

Summary of your feedback on the Links to Glen Innes Cycleways



Contents

Summary	2
Key themes in feedback.....	2
Consultation Outcome	3
Next steps	4
Background.....	5
Project information	5
Context.....	6
Improvements consulted on.....	7
Consultation.....	2
Activities to raise awareness.....	2
Giving feedback	2
Your feedback.....	3
Overview	3
Feedback on encouraging cycling in the area	3
Themes in feedback.....	4
<i>Support for proposed cycleways.....</i>	<i>5</i>
<i>Cycling safety and separation.....</i>	<i>6</i>
<i>Cycleway design suggestions.....</i>	<i>7</i>
<i>General cycleways and links</i>	<i>8</i>
<i>Rail underpass tunnel</i>	<i>8</i>
<i>Roundabouts and intersections</i>	<i>9</i>
<i>Traffic congestion, speed calming and road design</i>	<i>10</i>
<i>Car parking</i>	<i>10</i>
<i>Bicycle parking.....</i>	<i>12</i>
Other submissions.....	13
Maungakiekie-Tāmaki Local Board.....	13
Ōrākei Local Board	13
Glen Innes Business Association.....	15
Tāmaki Regeneration Company	16
Meadowbank and St Johns Residents Association	16
Bike Auckland	17
Design suggestions in feedback and AT responses	18
Attachment 1: Designs consulted on	51
Layouts and key features.....	51
Intersection improvements.....	57
Attachment 1: Feedback form.....	59
Attachment 3: Route map.....	60

Summary

Auckland Transport (AT) is proposing a number of dedicated cycleways in the suburbs of Glen Innes, Stonefields, Saint Johns, and Point England. We consulted on this proposal from 28 September to 25 October 2017 and received 235 submissions.

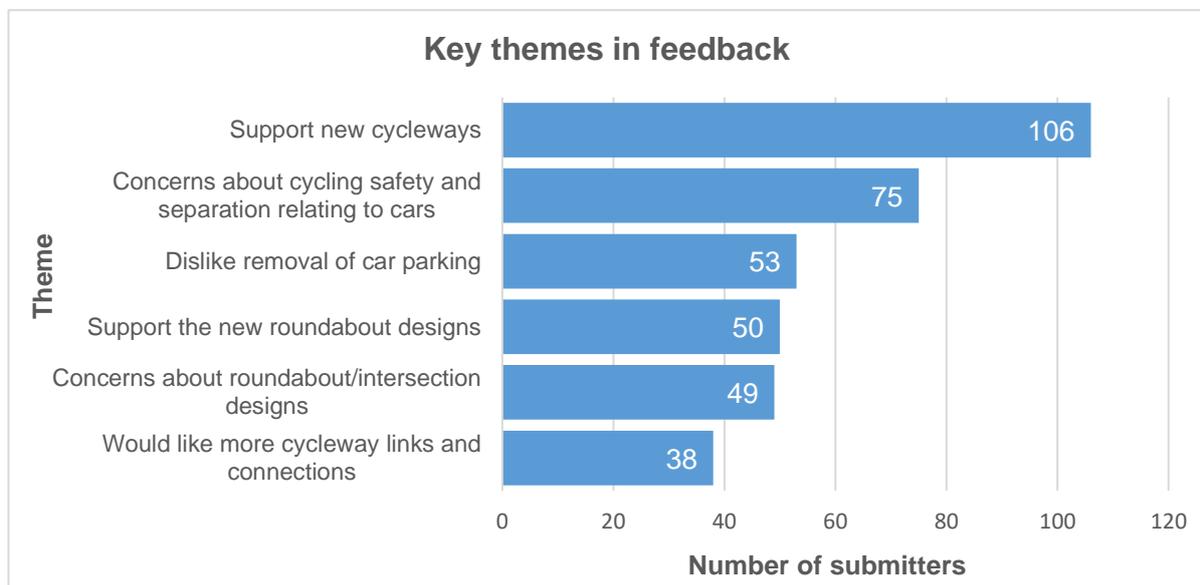
AT has taken time to carefully consider all feedback and work on some solutions to the concerns raised. Taking the time to get this right is important to us and we thank you for your patience while we worked through this investigative process.

Key themes in feedback

71% of submitters told us the Links to Glen Innes Cycleways would encourage them to cycle more often in the area (167 submitters). 19% said the cycleways would not encourage them to cycle more often, with 7% unsure and the remaining 3% not providing a response.

We identified several key themes in your feedback:

- 45% of submitters support new cycleways (106 submitters)
- 32% have concerns about cycling safety and ensuring separation from cars (75)
- 23% dislike removal of car parking (53)
- 21% support the new roundabout designs (50)
- 21% have concerns about the roundabout or intersection designs (49)
- 16% would like more cycleway links and connections (38).



Submissions may be counted in more than one theme.

Consultation Outcome

Based on the feedback received, AT will proceed with some of the routes while other routes will require further investigation.

The cycleways confirmed for construction are at the following locations:

1. Merton Rd (excludes between Morrin Rd and Apirana Ave)
2. Taniwha St (excludes between Apirana Ave and Line Rd)
3. Apirana Ave (between Taniwha St and Pilkington Rd)
4. Point England Rd

The designs finalised for the above routes is a one-way separated cycleway on each side of the road, except for Apirana Ave (between Taniwha St and Merton Rd) which will have a raised two-way cycle lane on the western side of the road.

As a direct result of feedback, we have also made several changes to the design of these routes:

- All the major roundabouts proposed for improvements will now have zebra crossings installed on speed tables to improve safety for cyclists and pedestrians
- AT will no longer upgrade the Glen Innes station underpass to a shared path as part of this project. Instead, a new proposal will be looked at in future to improve walking and cycling connectivity at the rail crossing and the underpass.
- The cycleway along Apirana Ave between Merton Road and Taniwha Street will now be a raised path on the same level as the footpath separated by a buffer, instead of at road level.
- The cycleway along Taniwha Street will be separated by concrete panels except for the segment between Silverton Ave. and 42 Taniwha St which will now be a raised path due to constraints around the sloped berm

Please see the below map of the cycle routes.



AT are relooking at the designs for the following four cycleways:

1. Line Rd (between Taniwha St and West Tamaki Rd)
2. Stonefields Ave and Morrin Rd
3. Taniwha St (between Apirana Ave and Line Rd)
4. Merton Rd (between Morrin Rd and Apirana Ave)

AT will be coming back to the community in the coming months to get feedback on new designs for these routes. Public consultation will occur before decisions are made on these routes.

Next steps

We will be in touch with residents and local businesses once we have confirmed the construction timeline.

It is anticipated that construction of these routes will start around mid-2020. Construction will be staged across the different routes with Taniwha Street due to be constructed first.

We will work closely with the community to mitigate disruption as much as possible and ensure advance notice is given.

Background

Project information

Auckland Transport (AT) is proposing a number of dedicated cycleways in the suburbs of Glen Innes, Stonefields, Saint Johns, and Point England.

The proposed cycleways would be physically separated from motor vehicles, except in locations where access for vehicles to driveways or side streets is required. They will also be separated from pedestrians, and the footpath will be retained.

The cycleways will be safe and attractive cycle routes that connect these suburbs to the Glen Innes train station, the town centre, schools, shops, and community facilities in the area. They will also connect to the Glen Innes to Tamaki Drive Shared Path, which will enable people to cycle on dedicated cycle lanes all the way from Glen Innes (and surrounding suburbs) to the city centre and the waterfront.



Some of the destinations that will be connected with these cycleways include Colin Maiden Park, Ngahue Reserve, the Auckland Netball Centre, Scarbro Tennis Centre, Tāmaki College, University of Auckland (Tāmaki Campus), Te Oro Music and Arts Centre, and the Glen Innes train station.

There will also be improvements to key intersections and roundabouts along the routes, which will make them safer for all road users. Additionally, the walkway between Felton Mathew Avenue and the Glen Innes train station (including the underpass) would be widened to 3m and become a shared path, to cater for people on foot and on bikes.

The proposed cycleways will:

- provide safe and separated cycle facilities for people on bikes with a range of confidence levels and across all ages
- provide more transport choices for the community
- improve pedestrian safety and access along the routes
- improve safety and accessibility of key intersections along the routes
- improve safety at two existing pedestrian crossings on Apirana Avenue
- improve the bus terminal in Glen Innes to make it safer for bus users, people on bikes, and pedestrians
- improve the connection to the Glen Innes to Tamaki Drive Shared Path from Merton Road
- make it easier to cycle to local destinations in Glen Innes, including schools, shops, restaurants, and community facilities
- provide additional bicycle parking at the Glen Innes train station.

Context

AT are proposing these cycleway routes because Glen Innes and the surrounding areas have been identified as having good potential to increase the amount of people that travel by bicycle. Providing cycling facilities will enable more people to make their journeys by bicycle (rather than by car), thus taking some of the pressure off the local road network. This will give the local community more transport options, especially with the cycleways connecting to the wider Auckland cycling network.

At the moment there is a lack of safe dedicated cycling facilities in the area, and many roads have high volumes of traffic travelling at high speeds. Glen Innes is also a key transport hub, and being close to the town centre means there are many people that need to move around safely and comfortably. Improving cycling connections in the area will increase the accessibility and attractiveness of the town centre and destinations along the routes.

In the coming years there will also be significant growth in people, homes, and shops in the area. Ensuring cycling is an attractive and accessible transport option will help the local road network cater for this growth.

[Public feedback on Glen Innes, Point England and St Heliers](#) was previously sought at the end of 2015. AT asked the public to indicate their preferred cycling routes, specifically to destinations like the train station, town centre, local shops, parks and reserves, as well as community facilities. We also asked about any barriers that prevented people from considering cycling in the area. Issues identified include safety concerns (especially at roundabouts), traffic volumes, vehicle speeds, bicycle parking, road width, and parked vehicles.

Based on the feedback received and route prioritisation key routes were identified to connect the surrounding suburbs to key destinations.

Improvements consulted on

The proposed cycleways will look and function differently on different routes. There are four layouts and each layout has been designed based on the specific circumstances and constraints of the roads they apply to. For example, layout 1 applies only to the roads mentioned under layout 1, and not the others.

Layout 1 - one-way cycle lane on both sides of the road

- Line Rd (between Taniwha Rd and West Tamaki Rd)
- Taniwha St (between Kiano PI and West Tamaki Rd)
- Pt England Rd (Apirana Ave and Pilkington Rd)
- Merton Rd (between Apirana Ave and Morrin Ave)



Layout 2 - one-way cycle lane on both sides of the road with parking retained on one side

- Merton Rd (between Morrin Ave and College Rd)
- Apirana Ave (between Merton Rd and Pilkington Rd)
- Taniwha St (between Line Rd and Kiano PI)



Layout 3 - one-way cycle lane on both sides of the road with parking retained on both sides

- Morrin Rd (between Morrin Rd and Stonefields Ave)
- Stonefields Ave (between Morrin Rd and College Rd)



Layout 4 - two-way cycle lane on one side of the road with some parking retained

- Taniwha St (between Line Rd and Apirana Ave)
- Apirana Ave (between Taniwha St and Merton Rd)



It is proposed that key intersections along the routes be improved to increase safety and accessibility for pedestrians and people on bikes. These improvements include dedicated pedestrian and cycle crossings on the approaches to the intersections, as well as protected cycle lanes through the roundabouts.

See [Attachment 1](#) at the end of this report for description of the proposed designs.



Consultation

We consulted on the proposed cycleways from 28 September to 25 October 2017.

Activities to raise awareness

Auckland Transport undertook a number of activities to publicise and gain the best exposure for the project.

To publicise the consultation, we:

- hand-delivered brochures to over 900 letterboxes across the suburbs of Saint Johns, Glen Innes, Point England, Saint Heliers, Meadowbank and Glendowie
- made brochures available at local community facilities like Glen Innes Library and Te Oro Music & Arts Centre
- set up a detailed project webpage and an online feedback form on our website
- promoted the consultation through our social media channels, including Facebook, Twitter, Neighbourly and LinkedIn, for the course of the consultation period
- displayed project posters on lamp poles along Morrin Road, Merton Road, Apirana Avenue, Point England Road, Taniwha Street, Line Road, and Stonefields Avenue
- displayed project posters at key locations such as Glen Innes train station, Glen Innes town centre, Colin Maiden Park, Ngahue Reserve, the Auckland Netball Centre, Tāmaki College, Auckland University Tāmaki campus, the Glen Innes to Tāmaki Shared Path
- engaged the Glen Innes Business Association and Tāmaki Regeneration Company
- presented to the Ōrākei and Maungakiekie-Tāmaki Local Boards
- held a free public event at Te Oro Music & Arts Centre in Glen Innes on Saturday 7 October. The ‘AT Active Communities’ event helped promote the consultation, built awareness of AT and engaged communities on cycling in general.

Giving feedback

We asked if the Links to Glen Innes cycleways would encourage you to cycle more in the area, what you thought about them and how we could improve them. We also asked if you had any other comments or suggestions about the cycleways.

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a hard copy form included in the brochures. See [Attachment 2](#) at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received public feedback on the proposal from 235 submitters.

- 195 of these were submitted online, 29 were submitted using the hardcopy feedback form and 1 was submitted via email.

We also received informal feedback from local residents and business owners at the drop-in session, which was analysed separately.

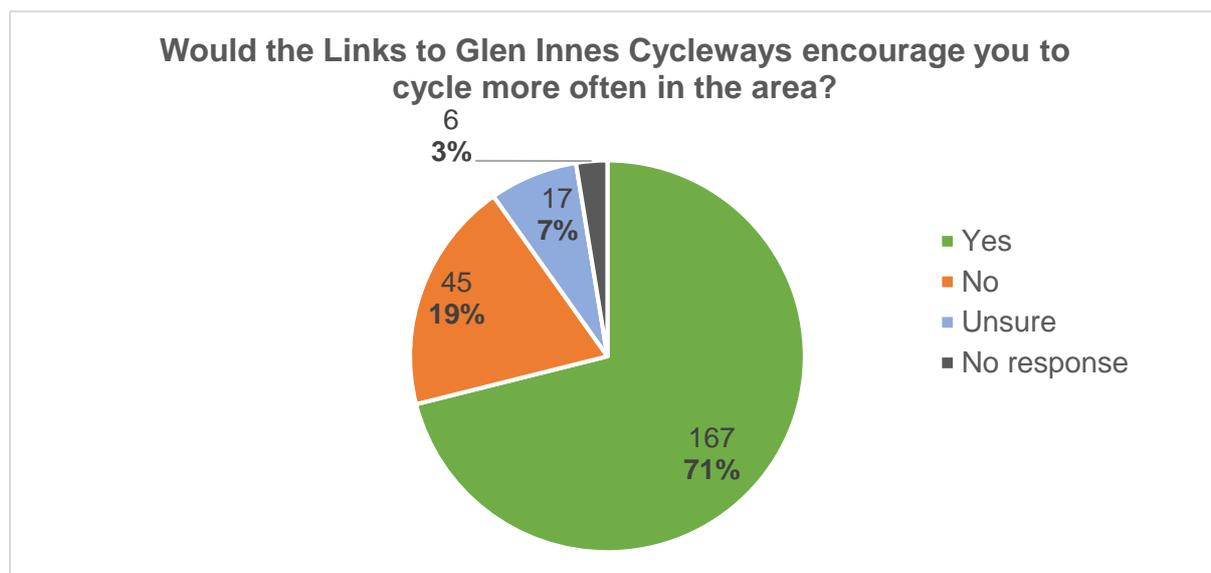
Six key interest group submissions were received, from:

- Maungakiekie-Tāmaki Local Board
- Ōrākei Local Board
- Glen Innes Business Association
- Tāmaki Regeneration Company
- Meadowbank and St Johns Residents Association
- Bike Auckland.

The key interest group submissions are summarised in the [Other submissions](#) section of this report.

Feedback on encouraging cycling in the area

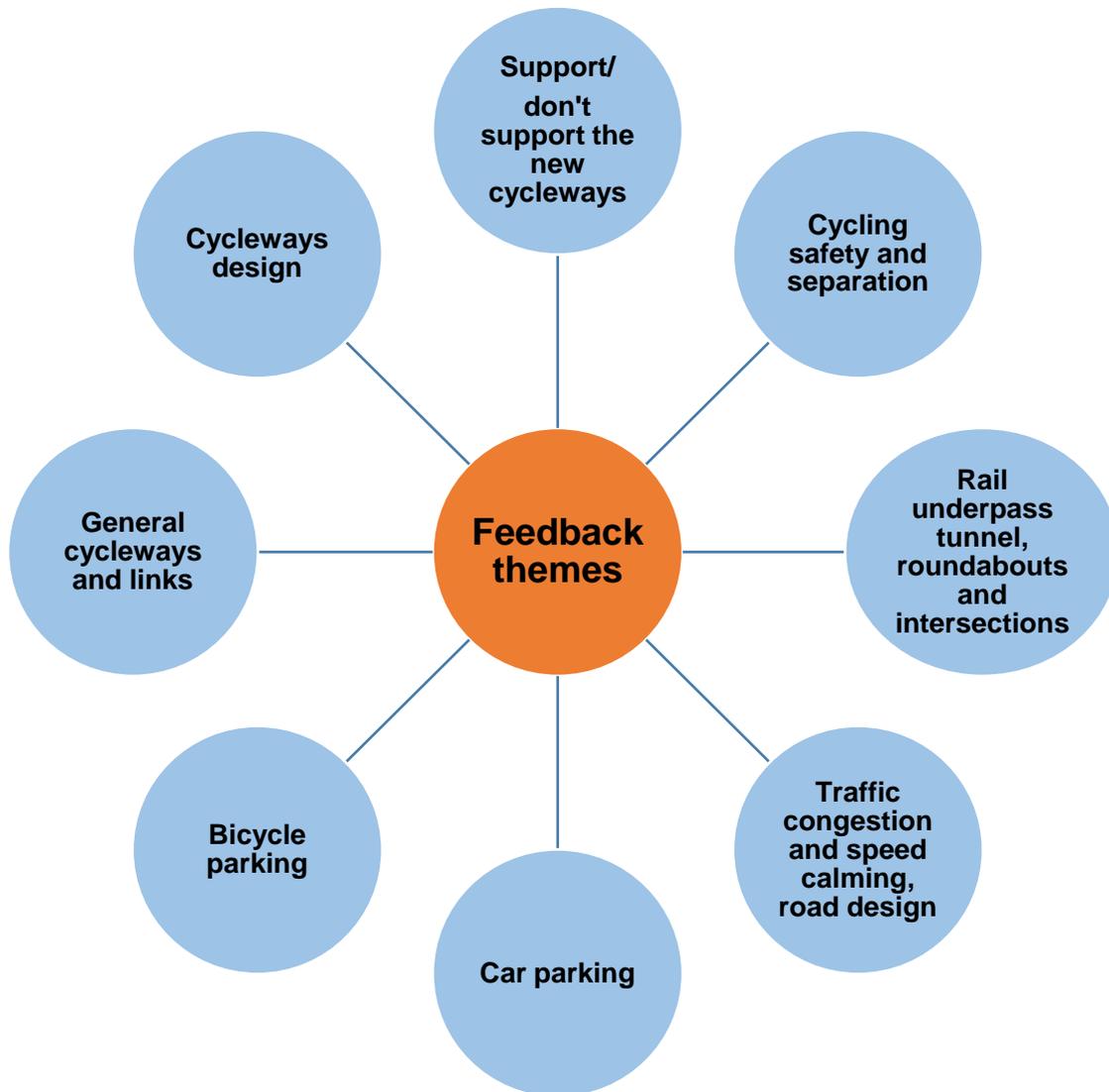
71% of submitters indicated the links to Glen Innes cycleways would encourage them to cycle more in the area, while 19% of submitters said the proposed changes wouldn't encourage them to cycle more. The remaining 10% were either unsure or gave no response to this question.



Based on 235 submissions. Submissions counted once only.

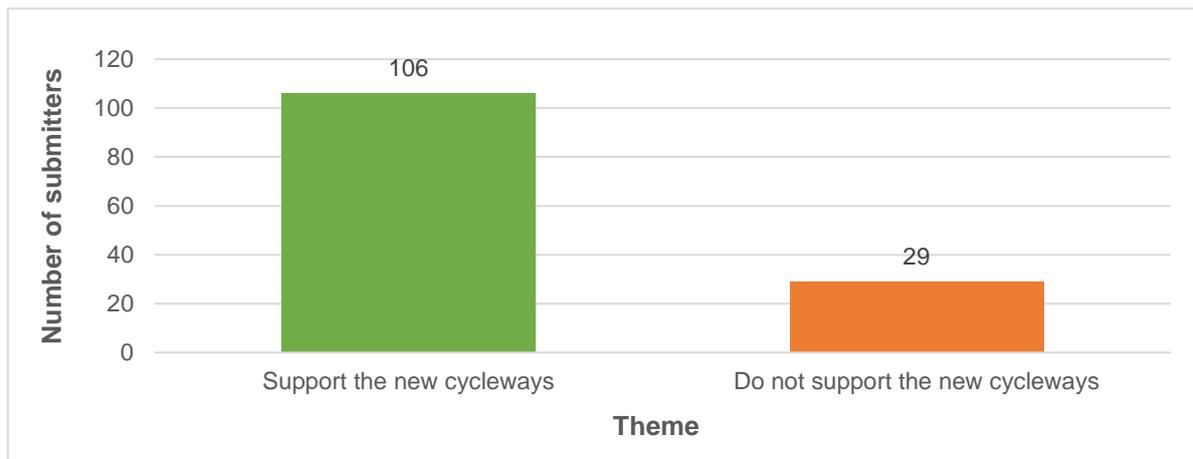
Themes in feedback

We have grouped the themes identified in your feedback as shown in the following diagram:



We have responded to all your comments and suggestions, and have included these responses, grouped by feedback theme, in the [Design suggestions in feedback and AT responses](#) section.

Support for proposed cycleways



Based on 135 submissions. Submissions counted once only.

The overall top theme in the feedback is support of the new cycleways, mentioned by just under half of submitters (45%).

The three main reasons given for support of the cycleways were that the cycleways would ensure cyclists are safer, protected and separated from traffic (75 submitters), the routes radiate out from the town centre (31), and they will encourage people to cycle or promote healthy lifestyles (22).

“Great! Our communities need proper and safe facilities, otherwise people won't cycle. I really like that GI is getting some investment. Especially something future oriented.”

“Excellent - will make it safer travel to GI and train station.”

“Support for the idea of radiating out from the town centre (i.e. starting in the middle and going out as far as budget allows).”

“They are amazing, would be so much safer and faster. I would ride my bike more often.”

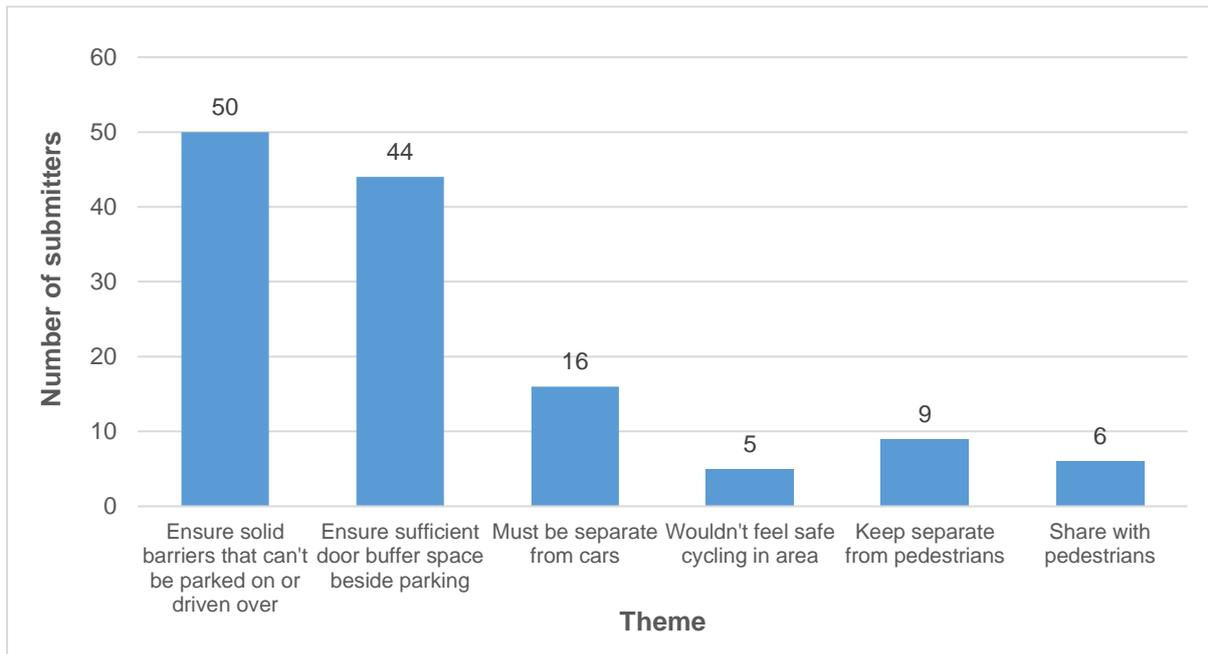
“I think this project is well overdue and it's about time things are happening in our area to help promote safer, healthy communities.”

29 submitters commented that the new cycleways are not required for the community. Reasons given included that they wouldn't be used (17 submitters), the current cycleways are under-utilised (10), and it's not worth spending the money (9).

“Our community are not cyclists. A lot of it around our very large families who work shift hours around the clock... There may be the occasional ride but not enough to warrant so much of our roads being taken up these cycleways.”

“For the very small increase of bike riders who might use the upper Taniwha bike lanes that are proposed, compared with the significant and daily negative effect on the 100's of residents in this area simply does not make any sense.”

Cycling safety and separation



Based on 86 submissions. Submissions may be counted in more than one theme.

The main comments on safety relate to separation between cyclists and vehicles, mentioned by just under a third of submitters (75 submitters). A smaller proportion (6%) made suggestions related to separation of cyclists and pedestrians.

The most common suggestion for improving cyclist separation from cars, from around one in five submitters, was to install solid separators that cannot be parked on or driven over.

“Keeping a barrier between road and cycleway is advised on busy roads as cars (some) don't care about having their tyres over onto the path. I have seen people get knocked off like this.”

“Please ensure that most of the cycleways are protected with concrete ingots like on Quay St. Drivers will park their cars in the cycleways which defeats the purpose.”

“The separators need to be grunty enough to make it safer for kids and novice riders.”

Ensuring sufficient space to avoid cyclist ‘dooring’ beside parking spaces was also mentioned by close to 44 submitters.

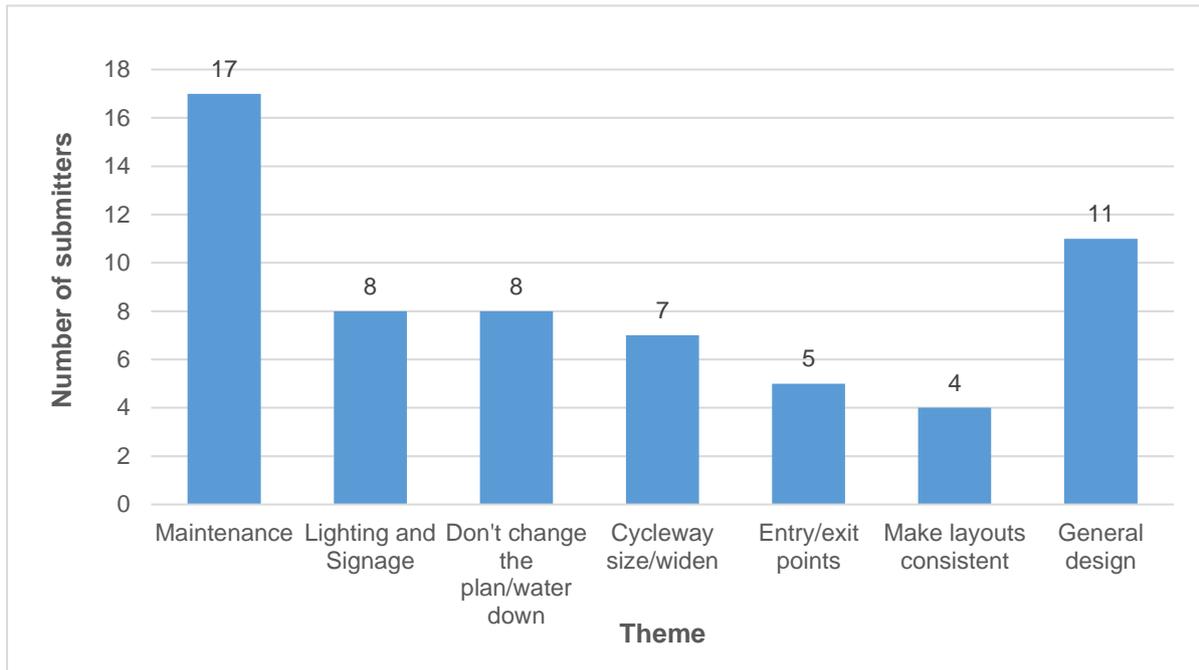
“Where parking is kept, please ensure safety for cyclists in terms of 'dooring'.”

A smaller proportion of submitters mentioned the need for separation between cyclists and cars traffic overall.

“The fact that it is a dedicated lane divided from traffic makes it safer.”

“I think separation from the vehicular traffic is the best way to improve the safety of the cyclists.”

Cycleway design suggestions



Based on 51 submissions. Submissions may be counted in more than one theme.

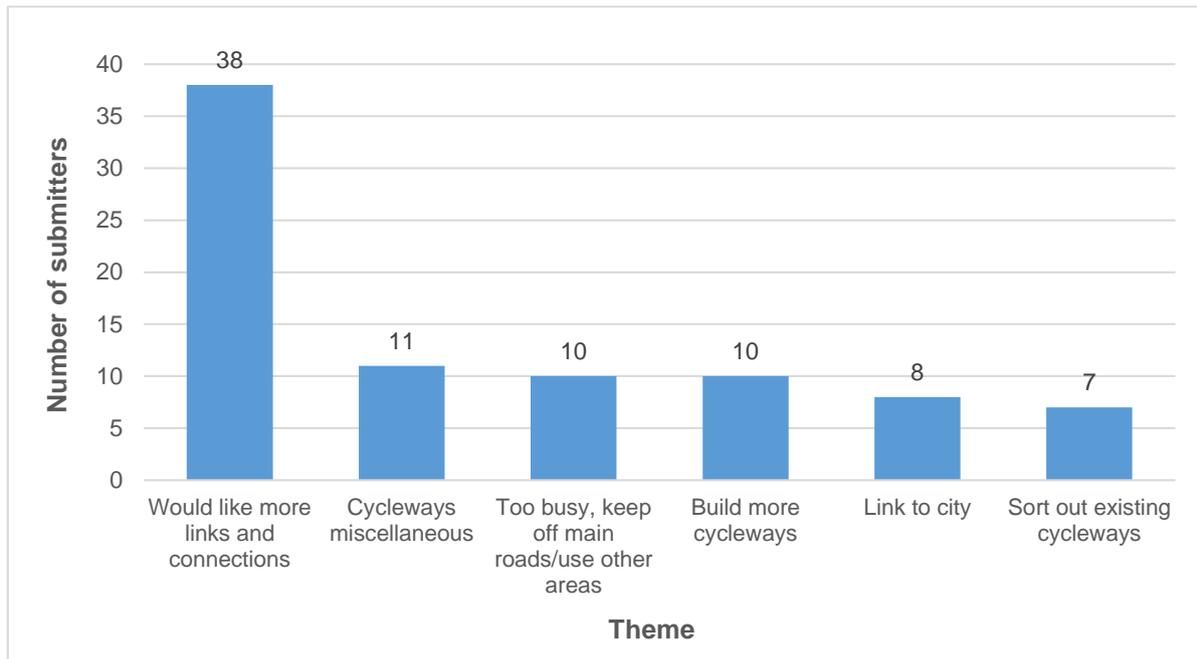
Concerns relating to maintenance of the cycleways was suggested by a small proportion of submitters (7%):

“Cycleways with physical barriers prevent road sweeping and catch pit cleaning activities. Due to cycleways not being swept the cyclists then ride in car lanes to avoid punctures.”

“Please keep the cycle lanes clean. Glass, rocks, big sticks etc. can be dangerous.”

Other suggestions with lower mention (less than 5%) include ensuring sufficient lighting, signage, not changing the plan, widening the cycleways, entrance/exit points, consistent layouts.

General cycleways and links

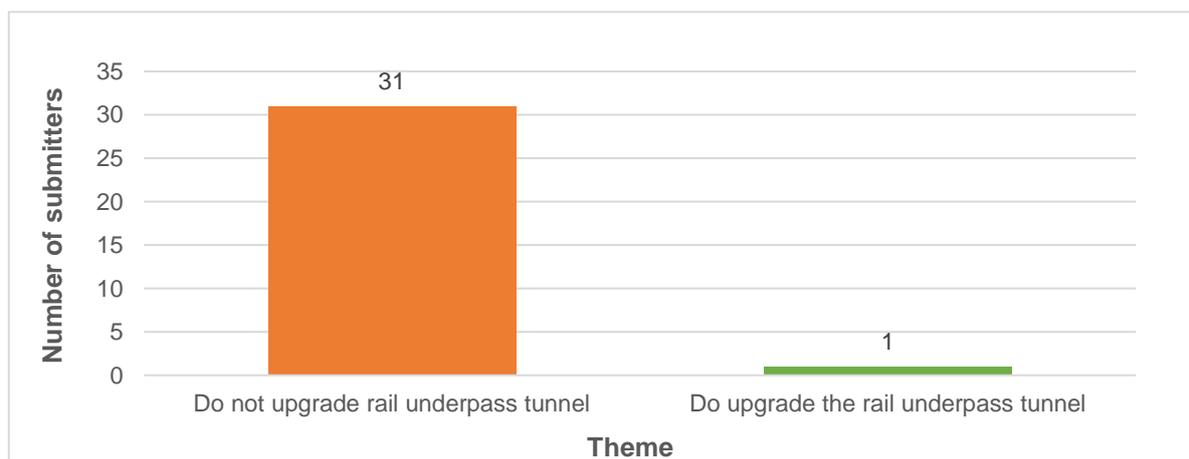


Based on 79 submissions. Submissions may be counted in more than one theme.

One in six submitters mentioned wanting more links and connections.

“Keep increasing the links - so that the whole journey can be safe - not just the pieces with cycleways.”

Rail underpass tunnel

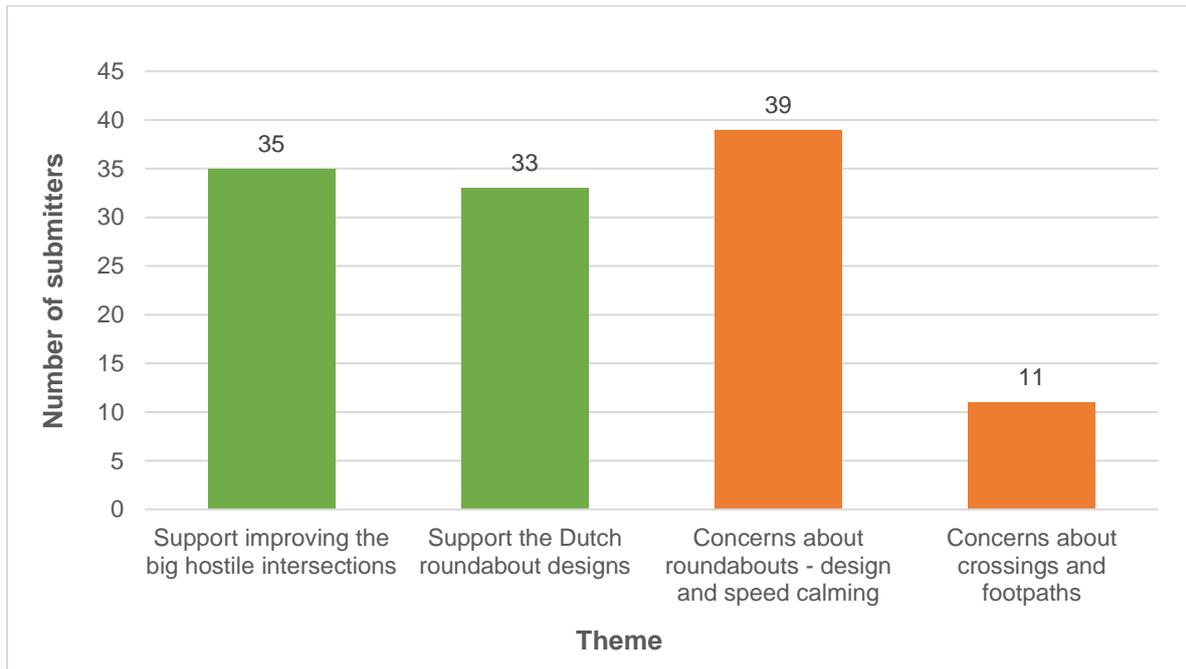


Based on 32 submissions. Submissions were not in more than one theme.

Not upgrading the tunnel was suggested by 13% of submitters, mainly as it was felt the funds would be better spent on other cycleway improvements.

“Don’t widen the rail underpass, use money to build/improve cycle & walking path that connects Line Rd to Elstree Ave via Paddington reserve.”

Roundabouts and intersections



Based on 72 submissions. Submissions may be counted in more than one theme.

An equal number of submitters made comments in support of the roundabouts design (50 submitters) as had concerns about the design (49).

Support for improving hostile intersections, particularly “the Big Four”, was mentioned by 35 submitters. These are the roundabouts at Merton Avenue/Apirana Avenue, Apirana Avenue/Pilkington Road, Merton Avenue/Morrin Road and Taniwha Street/Line Road.

A similar number of submitters said they support the Dutch roundabout designs with speed tables and cycle crossings, especially on the multi-lane roundabouts.

The main suggested change relating to roundabouts and intersections is to ensure the design is safe for cyclists, and allows for speed calming, mentioned by one in six submitters.

“The raised table crossings need to be steep and visible enough to enforce low speeds for cars over them.”

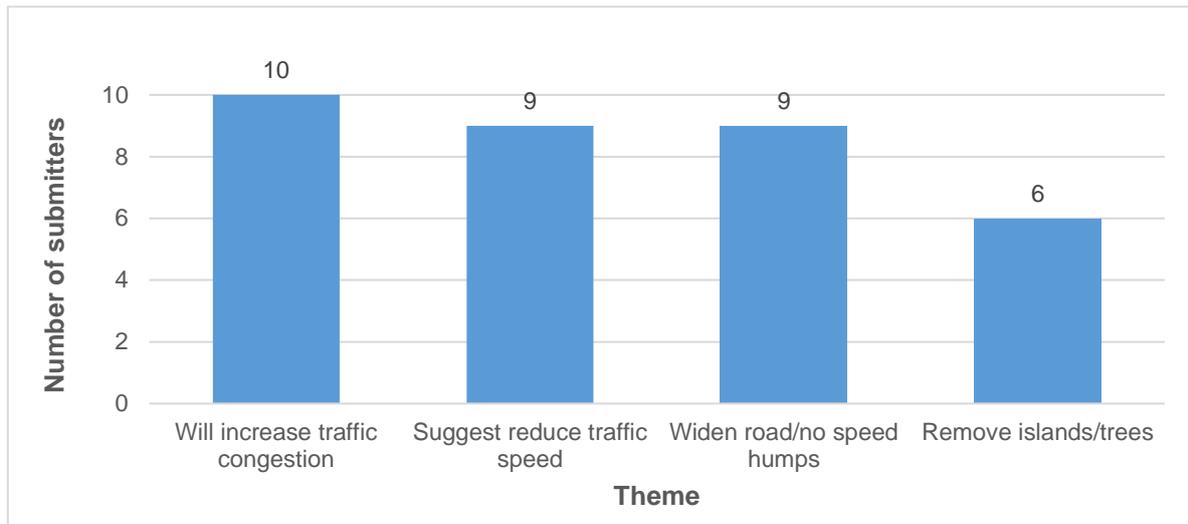
“For the Dutch style roundabouts to work effectively, the raised crossings need to be high enough to significantly slow down vehicles.”

“Ensure the access to and from the roundabout is good for cyclists and pedestrians, and visibility is clear for drivers, cyclists and pedestrians.”

A smaller number (5%) mentioned crossings and footpaths at the roundabouts/intersections.

“I particularly support the provision of pedestrian crossings on all legs of Intersection 6 - Merton/Morrin Rd.”

Traffic congestion, speed calming and road design



Based on 29 submissions. Submissions may be counted in more than one theme.

A small proportion of submitters mentioned suggestions related to traffic, specifically concerns that the proposed changes will increase traffic congestion and that speed of traffic may be an issue.

“At peak times the traffic backs back from Glen Innes to half way up Merton Road. The cycle ways will remove the facility for free turns and increase congestion.”

“Reduce traffic design speed on routes to 30km/hr. This will make walking and cycling on the streets more pleasant.”

Road design suggestions related to widening the road, and removing planting and/or islands in the middle of the roads to increase visibility and safety.

Car parking



Based on 92 submissions. Submissions may be counted in more than one theme.

Support for the removal of on street parking was mentioned by 37 submitters (16%).

“Support of the removal of parking where needed, so cycleways can be safe for beginners, children and casual riders.”

However, a higher proportion of submitters (53 submitters) do not support the removal of on street parking (22%).

Don't support parking removal - subthemes



Based on 53 submissions. Submissions may be counted in more than one theme.

Reasons given include lack of off-street parking spaces on properties, and removal of on street car parking would result in a lack of parking for residents and their visitors. In particular, it was mentioned that visitors would not have parking available, for example, families with young children and elderly grandparents visiting would find it difficult if unable to park outside the property.

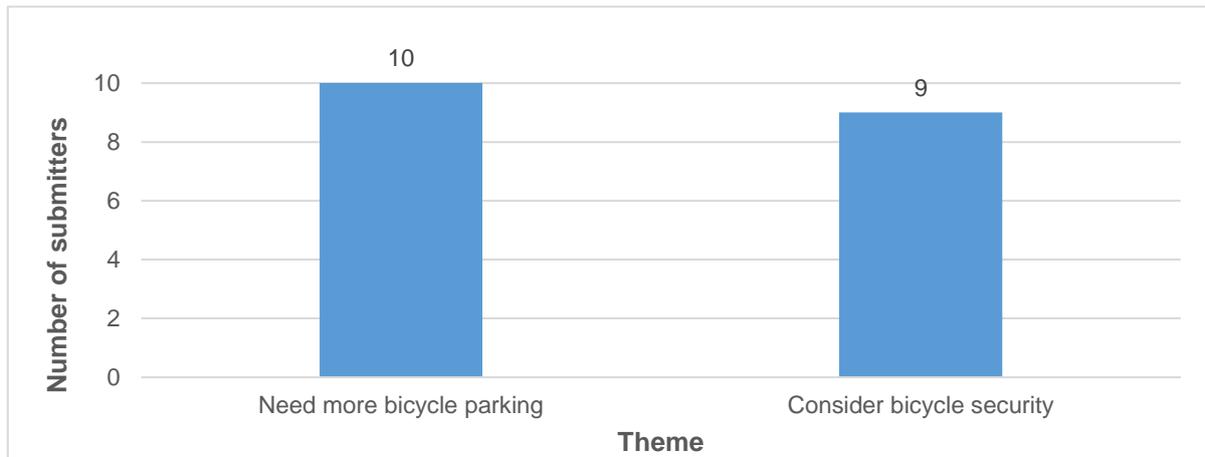
Housing development in the area was also mentioned, and a likely increase in cars as a result.

Some submitters were concerned about limited park and ride facilities close to the train station, suggesting a reduction in on-street parking in nearby streets could discourage public transport use. This applies particularly to commuters who drop children off in the morning and then catch the train to work.

“I drop the kids at school then drive down to Glen Innes and park on Line Road or Taniwha Street for the day, and take the train to town for work...The park and ride facilities are full by about 7.30am as well as on-street parking on Merton Road.”

“The park and ride facility for Glen Innes station is too small and removing parking spaces will cause issues for residents and rail commuters, discouraging public transport use.”

Bicycle parking



Based on 16 submissions. Submissions may be counted in more than one theme.

A small proportion of submitters suggested ensuring there is enough bike parking located at all the main destinations on the routes. Security for bike parking was also suggested.



Other submissions

In addition to public feedback, we also received submissions from six key interest groups, summarised below. Concerns and suggestions raised by these groups is included in the design suggestions section of this report.

Maungakiekie-Tāmaki Local Board

Maungakiekie-Tāmaki Local Board takes the view that Taniwha Street is unsuitable for cycle lanes because it will become a bus priority lane and Line Road is narrow and already has housing development currently taking place and parking will be severely affected. Cycle lanes should be complimentary to the town centre development on Apirana Ave and surrounding streets.

Ōrākei Local Board

The Ōrākei Local Board supports the provision of infrastructure for safer cycling to parks, sports fields, schools, and other amenities, and a link up with existing cycleways and the closing of gaps in the network.

However, the Board has concerns that the Ōrākei Local Board Paths (nee Greenways) Plan has not been considered as the basis for the sections in the Ōrākei Local Board area. They state that the layout fails to recognize the potential provision of walking/cycling routes through green spaces that physically remove pedestrians and cyclists from the roadway. It also results in the unnecessary provision of duplicate routes.

The Board has a strong preference for the link through Colin Maiden Park rather than the AT proposed paths along the entirety of Morrin Road and Merton Road, and asks that AT provide a rationale as to why provision of this link has not been considered as a viable and less costly alternative. Consideration of the Ōrākei Paths Plan contemporaneously with the planning of this project would have identified this route as a premium option for cyclists.

The Board noted that there is a lack of information available to assess both the likely uptake in cycling numbers this proposed project will generate, and the likely on-flow effects on traffic movement to and from the suburb of Stonefields. It questions whether at this stage, or in the near future, a demand for cycling infrastructure exists in that area that justifies the spend of ratepayer funds on a project of this magnitude.

Parking Removal:

It is the Board's view that where parking can be retained while simultaneously providing a safe facility for cycling, it should be.

Glen Innes Town Centre:

The Board supports the focus of the project being on connections to the Glen Innes town centre – particularly the train station and beginning of the Glen Innes to Tamaki Drive Shared Path.

Intersections:

Improvements for the major intersections are supported by the Board. However the Board does not support the designs at this stage, and requests AT provide sufficient information at a workshop with the Board with an opportunity for input prior to any sign off.

Cycleway width:

The Board would like clarity on the width of protected cycleways.

Separators:

The separators look insubstantial and easily driven over by cars

Sufficient door buffer space is needed beside parked vehicles adjacent to the cycleways and it is unclear whether this has been provided.

Replanting of Removed Trees:

The Board does not want to see species with problematic root systems planted whether or not they are native. It is vital that the planting chosen will not create maintenance issues and disrupt pathway surfaces in the future.

Stonefields Ave – Traffic Lane/ Slip Lane Removal:

The Board disagrees with this route and is concerned by the proposal to remove a traffic lane from both sides of the road in Stonefields Ave as it is unlikely to have discernible benefit for the residents of this suburb. To the contrary, traffic congestion and long wait times at intersections may result. Stonefields Ave is the sole main road which vehicles must use to enter or leave this neighbourhood. The Board also objects to the removal of the slip lane out of Stonefields Ave into College Rd.

The roads in the area immediately adjacent to the Stonefields development, including Stonefields Ave appear in excellent condition. Spending ratepayer money on the reduction of existing roadway where there is no demonstrable need to for the accommodation of cyclists is unjustifiable.

Parking Removal in Line Road:

The Board notes that there is a funeral home business in Line Road. At times the need for parking in this stretch of roadway is extreme with existing facility often already stretched to the limit. Its removal would have profound effect on this business and needs to be taken into consideration.

Parking Removal in Merton Rd:

There are times when sporting events in Colin Maiden Park are so well attended there is a huge demand for parking on Merton Rd. As more facilities are provided within the Park that demand will continue to grow into the future. Removal of any parking around this facility needs to be very carefully considered.

Connection to Glen Innes to Tamaki Drive Shared Path:

The Board supports the improved connection to the entrance of the Glen Innes to Tamaki Drive Shared Path but notes the requirement for a safer/better cross-point for westbound cyclists across Merton Rd.

Underpass to Railway:

The Board questions the safety aspects of continuing the cycleway through the underpass to the Glen Innes station given the 90 degree turns coupled with the amount of pedestrian traffic accessing entrances to the Glen Innes Railway station.

Conclusion:

It is the Board's view that the desired outcomes for the proposed cycleways can be better achieved by optimising those existing pathways identified in the Paths Plan, and AT's lack of reference to that Plan will result in duplication and unnecessary expense in delivery of this project.

Glen Innes Business Association

Glen Innes Business Association submitted the following feedback regarding the proposed changes.

- Do not support the Layout 1 – Line Road (Between Taniwha Street and West Tamaki Road) proposed changes because:
 - approximately 157 on-street car parks will be lost. These car parks are used by visitors to Morrison Funeral Home, residents on the eastern side, and staff of businesses operating in Glen Innes. Glen Innes town centre has time-restricted car parks only. People who work in the town centre need the side streets to park all day.
 - this section of road is too narrow to support cycle lanes as well as parking places. To install cycle lanes here, there would need to be significant alterations to the environment including tree sacrifices and grass verges. We would prefer to see work done on the footpath, for example, creating a 'cycle lane' with paint as is the case on Auckland's waterfront.
- Support the Layout 4 – Apirana Ave (Between Taniwha Street and Merton Road) proposed changes:
 - a signalised zebra crossing outside 244 Apirana Ave
 - an upgrade of the existing bus stop outside the train station entrance
 - a new bus layover opposite Mobil
 - the new bus stop outside 296 Apirana Ave
 - upgrade of the bicycle box storage
 - the retention of the angled parking outside 244-260 Apirana Ave.
- Have concerns regarding Layout 4 – Taniwha Street (Between Apirana Ave and Line Road), for safety of cyclists as motorists enter and leave Mayfair Place car parks. The cycle lane will cross both the entry and the exit, which are each one way. Cyclists will have the behaviour of vehicles, not pedestrians.
- Support every proposed change to the intersections and welcome these safety improvements.

Tāmaki Regeneration Company

Tāmaki Regeneration Company (TRC) have concerns pertaining to the proposed cycleways in Glen Innes.

There is planned development and intensification of social and market housing on Line Road, Epping Street and Heatherbank Street in Glenn Innes, which will temporarily increase traffic movements and requirements for on street parking.

TRC concerns are:

- **Increased traffic volumes.** The development process will result in increased vehicle movements, particularly of trucks and earth moving equipment creating heightened safety interface issues with cyclists
- **Decreased parking.** The construction activity will result in numerous contractors requiring parking near the construction site. As the cycleways will remove most of parking on the affected roads, trades people will have to compete with residents for parking on side-streets.
- **Line Road storm water main.** The lack of parking and increased vehicle movements will be compounded by the installation of a new storm water and waste water pipes along Line Road scheduled to be completed between 2018 and 2019.

To alleviate the potential issues relating to the cycleways and housing development, TRC is advocating for AT to defer the construction of some sections of the cycleway by up to three years.

Specific areas of the cycleway that TRC believes should be delayed are:

- Line Road between Taniwha Street and Eastview Road: defer for two years
- Taniwha Street between Line Road and Farringdon Street: defer for three years.

TRC also recommends that AT engage further with TRC as part of the Glen Innes town centre project to discuss the provision of cycleways and other transport options as part of the wider town centre development.

Meadowbank and St Johns Residents Association

Meadowbank and St Johns Residents Association (MSJRA) expect the proposed cycleways will make cycling in and through the area safer, particularly at the busy intersections.

MSJRA would also like to see the pathways from Howard Hunter Ave through to Felton Mathew Ave and Glen Innes Train Station improved so that they are good quality shared paths with good lighting, so they feel safe for people walking and cycling. This would give St Johns residents a more direct and convenient route to Glen Innes train station and town centre. It's 500m shorter than going via Merton Road.

MSJRA would like to see the rail underpass upgraded. Currently this is a barrier to a large walk-up and ride-up catchment to the west of Glen Innes train station (and town centre). If budget constraints preclude upgrading the underpass to a full cycle way at this time, could improvements still be made as proposed here that would encourage much greater use of the

underpass. Any future development along the NZTA land alongside the Glen Innes-Tamaki Drive shared path would also access Glen Innes train station from the west. The underpass is a key link that currently represents a barrier for residents.

Bike Auckland

Bike Auckland provided feedback that they support the following:

- solid separators that cannot be driven over, and provide sufficient door buffer space beside parking
- removal of parking where needed, so cycleways can be safe for beginners, children and casual riders.
- the fact that routes radiate out from the town centre (i.e. starting in the middle and extending as far as budget allows).
- improving hostile intersections, particularly the Big Four: the roundabouts at Merton Ave/Apirana Ave, Apirana Ave/ Pilkington Rd, Merton Ave/Morrins Road, and Taniwha St/Line Road
- the 'Dutch roundabout' designs with speed tables and cycle crossings – as long as raised tables are strong, especially on the multi-lane roundabouts.

In addition, Bike Auckland requested AT to consider not upgrading the rail underpass north of the train station to shared path status (limit to CPTED – 'Crime Prevention Through Environmental Design' upgrades etc) and prioritise this funding elsewhere.



Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by the following theme groups:

Cycling safety and separation	19
Cycleways design	23
General cycleways and links.....	29
Cycleways not needed.....	34
Rail underpass tunnel.....	36
Roundabouts and intersections.....	37
Traffic congestion and speed calming	42
Road design	43
Car parking.....	44
Bicycle parking	48
Other suggestions	49

Design suggestion in feedback	AT response
Cycling safety and separation	
<p>Cyclist-vehicle separation</p> <ul style="list-style-type: none"> • Ensure barriers provide more separation from vehicles, for security • Barriers needed to separate cyclists from roadside parking • Solid separators that cannot be driven over <ul style="list-style-type: none"> - more protected barriers, to prevent vehicles cutting into the cycleway (risk of knocking cyclist off) - barriers with sufficient height to prevent vehicles from driving over them • Larger separators <ul style="list-style-type: none"> - to make safer for kids and novice riders • Use flexi posts, clever planting, and bollards, to ensure cars are unable to park in the cycle lanes • Protect with concrete ingots <ul style="list-style-type: none"> - like on Quay St, to prevent drivers parking their cars in the cycleways 	<p>Road carriageway widths are constrained for most of the routes. A 0.7m wide buffer is proposed between the carriageway/parking and the cycleway. Although we acknowledge the separators should be as wide as possible (i.e. 1 m) to provide maximised protection for cyclists (i.e. dooring issue), the enlarged separators will result in further parking losses.</p> <p>Solid concrete separators will be installed on routes with on-road cycle ways to provide protection and separation between cyclists and vehicles in the traffic lane.</p> <p>The solid separators will have full height kerb (i.e. 150 mm) to discourage vehicles from driving and parking on top of the separators.</p> <p>Provision for larger separators are not met due to constrained road widths on majority of the routes as explained above.</p> <p>Physical separators would be sufficient to deter people parking on cycleway.</p> <p>Solid concrete separators with full height kerb are proposed for all on-road cycle ways.</p> <p>The design proposes the green surfacing at critical locations where motorists need to pay higher attention and/or take caution of the presence of cyclists, at conflict</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Paint the cycleways all the way <ul style="list-style-type: none"> - to stop cars occupying the cycle lane • Don't have parking on the outside cycle lane in Layout 2 and 3 • Restrict vehicle access to the Merton Rd entrance to Countdown to reduce risk of collisions with cyclists • Consider housing construction planned between Line Road and Epping Street later in the year and continuing until mid-2018, as will cause increased traffic volumes, creating heightened safety interface issues with cyclists 	<p>points (i.e. transition points, intersections, high usage driveways) or at other locations where cyclists may feel vulnerable. Cost of installing and maintaining entire lengths of green surfaced cycleway will be at a very high cost. The solid separators will have full height kerb (i.e. 150 mm) which will likely prevent vehicles from driving and parking on top of the separators.</p> <p>Parking on the outside enables installation of protected cyclelanes which encourages people of all ages and abilities to cycle because it is a safer facility.</p> <p>This design for this section is being finalised. However, restricting vehicle access into the Countdown on Merton Road will likely compromise access /vehicle tracking of delivery trucks. There will be sufficient warning and delineation of the cycle lane through green cycle lane surfacing. The accessway off Merton Road could have likely been resource consent application for Countdown development.</p> <p>The on road cycleways would have separators that would provide physical separation for the cyclists from the traffic.</p> <p>We need alternative modes of transportation to mitigate for increase in traffic volume.</p>

Design suggestion in feedback	AT response
<p>Cyclist-parked vehicle separation</p> <ul style="list-style-type: none"> • Ensure safety for cyclists in terms of 'dooring' beside car parking <ul style="list-style-type: none"> - ensure strip between cars and cycleway is wide enough to prevent passengers opening their doors into the cycle lane - review Layouts 3 and 4 where car doors can open directly onto cycleway • Ensure space for car passengers to safely stand while waiting for cyclists to pass • Do not mix cyclists and parked cars • Cyclists need to clear all parked cars by at least 1 metre • Have a 'check for bikes' campaign, for drivers who park in the area 	<p>Road carriageway widths are constrained for most of the routes. A buffer of 0.7m is proposed between carriageway/parking and the cycleway. Although we acknowledge the separators should be as wide as possible (i.e. 1 m) to provide maximised protection for cyclists (i.e. dooring issue), the enlarged separators will result in further parking losses.</p> <p>There is sufficient inter-visibility for vehicle passengers and cyclists to ensure passengers have sufficient time and clearance when entering/exiting vehicles from the passenger side.</p> <p>We agree separated cycleways are a better option. The buffer between cyclists and parked cars would be 0.7m.</p> <p>We agree education campaigns for drivers are important. These campaigns are regional but we do target messages into areas where we expect drivers to encounter higher numbers of cyclists. We will be undertaking education campaigns in Glen Innes.</p>
<p>Keep cycleways separate from cars/roads</p> <ul style="list-style-type: none"> • Keep cycleways off the road 	<p>Separated cycle ways have greater real and perceived safety for cyclists as it eliminates conflict between pedestrians and cyclists that occur on footpath. Thus, separated cycle facilities help to create more direct,</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Physically separate cyclists/bikes from cars/traffic <ul style="list-style-type: none"> - important the cycleways are safe for children - - small speed cushions will not stop cars and cyclists colliding • Focus on places where cars conflict with bikes in the network • Increase space between cars and cycles 	<p>safer, attractive and comfortable routes for new and existing cyclists of all ages and abilities.</p> <p>The proposed on-road cycle ways provide separation between cyclists on the on-road cycle lanes and vehicles in the traffic lane through solid separators.</p> <p>Speed cushions are an overall improvement compared to the existing road layout which will enhance accessibility and safety of both pedestrians and cyclists by promoting lower speed environment at the intersections.</p> <p>There are 7 intersections within the network that are upgraded to improve safety for cyclists. The driveways would also have a rubber speed hump installed where there are wide entrances to slow the speed of vehicles turning in and out of the intersection. We can look at additional measures to highlight risk areas – for examples road markings,</p> <p>Due to constrained road widths, the majority of routes are proposed to have minimum lane width of 3.2 m in order to maximise the distance between cyclists and vehicles whilst safely accommodating the cycleway facilities. Road carriageway widths are constrained for majority of the routes to allow for wider solid separators.</p>
<p>Keep cycleways separate from pedestrians</p> <ul style="list-style-type: none"> • Separate cycleways into two lanes for bikers and walkers in two different colours • Separate cycleways from pedestrian walkways <ul style="list-style-type: none"> - to ensure safe and accessible 	<p>The cycleway is on road at level with the carriageway and the kerb separates the cycle lane from the footpath. The separation ensures pedestrians on the footpath have safe and accessible paths without conflict with cyclists.</p> <p>The design provides clear separation of the cycle lane from the pedestrian footpath except at few localised areas at intersections where carriageway widths are constrained to allow on-road cycleway. These shared</p>

Design suggestion in feedback	AT response
	areas will be delineated using road markings and signage.
<p>Share cycleways with pedestrians</p> <ul style="list-style-type: none"> • Widen and make shared footpath/cycleway, and upgrade footpaths on northern side of Merton Road • Extend cycleways with barrier protection over shared pedestrian/cycle routes • Make shared path with pedestrians (footpaths are quiet until you reach Glen Innes centre) 	<p>Shared paths are not desirable as it creates conflict between pedestrians and cyclists. Shared paths, compared to separated (on-road) cycle facilities, have more conflict points and is less direct (i.e. average cyclist speed is lower) which will discourage cycling.</p> <p>There is no programmed works at this stage for this section of road. Whilst no footpath upgrade works are currently programmed for the above section of Merton Road, as we regularly monitor the condition of Auckland's entire footpath network this can change depending on identified pedestrian safety issues, other site work priorities and budget availability.</p> <p>We are trying to move away from Shared path as it does not provide high level of facility for cyclists or pedestrians. Where possible we are trying to install separated cycle paths.</p>
Cycleways design	
<p>Maintenance</p> <ul style="list-style-type: none"> • Consider maintenance of the cycleways and road <ul style="list-style-type: none"> - cycleways with physical barriers prevent road sweeping and catch pit cleaning activities, which leads to cyclists riding in car lanes to avoid punctures - due to barriers the catch pit cleaning truck can block the entire car lane for 4 minutes per clean which then causes frustration for car drivers who may then try to push past when they shouldn't - keep the cycle lanes clean and free from glass, rocks, big sticks etc. as can be dangerous. • Make sure the surface of the cycleway is smooth and in good condition (no bumps) 	<p>Routine maintenance will be programmed to ensure sweeping and catch pit cleaning activities.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Improve the maintenance of plants beside cycleways • Ensure new planting chosen will not create maintenance issues and disrupt pathway surfaces in the future • Don't make it like St Lukes Rd <ul style="list-style-type: none"> - hit sticks have come out - greening hasn't been refreshed - lane is dirty as too narrow for street cleaners to access - • Make sure the cycleways are flat, level, without gutters and manholes <ul style="list-style-type: none"> - cyclists can easily lose balance and fall if going slowly on busy streets when a gust of wind pushes the bike into a gutter 	<p>The surface of the cycleway will be smooth and at the same grade / material as the existing road carriageway.. Routine maintenance will be programmed</p> <p>Maintenance of plants beside the cycleways if within AT's responsibilities would be undertaken as per normal schedule,</p> <p>The new trees are all natives and their locations are based on advice provided by arborist considering many factors some of which include maintenance and future growth disrupting footpath surface,</p> <p>The separate cycleways would be more permanent and fixed infrastructure.</p> <p>Unlike St Lukes Road Cycleway, solid concrete separators with full height kerb are proposed for all on-road cycle ways. Routine maintenance will be programmed for green surfacing and sweeping.</p> <p>Cycle-friendly grates are proposed on all cycle way routes. Service covers in conflict with the cycle way will be regraded to tie in with the surface level.</p>
<p>Lighting and signage</p> <ul style="list-style-type: none"> • Make sure there is good signage • Ensure good lighting, designed for safety 	<p>Cycle lane signage will be installed in accordance with the AT standards.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Signage in the car parking areas 	<p>A street lighting review and design will be undertaken to ensure street lighting requirements are met for the new cycle facilities and pedestrian crossing facilities.</p> <p>New parking restriction signage will be proposed along routes where parking restrictions have changed.</p>
<p>Don't change the plan</p> <ul style="list-style-type: none"> • Make sure that these proposals are not watered down, especially by those who want to retain more parking • Ensure the design has no weak-links in the Glen Innes network <ul style="list-style-type: none"> - if there is just one unprotected section, most of the potential users will be put off, undermining the entire investment. - • Don't allow design compromises that could introduce significant risk • Ensure it is safe, as shown in Northcote Pt if you retain too much parking the design becomes useless and unsafe 	<p>All proposed cycleway would be designed keeping in mind safety of cyclist's which is paramount,</p> <p>All proposed cycle lanes along the routes are protected except at few localised areas at intersections where carriageway widths are constrained to allow on-road cycleway (i.e. shared path) These shared areas will be delineated using road markings and signage.</p> <p>Further design would be close to the plan consulted upon.</p>
<p>Size/Widen</p> <ul style="list-style-type: none"> • Widen the cycle lanes <ul style="list-style-type: none"> - to allow for overtaking of other cyclists and enable bike trailers, towed kiddie wagons - for more people to cycle together - for large cycling groups, two and three abreast • What is the width of the cycleways, are they 1.5m or 1.8m? <ul style="list-style-type: none"> - some cycleways look extremely narrow while others appear very generous 	<p>Road carriageway widths are constrained for majority of the routes. Due to this constraint, it is unlikely the cycle lane widths can be widened from the proposed widths.</p> <p>The cycle lane width is 1.5 m and buffer is 0.7m along all routes due to carriageway constraints.</p>
<p>Entry/exit points</p> <ul style="list-style-type: none"> • Consider the exit and entry points to ensure they don't create hazards • Review entrance/exit to the cycleway on Merton Rd, e.g. if someone wants to cross the road 	<p>Entry and exit point treatments to side roads and crossing points will be further reviewed and refined during the detailed design stage to make them safer for</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • The Merton Road connection to the Glen Innes to Tamaki Drive shared path entrance is crucial • Need safe crossing of Merton Rd at the path exit point with connections to campus and facilities to the south of Merton Rd • Need more entrance/ exit points to enable getting off the cycle way if there is a dangerous situation • Ensure connections from one cycleway to another when turning into a different road are easy, safe and has clear signage • Consider safety of cyclists as motorists enter and leave Mayfair Place car parks <ul style="list-style-type: none"> - the cycle lane will cross both the entry and the exit, which are each one way 	<p>people on cycles.</p> <p>The entry to GI to Tamaki Drive cycleway is located off Merton Rd (section between Morrin Ave and Apirana Ave). The design for this section of Merton Rd is not finalised. The connection to the GI to Tamaki Drive cycleway is being investigated as part of it.</p> <p>Feasibility of additional crossing facilities on Merton Road will be investigation during the detailed design phase.</p> <p>Cycle on and off ramps are proposed at transition points and termination of cycle ways. It is expected that cyclists dismount and use the berm / footpath area during unexpected emergency situations.</p> <p>The connections from one cycle lane to another are clear at both uni-directional and bi-directional cycle lane. Cycle lane signage and road markings are provided where necessary along all routes and intersections.</p> <p>The entrance to Mayfair place is off Taniwha St. The design for this section of Taniwha St is not finalised. The entry and exit points are being investigated for improving safety.</p>
<p>Make layouts consistent</p> <ul style="list-style-type: none"> • Revise Layout D to be consistent with the other Layouts, e.g. one-way cycle lane • Make it clearer when there is a change between one-way cycleways on either side, to a two-way facility on only one side 	<p>We aim for consistent cycleway along a route but constraints along the route require us to adapt the design.</p>

Design suggestion in feedback	AT response
	<p>The installation of speed and CCTV cameras is outside the scope of the project,</p> <p>AT enforcement undertakes regular checks to ensure illegal usage of cyclelanes does not occur.</p>
General cycleways and links	
<p>Links and connections</p> <ul style="list-style-type: none"> • Local Schools <ul style="list-style-type: none"> - need connections to Ruapotaka Primary school - link needs to extend all the way down Point England Road. Safer for all the children - extend the cycle ways to ensure safe cycling to school - need improvements to Elstree Avenue, from the Tāmaki College roundabout past the Glen Innes Pools to Pt England Road. An important road to accommodate cyclists riding to and from the pools, to Tāmaki College, Pt England School and Pt England Reserve • Panmure/Eastern – Pilkington/Tripoli <ul style="list-style-type: none"> - extend to Panmure and up Pakuranga Road - connect from Panmure to Glen Innes along Tripoli and Pilkington - would like cycleway along Morrin Rd from College to Fraser/Panmure station shared path. This would open up a flat ride to the Panmure station and town centre from Stonefields - connect Pilkington to Panmure and Tripoli to Panmure - more links to the main eastern cycle way (e.g. Access point for suburbs from further up Felton Mathew Ave) - more links to the eastern cycle ways to encourage more people to use it • Tamaki Drive <ul style="list-style-type: none"> - need clear links to Tamaki drive cycleway and other recreation areas + connectivity to the cycle commuter routes - extend cycleways down Pilkington Drive, it's a fast, wide road currently - extend beyond the top of Line Rd, otherwise how would a cyclist turn right onto West Tamaki Rd? - complete building the Glen Innes to Tamaki Drive Shared Path. This will be a viable and enjoyable way to commute as the Tāmaki area intensifies and pressure on public transport increases - better links to the new Glen Innes to Tamaki Drive cycleway are important - number one priority should be completion of the Glen Innes to Tamaki Drive section 	<p>Thanks for the suggestion of routes. The routes suggested are currently outside the scope of the project. AT supports cycling by developing convenient, safe and attractive transport routes for people on bikes. You can find out more about our current and future cycling projects here (https://at.govt.nz/cycling-walking/cycling-walking-programme/). AT works with NZ Transport Agency and Auckland Council to develop our programme and deliver projects.</p> <p>In addition to Auckland Transport funding, your Local Board also has discretionary funds for local walking and cycling projects, which you are also able to approach directly with your suggested improvements.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - extend cycle path on to West Tamaki Drive so that it loops Taniwha Road and Line Road. Alleyways and cycleways included within the Tāmaki regeneration are to allow faster access points to households located centrally in urban areas • Te Horeta Road <ul style="list-style-type: none"> - would like a full cycleway along Morrin Road in both directions to connect to the existing Te Horeta Rd. Then a cycleway along Mt Wellington Highway - extend the network along Morrin Road to connect to Te Horeta cycle lanes • St Heliers/Kohimarama/Stonefields <ul style="list-style-type: none"> - More of them needed to link to St Heliers - how will they link up with other adjacent areas (St Johns/Meadowbank/Stonefields/St Heliers/Kohimarama) - link to Stonefields - would like improvements on West Tamaki Road and St Heliers Bay Road to enhance access to the new cycleway to Ōrākei Basin - access from Gowing Drive 	
<p>Other</p> <ul style="list-style-type: none"> • Include the pathway between Merton Road and Hanigan Drive as part of the cycle network • Get the Riverside Rd/Dunkirk path along the water underway too • How do the cycleways connect to the new path up the hill to Sunhill and beyond • turning right onto that path from Merton road is tricky • Is there a side road between McDonalds, Mobil and down to Line Road? <ul style="list-style-type: none"> - too many cars at the moment there, make a small cycleway and footpath, as McDonalds drive through is dangerous • Keep adding connections. The further the connections go, the more useful the cycleways are • Continuous cycleways are best, not bits and pieces 	<p>It is outside the scope of the project to investigate and provide cycleway facilities and connections between Merton Road and Hanigan Drive. It is outside the scope of the project to investigate and provide cycleway facilities and connections on Riverside Ave / Dunkirk Road.</p> <p>This area is outside the scope of project to investigate and provide cycleway facilities and connections.</p> <p>The GI to Tamaki Drive Shared Path entrance is being further reviewed.</p> <p>The access to side roads and driveways where there are many turning movements would have rubber separators to slow down traffic turning in and out and also provide warning about presence of cyclists. The accessways to properties with high turning in and out manoeuvre will have some additional measures in form of road markings warning about presence of cyclists.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Engage with TRC as part of the Glen Innes town centre project to discuss the provision of cycleways and other transport options as part of the wider town centre development 	<p>– The road to McDonalds and Mobil is within private property and is outside the scope of the plan. Instead cycling connections through the intersection of Apirana Ave and Merton Rd would be improved to access Line Rd and Pt England Rd</p> <p>TRC has been consulted on the proposed development in Glen Innes. The cycleway proposed would provide connections to routes (if any) planned by TRC as part of their development.</p>
<p>City</p> <ul style="list-style-type: none"> Ensure cyclists can cycle to work in the city Quality links from Glen Innes to Auckland city cycleway Developing Glen Innes is key to improving cyclability from central Auckland to East Tāmaki 	<p>We agree connectivity is very important.</p> <p>The cycleway will connect with the Glen Innes to Tamaki Drive shared path: it also connects to GI train station, increasing accessibility to public transport improving connections to and from city.</p>
<p>Too busy/utilise less busy areas/reserves</p> <ul style="list-style-type: none"> Utilise quieter areas/reserves <ul style="list-style-type: none"> use greenways through existing reserves with toucan crossings e.g. Glen Innes train station over Apirana with raised speed table toucan crossing through shopping centre to Line with raised speed table toucan crossing to 3m path through Maybury Reserve to Elstree with raised speed table toucan crossing to Glen Innes pool and Pt England School use reserves to link Taniwha to West Tamaki, Apirana, Tāmaki College and Glen Innes School look for the back routes through parks have completely separate cycle paths through reserves put cycleways in existing council reserves e.g. Maybury Reserve Link (redirect) through Colin Maiden Park rather than the proposed paths along the entirety of Morrin Road and Merton Road 	<p>The routes selected for the project were based on feedback received from public consultation in late 2015. The consultation identified routes that the public responded would use or would like to use for cycling. Routes have also considered the directness to a destination. AT supports cycling by developing convenient, safe and attractive transport routes for people on bikes. The project is programme of works looking at improving commuting by cycle in Auckland. The routes through parks and reserves are managed by Auckland Council. You may want to contact local board and Auckland Council with your suggested improvements for cycle routes through parks.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - this link will provide an off-road cycle path that keeps cars and cyclists separated while providing a safe and scenic cycle through Colin Maiden Park • Remove cycleways from busy roads and schools <ul style="list-style-type: none"> - Layout 2: run the cycleways along Swainston street where safer and quieter and not on Merton Road across the front of the houses - too busy with cars for parents to feel comfortable 	
<p>Build more cycleways</p> <ul style="list-style-type: none"> • Build more cycleways throughout Auckland 	<p>Thanks a lot for the feedback. You can find out more about our current and future projects here (https://at.govt.nz/cycling-walking/cycling-walking-programme/).</p>
<p>Improve the existing cycleways</p> <ul style="list-style-type: none"> • Sort out the cycle lane on Morrin Rd • Upgrade the existing cycle way on Point England Road • Complete the current cycleways, e.g. Tripoli Rd to Erima Ave <ul style="list-style-type: none"> - intersections are challenging to cross during busy periods • Improve pathways from Howard Hunter Ave through to Felton Mathew Ave and Glen Innes Train Station so they are good quality shared paths with good lighting and they feel safe for people walking and cycling • Improve the cycle ride Ngahue Drive and Lunn Avenue • Put Manukau-Puhinui-Papatoetoe as the next area in your list for clusters of dedicated cycleways • Remove existing cycleway along Erima Avenue from Tripoli Road to Pt England Road as dangerous <ul style="list-style-type: none"> - (i) it is obscured by trees on berms (ii) cycleway is set away from the kerb (iii) there is danger from buses and trucks owing to poor visibility • Tamaki Drive needs work, there are road signs and power poles in the middle of the cycleway 	<p>The cycleway on Morrin Ave is being further investigated.</p> <p>–The existing cycleway on Pt England Rd, Tripoli Rd, Ngahue Dr, Lunn Ave, Manukau-Puhinui are outside the scope of project to investigate and provide cycleway facilities and connections.</p> <p>Your suggestions for improving upgrading these routes would be added to our list minor cycling improvements.</p> <p>The pathways from Howard Hunter Ave through to Felton Mathew Ave and Glen Innes Train Station are managed by Auckland Council. You may want to contact local board and Auckland Council with your suggested improvements for cycle routes through these routes.</p>

Design suggestion in feedback	AT response
<p>Other</p> <ul style="list-style-type: none"> • Ensure the separators are visually appealing • Important to remove slip lanes in Stonefield • Build cycleways in appropriate areas • Have distance measures and signs to nearby sights/places of interest • Improve outer connections to these paths • Don't have platforms like the ones on section one of Glen Innes to Tamaki Drive cycle path • Cycleways are good when it is an arterial route but not in residential areas • Provide pit stops where water bottles can be re-filled • Provide waste baskets for people to dispose of lunch wrappers 	<p>The cycle separators are consistent in design throughout the routes and are proposed to be solid concrete separators similar to other cycle ways in the Auckland network (i.e. Beach Road / Carlton Gore Road)</p> <p>The removal of the left turn slip lane into Stonefields Avenue North from College Road West was reviewed and modelled. The outputs from the model was discussed with specialists and it was confirmed infeasible due to the deteriorated Level of Service (LoS) and significantly increased queues on College Road West from the removal of the slip lane.</p> <p>The area of Glen Innes has been identified as a priority area in the 'Cycling Investment programme 2015-2018'. You can find out more about our current and future projects here (https://at.govt.nz/cycling-walking/cycling-walking-programme/).</p> <p>It is understood that the existing signage for sights and places of interest are sufficient for all road users. Installing more signage on the road increases sign clutter on the road. No signage for cyclists for nearby sights and places of interest would be installed.</p> <p>The cycleways proposed are all on higher hierarchy roads and do not go into any local roads (residential</p>

Design suggestion in feedback	AT response
	area). The provision of water refill station and rubbish bins is outside the scope of the project.
Cycleways not needed	
<p>Do not put cycleways in the streets of Glen Innes</p> <ul style="list-style-type: none"> • Do not put cycleways in the streets of Glen Innes generally <ul style="list-style-type: none"> - makes accessibility to properties difficult for residents - large families work shift hours around the clock - bikes/helmets not easy to manage for many - youth enjoy basketball, touch, volley and cricket at the local parks - very little cycle activity in the area - not many cyclists compared to the number of cars, yet cycling is dominating the road planning - many drive cars, walk and use the public transport, instead of cycling - commuters need access to the train station all year • Do not have cycleways in upper Taniwha Street <ul style="list-style-type: none"> - would have significant and daily negative effect on the many residents - parking is much more important on this highly populated street - would not use as drop children to school and park in Line Rd or Taniwha St close to the train station to get to work quickly • Do not have/need cycleway in Line Road/Taniwha Street and Apirana Avenue 	<p>With cycling becoming a more popular mode choice for an increasing number of people in Auckland (i.e. 20% increase in cyclist journeys and a 43% increase in morning peak cycle volumes since 2011), there are national and local motives to provide cycling and pedestrian connections to public transport and transport hubs.</p> <p>Glen Innes has been identified as a growth area with intensification planned with more homes, people, schools, businesses and traffic to be generated in the coming years. Therefore, alternative transport mode connecting the community to and from the Auckland CBD and other key destinations have been identified as a high priority for the area.</p> <p>A parking occupancy survey was undertaken for all routes within the scope of works in November 2016 and October 2019 during both weekday and weekend periods. Removal of parking spaces will result in a redistribution of parking in the area. The parking occupancy survey concluded that the remaining (retained) on-road parking spaces and available spaces on side streets to the proposed cycle routes are satisfactory to cope with the removal of parking spaces.</p>

Design suggestion in feedback	AT response
	<p>The key objective is to improve cycling connections to public transport hubs (i.e. Glen Innes Train Station) and connect the suburbs of Glen Innes with the Urban Cycleway Network through provision of separated cycleway. The separated cycleway is considered important on Line Road, Taniwha Street and Apirana Avenue to encourage a change of travel mode for local residents and commuters as routes in the project area carry a high volume of traffic with complex roundabout intersections.</p>
<p>Existing cycleways under utilised</p> <ul style="list-style-type: none"> • Can't see any sign of a demand for these. Existing cycleways in Glen Innes barely utilised and have been there for years. • Provide information on likely uptake in cycling numbers this proposed project will generate, and the likely on-flow effects on traffic movement to and from the suburb of Stonefields <ul style="list-style-type: none"> - is there a demand for cycling infrastructure in the area that justifies the spend on a project of this magnitude • Merton Rd <ul style="list-style-type: none"> - cyclists are not using the new cycle way that opened off Merton Road - drop the two additional cycleways, leave the parking as is and cyclists can use the existing cycleway on southern side of the street - insufficient cyclists on Merton Rd to warrant additional resource being spent on it 	<p>Consultation undertaken with public in the area in Oct 2015 had shown interest in the routes proposed for the cycleways. The area of Glen Innes has also been identified as a priority area in the 'Cycling investment programme 2015-2018.</p> <p>Why is the area identified as priority area –</p> <ul style="list-style-type: none"> Growth in population in area, Provide more travel choices, Efficient cycle network, Access to GI train station, Access to GI to Tamaki Drive shared path <p>The existing cycleways around Glen Innes have been intermittent. The proposed project would provide a network of cycleways connecting multiple destination points such as new GI to Tamaki Drive shared path, GI train station, sports facilities and town centres which would improve their connectivity and usage.</p>

Design suggestion in feedback	AT response
Rail underpass tunnel	
<p>Do not support upgrade of the tunnel</p> <ul style="list-style-type: none"> • Consider not upgrading the rail underpass north of the train station to become a cycleway <ul style="list-style-type: none"> - the significant cost of changing the tunnel could be spent on other cycleway and intersection improvements - given the 90 degree turns coupled with amount of pedestrian traffic accessing entrances to the station • Don't widen the rail underpass <ul style="list-style-type: none"> - it's wide enough for people to safely pass, could be marked for low speed, and has good sight lines for all except the ramp up to the train - this junction could be marked appropriately, and a convex mirror could be installed - prioritise safety of existing cyclists, and travel choices for everyone, over demands of car users who will complain that proposal will increase congestion - Instead build/improve cycle and walking paths that connect Line Rd to Elstree Ave via Paddington reserve - Unless major change not likely to be used, especially at night due to feelings of insecurity in any tunnel 	<p>Cycle ways are not proposed north of the rail underpass.</p> <p>No works are proposed to investigate and improve the Glen Innes Station Underpass Facility as part of this project. There are future proposed works for the underpass as part of a separate project. The shared path leading to the underpass from Felton Matthew Ave is part of the future project and as a result de-scoped from this project.</p> <p>The cycleways connection from parks and reserves (greenways) are under Auckland Council greenways program. Please discuss with your local board on the Greenways programme for the area.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Lengthen raised tables on roundabout <ul style="list-style-type: none"> - to allow cyclists to make wider turns • Narrow Mayfair place entry and add speed bumps to reduce vehicle speed <ul style="list-style-type: none"> - it's a two-way cycle way where drivers are needing to expect bikes from both directions • Ensure speed reduction where entry to Bradley Place crosses the cycle lanes • Ensure traffic calming, slower speeds, and driver education • Consider safety of cyclists at Taniwha/Elstree roundabout and on the separated cycle lanes on Taniwha St • Critical that the Dutch roundabouts/intersections built to the highest possible safety standards 	<p>The raised speed tables are to be installed as per AT standards.</p> <p>The entry and exit for Mayfair Place from Taniwha St is being further reviewed for a safe facility. The proposed zebra crossings on speed tables, speed cushions provide an overall improvement compared to the existing road environment which will enhance safety of cyclists / pedestrians and encourage slower vehicle speeds. The cycle lane width at the roundabouts are consistent with the cycle lane widths along the routes and vehicle tracking curves indicate that sufficient separation is maintained between cyclists in the cycle lane and the turning / circulating vehicles at the roundabout. Kerb build outs have been incorporated (where required) to ensure sufficient cycle lane width is maintained throughout the roundabout.</p> <p>Options of providing single lane approaches and exits at roundabouts was investigated during the scheme design phase. Traffic modelling reviews confirmed that it was deemed necessary to maintain two lane approaches and exits at some locations (as per the consultation plans) for operational reasons (significant increase in queues and delays). Where possible, single lane approaches and exits to the roundabouts have been incorporated in the design.</p> <p>Acknowledge there are safety concerns associated with installing a zebra crossing across multi-lanes. Zebra crossing facility at the roundabout intersections are required to improve connectivity and safety of crossing</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Limit all roundabout approaches and exits to a single lane • Expecting people on bikes to cross multi-lane approaches and exits, even with speed tables and traffic calming, carries an unacceptable level of risk • Ensure cyclists don't have to cross dual lanes where a motorist's view may be obscured by a car stopping in the adjacent lane • Ensure access to and from the roundabout is good for cyclists and pedestrians, and visibility is clear for drivers, cyclists and pedestrians • Multi-lane roundabouts with cycle (priority) crossings are unsafe for cyclists <ul style="list-style-type: none"> - traffic flow would be prioritised over safety • Make a single lane approach to the crossing before splitting 	<p>pedestrians and cyclists. Signalising the intersection and reducing approach lanes to one was considered during scheme design. As above, modelling reviews and consultation with stakeholders confirmed that some approaches to the roundabout intersections required maintaining two approach lanes. For this reason, the proposed zebra crossings are installed over speed tables to encourage lower approaching speeds. Other measures (i.e. signage, high friction surfacing, smart stud) will be investigated during the detailed design stage to improve safety of users at the zebra crossing facility.</p> <p>The entry and exit for Mayfair Place from Taniwha St is being further reviewed for a safe facility.</p> <p>The proposed cycleways through the routes provide the ultimate safety for cyclists by providing physical separation from vehicles. The sense of safety cyclists would feel in the separate cycleways would attract all types of people on bicycles.</p> <p>It is outside the scope of the project to investigate and provide cycleway facilities and connections at the Taniwha Street / Apirana Avenue roundabout intersection.</p> <p>The raised speed tables are to be installed as per AT standards. If speed tables are constructed too long, it may lose speed calming effectiveness.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Cyclists shouldn't need to give way to traffic turning into side streets/parking lot on Taniwha\Mayfair place and Taniwha\Bradley <ul style="list-style-type: none"> - will cause confusion for cars and cyclists • Ensure cars do not exit the roundabouts too quickly • Include a feature such as pink path or rainbow bridge • Include option for bikes to be separate from cars at roundabout at junction of Taniwha St and Apirana Ave <ul style="list-style-type: none"> - It's a busy roundabout with cars leaving the train station • Widen raised tables at Dutch roundabouts, to warn drivers to slow before encroaching on crossing area • Concerns about cyclists at the roundabout where Apirana Avenue/Merton Road/Point England Road meet - would make this a more dangerous roundabout • The Board requests AT to provide information at a workshop with opportunity for input prior to any sign off 	<p>The cyclists are provided with a facility separated from vehicles on the carriageway and provision of a raised speed tables provide safer crossing points for cyclists.</p> <p>The project has been discussed with the local board twice once at feasibility stage and another at scheme stage. The design of the project would be again discussed with the local board during detail design stage.</p>
<p>Crossings and footpaths</p> <ul style="list-style-type: none"> • Cyclists and pedestrians need to be able to cross roads safely in multiple areas unregulated 	<p>Cyclists and pedestrian safety is significantly improved by provision of raised zebra crossings at all approaches to the main roundabouts within the study area. Pedestrians and cyclist crossing facilities at other locations will be reviewed as part of separate studies if deemed required in the future.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Ensure proposed pedestrian improvements meet Pedestrian Planning guidelines and enhance safety for disabled people • Ensure ability to cross busy roads without traffic lights, e.g. tunnel under pass • Need provision for pedestrians and cyclists at many forks of the major roundabouts • Consider the needs of commuters who go to the train station on foot/by bike • Need speed humps to slow traffic down at crossings • Need footpath from Apirana to Merton Rd <ul style="list-style-type: none"> - currently pedestrians have to cross the road multiple times to continue on the left-side • Put a footbridge over the track at Glen Innes station near Taniwha Street • Improve the footpaths in front of Pernod Ricard factory • Consider the pedestrians <ul style="list-style-type: none"> - crossing at intersections can be difficult, e.g. wet slippery patch on Merton Road by the construction company, needs better drainage • Pedestrian crossings would need to be placed at regular intervals (Merton Rd) <ul style="list-style-type: none"> - with new shopping precinct/supermarket on Merton Rd there are increased numbers of pedestrians using the road and their safety needs to be considered • Address the pathway outside houses on Merton Rd 	<p>This will be taken account into in the final design.</p> <p>Zebra crossing on Apirana Ave outside the train station would be signalised to better control traffic and movement of pedestrians using the crossing.</p> <p>The proposed design now incorporates speed tables on all approaches of the roundabouts.</p> <p>AT in collaboration with Tamaki Regeneration Company are currently looking at options to improve safety at the rail crossing / track</p> <p>Footpath works on Apirana Ave between Salami Talagi St to Pilkington Rd were completed in 2018/19.</p> <p>The drainage will be reviewed at the roundabout during the detailed design phase.</p> <p>Additional crossing facilities are to be reviewed and investigated on Merton Road during the detailed design phase, if required.</p> <ul style="list-style-type: none"> • Renewal works were completed for footpath along the northbound direction of Apirana Road between Pilkington Ave and Merton Road (outside Pernod Ricard Factory)

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - Roots of trees are lifting the pavement, making it unsafe • Ensure a safer cross-point for westbound cyclists across Merton Rd 	<p>o</p> <p>•</p> <p>o There is no programmed works at this stage for this section of Merton Rd. Whilst no footpath upgrade works are currently programmed for the above section of Merton Road, as we regularly monitor the condition of Auckland's entire footpath network this can change depending on identified pedestrian safety issues, other site work priorities and budget availability.</p> <p>Additional crossing facilities are to be reviewed and investigated on Merton Road during the detailed design phase, if required.</p>
Traffic congestion and speed calming	
<p>Congestion</p> <ul style="list-style-type: none"> • Do not remove lanes at roundabouts/intersections as could cause traffic backup • Do not remove the two-lane approaches at intersections 6 and 7, will cause traffic to congest more • Do not remove free turning traffic <ul style="list-style-type: none"> - will affect traffic flow and increase congestion - at peak times the traffic already backs from Glen Innes to half way up Merton Road, removing free turns could increase congestion • Do not remove the slip lane out of Stonefields Ave into College Road <ul style="list-style-type: none"> - could cause traffic congestion and long wait times at intersections as Stonefields Ave is the sole main road which vehicles must use to enter or leave the neighbourhood 	<p>Traffic modelling review of all intersection were undertaken to investigate the feasibility of reducing approach / exit lanes at the roundabouts. AT Internal stakeholders were consulted on the traffic modelling results. The reduction in approaching lanes was only incorporated on certain legs where stakeholders confirmed levels of delay will be acceptable.</p> <p>Overall vehicle delays / queues will likely increase due to installation of cycle ways and raised zebra crossings at the roundabouts, however the proposal will provide alternative transport mode for local residents / commuters and encourage cycling and walking.</p>
<p>Traffic calming</p> <ul style="list-style-type: none"> • Reduce speed for cars 	<p>The cycleway proposal includes installation of speed tables, speed cushions on all approaches to and at the</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - reduce traffic design speed on routes to 30km/hr, this will make walking and cycling on the streets more pleasant • Speed limit for cars using Riddell Road should be reduced <ul style="list-style-type: none"> - there are many corners and cyclists are at risk if cars speed around these corners • Install speed tables • Where roads cross the cycle way, slow the cars with speed bumps • Put in speed bumps to slow cars leaving driveways • Additional traffic calming measures along Taniwha Street <ul style="list-style-type: none"> - given width of road people often drive in excess of speed limit which will deter cyclists • Intersections need concrete curb build outs or plastic curbs, something solid to provide an effective solution to slow vehicles down • Consider more effective way of slowing vehicles than paint, and to avoid cars cutting corners 	<p>roundabout intersections in the study area. This will promote lower speeds and improve safety of pedestrians and cyclists.</p> <p>The proposed cycleway will reduce the carriageway width creating a visual constraint leading to speed calming effect.</p>
Road design	
<p>Widen/no speed humps</p> <ul style="list-style-type: none"> • Wider streets so less likely to interfere with traffic • Widen the roads <ul style="list-style-type: none"> - to ensure enough room for cycleway and current traffic, and ensure safety for cyclists - widen Line Road between Taniwha Street and West Tamaki Road, as currently too narrow to support cycle lanes as well as parking • Consider putting the cycle lanes in new wider roads • Ensure vehicle lanes wide enough for trucks, buses alongside bikes • Do not put speed cushions in front of the driveways on Merton Road • Don't have speed bumps <ul style="list-style-type: none"> - makes it difficult to turn in and out of driveways quickly to get out of the way of heavy and speeding vehicles 	<p>The costs of widening carriageway to provide a cycleway are very high. Therefore, existing carriageway width is being optimised to achieve a desired cycleway.</p> <p>Due to constrained road widths, the majority of routes are proposed to have minimum lane width of 3.2 m in order to maximise the distance between cyclists and vehicles whilst safely accommodating the on-road cycleway facilities. A 3.2 m lane width achieves the minimum lane width requirement and will promote slower speed environment for the area, improving safety of pedestrians and cyclists.</p>
<p>Islands/Trees</p> <ul style="list-style-type: none"> • Remove islands and trees planted in the middle of streets <ul style="list-style-type: none"> - they are a hazard, e.g. Anderson and streets off it 	<p>The proposed works are outside the scope of the project. We will pass on the concerns to the appropriate team within Auckland Transport and Auckland Council.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Fix the sharrow/intermittent road narrowing islands on Riverside Road, as dangerous • Eliminate pedestrian islands in the middle of roads, as creates funnels for cars to hit cyclists • Reduce vegetation on Line Road/Taniwha Street roundabout to improve visibility • Plant only low plants at roundabouts • Remove large trees on the berms that impede visibility of cars travelling down the road when pulling out of driveways • Remove trees and grass verges 	<p>Only trees significantly affecting the proposal are being removed and would be replanted with new ones. The potential location for planting new trees is being investigated.</p>
Car parking	
<p>Retain on-street car parking in general</p> <ul style="list-style-type: none"> • Enable existing users of on-street car parking to continue to do so and take the train • Ensure the cycleways doesn't affect the residents that have lived there for many years • Do not remove on-street parking <ul style="list-style-type: none"> - will make life worse for many more people than it will make life better for - some residents do not have off-street parking for themselves or guests - new housing development in Glen Innes area will result in increased number of cars in the suburb that will need on-street parking - parking is already limited for residents - residents require on-street parking for visitors, e.g. elderly and unable to walk - for new housing development in the area, contractors will require parking near the construction site, trades people will compete with residents for parking on side streets - the roads have wide carriageways with generous berms, parking can be retained while simultaneously providing a safe facility for cycling 	<p>Parking occupancy surveys were undertaken on all routes where parking removal is proposed in November 2016 and October 2019 on a weekday and weekend. The result of this survey identified that the average peak occupancy is relatively low for the routes where cycle ways are proposed. Although average peak occupancy was higher on some routes during certain days and times (i.e. near Train Station and Colin Maiden Park), low occupancy was identified at all other times. Removal of parking spaces will redistribute parking in the area but combined with retained on-road parking along with parking spaces on other side roads to the main roads, it is expected that there will be sufficient parking spaces available.</p>
<p>Do not remove car parking from Taniwha Street</p> <ul style="list-style-type: none"> • Do not remove roadside car parking on both sides of Upper Taniwha Street <ul style="list-style-type: none"> - significant new housing programme in the area - increasing population and number of cars - some households have three or more people all with cars, and limited off-street parking - nowhere for visiting family (e.g. elderly parents, young families), friends, tradespeople, delivery drivers to park. - it is about a 120m walk to the nearest side street to park - visiting parents of young children may have to park more than 100m away 	<p>Unfortunately, there is a constraint with the available carriageway width on upper section of Taniwha Street which will result in loss of parking on both sides of the road.</p> <p>Parking occupancy surveys were undertaken on Taniwha Street in November 2016 and October 2019 on a weekend and a weekday. The result of this survey identified very low average occupancy on both sides of</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - midwives visiting new mums in labour, or with sick babies would have nowhere to park - residents unable to host new mums coffee group, up to five mums with prams, bags and babies • Ensure parking is retained on Line Road and Taniwha Street <ul style="list-style-type: none"> - those currently parking there will block the cycleways increasing danger for cyclists - Taniwha Street unsuitable for cycle lanes because will become a bus priority lane - Line Road is narrow and currently has housing development taking place, parking will be affected 	<p>Taniwha Street. Removal of parking spaces on Taniwha Street will redistribute parking in the area and on-street parking will be available on side streets of Taniwha Street.</p>
<p>Line Road (Between Taniwha Street and West Tamaki Road)</p> <ul style="list-style-type: none"> • Defer the construction of cycleways along Line Road for two years and along Taniwha Street for three years <ul style="list-style-type: none"> - approximately 157 on-street car parks would be lost. These car parks are used by visitors to Morrison Funeral Home, residents on the eastern side, and staff of businesses operating in Glen Innes - housing developments within the area are planned over the next 5 years. The construction activity will result in numerous contractors requiring parking next to the construction site - Installation of new stormwater and waste water pipes along Line Road are scheduled to be completed between 2018 and 2019. Lack of parking and increased vehicle movements will cause conflicts 	<p>The carriageway width on Line Rd is narrow and parking space is required for providing the cycleway. The project team is discussing the proposal with Watercare and TRC for coordination.</p> <p>Parking occupancy survey concluded that the on-street parking on Line Rd is occurring on the section adjoining the town centre. Most of the car parking is long term (7-8 hrs +). Parking on one side of Taniwha St (east of Line Rd) would be available for users currently parking on Line Rd. On-road parking spaces and available spaces on side streets to the proposed cycle route are satisfactory to cope with the removal of parking spaces.</p>
<p>Utilise other areas instead – and retain parking</p> <ul style="list-style-type: none"> • Convert grass verges to cycleways and retain existing on-street parking • There are wide berms in Taniwha Street so room for cars to park as well • Widen footpath by removing grass berms and have shared walk/cycle pathway <ul style="list-style-type: none"> - it could be delineated to assist separation - consider similar treatment on Merton Rd to link with cycleway to Tamaki Drive - safer option as cyclists would have a more definitive barrier from motorists 	<p>Shared paths are not desirable as it creates conflict between pedestrians and cyclists. Shared paths, compared to separated cycle facilities, have more conflict points and is less direct (i.e. average cyclist speed is lower) which will discourage cycling.</p>

Design suggestion in feedback	AT response
<p>Commuter parking</p> <ul style="list-style-type: none"> • Do not remove on-street car parking in streets close to train station <ul style="list-style-type: none"> - people park in streets close to the Glen Innes train station and commute into the city - removal of parks near the train (Merton Road, Morrin Road and Apirana Ave) may discourage train use - where will commuters park? - Glen Innes town centre has time-restricted car parks only, people who work in the town centre need the side streets to park all day • Provide larger park and ride facility at train station <ul style="list-style-type: none"> - the park and ride facilities are full by about 7.30am as well as on-street parking on Merton Road - current park and ride facility for Glen Innes station too small - will impact local businesses if additional free parking is not made available - If AT wants more people to use the trains, then provide a lot more parking spaces near the train station - Line Road is congested with parked cars as insufficient parks at train station - Merton Road provides parking overflow from the park and ride facilities at the railway station 	<p>Parking occupancy surveys were undertaken on all routes where parking removal is proposed in November 2016 and October 2019 on a weekday and weekend.. The result of this survey identified that the average peak occupancy is relatively low for the routes where cycle ways are proposed. Although average peak occupancy was higher closer to the train station, low occupancy was identified slightly further away from the train station. Removal of parking spaces will redistribute parking in the area but combined with retained on-road parking along with parking spaces on other side roads to the main roads, it is expected that there will be sufficient parking spaces available for train commuters.</p> <p>There are no plans for a new or upgrading existing Park n Ride in Glen Innes.</p>
<p>Merton Road including sports field parking</p> <ul style="list-style-type: none"> • Do not remove car-parking on Merton Road <ul style="list-style-type: none"> - unsafe if children have to cross the street - require on-street parking for large commercial work truck, if parked on other side of road makes unlawful access easier - residents have multiple vehicles - require safe drop off for residents and visitors - Merton Road already full, with commuters using for park and ride. Forcing them up the road further means residents unable to park - tennis club parking overflow - some residents do not have any off-street parking options for visitors, where will visitors park? - Merton Road is a main transit route for vehicles, it's unsafe for young children or elderly to cross the road - community housing for elderly residents on Merton Road, unsafe for residents and visitors to park and cross from opposite side of the road 	<p>Parking occupancy survey was undertaken on Merton Road in November 2016 during both weekday and weekend. The result of this survey identified that the average peak occupancy is approximately 19% and 12% on the northern and southern sides of Merton Road, respectively. Although average peak occupancy was higher between Howard Hunter Ave and Felton Mathew Ave intersections on Merton Road, low occupancy was identified closer to the College Road intersection. Removal of parking spaces on the northern side of Merton Road will redistribute parking in the area but combined with retained on-road parking spaces on the southern side of Merton Road, available on-road parking spaces on side roads intersecting with Merton Road and</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - police vehicles responding to issues in Glen Innes use Merton Road on daily basis, how will cars pull over to enable them to pass safely? - often hire a trailer to load an off-road vehicle, lack of parking outside house means will be impossible to load without blocking cycling lanes or the road - how will rubbish and recycling be collected? - where will contractors/tradespeople park? - how will deliveries be made to residents? • Do not remove kerb side parking in Stonefields/Morrin Road <ul style="list-style-type: none"> - parking is needed when sports fields and market are at capacity - at peak times traffic is at a standstill down Merton Rd, residents parking across the road will reduce the driving room and be unsafe for pedestrians - Swimtastic swimming pools will be relocating across the road, there will be parking overflow onto Morrin Rd every day - bus circuit and main access road already has congestion at peak traffic times - parking required on Stonefields Avenue for Sunday morning market and during Winter netball • Parking required for users of Colin Maiden Park <ul style="list-style-type: none"> - currently insufficient parking on weekends to cope with the recreational facilities on offer at Colin Maiden Park - primary school children participate in weekend sports, often Mum, Dad, Siblings and the family dog coming to watch, and will not travel by bicycle to the grounds - visitors to Colin Maiden Park with young children and their gear for weekend sports tournaments, will favour parking close to Merton Rd - where will people using Colin Maiden Park be able to park their cars (rugby/soccer games)? - notice has been given that the Colin Maiden Park is being upgraded to a large sports facility thus drawing many more people to the facilities. Parking onsite will not be accessible so road parking will be required - Saturday sports days parking could be an issue for supporters coming to watch 	<p>off-road parking spaces within the Colin Maiden Park, it is expected that there will be sufficient parking spaces available for recreational facilities held at Colin Maiden Park.</p> <p>It may result in vehicles parking slighter further away from the sporting venue (and walk) during the very peak periods but as explained above, sufficient parking spaces will be available for recreational activities at Colin Maiden Park in the wider surrounding areas of Colin Maiden Park.</p> <p>On-street parking spaces are retained on the southern side of Merton Road for visitors on Merton Road. Parking occupancy survey identified low parking occupancy outside the recreational activity peaks on weekends.</p> <p>Majority of Park n Ride commuters use on-street parking spaces on Merton Road between Apirana Ave and Felton Mathew Ave intersections. As explained above, parking occupancy survey identified low parking occupancy on Merton Road between the Felton Mathew Avenue and College Road intersections during weekend. Park n Ride commuters may have to park slightly further away from the Train Station on Merton Road but will be provided with a safer alternative travel mode – cycling.</p> <p>This is not an issue specific to Merton Road as there are many other roads in Auckland with narrower lane widths. There is sufficient carriageway width on Merton Road (i.e. 6.4 m minimum) and there will be enough space for emergency vehicles to get through the slowed down / stopped vehicles giving way to them.</p> <p>It is anticipated that pedestrian crossing facility warrant will not be met on Merton Road between College Road and Howard Hunter Avenue intersections as crossing desire lines are likely to be widely spread along Merton Road depending on where vehicles are parked. Provision of pedestrian crossing facility will also result in additional</p>

Design suggestion in feedback	AT response
	on-street parking losses on the southern side of Merton Road to achieve the sight distance requirements. Further investigation can be undertaken to determine whether pedestrian crossing facilities are warranted on Merton Road.
Bicycle parking	
<p>Bicycle parking</p> <ul style="list-style-type: none"> • Need more bicycle parking in the town centre • Ensure sufficient bicycle parking located at all the main destinations on the routes • More shaded bike parks in the train stations would be a huge help • Would like to park bike at train stop and bus from Britomart to work • Bike parking spaces at local shops • Sheds to store bicycles at different points in the network, e.g. the bus interchange, at the St John's Road/Apirana Ave junction • Bicycle parking space around malls and markets • Covered bicycle parking 	<p>The bicycle parking at the GI train station will be upgraded. The cycle storage boxes on the northern side of the train station entrance from Apirana Ave would be removed and replaced with new cycle parking shelter. Bicycle parking will also be provided at the bus interchange on Delwyn Lane.</p> <p>AT does not own the land corridor within town centre therefore parking in town centre is outside the scope of the project.</p>
<p>Bicycle security</p> <ul style="list-style-type: none"> • Needs to be in a high visibility site, to deter tampering • Cyclists need to be able to safely leave their bikes • Ample bike parking with CCTV at the town centre, train stations and major destinations such as schools and recreation centres • Upgrade secure bike storage at Glen Innes station • Add proper secured cycle storage at train station that you have to use a registered HOP card to access • Blue bike boxes at train station appear to have been "reserved" by people leaving padlocks on <ul style="list-style-type: none"> - never seen them being used, suggest they are removed, as not being used as intended • Improve cycle safety at Glen Innes station <ul style="list-style-type: none"> - maybe need cycle parking inside the gated station 	<p>The bicycle parking at the GI train station would be upgraded. The cycle storage boxes on the northern side of the train station entrance from Apirana Ave would be removed and replaced with new cycle parking shelter. Bicycle parking will also be provided at the bus interchange on Delwyn Lane.</p> <p>CCTV cameras would be installed at the shelters to improve safety,</p>

Design suggestion in feedback	AT response
Other suggestions	
<p>Training, information and events</p> <ul style="list-style-type: none"> • Offer training for new cyclists • Online and on TV information commercials for cyclists and motorists on road code, courtesy, safety etc • Work with local bike shops and schools to create events around them. • Driver education <ul style="list-style-type: none"> - need to ensure drivers understand where the cycleways are, and that encroaching on them is discouraged • Insufficient information out there about the cycleways <ul style="list-style-type: none"> - do mail drops in the area - have display at local libraries, local supermarkets, sports clubs and schools - place large ads in local papers • Group cycling events <ul style="list-style-type: none"> - AT donate cycles and weekend events 	<p>AT would be undertaking driver education campaigns to raise awareness of cyclists in the area. These campaigns are regional but we do target messages into areas where we expect drivers to encounter higher numbers of cyclists</p>
<p>Other</p> <ul style="list-style-type: none"> • Integrate cheap bicycle rental fee with AT hop card to encourage people to bike and transfer at train and bus stops • Bike sharing operator to set up bike stations along the routes' destinations • Ensure regular enforcement across the whole area for parking infringements, e.g. parking in cycle lanes or on/across footpaths • Would like to see evidence of "bang for buck" analysis within the project, i.e. with a given pot of limited money, where is the best place to spend it? • Plan for the increase of e-bikes in the future • Make it more like Holland • Take the money budgeted for Taniwha and put it towards cycle improvements along Morrin Road towards Panmure train station and AMETI • The land that used to have horses (in between Felton Mathew and the cycle path) should be kept clean, as there are hazards, including a hole with no fencing around it • With the cycle lanes will the roads that have been recently re-sealed/fixed be redone? 	<p>We do education campaigns that target Drivers. These campaigns are regional but we do target messages into areas where we expect drivers to encounter higher numbers of cyclists.</p> <p>The bus stops at Delwyn Lane are being investigated further.</p> <p>The installation of the proposed cycle lanes would not require re-seal of the entire road. The physical islands would be sealed/bolted onto the road. The intersections would require some pavement upgrades to allow for proposed improvements.</p> <p>Comments about Ngapi Road – They are outside the scope of the project.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Re-evaluate the bus and taxi area in Glen Innes <ul style="list-style-type: none"> - buses often double up and disabled cannot attract their desired bus - move the taxi stand to make space • Remember other transport, train, ease of crossing, train-bus connection currently good for Stonefields residents • See AUT sustainable design project with The Southern Institute for more creative ideas https://www.linkedin.com/feed/update/urn:li:activity:6292844933640437760. • Suggestions relating to boat sheds on Ngapipi Road: <ul style="list-style-type: none"> - ensure any change that effects use of the historic Hobson Bay boatsheds is well conceived and does not detract the amenity or visual attributes, both from a seaward aspect or from the road - ensure unrestricted access to operate the boatsheds, for their intended purpose including parking - protect the iconic boat shed structures - ensure future developments on Auckland city's proposals are communicated well - support application for the route around Ngapipi Road, provided: <ul style="list-style-type: none"> ▪ road is shifted over as far as possible towards the cliff to maximise parking space ▪ design has traffic calming provisions to slow down the cyclists ▪ preferred parking is given to boatshed owners ▪ there is provision to protect the parking long term 	

Attachment 1: Designs consulted on

Layouts and key features

The cycleways will look and function differently on different routes.

Each layout has been specifically designed based on the specific circumstances and constraints of the roads they apply to. For example, layout 1 applies only to the roads mentioned under layout 1, and not the others.

Layout 1

A physically separated one-way cycle lanes on both sides of the road, with some parking spaces retained. Where the cycle lane crosses a driveway, a small speed cushion will be installed parallel to the road, so vehicles can still get through while ensuring safety for people on bikes.

[Download consultation plans for layout 1 locations \(PDF 3MB\).](#)



Line Road - between Taniwha Street and West Tamaki Road

Some trees will be removed to provide space for the cycleway. They will be replaced with native trees.

On-road parking along both sides of this section of Line Road will be removed, with the possibility of recessed parking being investigated between 71 Line Road and Morrison Funeral Directors.

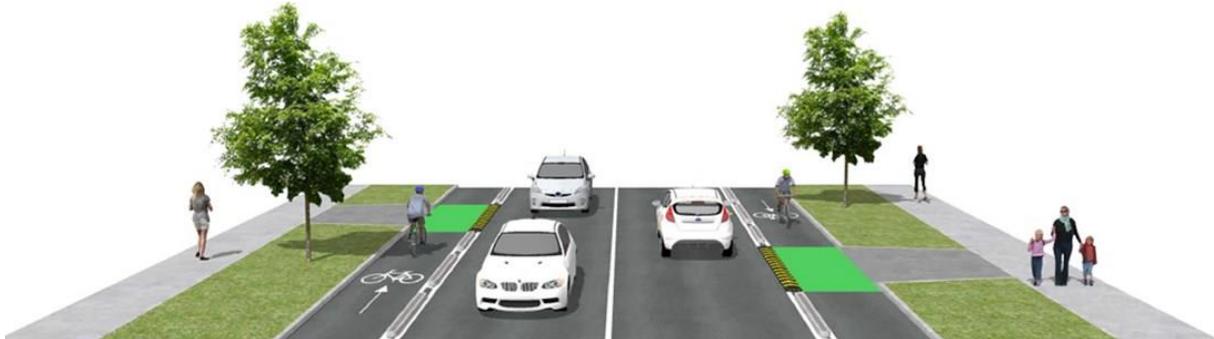
Some parking close to side street entrances will be removed to improve visibility for all road users and to create space for a turning bay for vehicles turning right into side streets.

Taniwha Street - between Kiano Place and West Tamaki Road

On-road parking along both sides of this section of Taniwha Street will be removed.

Point England Road - between Apirana Avenue and Pilkington Road

On-road parking along both sides of Point England Road will be removed.



Layout 2

One-way cycle lane on both sides of the road with parking retained on one side.

A physically separated one-way cycle lane on both sides of the road, with parking spaces retained on one side of the road, between the cycleway and the traffic lane. Where the cycle lane crosses a driveway, a small speed cushion will be installed parallel to the road, so vehicles can still get through while ensuring safety for people on bikes.

[Download consultation plans for layout 2 locations \(PDF 5.7MB\).](#)



Merton Road

Due to the narrow road width under the rail over-bridge, the eastbound cycleway will use the existing footpath on the northern side of the road. The footpath will be widened and converted to a shared path to accommodate pedestrians and people on bikes.

Parking on the northern (eastbound) side of Merton Road will be removed, but parking will still be available on the southern (westbound) side. Some parking close to side street entrances will be removed to improve visibility for all road users and to create space for a turning bay for vehicles turning right into side streets.

The connection to the Glen Innes to Tamaki Drive Shared Path will be improved.

Apirana Avenue - between Merton Road and Pilkington Road - parking on eastern side

The flush median will be removed and right turn pockets will be available at specific side street entrances.

On-road parking along the eastern (southbound) side will be available. Some parking close to side street entrances will be removed to improve visibility for all road users and to create space for a turning bay for vehicles turning right into side streets.

Taniwha Street - between Line Road and Kiano Place

Parking on the northern (eastbound) side of Taniwha Street will be removed, but parking will still be available on the southern (westbound) side. Some parking close to side street entrances will be removed to improve visibility for all road users and to create space for a turning bay for vehicles turning right into side streets.

Layout 3

One-way cycle lane on both sides of the road with parking retained

A physically separated one-way cycle lanes on both sides of the road, with parking spaces retained. Where the cycle lane crosses a driveway, a small speed cushion will be installed parallel to the road, so vehicles can still get through while ensuring safety for people on bikes.

[Download consultation plans for layout 3 locations \(PDF 2.4MB\).](#)



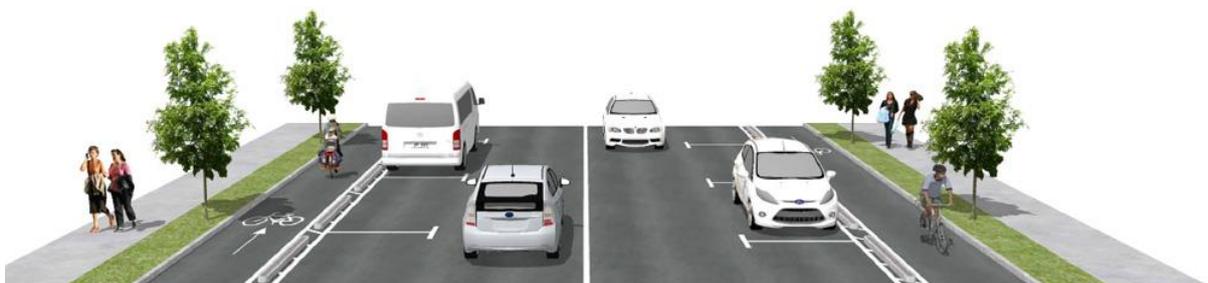
Morrin Road

The flush median will be removed and right turn pockets will be available at entrances to side streets.

On street parking will be available along both sides of Morrin Road, but some parking close to side street entrances will be removed to improve visibility for all road users and to create space for a turning bay for vehicles turning right into side streets.

Stonefields Avenue

One traffic lane will be removed from each side of the road on Stonefields Avenue between College Road and Morrin Road to provide space for the cycleway.



Layout 4

Two-way cycle lane on one side of the road with some parking retained.

A physically separated two-way cycle lane on one side of the road, with some parking spaces retained. Where the cycle lane crosses a driveway, a small speed cushion will be installed parallel to the road, so vehicles can still get through while ensuring safety for people on bikes.

[Download consultation plans for layout 4 locations \(PDF 2.1MB\).](#)



Apirana Avenue - between Taniwha Street and Merton Road - cycleway on western (northbound) side

The existing zebra crossing outside 244 Apirana Avenue will become a signalised crossing.

The existing bus stop outside the train station entrance will be upgraded to enable easier drop off and pick up.

A new bus layover will be located on Apirana Avenue on the western (northbound) side, opposite the Mobil petrol station.

A new bus stop will be located on Apirana Avenue on the eastern (southbound) side, requiring the removal of the parallel parking outside 294 and 296 Apirana Avenue.

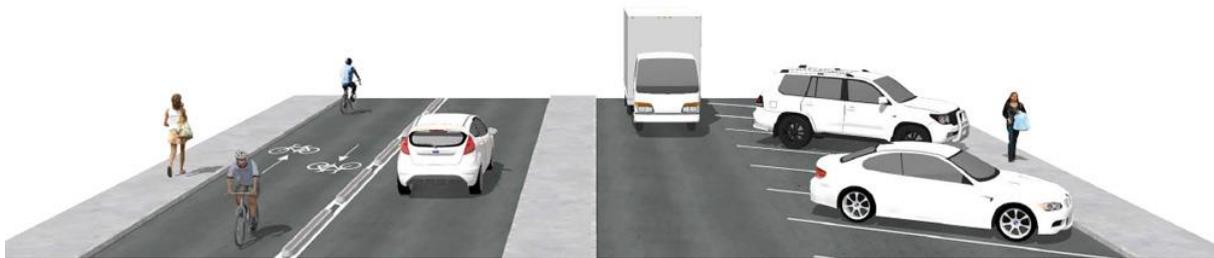
The existing bicycle box storage will be replaced with a new bicycle parking shed that will provide more parking spaces.

The angled parking outside 244 and 260 Apirana Avenue will remain.

Taniwha Street - between Line Road and Apirana Avenue - cycleway on southern (westbound) side with parking on northern side kept

On-road parking on Taniwha Street on the southern (westbound) side, outside 222 Taniwha Street, will be removed.

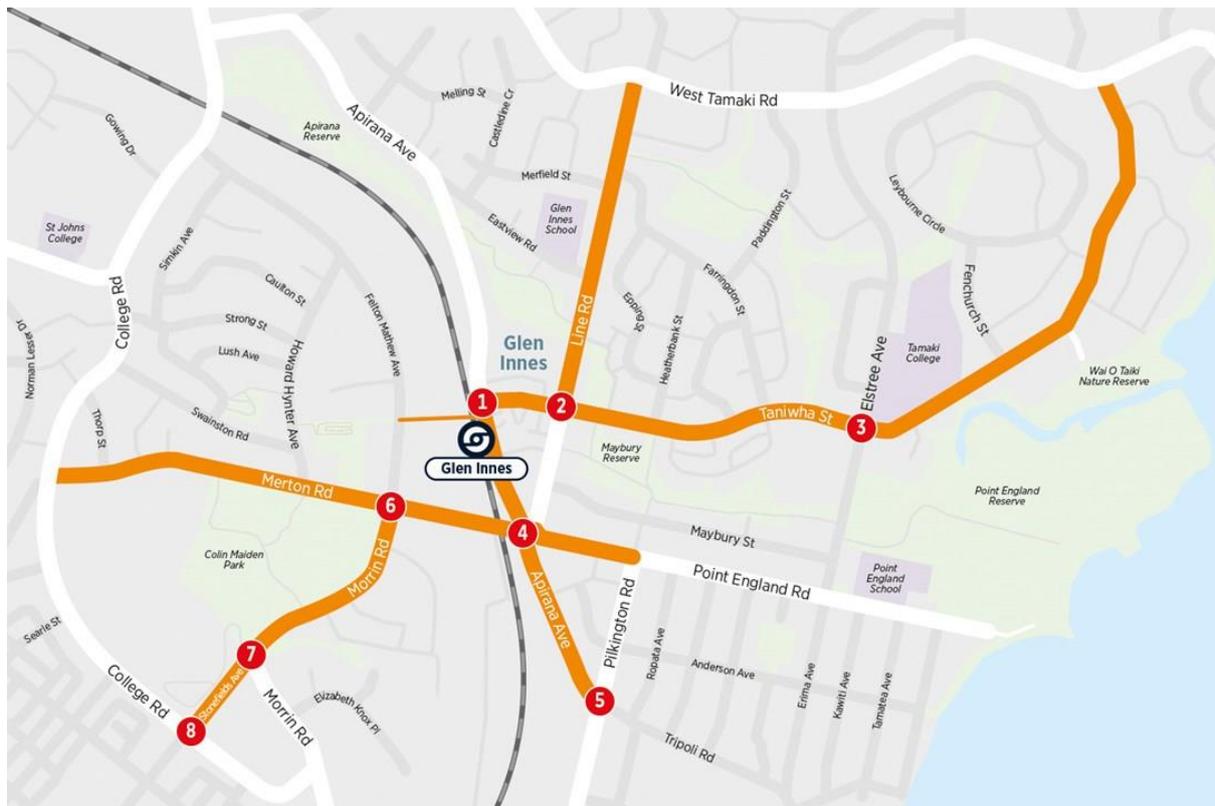
2 angled on-road parking spaces outside the G.A.S. petrol station on Taniwha Street will be removed, with 4 parking spaces still available.



Intersection improvements

Key intersections along the routes will be improved to increase safety and accessibility for pedestrians and people on bikes. These improvements include dedicated pedestrian and cycle crossings on the approaches to the intersections, as well as protected cycle lanes through the roundabouts.

[Download the plans for proposed intersection improvements \(PDF 2.7MB\).](#)



The eight intersections and proposed changes are:

Apirana Avenue/Taniwha Street

- No changes are proposed for this intersection.

Taniwha Street/Line Road

- Physically separated cycleways continue through the roundabout.
- Pedestrian crossing installed on the roundabout's northern leg.

Taniwha Street/Elstree Avenue

- Physically separated cycleways continue through the roundabout.
- Pedestrian crossing installed on the western and southern legs of the intersection, with the existing pedestrian crossings on the northern and eastern legs moved closer to the intersection.

Apirana Avenue/Merton Road

- Physically separated cycleways continue through the roundabout.

Apirana Avenue/Pilkington Road

- Physically separated cycleways continue through the roundabout.
- The existing double lane approach will be reduced to a single lane approach on all legs of the roundabout, with a single circulating lane.
- Pedestrian and cycle crossings will be installed on all legs of the roundabout.

Merton Road/Morrin Road

- Physically separated cycleways continue through the roundabout.
- Pedestrian and cycle crossings will be installed on all of the roundabout's legs.
- The existing two-lane approach will be reduced to a one lane approach on the northern, western and southern legs, while being retained on the eastern leg.

Morrin Road/Stonefields Avenue

- Physically separated cycleways continue through the roundabout.
- The existing double lane approach will be reduced to a single lane approach on all legs of the roundabout.
- Pedestrian and cycle crossings will be installed on all legs of the roundabout.

Stonefields Avenue/College Road

- The left-turn slip lane out of Stonefields Avenue into College Road will be removed to accommodate the cycleway and footpath.
- Raised speed tables and pedestrian crossings will be installed on the three remaining left-turn slip lanes.



Attachment 3: Route map

