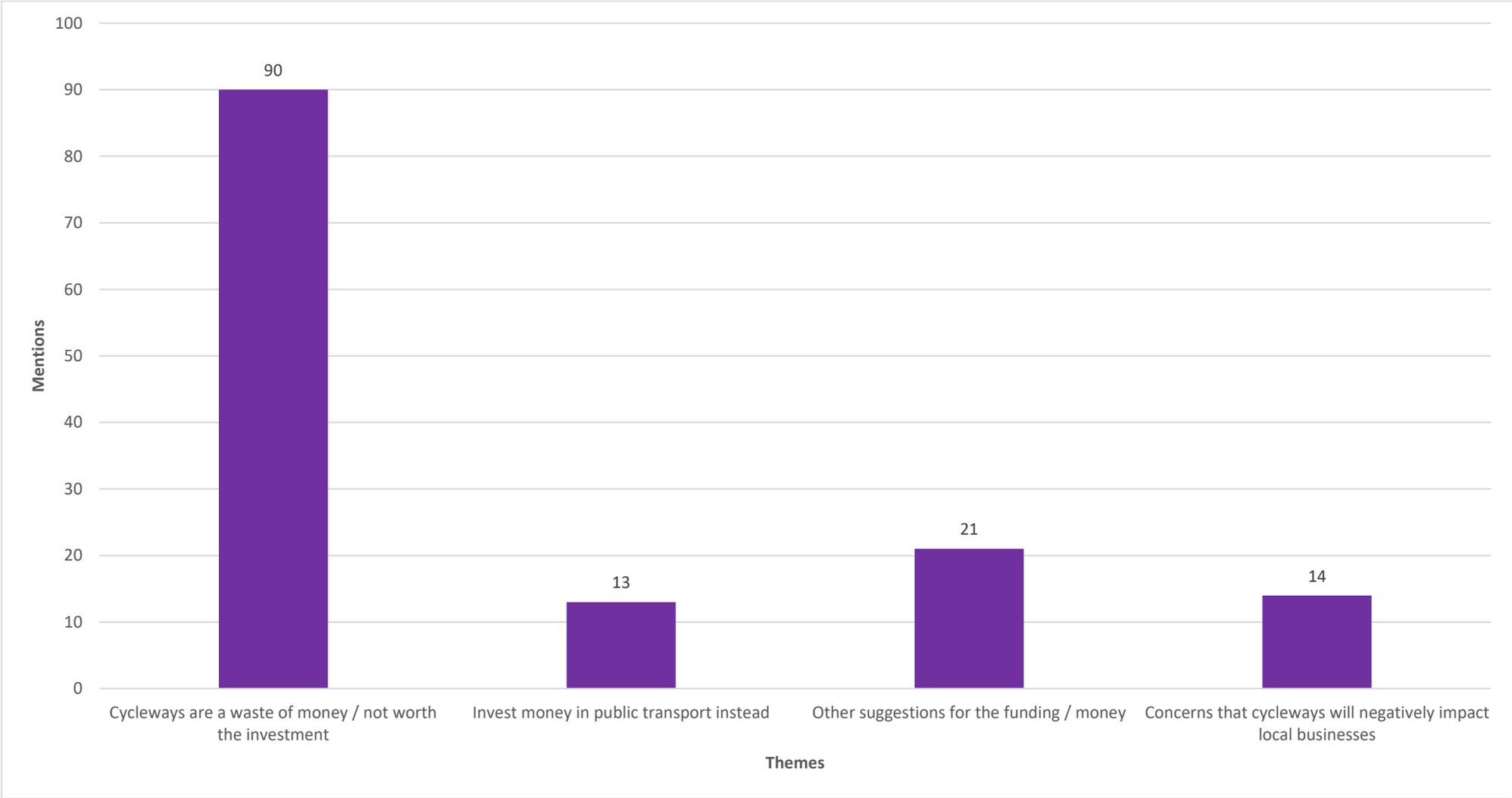
Feedback Theme	Main Points	Auckland Transport's Responses
<p>Concerns cycleways will not be used <i>Mentions: 54</i></p>	<ul style="list-style-type: none"> • Current/recent cycleways in area did not increase use. • Do not believe proposal will increase the number of cyclists. • Hardly anyone will cycle to work. • This community is not interested in cycling. • Cyclists will still ride in the traffic lane. • Cycleways too narrow for groups of cyclists. 	<p>Thank you for your feedback.</p>
<p>Issues with current / new cycleways in Māngere <i>Mentions: 57</i></p>	<ul style="list-style-type: none"> • No one uses them. • Remove existing cycleways. • Cycleways are unsafe, need to be on the footpath. • Cyclists prefer the footpath. • Existing cycleways make traffic lanes too narrow and can cause buses and large vehicles to cross the centreline, which is dangerous. • Create traffic congestion. • Concrete separators for cycleways are ugly, too wide, and there are too many compared to cycleways in other parts of Auckland.. • Vehicles park in existing cycleways. • Existing cycleways take up much needed parking. • They are not maintained e.g. are damaged and full of rubbish and debris. 	<p>In order to provide a safe transport network, we need to align with AT's Vision Zero approach and provide safe separated cycling facilities. The concrete cycle separator units are used as they increase cyclist perceived safety and are strong deterrent for motorists.</p>
<p>Concerns about debris and rubbish in cycleways <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Existing cycleways collect debris and rubbish and are not cleaned. • Debris rubbish puts cyclists off using cycleways. • People will not use proposed cycleways due to debris/rubbish. • AT need to clean debris rubbish from cycleways regularly. 	<p>Thank you for your feedback. We will raise with our internal team to ensure existing cycling facilities are adequately maintained.</p>

Parking



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Generally oppose or have concerns about parking removal <i>Mentions: 98</i></p>	<ul style="list-style-type: none"> • Mentioned they do not like parking removal but were not specific as to what location(s) they had concerns. • Parking removal will make it difficult for residents, visitors, business customers, and/or delivery vehicles to find a park. • Will create issues at schools pick-ups/drop-offs. • Lots of large families living under one roof in area, need on-street car parking. • Will mean elderly need to walk further to access shops (unfair on them). • Peak parking demand is much higher than the average parking demand quoted. • On-street parking demand will increase with housing intensification. • Cycleways will become car parks. • Parking removal not justified for the limited number of cyclists benefited. 	<p>Thank you for your feedback parking utilisation review has been completed, any future design will consider impact on on-street parking.</p>
<p>Oppose parking removal along Coronation Rd <i>Mentions: 39</i></p>	<ul style="list-style-type: none"> • Concerned about parking removal for residents and visitors. • Will not be room for markets. • Parking removal will be bad for businesses along Coronation Rd (including Mangere Bridge Town Centre). • Parking removal will cause issues outside school. • Removes parking for recreational walkers who walk up the mountain. • AT should introduce lower time limits for parking in Mangere Bridge Town Centre. 	<p>These concerns will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>
<p>Oppose parking removal along McKenzie Rd <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Where will residents park their cars? • Needed for residential intensification that is happening. • Used as overflow parking from funeral home. • For McKenzie Rd remove side walk berms and replace with carpark bays to retain most of the parking and provide spaces for the cycleways. 	<p>Thank you for your feedback parking utilisation review has been completed, any future design will consider impact on on-street parking.</p>

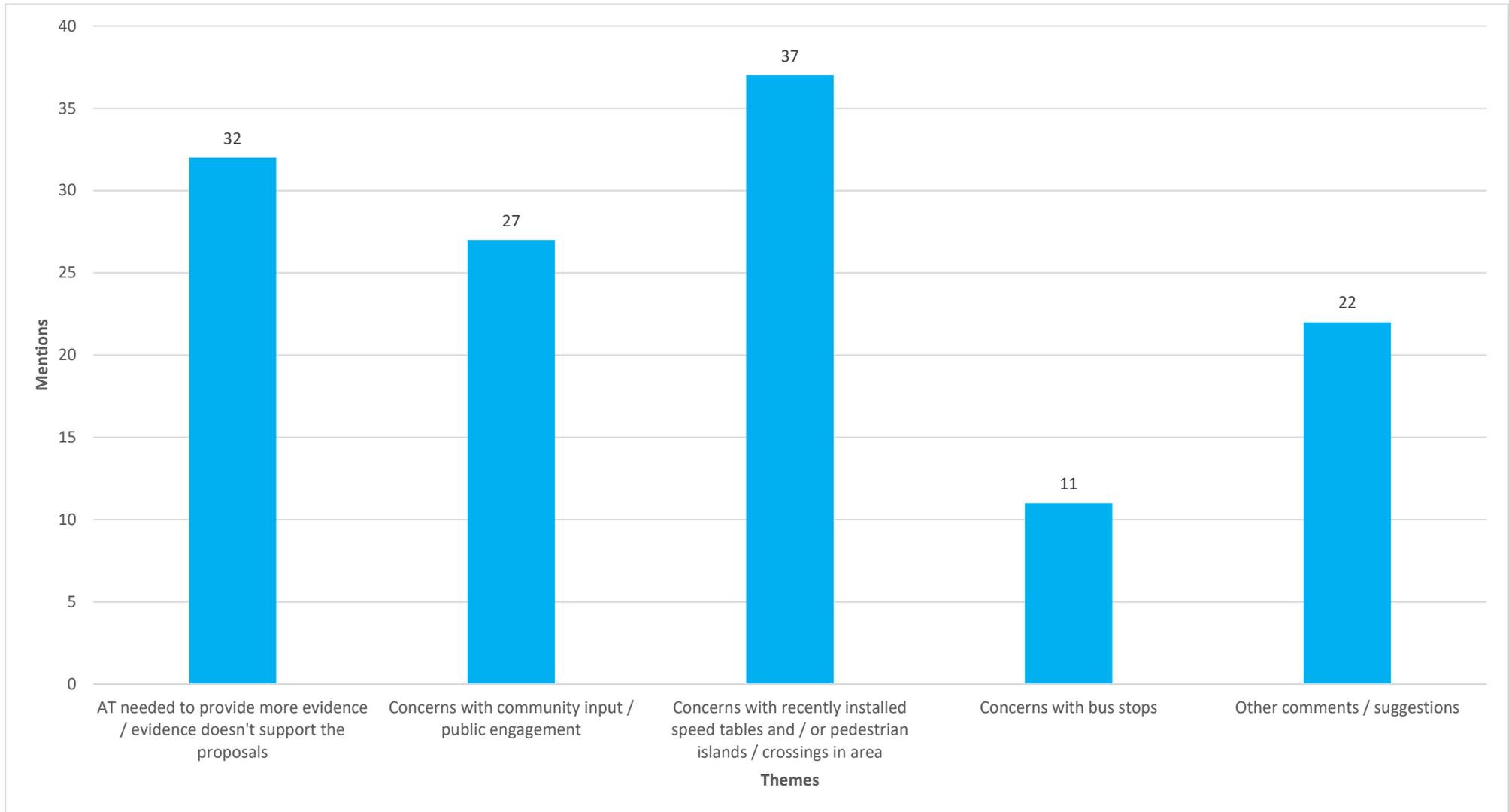
Project costs and financial



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Cycleways are a waste of money / not worth the investment <i>Mentions: 90</i></p>	<ul style="list-style-type: none"> • Cycleways are a waste of money. • Currently not enough cyclists in the area to justify the spending. • The amount of people that use cycleways (existing and in general) doesn't justify the spending. • Stop wasting money in this area on projects people don't want (references to recently installed cycleways, speed tables and pedestrians crossings in area). • Concrete barriers are a waste of money (and ugly). 	<p>The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.</p>
<p>Invest money in public transport instead <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Invest money in public transport instead. • Invest money in more bus shelters instead. • Invest money in rail (heavy or light) instead. 	<p>This project is an early improvement from the Southwest Gateway Programme which will provide travel choices to move around the area including public transport improvements.</p>
<p>Other suggestions for the funding / money <i>Mentions: 21</i></p>	<ul style="list-style-type: none"> • Invest money in new/better playgrounds (mentioned several times). • Invest money in upgrading parks instead. • Invest money in upgrading / providing more pools instead. • Better maintenance of roads, footpaths, and foot bridges would be more beneficial. • Spend money on essential services. • Better management of vegetation in public spaces would be more beneficial. • Pay off council debt instead (mentioned several times). • Keep rates down instead. • Invest in Home4theDome project #D65Fitness. • Invest money in cycleways around the waterfront instead. • Invest money in roads instead. • Invest money in children's education. • Invest money in securing the water supply. • Invest money to upgrade Mangere Town Centre instead. • Invest money into the community in a way that will be more useful. 	<p>Thank you for your feedback. A robust assessment of cost and value for money will form part of any decisions made for future cycle facilities.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Concerns that cycleways will negatively impact local businesses <i>Mentions: 14</i>	<ul style="list-style-type: none"> • Concerns that cycleways will negatively impact local businesses. • Improvements not worth the negative impacts on local businesses. • Concerns for businesses on Coronation Road (including Mangere Bridge Town Centre). 	The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community.

Other themes



Feedback Theme	Main Points	Auckland Transport's Responses
<p>AT needed to provide more evidence / evidence doesn't support the proposals <i>Mentions: 32</i></p>	<ul style="list-style-type: none"> • Where is the evidence of how many people currently ride in area, or use recently installed cycleways? • Where is the evidence of predicted increase cycling numbers if proposal goes ahead? • Survey of airport businesses etc didn't show enough support for the cycleways. • Why would people ride to the airport? • What are accident statistics involving cyclists in the area? • Are cycleways actually safe? • What will impact on traffic congestion be? 	
<p>Concerns with community input / public engagement <i>Mentions: 27</i></p>	<ul style="list-style-type: none"> • Three weeks consultation period was not long enough. • Brochure misrepresented benefits and under-represented trade-offs. • Brochure/communications could have better explained the strategic and localised rationale for the project. • Brochure should have been clearer about parking removal e.g. estimated number of car parks lost and current occupancy rates of car parks. • Statements of low weekday parking usage ignores the higher parking demand on weekends. • Community should have been consulted about the 'idea' before designs were developed. • Not enough community input into the design process. • Should have consulted with cycle clubs etc first. They would have told you which routes are most commonly used by cyclists. • Concerns that many residents and businesses were not notified of proposal. • Should have consulted with Mangere Bridge School. • Should have been a big notice board in Mangere Bridge Village notifying people of the project. • Should have done proper door knocking consultation. • Don't think AT has been open and honest about proposal. 	<p>The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p>Concerns with recently installed speed tables and / or pedestrian islands / crossings in area <i>Mentions: 37</i></p>	<ul style="list-style-type: none"> • Unsafe, create pinch points and force cyclists into traffic lane/path. • Annoying for motorists. • Will they be dug up just after being installed to facilitate this project? • Specifically mentioned dislike of 10 speed tables in Mangere Bridge. • Dislike concrete slabs that jut out into road. • These changes have ruined streets in the area. 	<p>The concerns raised will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>
<p>Concerns with bus stops <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Would prefer floating bus stops. • Don't support in-lane bus stops will create traffic congestion. 	<p>As part of the future design proposal, this concept for bus stops will be considered</p>
<p>Other comments / suggestions <i>Mentions: 22</i></p>	<ul style="list-style-type: none"> • Concerned that the design won't adequately prevent vehicles parking in the cycleway / need to better police people parking in cycleways. (several mentions). • Concerned that vehicles will now park across the footpath. • Need better enforcement to prevent cyclists using the footpath. • Concerned that cycleways will narrow road space. • Make sure flow from road to shared paths is smooth. • Ensure separated cycleway continues through Mangere Bridge Village. • Drop the speed of the whole village and main roads from 60km/h to 50km/h. • Reduce speed limit to 40km/hr or 30km/hr outside schools. • Change McKenzie Rd to 50km/hr. • Put up speed camera along main cycle routes. • Connection to airport area should not be the priority (connecting Mangere Bridge Village and Mangere Bridge Town Centre should be). • Create a weekday and weekend cycle layout to cater for different types of cyclists. • Provide speed tables in Ambury Park. • Install kept left arrows for cyclists in Moyle Park. • Widen McIntyre Road. 	<p>The concerns and suggestions will be considered as part of the collaborative design process which we are shortly to commence with the community.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Currently on Coronation Road approaching McIntyre Road and Rimu Road there are raised concrete curbs that force cyclists into a narrow road shared with cars. This is appalling and there will be an injury or fatality as I have already seen near misses. • What is cost of project? • Concerned about impacts of road works. • Provide toilets and rest areas along cycleways. • Make cyclists pay a registration/road user fee. 	

Key interest groups

The following key interest groups/organisations provided feedback on the proposal. For a copy of their submission please refer to [Attachment 3](#). For more information on the public's interest in the proposal please refer to the section below.

Kāinga Ora – Homes and Communities

Ngapuhi Mahurangi

Generation Zero Auckland

Bike Auckland

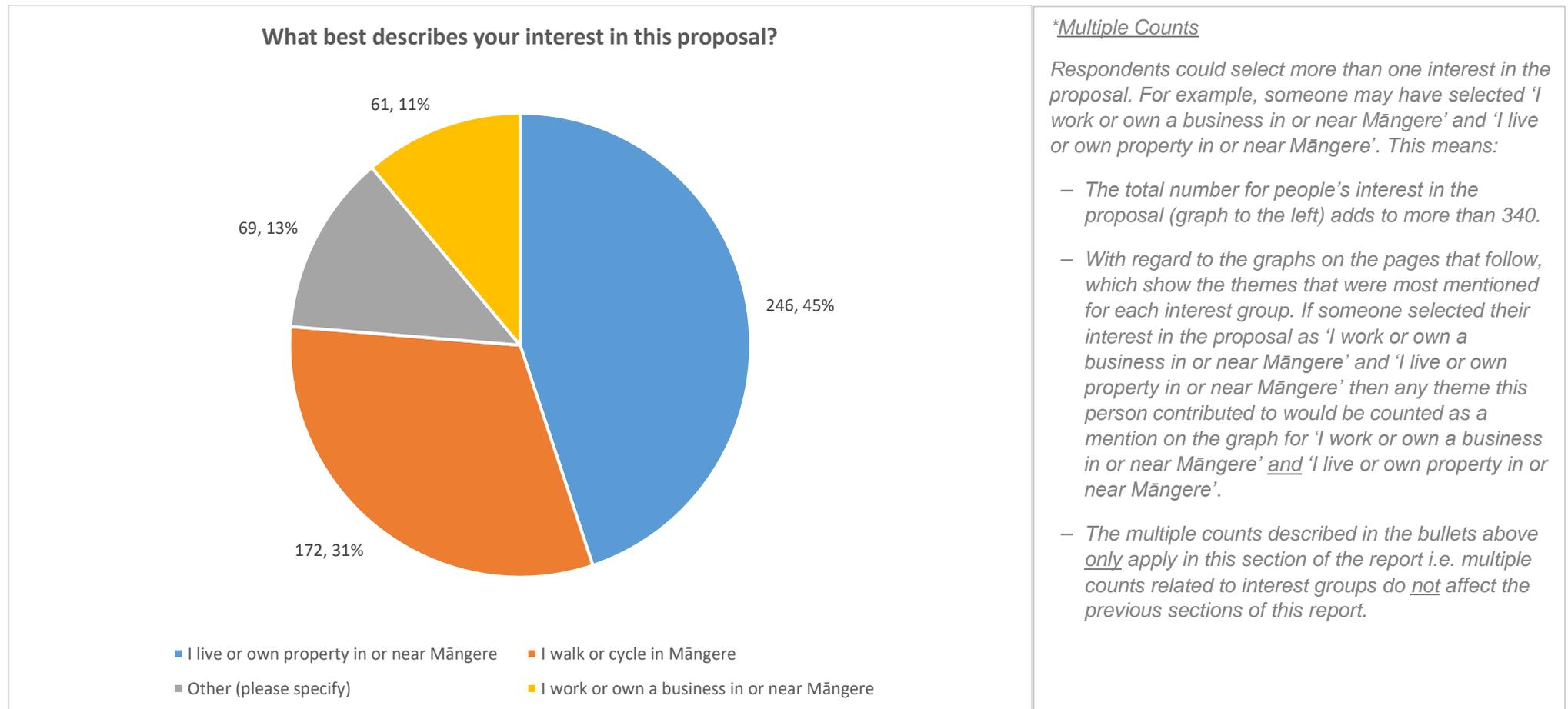
Auckland Schools Cycling

Auckland Cycle Touring Association (ACTA)

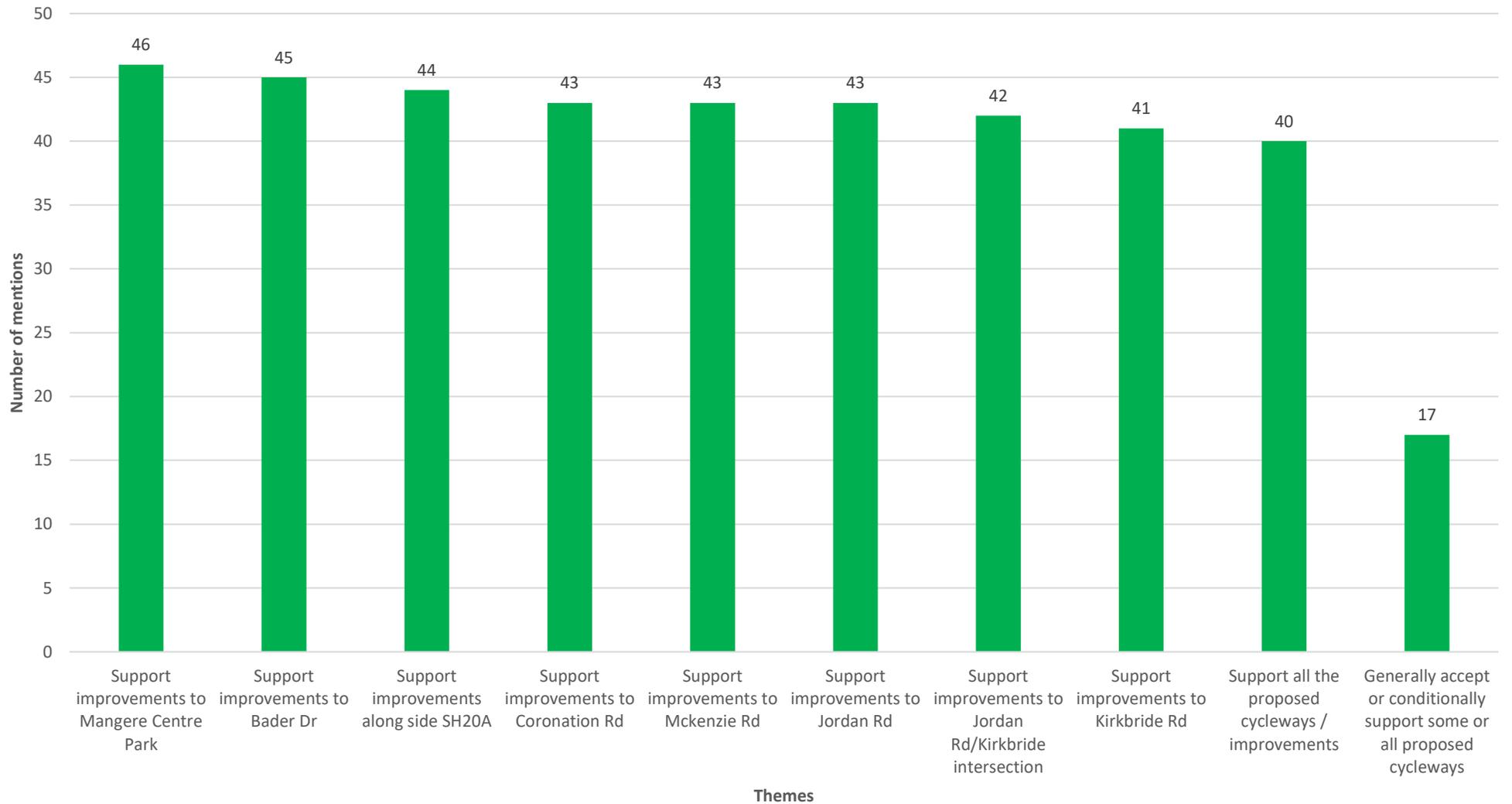
Peoples interest in the proposal and feedback by interest group

We received public feedback on the proposal from 340 people and organisations.

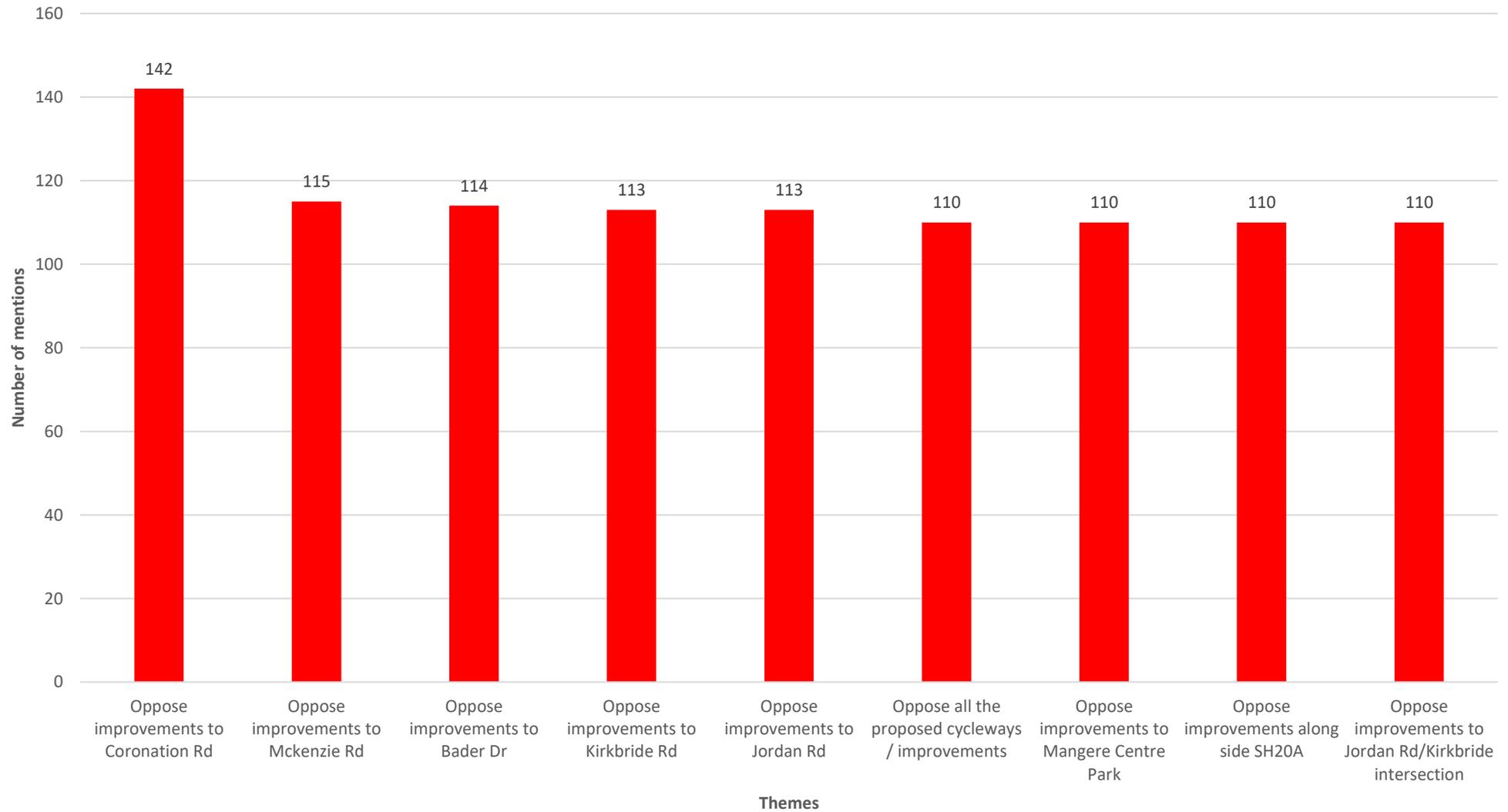
- The graph below shows peoples/submitters interest in the proposal*.
- The graphs on the following pages show the themes that were most mentioned for each interest group*.



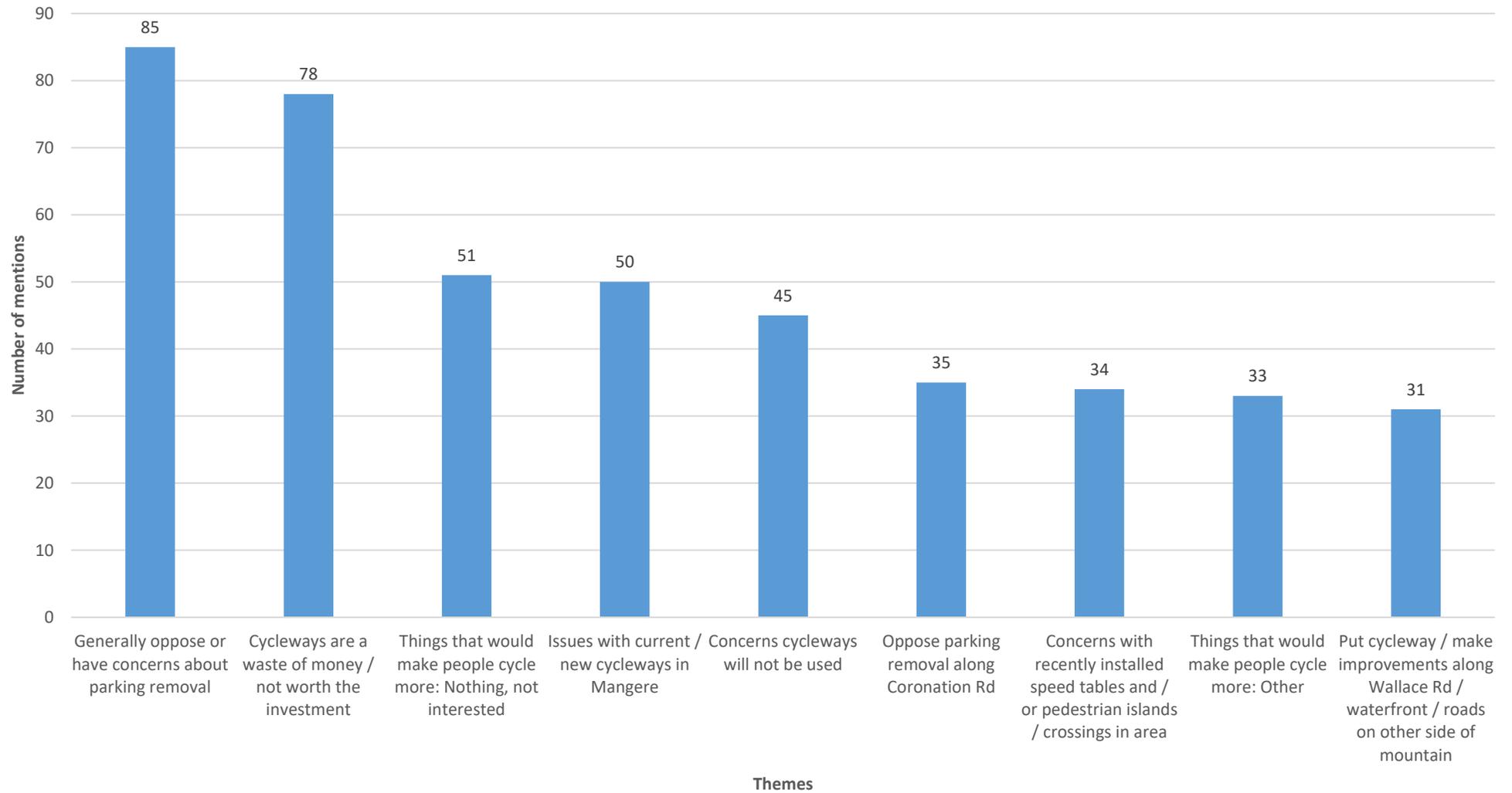
Top themes - Support - I live or own property in or near Māngere



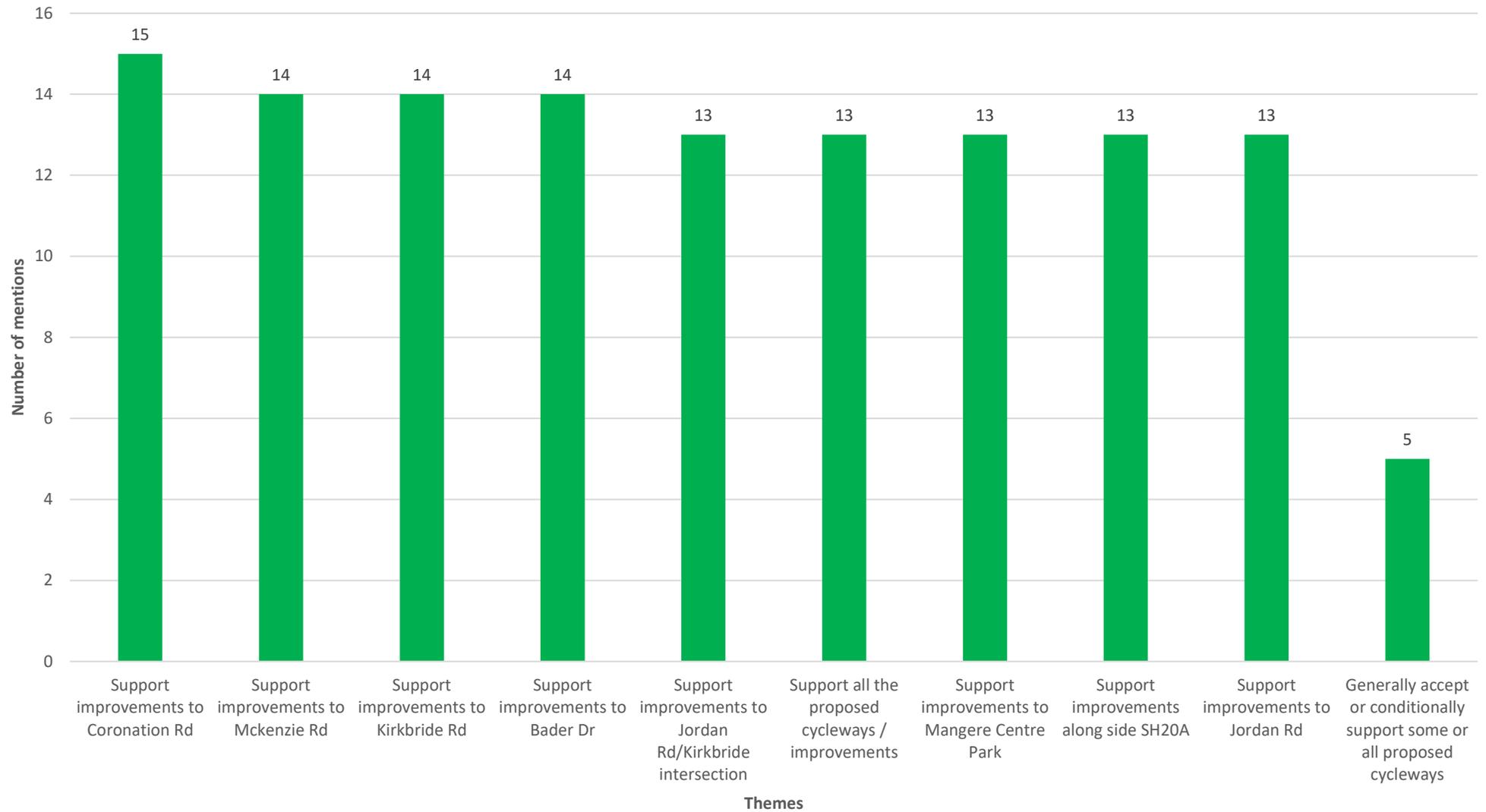
Top themes - Oppose - I live or own property in or near Māngere



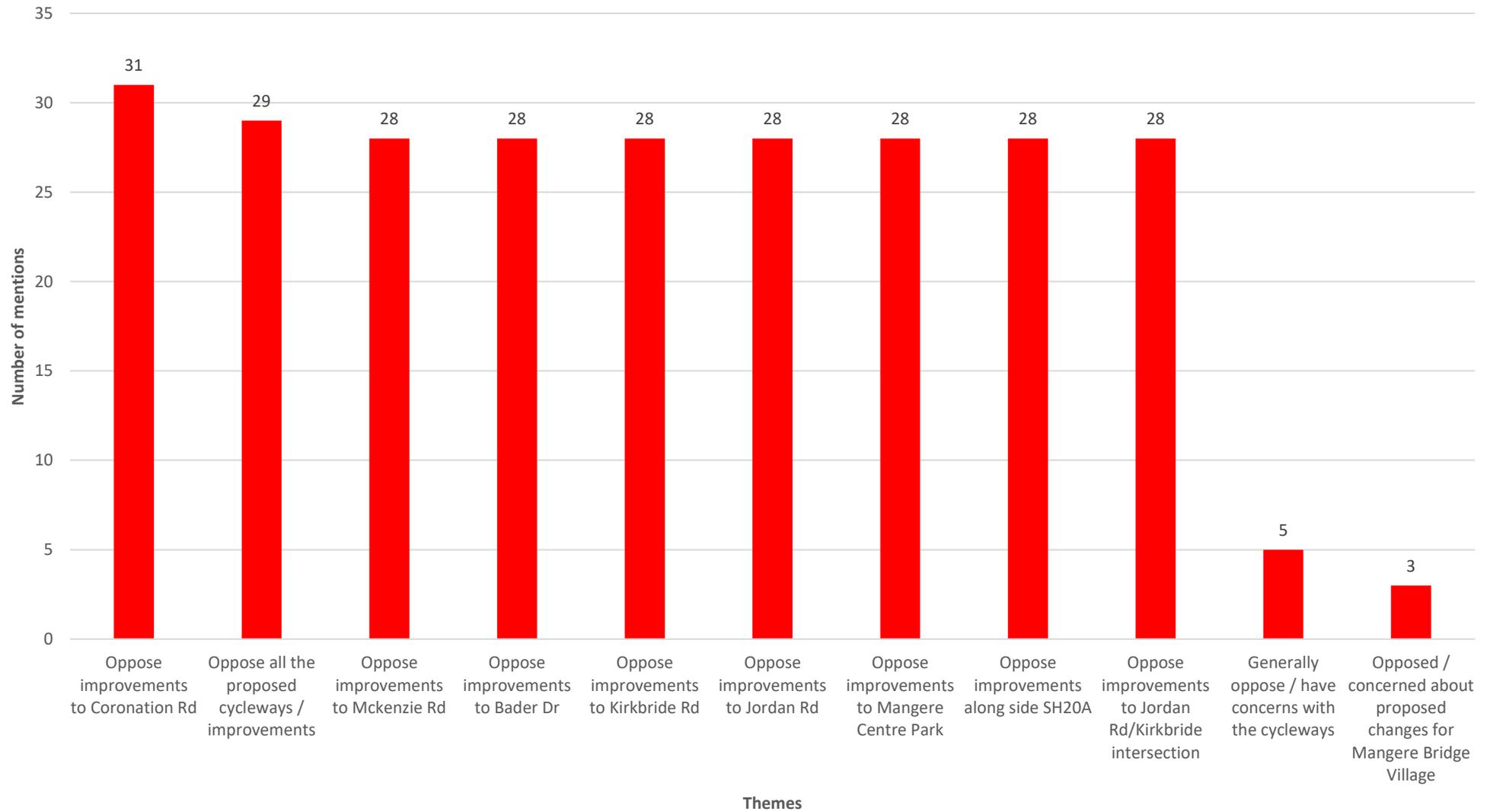
Top themes - All other themes - I live or own property in or near Māngere



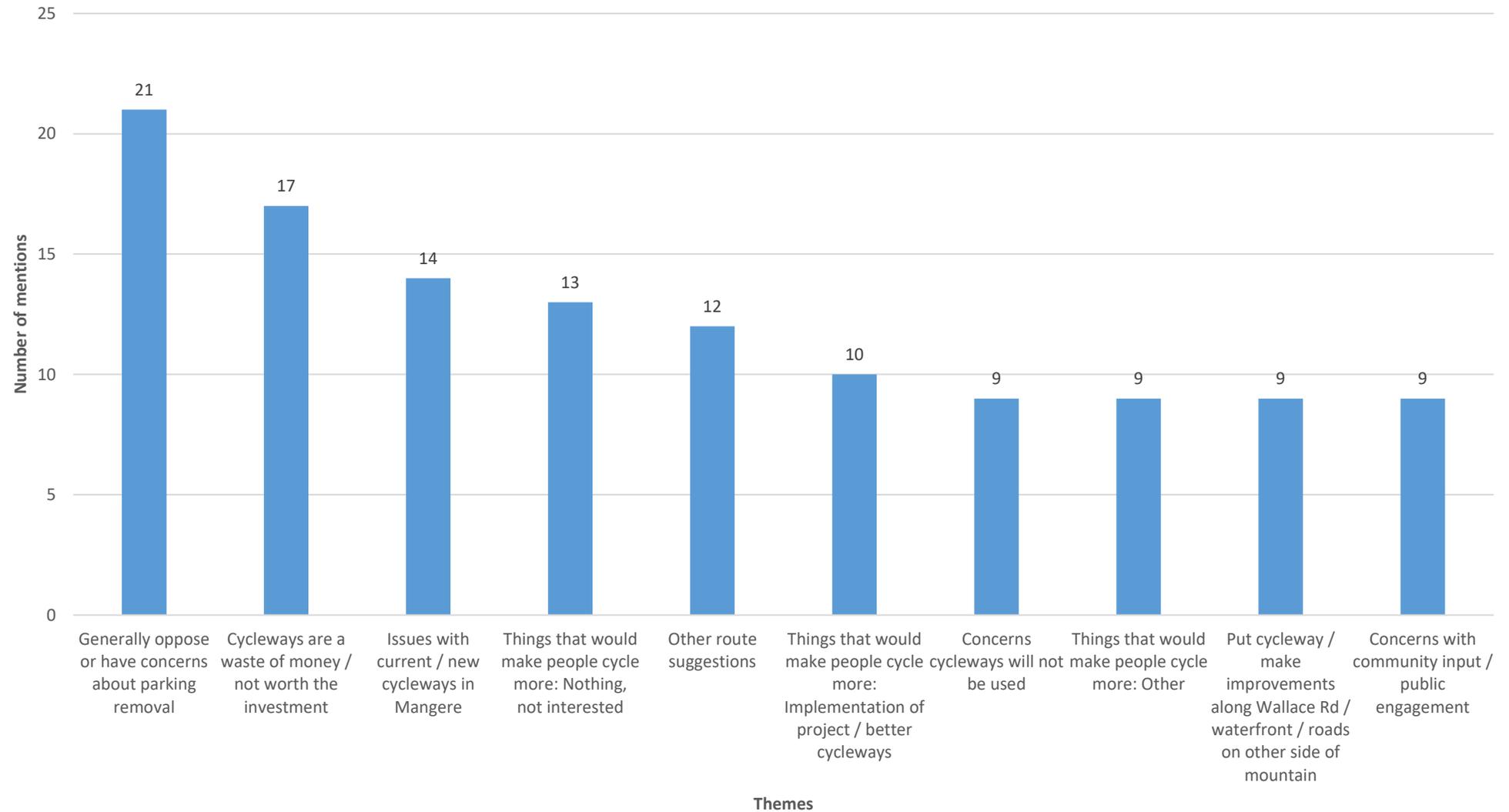
Top themes - Support - I work or own a business in or near Māngere



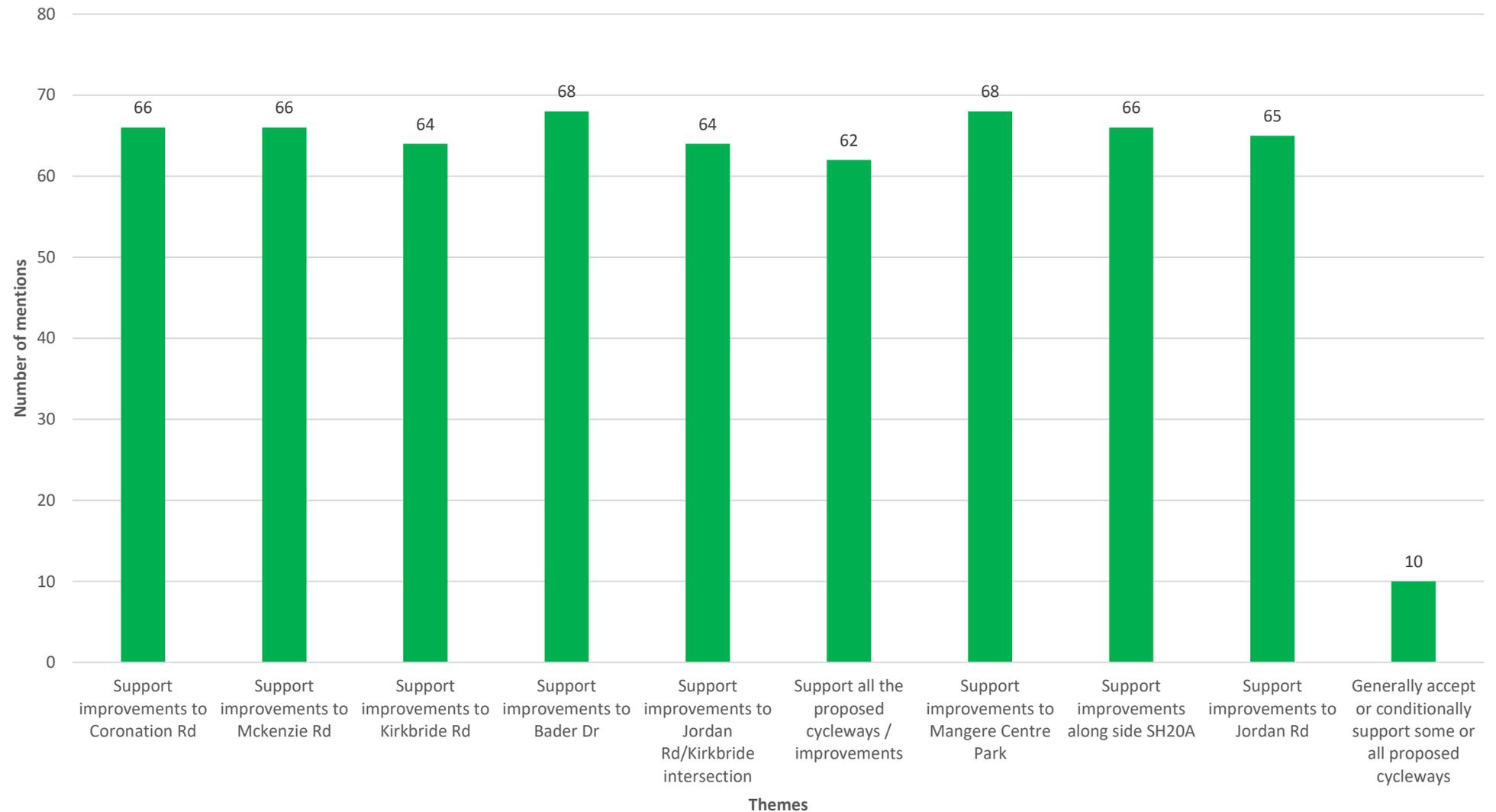
Top themes - Oppose - I work or own a business in or near Māngere



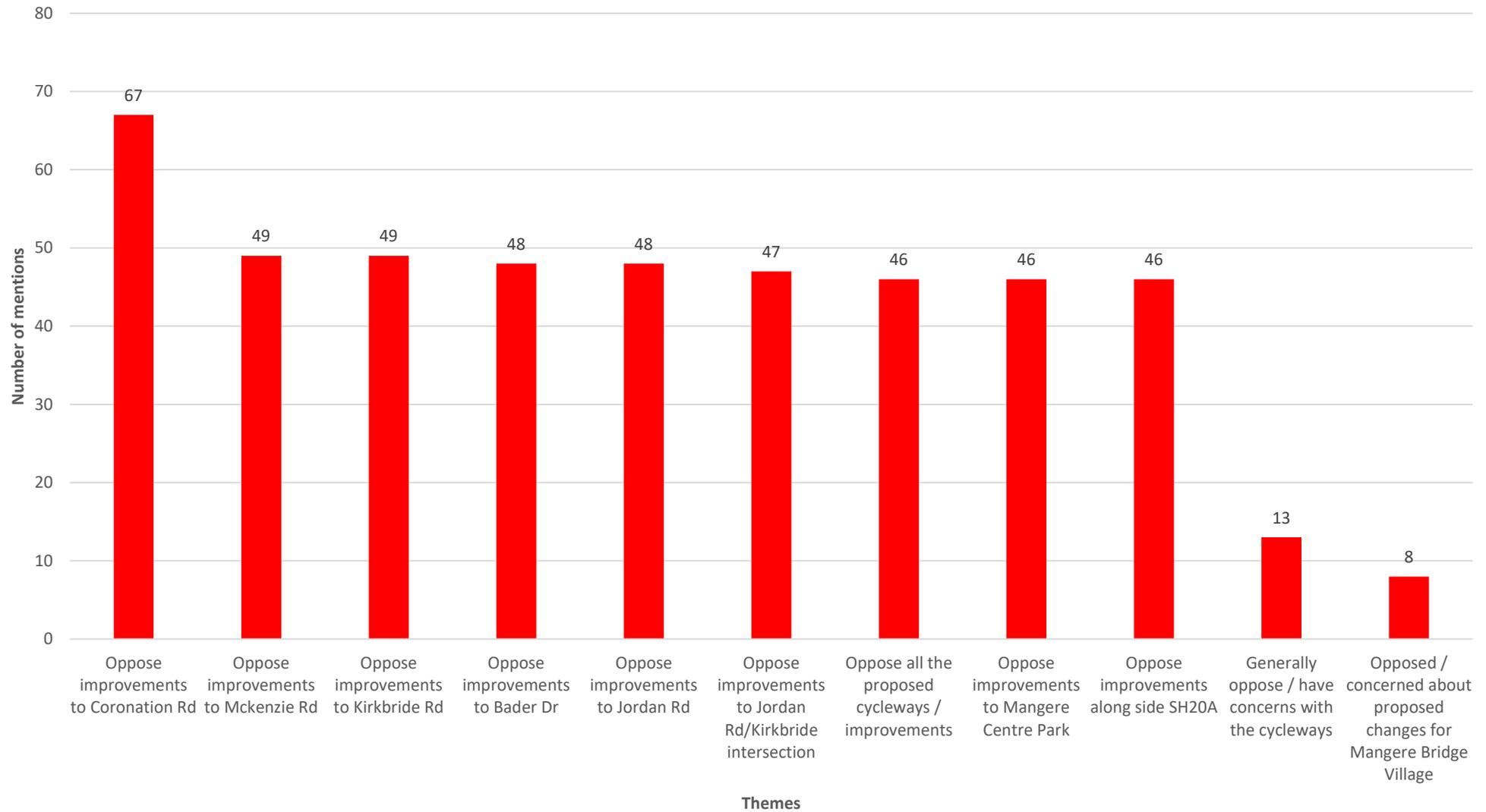
Top themes - All other themes - I work or own a business in or near Māngere



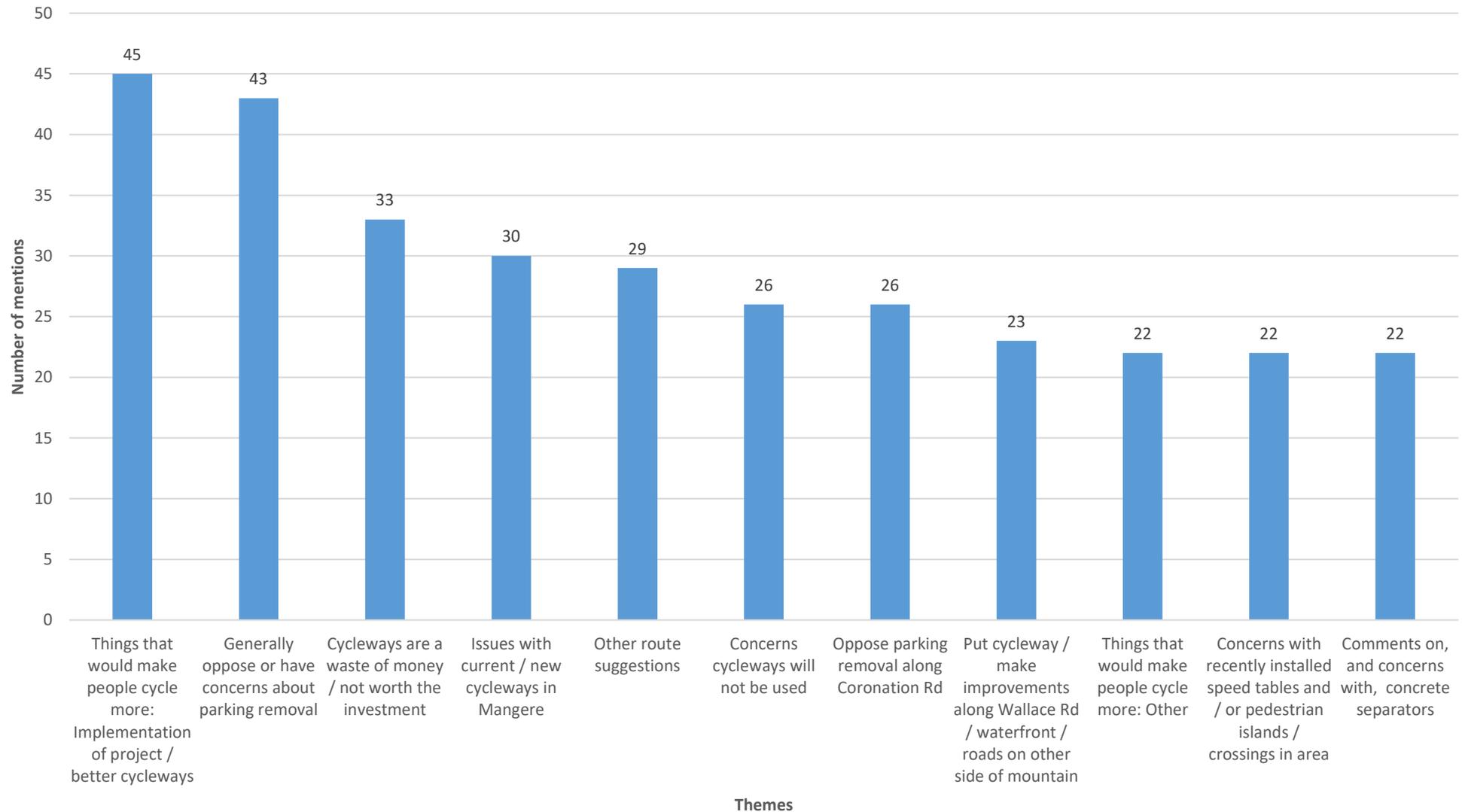
Top themes - Support - I walk or cycle in Māngere



Top themes - Oppose - I walk or cycle in Māngere



Top themes - All other themes - I walk or cycle in Māngere



Attachment 1: Designs released for public feedback

Southwest Gateway Early Improvements Map

For more detailed information go to [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

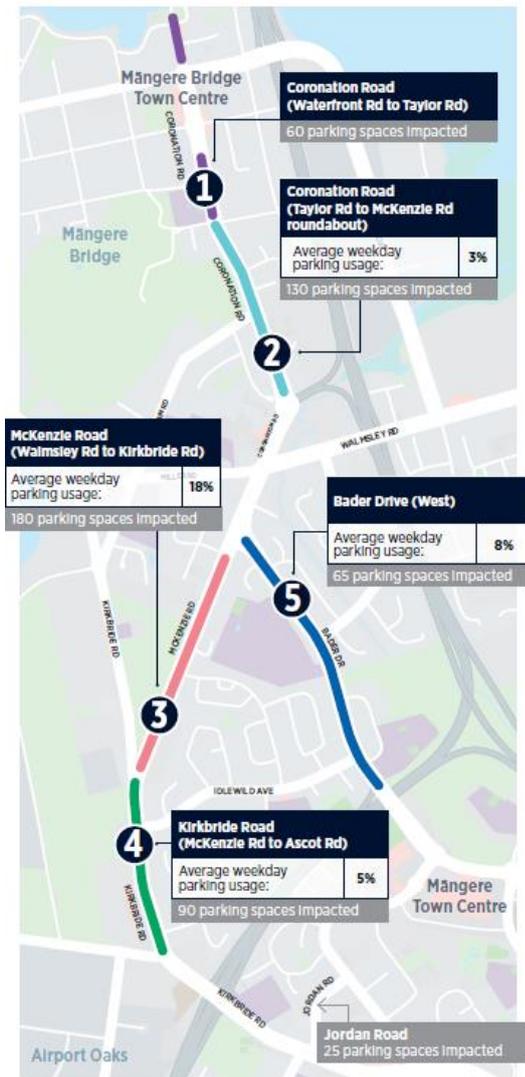


Māngere Cycling Improvements overview map - proposed changes

For more detailed information go to [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)



Parking usage map



Creating safe cycling facilities

Cycling facilities need to be safe if they are going to become an attractive option for people of all ages and experience.

To make cycling a safe option, separated facilities need to be created so there is clear separation between vehicles.

In some locations a restriction of on-street parking is required to create safe and separated facilities. The parking usage map shows the current demand in these locations is low.

The below example of Bader Drive demonstrates the difference in creating a new design that provides a safe facility, but also reduces on-street parking.

Bader Drive (before)



Bader Drive (after)



Attachment 3: Feedback from key interest groups

Kāinga Ora – Homes and Communities

Introduction

Thank you for the opportunity to submit on the proposed Mangere Cycling Improvements (“MCI”) project released for consultation in November 2020. Kāinga Ora – Homes and Communities (‘Kainga Ora’) at the address for service provides the following feedback on the proposed MCI project.

Background

1. Kāinga Ora was established in 2019 as a statutory entity under the Kāinga Ora-Homes and Communities Act 2019. Kāinga Ora consolidates Housing New Zealand Corporation (“Housing NZ”), HLC (2017) Ltd and parts of the KiwiBuild Unit. Under the Crown Entities Act 2004, Kainga Ora is listed as a Crown agent and is required to give effects to Government policies. It is the Government’s delivery agency for housing and urban development.
2. Kāinga Ora is now the Government’s delivery entity for housing and urban development. Kāinga Ora will therefore work across the entire housing spectrum to build complete, diverse communities that enable New Zealanders from all backgrounds to have similar opportunities in life. As a result, Kāinga Ora has two core roles:
 - a) Being a world class public housing landlord; and
 - b) Leading and co-ordinating urban development projects.
3. Kāinga Ora’s statutory objective requires it to contribute to sustainable, inclusive, and thriving communities that:
 - a) provide people with good quality, affordable housing choices that meet diverse needs; and
 - b) support good access to jobs, amenities and services; and
 - c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.
4. Kāinga Ora is focused on delivering quality urban developments by accelerating the availability of build-ready land, and building a mix of housing including public housing, affordable housing, homes for first home buyers, and market housing of different types, sizes and tenures.
5. In the Auckland region context, the public housing portfolio managed by Kāinga Ora comprises approximately 30,100 dwellings. Auckland is a continued priority to reconfigure and grow Kāinga Ora’s housing stock to provide efficient and effective public and affordable housing that is aligned with current and future residential demand in the area, and the country as a whole.
6. Kāinga Ora has a shared interest in the community as a key stakeholder, alongside local authorities. Kāinga Ora’s interests lie in the provision of public housing to persons who are unable to sustainably housed in private sector accommodation, and in leading and co-ordinating residential and urban development projects. Kāinga Ora works with local authorities to ensure that appropriate services and infrastructure are delivered for its developments.
7. In addition to its role as a public housing provider, Kāinga Ora also has a significant role as a landowner, landlord, rate payer and developer of residential housing in urban development more generally. Strong relationships between local authorities and central government are key to delivering government’s priorities on increasing housing supply.
8. Policy decisions made at both central and local government level have impacts on housing affordability. The challenge of providing affordable housing will require close collaboration between central and local government to address planning and governance issues to reduce the cost of construction, land supply constraints, infrastructure provisions and capacity as well as improved urban environment.
9. Kāinga Ora is interested in all issues that may affect the supply and affordability of housing. These include the provision of services and infrastructure and how this may impact on Kāinga Ora existing and planned housing, community development and Community Group Housing (“CGH”) suppliers.

10. In addition to the above, Kāinga Ora will play a greater role in urban development in New Zealand. The legislative functions of Kāinga Ora illustrate this broadened mandate and outlines two key roles of Kāinga Ora in that regard:

- a) Initiating, facilitating and/or undertaking development not just for itself, but in partnership or on behalf of others; and
- b) Providing a leadership or coordination role more generally.

Kāinga Ora Mangere Precinct

11. Kāinga Ora has significant land holdings within Mangere. The Mangere redevelopment area is referred to as the Mangere Precinct covering approximately 170 hectares. This forms part of the Auckland Housing Program (“AHP”) and will develop 10,000 new homes over the next 10 to 15 years. This will include a mixture of tenures providing for state, Kiwibuild and market homes.

12. The Mangere Precinct is home to approximately 11,000 households and encompasses a number of neighbourhoods including Mangere West and Aorere, Middlemore, Mangere East, Favona, Buckland & Wickman, Mangere Central and Sutton Park. Both Aorere and Mangere West A neighbourhoods are under redevelopment. The remaining neighbourhoods will go through masterplanning within the next 5-10 years. A copy of the plan showing the Mangere Precinct and its neighbourhood is appended as attachment 1.

13. The objective for the Mangere Precinct is “the neighbourhoods of Mangere are attractive, well-connected and provide a variety of housing options for its diverse community.” To support this objective, Kāinga Ora has identified a number of outcomes which relate to housing choice, infrastructure, transport, community and open spaces, natural environment, Mana Whenua identity, heritage, employment opportunities, and Mangere Town Centre being the heart of the community. The transport outcome states: “Accessible, healthy, safe and sustainable transport - People in Mangere have multiple transport options, active and shared modes are prioritised in development and people choose to get about using them, reducing dependency on private vehicles.” To achieve this outcome, partnership, collaboration and engagement between Kāinga Ora and Auckland Transport (“AT”) on transport initiatives within Mangere will be required to deliver sustainable, thriving and inclusive communities.

14. The MCI Project proposes to upgrade the walking and cycling network in Mangere and create better connections for residents travelling to work, schools and town centres using active modes. Currently, 89% of existing residents use private vehicles as their main mode for their journey to work. The Mangere Precinct anticipates that 30% of work trips will be by walking, cycling and public transport. Accordingly, Kāinga Ora supports new transport infrastructure and/or upgrades that will improve safety and connection for walking and cycling to, from and within Mangere Precinct.

15. The MCI project includes the formalisation of the pathway leading to the existing State Highway 20a motorway interchange bridges and enables people to travel between Moyle Park and Mangere Centre Park. This proposal will support one of the key spatial actions Kāinga Ora has for the Mangere Precinct which states “advocate for the improvement of pedestrian/cycling motorway crossings (at various locations along the motorway corridor and in particular at the interchange)”. State Highway 20a is a significant barrier between neighbourhoods and the Mangere Town Centre and is an unsafe environment for pedestrians and cyclists. Any improvement to this crossing will support connecting neighbourhoods for pedestrians and cyclists into Mangere Central and the areas east of SH20. Kāinga Ora encourages further detail work to ensure the path is sufficient in width, safe, attractive, and legible.

Mangere Precinct Neighbourhoods and the MCI project

16. The AT website outlines the proposed MCI projects. We have reviewed these documents and the following outlines the connection points / areas between the Mangere Precinct and the MCI project includes:

- a) Mangere Bridge to Kirkbride Road traversing into the wider Mangere West Neighbourhood
- b) Bader Drive traversing into Mangere West A Neighbourhood
- c) Mangere Centre Park traversing into the Favona / Buckland & Wickman Neighbourhoods
- d) Jordan Road traversing in the Mangere Central Neighbourhood

17. Mangere West A Neighbourhood has a completed masterplan and is currently under redevelopment and construction. The rest of the neighbourhoods that the MCI project traverses has yet to be master planned. As such, detailed feedbacks relating to the MCI project works within the Mangere West A Neighbourhood can be provided. High level feedback for the remaining neighbourhoods will be provided. For these neighbourhoods, Kāinga Ora would like to partner, actively engage and collaborate with AT given that it has large landholdings and will be actively redeveloping within the area. This will ensure good alignment and best outcomes for the community.

Mangere West A Neighbourhood

18. This neighbourhood is currently under redevelopment. Some development has been completed and tenants have moved into the completed buildings. Market homes are also being constructed and sold to the general public.
McKenzie Road

19. Mangere has one of the lowest tree coverage rates in the region at eight percent. Having regard to Auckland Council's own Urban Ngahere Strategy, which aims for a coverage of 30 percent, Kāinga Ora encourages Auckland Council and its CCOs to increase trees coverage.

20. Kāinga Ora therefore has concerns for the removal of the few remaining street trees and the inability to plant any new trees due to proposed boundary-to-boundary arrangement. For the new cycling/walking facilities. A kerb-to-kerb solution for the proposed cycleway improvements would be appropriate and take this opportunity to plant additional trees in the berm.

21. Landscaping and provision of street trees will assist with ecological and visual perception of the built environment but also enhance streetscape amenities for active modes users e.g. provisions of shades on a hot summer day.

Mackenzie Road / Bader Drive Intersection

22. The Integrated Transport Assessment Report prepared for the Mangere Precinct identified the Bader/McKenzie intersection as requiring improvements. Currently there is no timeframe or detail to undertake this improvement as this is dependent on the final alignment of the proposed mass transit network going from City Centre to Mangere. Refer to discussion below for further details.

23. Kāinga Ora has recently developed the site at the south-western corner of Bader Road/Mackenzie Drive. As part of that development careful design and construction method was undertaken to retain the existing, large, street trees as they enhance the streetscape and the development and doing so aligns with council's Urban Ngahere Strategy. Raingardens have also been constructed in the road berm. Kāinga Ora encourages a kerb-to-kerb solution to minimise any tree removal works should the intersection be rebuilt in the medium term.

24. The proposed MCI plans appear to show cycle infrastructure on the front berm in the location of remaining large street trees and raingardens. Kāinga Ora do not support the removal of these street trees and requests an alternative detail design for this section. We would be happy to work with AT's urban designers in a redesign.

25. Similarly, new trees have been planted on McKenzie Road in front of this development, in the front berm where cycle infrastructure is proposed. We request these trees are protected during construction to enable them to thrive in their newly established environment.

26. Kāinga Ora would like to work closely with AT on the detail design and delivery timeframe to align with Mangere Development works. This will avoid duplication of roadworks and unnecessary disruption to the community.

Bader Drive

27. Kāinga Ora has significant ownership along Bader Drive and has acquired some of the larger road splays (through road stopping) and altered intersections that are not reflected in the consultation plans. Censer Place has been extended and forms a new road intersection with Bader Drive. The plans will need to be updated to show the latest configuration.

28. Kāinga Ora is consolidating the existing vehicle crossings onto Bader Drive as part of its redevelopment for these sites. The new vehicle crossings are provided from the rear or on adjoining local streets. This will minimise disruption to Bader Drive.

29. Kāinga Ora has widened the eastern footpath on Bader Drive to 3m.

30. Kāinga Ora is concerned with the amount of car parking being removed but note that some car parking is retained on the eastern side of the road. It may be possible that some parking spaces would be retained or created given additional vehicle crossings are being removed so that the net loss on the number of car parking will be reduced.

31. Kāinga Ora requests a design that supports safe crossing from the bi-directional cycle lane across Bader Drive and into Elmdon Street. This will provide a safe connection for students utilising the existing pedestrian bridge crossing over the motorway located at the end Elmdon Street / Hall Ave. This bridge crossing is used by many school students. Please note, this is the likely location of Kāinga Ora's Innovating Streets project which seeks to improve walking and cycling connections for these students. The two projects would align well.

32. Kāinga Ora encourages a suitable crossing point be created near to the entrance of Moyle Park from Bader Drive for both pedestrians and cyclists.

33. Kāinga Ora strongly encourage the extension of cycle improvements across the SH20a overpass to connect into Mangere Centre Park. The consultation drawings appear to stop short of this bridge. It is requested that the design for this area be forwarded to Kāinga Ora for further review and to ensure benefits are maximised.
Alternative cycling / walking connection

34. Kāinga Ora, alongside Healthy Waters and other Auckland Council's CCO's, are working on the improvement of Tararata Creek which runs parallel to Bader Drive. As part of the Kāinga Ora development, this creek will open up for leisure and recreational activities. This will improve the CPTED environment ("Crime Prevention Through Environmental Design") and Tararata Creek can then be enjoyed and embraced as a cultural and recreational amenity for the community.

35. Kāinga Ora suggests the key cycle improvements to run along Hinua Road & Tararata Creek connecting into Moyle Park and the Mangere Central Park instead of Bader Drive. This would place the cycleway as part of the reserve network creating a pleasant surrounding environment for active modes users and allowing Bader Drive to be a public transport focused boulevard (and future proof for the corridor width for future mass rapid transit alignment).

Favona / Buckland & Wickman Neighbourhoods

36. This neighbourhood is yet to be master planned by Kāinga Ora. The following are therefore high level comments:

- There is an informal path linking into Colthorp Close which should be formalised as part of the MCI project.
- There will likely be a desired connection toward the north of Robertson Road (into the Favona Neighbourhood) and suggests consideration of the path alignment to 'fork' to better align with these connections.
- There is no lighting indicated in the drawings for the motorway underpass. Kāinga Ora suggests that suitable lighting and CPTED be provided during the detailed design.
- Further consultation with Kāinga Ora is required when completing the design for the Jordan Road/Kirbribe Road connection to ensure that the design is safe and complements the masterplan that Kāinga Ora will be undertaking for this neighbourhood.

General matters

37. A property level analysis of the impact on Kāinga Ora's properties from the MCI project has not been completed. GIS digital file of the proposed works (once detailed design is near completion) is requested to enable Kāinga Ora to undertake this further analysis.

38. Kāinga Ora recommends aligning the development of the MCI project with Kāinga Ora's redevelopment within Mangere Precinct in terms of timeframe and alignment with vehicle crossing design for properties/redevelopment. This will avoid duplication of works within the road berms and unnecessary disruption to residents and the community.

39. Kāinga Ora would like Bader Drive to be protected as possible alignment for the future mass rapid transit corridor i.e. the alignment for the proposed City Centre to Mangere mass rapid transit network. Through Kāinga Ora's redevelop to-date, the width of this corridor has been protected, the vehicle crossings along this corridor has also been reduced so that the functionality of this road can be maximised.

40. Kāinga Ora requests to be involved in the detail design of the MCI and any other transport improvement projects that Auckland Transport has planned/programmed for Mangere.

41. Kāinga Ora also note the importance of maunga and moana in the area. Of relevance to this project is the key viewshafts and viewpoints to Te Pane o Mataoho (Mt. Mangere) from Bader Drive and Tararata Creek. It is requested that any alignment for the MCI to ensure the viewpoints to these maunga including provisions of amenities e.g. street furniture placed at particular viewpoints enabling users to enjoy the maunga. It would also be valuable to consider improving accessibility to the area associated with the maunga and moana for the visually

and physically when designing the cycleway.

42. Kāinga Ora also owns properties outside the Mangere Precinct and the MCI network will connect the area with south Auckland and the Auckland Airport. Kāinga Ora is also interested in transport initiatives that will connect communities to these areas.

Conclusion

43. In general, Kāinga Ora supports AT in improving the pedestrians and cycle infrastructure through Mangere. Kāinga Ora have some concerns (e.g. removal of street trees), some suggestions (e.g. Tararata Creek alternative alignment) and are keen to align our most up-to-date plans with AT's to ensure the best outcome possible is achieved for Mangere's active modes network and to support the creation of sustainable, inclusive and thriving communities.

44. Kāinga Ora would like to continue to work closely with Auckland Transport in relation to development in the area given it is actively developing in the area and is the area's largest landlord.

Ngapuhi Mahurangi

What do you think of the proposed Māngere Cycling Improvements?

I think it's excellent

Do you have any issues or concerns with the proposed cycling improvements?

No

Is there anything you think we've missed in our proposed cycling routes for Māngere?

No

What would encourage you to cycle more in Māngere?

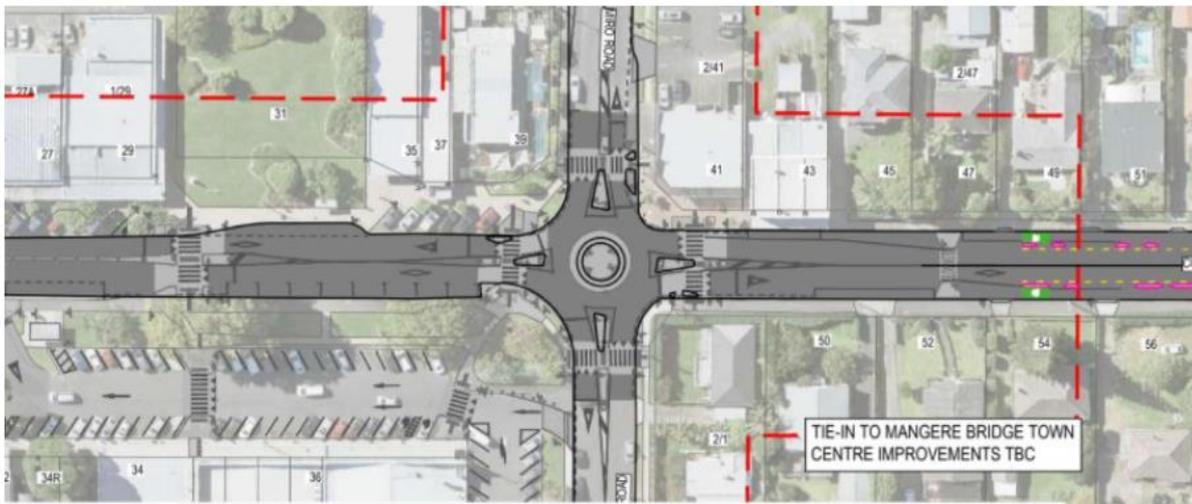
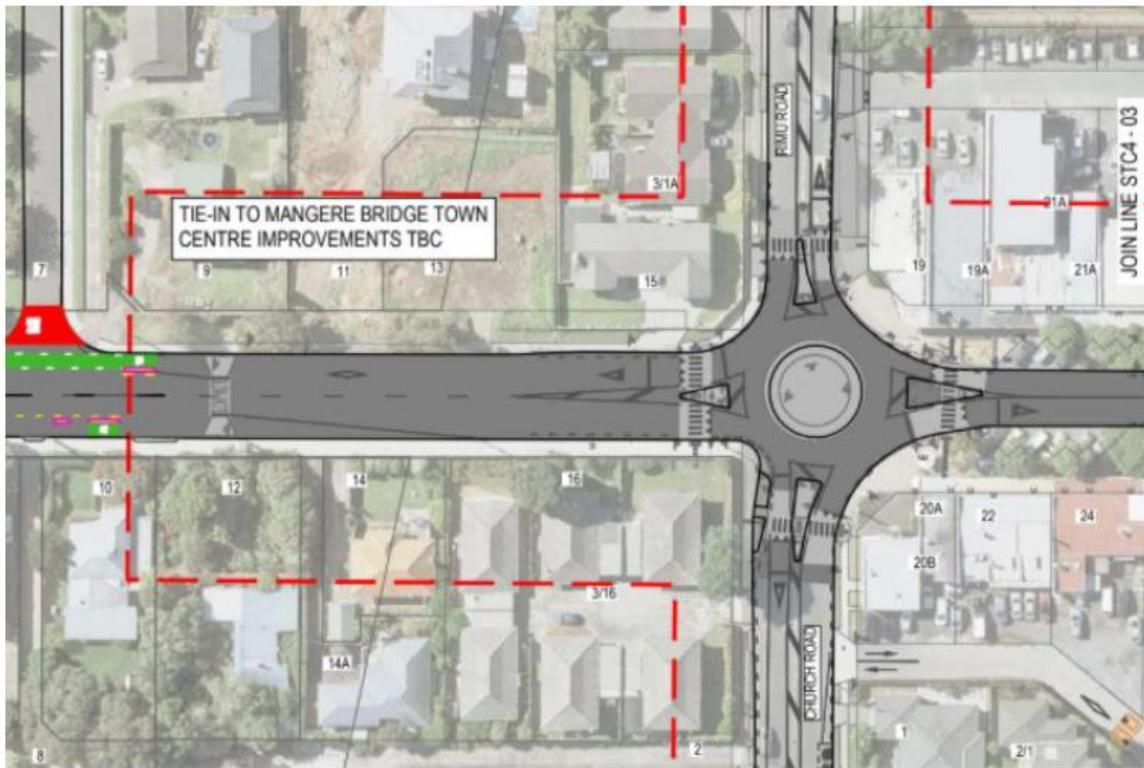
Visiting Whanau tourism

Generation Zero Auckland

Mangere Cycling Improvements : Generation Zero Auckland

The Mangere Cycling Improvements Project is an exciting and much-awaited project that will give people more mobility options in a part of Auckland historically underserved by active transport infrastructure. We applaud the proposed protected cycling lanes and the willingness with which AT has reallocated car parking space in favour of more efficient means of transport. Beyond improving transport equity, this project will encourage modal shift - a key vehicle in reducing both congestion and our emissions under the Auckland Climate Plan.

Coronation Road from the Bridge



HANNEL	PROPOSED FOOTPATH	PROPOSED 600mm CYCLEWAY SEPARATOR	EXISTING DRIVEWAY TO BE RECONSTRUCTED
CHANNEL	PROPOSED OFF-ROAD CYCLEWAY SEPARATOR	PROPOSED DELINEATORS	EXISTING BUS SHELTER
ING	PROPOSED SHARED PATH	PROPOSED TACTILE PAVERS	RELOCATED BUS SHELTER
AD MARKING	PROPOSED GRASS BERM	PROPOSED DIRECTIONAL TACTILE PAVERS	PROPOSED SPEED TABLE
OAD MARKING	PROPOSED RED SURFACING	EXISTING TRAFFIC SIGN	EXISTING TREE TO BE REMOVED/RELOCATED
TH	PROPOSED RAMP		
	PROPOSED TRAFFIC ISLAND		

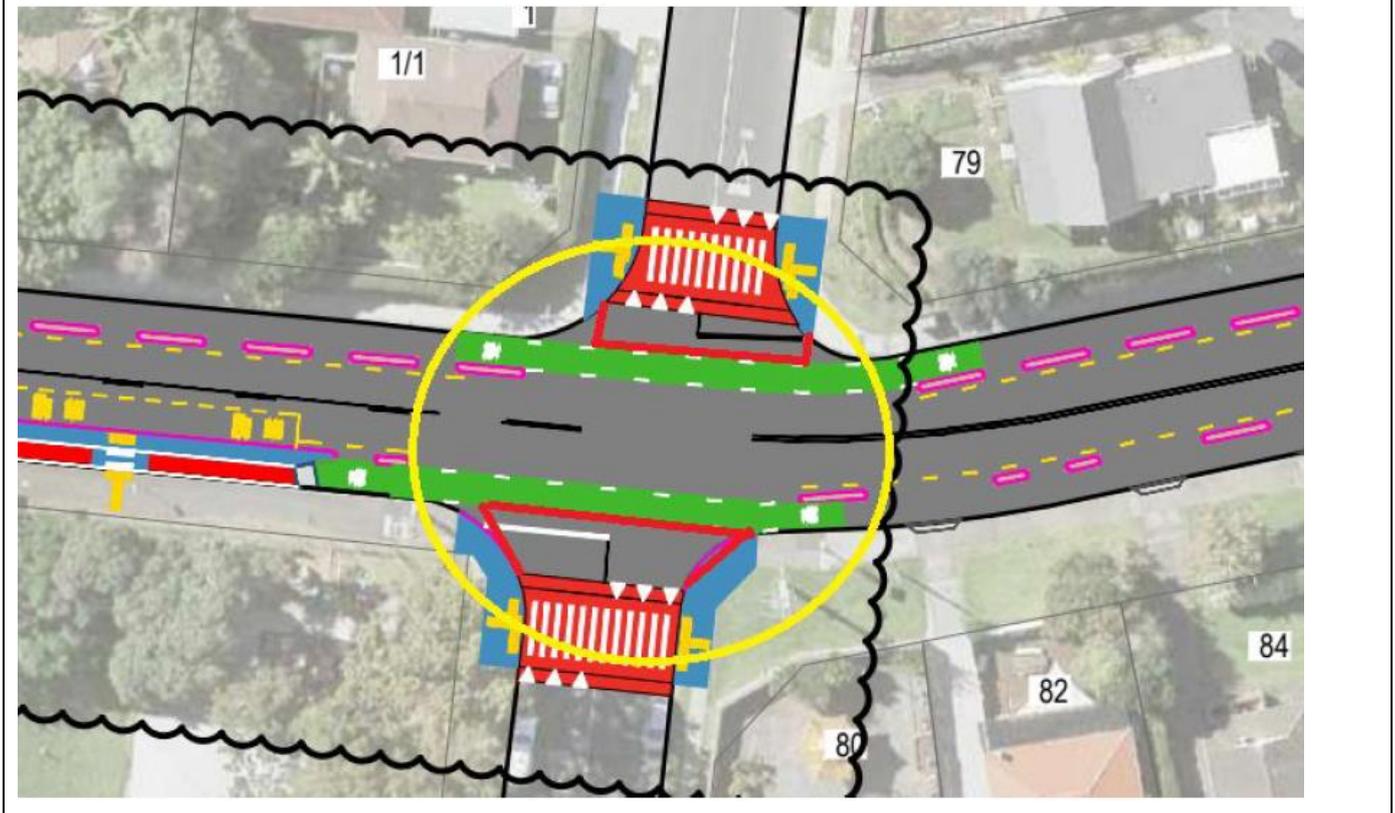
The two roundabouts at both ends of Mangere town centre must include protected cycleways throughout their entirety. We recommend a design like that proposed for the roundabout at Coronation Road and the SH20 on-off ramps. The reallocation of some on-street car parks surrounding these two roundabouts will (justifiably) be required. Intersections are one of the most dangerous places for cyclists, and by making these changes, the final outcome will be a continuous active transport link that is safe throughout its length. Moreover it will ultimately be supportive of the town centre regeneration of which the roundabouts are a part, as they will increase the liveliness and accessibility of the centre.

Taylor and Coronation Road



Convenience and safety are two defining features of cycling and walking infrastructure. At the intersection between Taylor and Coronation Road (blue circle), the speed table crossing should not be recessed, but rather brought forward to be closer to the mouth of the intersection. This will mean that cyclists won't have to mount the narrow footpath or slow down and make sharp turns when using the crossing; it also reduces the risk of conflicts between people walking and cycling.

Hastie Ave/Domain Road and Coronation Road



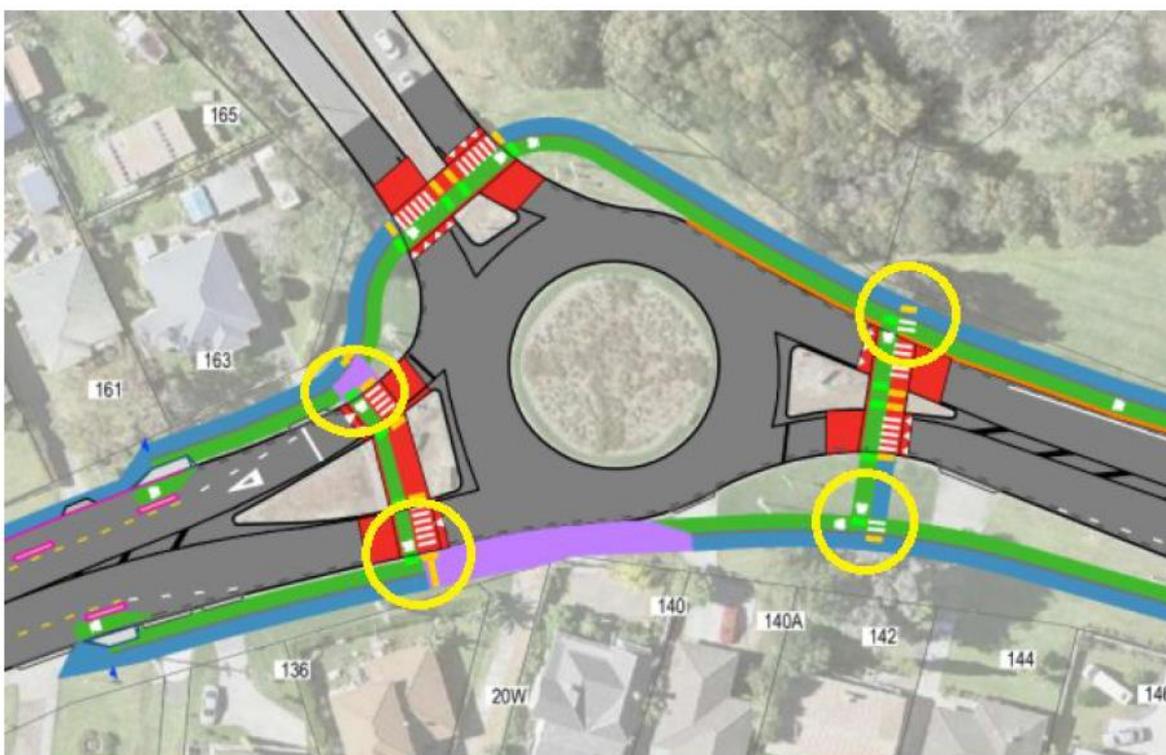
Where Coronation Road meets Hastie Ave and Domain Road, both raised-table crossings should also be brought closer to the mouth of the intersection. This will mean that drivers turning off of Coronation Road will see the speed table and slow down sooner, which is important as they will be cutting across the path of cyclists.

Coronation and Mountain Road



We acknowledge that the intersection between Mountain Road and Coronation Road is set to be upgraded as part of these designs' next stage. As a preliminary suggestion, we recommend removing the slip lane - which is extremely dangerous for pedestrians and cyclists - and signalling this intersection.

SH20 On-off Ramps and Coronation Road



We welcome the design of the roundabout at the intersection of the SH20 on-off ramps and Coronation Road. We appreciate that all three legs of the roundabout feature crossings and that these crossings include cyclist priority. To improve accessibility and prevent conflicts with pedestrians, the cycle lanes' corners should be made more

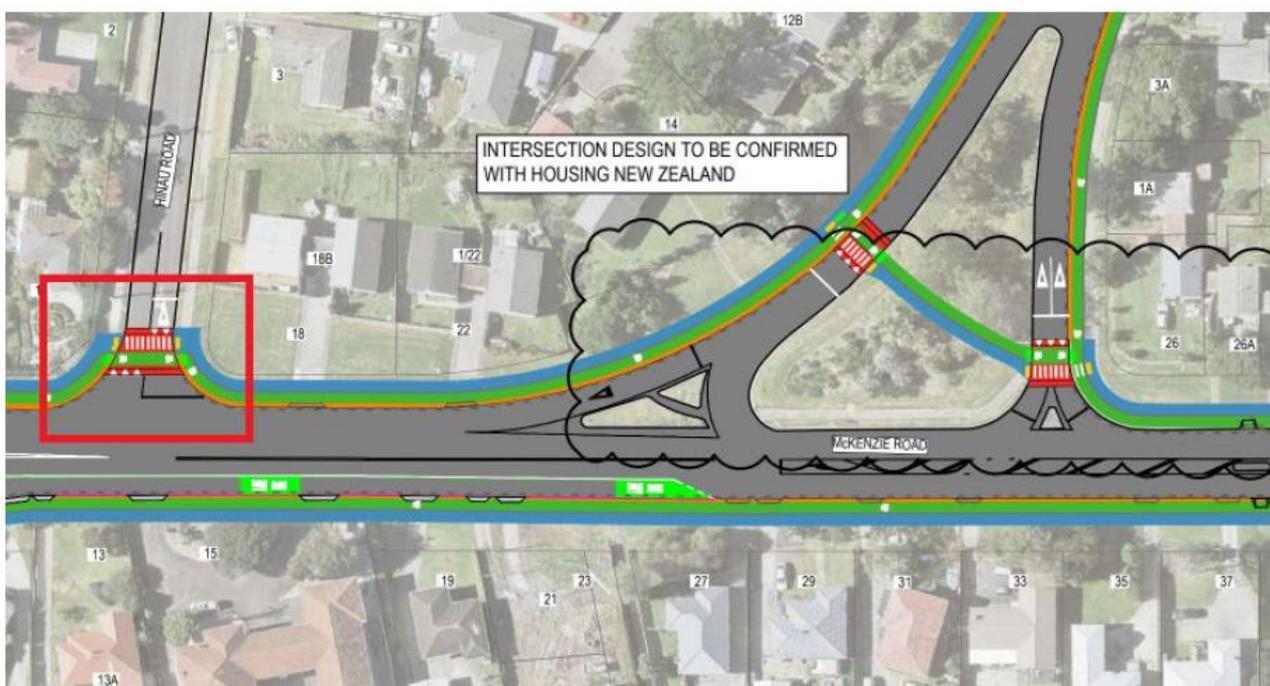
round; we have marked these spots in yellow. Furthermore, the “off-road” cycleway (which hugs the footpath around the roundabout’s perimeter) must be 1.8 metres or wider.

Walmsley, Coronation, and McKenzie Road



This intersection demands significant changes to make it safer. For instance, we welcome the removal of the slip lane between McKenzie and Miller Road. However, we strongly recommend removing the slip lane from Coronation onto Walmsley Road and building out the curb to connect the footpath with the traffic island (orange box). Beyond this, we have used yellow boxes to identify two pedestrian crossings that should be straightened to improve cyclist accessibility.

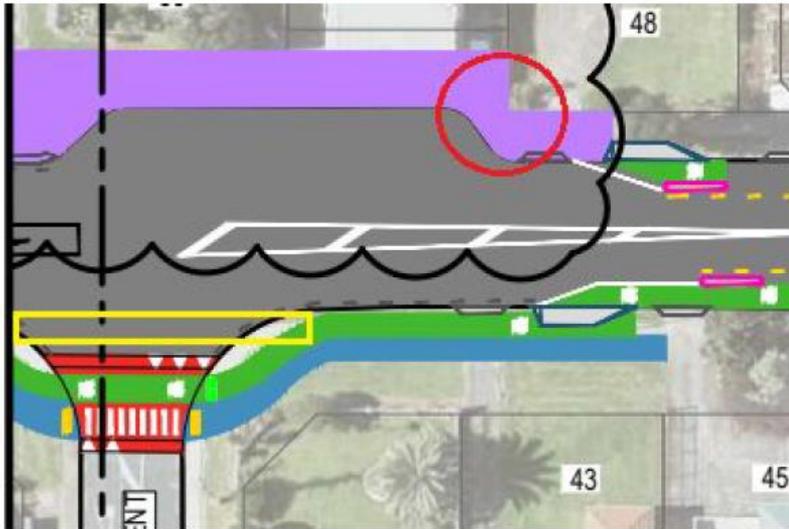
Hinau Road and McKenzie/Bader Intersection



This is a major intersection and a key decision point for different cycling routes. It is a significant bus route from Mangere Bridge to Mangere Town, sees large volumes of vehicle traffic from both directions, and is a potential route for a future city centre-to-Mangere light rail project. We recommend signalling this intersection.

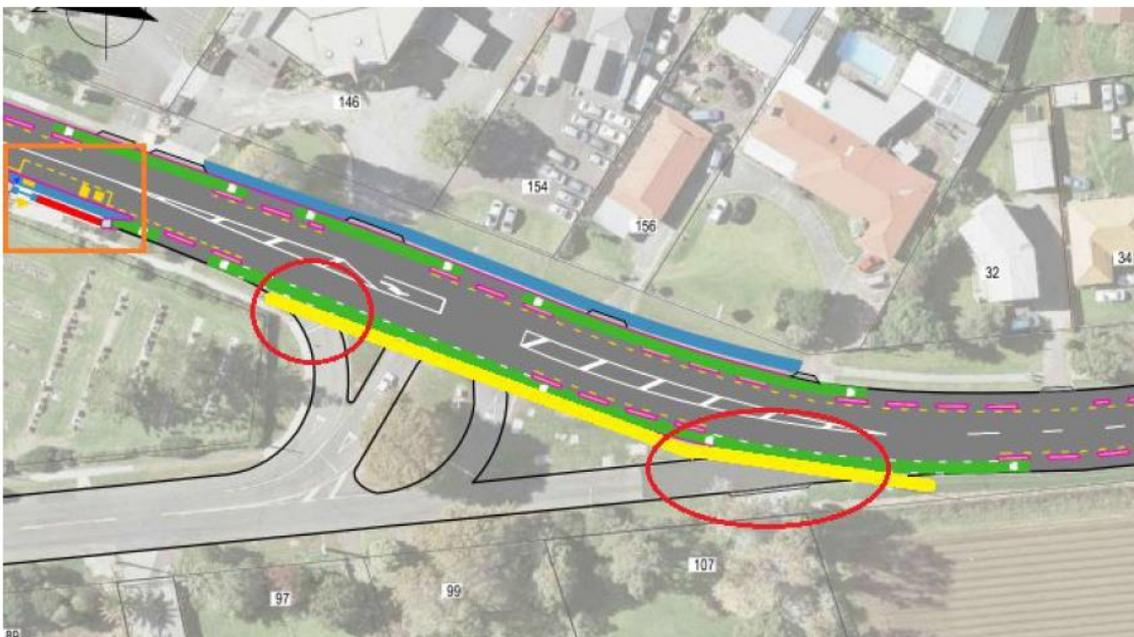
The McKenzie/Hinaiu Road zebra crossing and bike lane (red box) should be moved closer to the mouth of the intersection. Accessibility is especially important here as Hinaiu Road leads to the Tarata Creek Reserve pathway.

Tarata Crescent/McKenzie Road Intersection



As with before, the Tarata Crescent should be brought in line with McKenzie Road (yellow box). Additionally, the southern corner of the purple shared pathway (red circle) is too sharp and narrow. We recommend reallocating some of the neighbouring angled car parks and expanding the path.

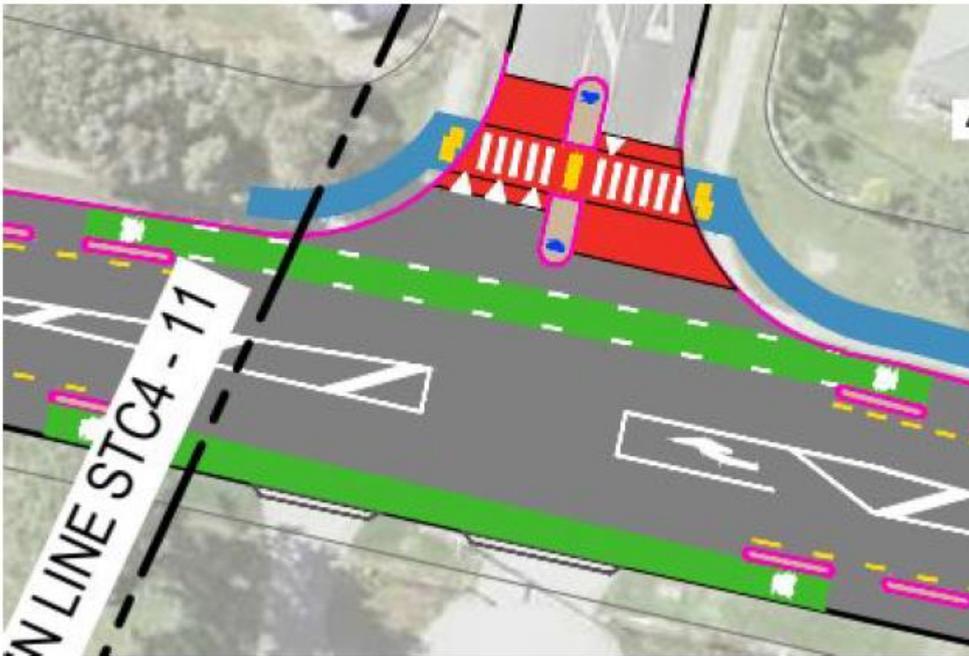
McKenzie Road and Kirkbride Road



This intersection requires a complete overhaul - far beyond what has been proposed – to make it safe for all modes of transport. Northbound cyclists are extremely vulnerable to vehicles exiting and entering the intersection via its four uncontrolled lanes. It is dangerous for pedestrians to access the bus stop (orange box), whether from the Mangere Bridge side, airport side, or simply from the other side of McKenzie Road.

This intersection must be fully signalised. The two slip lanes linking McKenzie and Kirkbride Roads should be removed (red circles) and a footpath added along the western side of McKenzie Road (yellow line).

Kirkbride and Idlewild



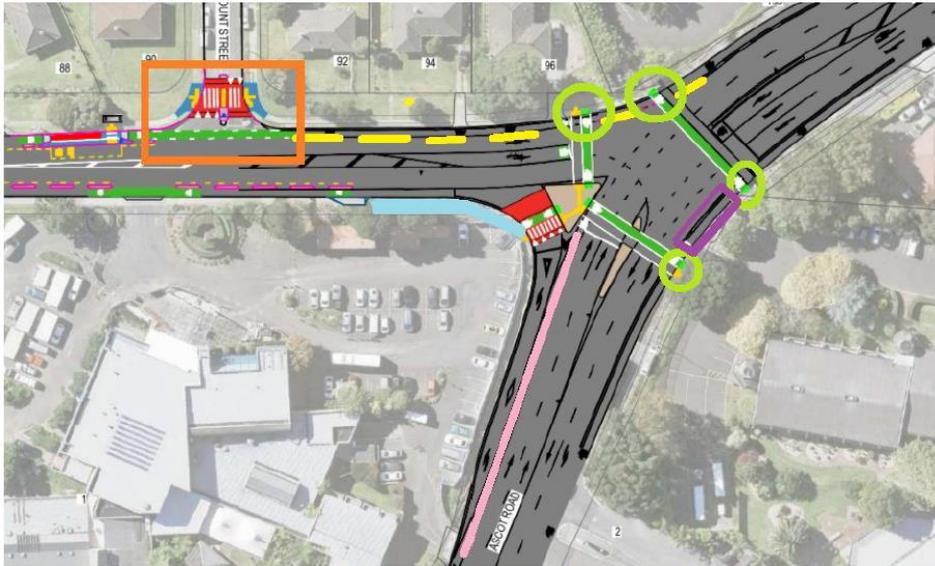
We recommend bringing the zebra crossing further forward so that it is more aligned with the southbound bike lane.

76 Kirkbride Road Crossing



The painted pedestrian crossing outside of 76 Kirkbride Road (orange box) should be upgraded to raised-table crossing. This crossing is an important link between the nearby shops and residential areas. Providing a safe and accessible crossing here is also important because the western footpath disappears from 147 Kirkbride Road onwards (red circle and arrow).

Kirkbride Road and Ascot Road



The slip lane from Ascot Road onto Kirkbride Road must be removed. First, the nearby footpath (light blue line) is not set to be upgraded and is too narrow for active modes to safely share. Furthermore, even with a raised zebra crossing, drivers will still need to cut across the Ascot Road cycle lane (pink line), which is extremely dangerous for those on bikes. Turning left onto Kirkbride Road should be fully signalised for vehicles.

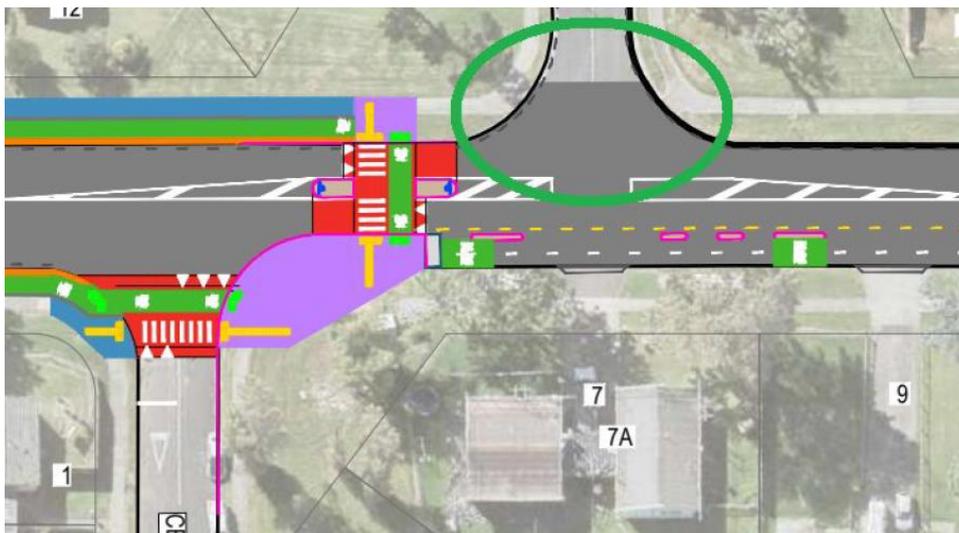
Whilst we appreciate the dual pedestrian-cyclist signalised crossings, there are four areas (marked by light green circles) where there is too little room for pedestrians and cyclists to safely wait.

The painted cycle lane between 92 and 190 Kirkbride Road is a particularly vulnerable location for those on bikes and requires concrete separators. We have marked this with yellow lines.

There are 2-3 missing concrete cycleway separators on the western side of this intersection. We have marked these in AT's graphic and in a screenshot from Google Maps with purple boxes.

The raised zebra crossing at the intersection of Viscount Street and Kirkbride Road is again offset and should be brought forward (orange box).

Bader Drive



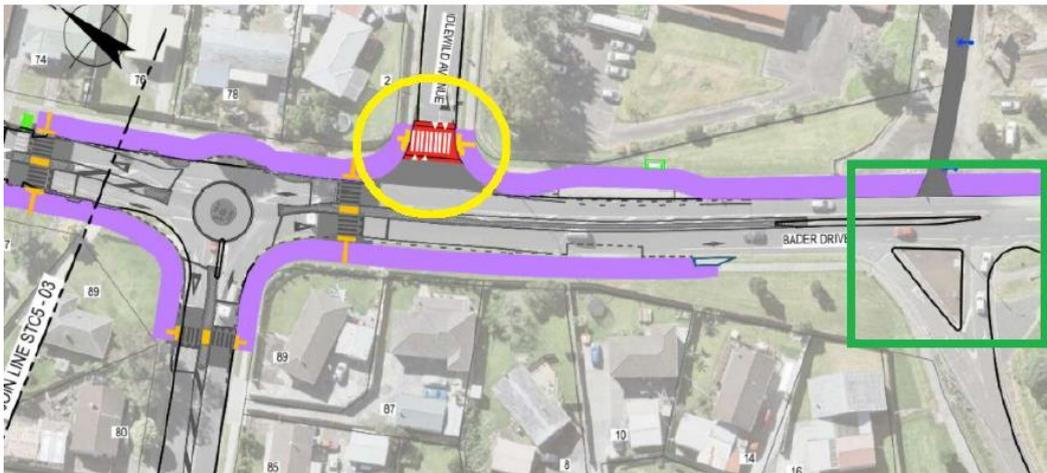
The decision to switch from two cycling lanes on both sides of Bader Drive to a single bidirectional cycleway on one side may have been made to retain on-street parking, but is not Generation Zero's preference. Some cyclists may simply choose to stay on the road for this section.

We support the two raised-table pedestrian crossings near 7 Bader Drive, however another should be added to Ventura Street (green circle), given its proximity to Mangere College. We also emphasise that the proposed crossings' sharp right-hand turns may disrupt cycling journeys and cause conflicts with people walking.



The pedestrian crossing by 27 Bader Drive (yellow box) is right outside of Mangere College and should be upgraded to a speed table crossing. Likewise, the Bader Drive/Elmdon Street intersection (red box) is very wide and requires a raised zebra crossing, especially since buses will be passing through it.

Bader Drive and Idlewild Ave



Idlewild Ave is a common shortcut for vehicles travelling between Kirkbride Road and Bader Drive. As this is a residential street with a kindergarten, we recommend investigating limiting through-traffic along Idlewild Ave to buses and active modes.

The raised zebra crossing at the intersection of Bader Drive and Comet Crescent should not be offset (yellow circle).

The shared path between Williams Park, Moyle Park, and Mangere Centre Park crosses Bader Drive via the motorway off-ramp (green box). This intersection needs an urgent upgrade, including full signalisation. It is important that this project has no weak links that could threaten its wider safety benefits.

Centre Park



We welcome the shared path between Bader Drive and Robertson Road. However a southbound leg (blue line) should be added after the path crosses east over the southwestern motorway. This will be a safer alternative to Robertson Road which lacks any cycling provisions. Adequate lighting will be needed to make this pathway safe.

Presently there is a grassy path (red line) between Calthorp Road and the proposed path. This should be sealed to improve accessibility.

Jordan Road

We support the new speed bumps on Jordan Road.

Final Thoughts

Generation Zero welcomes this project because enabling walking and cycling transport sits at the core of reducing emissions and decongesting our streets. Moreover, the community of Mangere - historically underserved by public infrastructure - very much deserves this project, which will make getting around more equitable. With some modifications to crossings, cycleways, and intersections, we are confident that the proposed designs will empower people to safely navigate this area of Auckland.

We look forward to hearing this project's latest developments

Bike Auckland

Bike Auckland Submission on Auckland Transport project – Mangere Cycling Improvements

Bike Auckland is the key stakeholder for cycling in Auckland for Auckland Council, Auckland Transport and the NZ Transport Agency. Our team of planners, transport planners, communication and IT specialists have regular direct engagement with senior executives and project teams involved in planning, design and delivery for cycling infrastructure across Auckland.

Background to Bike Auckland’s work for this project

Bike Auckland has spent many hours collaboration with Auckland Transport and Waka Kotahi since first engaging in December 2017. Starting in early 2018 we joined Hamish Mackie from Mackie Research, AT and Waka Kotahi to attend a series of workshops convened by consultants Aurecon to identify a cycling network to connect Te Ara Mua with the Mangere Bridge, Mangere Bridge Village, Mangere Centre Park and SH20A cycleway and the Airport employment precinct. Our work included site visits to consult with Lemauga Lydia Sosene, Mangere Otahuhu Local Board Chair and Teau Aituru from Time to Thrive to make sure the network linked key local destinations.

AT’s current Mangere Cycling Improvements project reflects our collaborative investigations to identify a fit for purpose network since 2018. The project is warmly welcomed by Bike Auckland.

Response to AT Consultation Questions for this project

Question 1: What do you think of the proposed Māngere Cycling Improvements?

We strongly support these improvements – they will make cycling in Māngere safer, more popular and easier by linking to many important destinations (schools, jobs, shops, community facilities, parks, and Mangere Mountain) and will provide a good transport choice for people of all ages and abilities.

We’re particularly pleased to see the new paved, wide shared path with lights and CCTV security, linking Bader Drive across Mangere Central Park to Robertson Rd.

Auckland Schools Cycling

What do you think of the proposed Māngere Cycling Improvements?

Green painted cycle lanes are great. Separated cycle lanes will not be used by any cyclist travelling faster than 25km/hr.

Do you have any issues or concerns with the proposed cycling improvements?

Yes - separated concrete barriers clog up the road, they are not needed, and the space would be better utilised widening the green cycle lane.

Is there anything you think we’ve missed in our proposed cycling routes for Māngere?

Yes - a design that will maximise cycle use.

What would encourage you to cycle more in Māngere?

The utilisation of new cycle lanes would be greater if they were not separated - riders travelling 25km/hr + will not use separated cycle lanes - they are too dangerous; they will use the road instead.

Auckland Cycle Touring Association (ACTA)

What do you think of the proposed Māngere Cycling Improvements?

I strongly support these improvements – they will make cycling in Māngere safer and easier by linking to so many destinations and provide a good transport choice for people of all ages and abilities.

Do you have any issues or concerns with the proposed cycling improvements?

Review intersection designs on the planned Coronation and McKenzie Road cycleway to ensure they are safe – particularly with the SH20 roundabout, Bader Drive, Walmsey Road, and McKenzie and Kirkbride Road. The McKenzie and Kirkbride Road intersection needs a better design, with less exposure without lane protection for people on bikes, especially given the speed of turning vehicles here. Ensure that the project is integrated with recent and upcoming improvements in Māngere Bridge Village and Town Centre, to make sure safety for people on bikes isn't compromised by design oversights. For Māngere Bridge Village, investigate a range of cycleway separator options including planter boxes to make sure the character of the area is maintained and enhanced.

Is there anything you think we've missed in our proposed cycling routes for Māngere?

Add signposting for the Tarata Creek pathway so people using the planned new facilities are aware of it and remove or alter the pathway bollards at Eamon Street to allow families and riders of all abilities to access this path easily. Consider adding raised crossing tables at either end of Jordan Road to confirm its status as a neighbourhood road and safe connection for people on bikes.

What would encourage you to cycle more in Māngere?

Having a fully connected network of cycleways and shared paths across Mangere that are safe to ride anytime – particularly through intersections. Important also to get connections further south underway - how is the new cycle path at Papakura/Takanini going to connect? The south is poorly served by good quality connected cycleways. Build them and people will come. Build them wide - future proof them. Learn from the Northwestern cycleway which is not wide enough to cope with more e- bikes, fast commuters.