



# Māngere West Cycling Improvements

## Collaboration Forum - Session 3

### Summary

Auckland Transport

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<b>Date &amp; time</b>	30 March 2022, 12.00 - 2.00 pm & 31 March 2022, 6.00 - 8:00 pm
<b>Venue</b>	Online via Zoom
<b>Attendees</b>	14 daytime participants   10 evening participants + project team (consultants and AT staff)
<b>Distribution</b>	All invitees, plus people who have requested project updates

This was the third of four sessions of the Collaboration Forum for the Māngere West Cycling Improvements project. After speaking to many of you to understand how session times for the Collaboration Forum could be changed to make it easier to participate, the project team decided to run session 3 in two alternate time slots - one daytime, one evening. We had really good attendance across the two time slots and want to thank all participants for their commitment of time and energy to the process.

### Collaboration Forum session 3 goals

The session built on the kōrero and activities from Session 2 and had the following objectives:

1. Explain how participants' contribution and feedback from session 2 has informed session 3.
2. Hear feedback on a Potential Network Plan.
3. Hear from the group which might be preferred routes, and feedback on cross-sections.

### Presentation

The third session of the Collaboration Forum started with a brief welcome to all participants by the session's emcee and an opening karakia. This was followed by a short presentation that included:

- **Agenda and programme overview.** After going through the session's agenda, the emcee provided an overview of the Collaboration Forum programme to share where we are in the process and where we are heading.
- **Project recap and path types.** Kit McLean (consultant Project Director) revisited the project's area map and Opportunity Statement. He discussed the importance of the Collaboration Forum in shaping a safe and improved cycle network for Māngere West. He also gave an overview of the reading material sent to participants before the session, including four types of safe cycle path designs and the street contexts where they are typically used.
- **Session 2 output.** The Māngere West Cycling Improvements project is being shaped by the feedback and discussions from the Collaboration Forum. Gary Marshall (consultant Design Lead) showed the maps produced by the two groups during the activities of the previous session. He explained how people's comments and feedback had formed the basis of the Potential Network Plan introduced in this session.
- **Potential Network Map.** Building on the above, Kit McLean expanded on the project team's process to develop a Potential Network Map. In addition to incorporating feedback from session 2, this included assessing the connections against the Opportunity Statement and testing the technical

feasibility and strategic fit with internal AT teams. He then presented the Potential Network Map to participants.

## Activities

There were two small group activities planned for the evening:

1. Feedback on the Potential Network Map and the potential routes.
2. Feedback on cycling facility options at different locations on the potential routes.

These activities were the same for the daytime and evening sessions. In both time slots, participants were assigned to one of two breakout rooms to go through them, meaning that across the daytime and evening sessions there were four different groups. Each breakout room had two facilitators who guided the kōrero and took notes of what was discussed.

### Activity 1 - Feedback on potential network routes

For the first activity, groups were asked to review the Potential Network Map. This map was produced based on the feedback received in session 2 and included two main potential routes, one to the east of Māngere Bridge and one to the west, along with linking connections between the two.

Participants were encouraged to discuss the pros and cons of each of the potential routes and indicate which one would be their preferred option if they had to choose between them. Facilitators prompted the participants to think of these routes not as they are today but how they could be in the future, assuming they will be safe to ride on.

### Activity 2 - Feedback on potential facilities

After a short break, participants returned for the second small group exercise, where each of the routes explored in the first activity was divided into segments that share a similar road type and profile. For each of these segments, participants were shown a cross-section of the existing street and one or two options for potential safe cycling facilities in that area.

Participants were asked for their feedback on the options shown. For the potential segments with more than one cross-section alternative, facilitators also prompted them to express their preference while considering the project's Opportunity Statement.

Opinions on the potential path segments were varied amongst the different groups. However, participants' responses were key in providing the project team with detailed local knowledge, which will be essential in shaping the next stage of the project.

## Debrief and closing

After the second activity was finished, participants returned to the main Zoom for a closing karakia and a brief explanation of the next steps.

The project team and AT will review the feedback from this session for feasibility and alignment with the Opportunity Statement. This will then inform the proposed Key Moves Plan and Concept Design, which will be presented and discussed in the fourth and final session of the Collaboration Forum.

We look forward to seeing you in the upcoming session where two time slots will once again be offered. Participants will be able to join the session either on Wednesday April 20th, at 12.00 pm or on Thursday April 21st, at 6.00 pm.

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If you have any questions or comments for the Project Team in the meantime, please get in touch via email at: [mangerewestcyclingimprovements@at.govt.nz](mailto:mangerewestcyclingimprovements@at.govt.nz).

Thank you.