

Henderson Cycling Network

Public feedback report



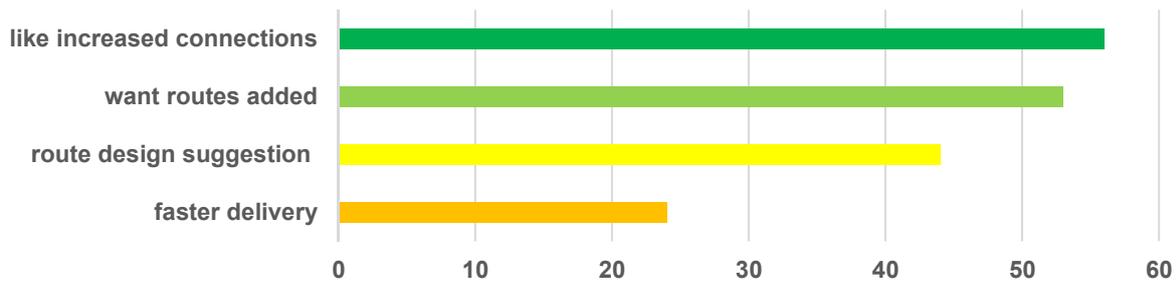
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Summary

We are proposing to build a cycling network in Henderson. This consultation focussed on 8 key routes identified in a previous round of consultation. We consulted on this proposal over December 2020 to January 2021 and received feedback from 171 people.

Key themes in feedback



Submissions may be counted in more than one theme.

- **Like increased connections:** these people liked the connectivity for people cycling that the network provides.
- **Want routes added to the network:** these people suggested routes that they felt would be valuable additions to the network.
- **Route design suggestion:** these people made suggestions on what should be included in the specific designs of the cycling routes.
- **Faster delivery:** these people felt that the timeframe for delivering the network was too long. They called on AT to deliver the network faster, perhaps by using tactical urbanism.

Combined use and priority by route



Submissions may be counted in more than one theme.

The graph above shows both the routes that people felt should be prioritised and which routes people said they would use.

Route A (Lincoln Road to Town Centre) and route B (Te Atatū to Town Centre) were clearly the most popular routes both for priority and for use.

The large number of 'Other' responses is notable, especially considering that it would make Other the third most popular option for priority routes.

Next steps

Auckland Transport will present proposed designs for a Henderson Cycle Network to the community in a full consultation in late-2021 or early-2022.

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Background

What are we seeking feedback on?

The proposed cycle network in Henderson will provide better connections and help people travel around Henderson by bike more easily and safely.

It's aimed at helping people get about for transport rather than for recreation, however these links will likely be used by people for a variety of different purposes.

The intention is to develop a comprehensive network for cycling that can be built over time, as funding becomes available.

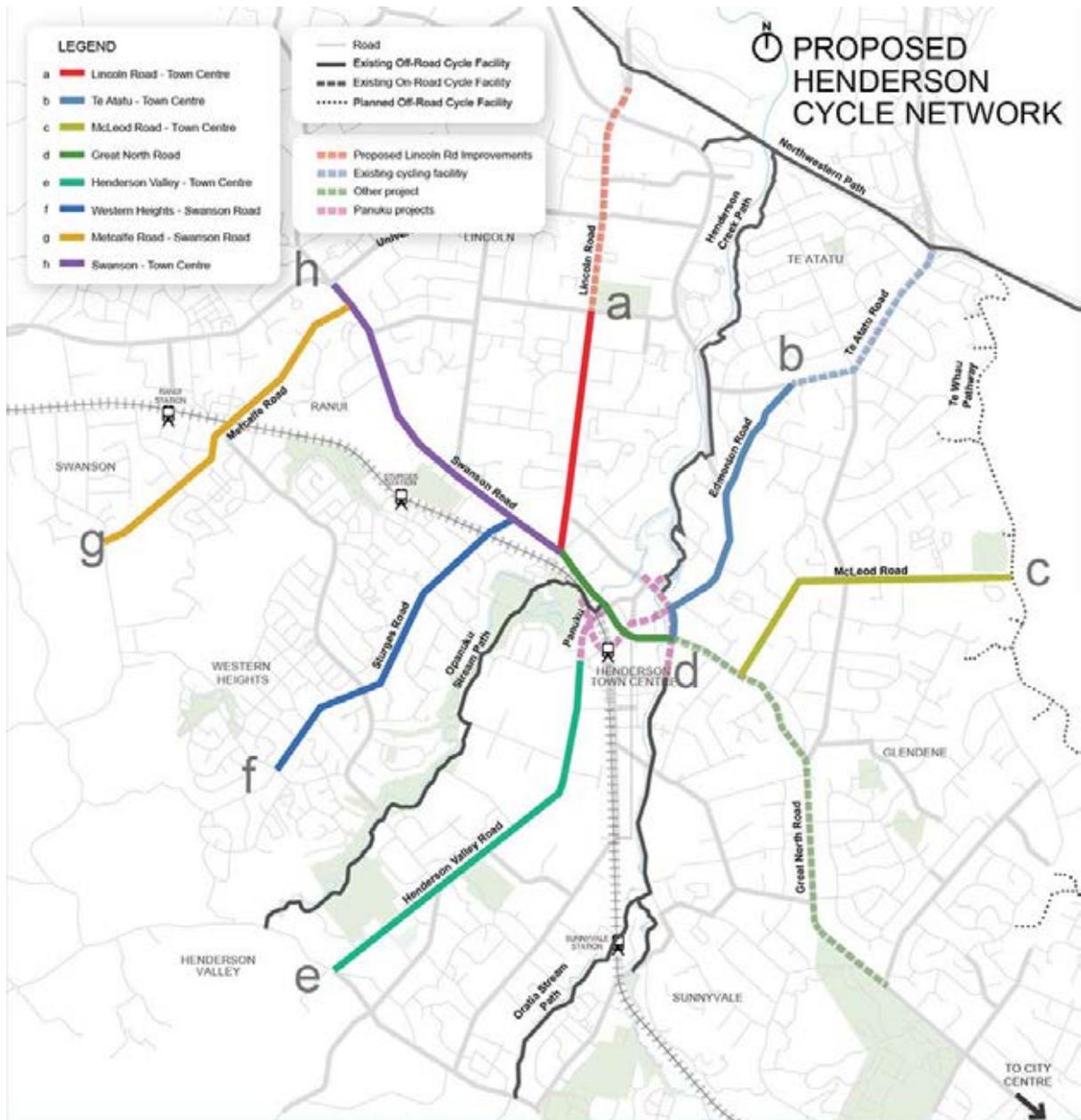
We have identified eight key cycling routes that will form the backbone of the Henderson Cycle Network. Once the network is confirmed we will look at how best to connect the routes into the surrounding neighbourhoods.

At this stage we are not yet considering the design of these routes, however they would generally be separated from traffic and pedestrians following vision zero principles.

Following this consultation further work will be done on the designs.

The proposed routes are:

- Lincoln Road to Town Centre – proposed along the southern half of Lincoln Road which will connect to the planned Lincoln Road Corridor Improvements between Te Pai Place and State Highway 16 (SH16) Interchange.
- Te Atatū to Town Centre – proposed along Edmonton Road to connect with the existing facilities from the School Road intersection and along Te Atatū Road towards the Northwestern Cycleway.
- McLeod Road to Town Centre – proposed along the length of McLeod Road to connect with the planned Te Whau Pathway.
- Great North Road – proposed along Great North Road from the Swanson Road/Lincoln Road intersection towards the City Centre as part of the Connected Communities programme. The section through the Town Centre to Swanson Road will be delivered as part of this project.
- Henderson Valley Road to Town Centre – proposed along a section of Henderson Valley
- Road which will connect to Panuku's planned improvements close to Great North Road.
- Western Heights to Swanson Road – proposed along Sturges Road. Will provide easy bike ride to Sturges Road Station and the proposed route along Swanson Road towards the town centre.
- Metcalfe Road to Swanson – proposed along Metcalfe Road. Will provide easy bike ride to Ranui Station and the proposed route along Swanson Road towards the town centre.
- Swanson Road to Town Centre – proposed along Swanson Road to connect with the proposed routes on Metcalfe Road, Sturges Road, Lincoln Road, and Great North Road.



Our aim is to progressively build a cycle network that caters for people of all ages and abilities.

We want to make it easier and safer for people to get to, from, and around Henderson by bike.

Henderson already has some good routes for recreational cycling, and we want to build on this to create a network of cycling facilities that are focussed on making it easier to get to work and school and make everyday trips.

The Henderson-Massey Local Board also shares this aspiration to make Henderson easier to get around without the use of a private vehicle.

Benefits:

- More choices for how you travel around Henderson to work or for everyday trips.

- Getting around by bike will be safer and easier.
- More kids can choose to bike to school using routes and facilities that are safe.
- More people will have the option to cycle to Henderson Station and commute using the train.

Previous consultation

In 2018, Auckland Transport asked the public where in Henderson they would like to see cycling routes.

From this month-long consultation, we received more than 500 submissions, with 275 new routes identified and a clear desire for new and safe cycling facilities.

[View the Henderson's future feedback.](#)

Since then, AT has done further technical work to narrow down the key cycling connections to the routes that make up the proposed network.

Consultation

We consulted on the proposed cycling network over December 2020 and January 2021.

What we asked you

We asked:

1. What do you like about the proposed network?
2. What don't you like about the proposed network?
3. Which cycling route/s in the proposed network do you think should be completed first?
4. Do the proposed routes in the network connect you to where you need to go? Please provide more details.
5. Do you use a bike to get around?
6. If yes, how frequently?
7. Where do you cycle to and from?
8. Which, if any, of the proposed cycle routes would you use?

Activities to raise awareness

To let you know about our consultation, we:

- Mailed brochures to 29,969 to households in the Henderson area
- Distributed 400 brochures face to face
- Set up a project webpage and an online feedback form on our website
- Posted information on social media
- Placed an advertisement in the Western Leader newspaper
- Erected 15 signs around Henderson town centre and popular cycling routes
- Held two public open days at WestCity Waitakere

How people provided feedback

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See [Attachment 1](#) at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received feedback on the proposal from 171 people.

- 144 people gave feedback online,
- 27 people gave feedback using the freepost feedback form

We received submissions from [three key stakeholders](#). Their main concerns were:

- Delivering the network faster than proposed
- Ensuring bike facilities are safe for everyone
- Suggestions of extra routes that should be added to the network

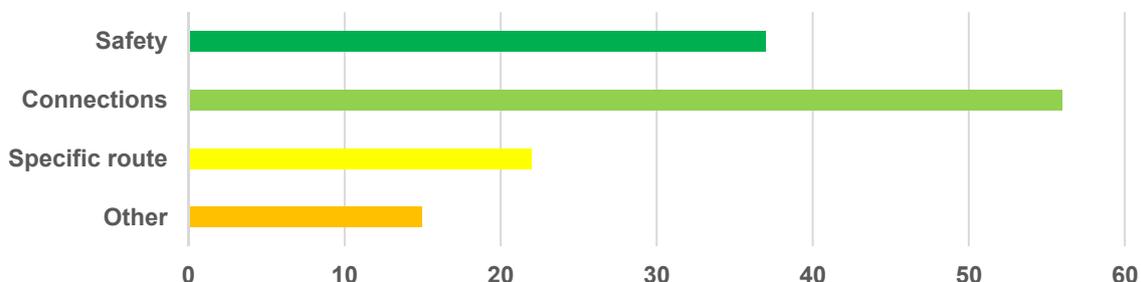
We also received informal feedback from local residents and business owners at the two drop-in sessions. Suggestions from this feedback have been included in the list of [design suggestions](#).

Themes in feedback

We have analysed the public feedback to identify key themes, grouped by question as follows:

- What do you like about the proposal?
- What don't you like about the proposal?
 - Additions to the network
 - Route design suggestions
- Which cycling route/s in the proposed network do you think should be completed first?
- Which, if any, of the proposed cycle routes would you use?
- Combined priority and use by route

What do you like about the proposed network?



Submissions may be counted in more than one theme.

People generally liked the network. The most popular reason given was that the network would provide connections to places that people wanted to go.

“I like how it covers most important routes to get to the town centre and transport links.”

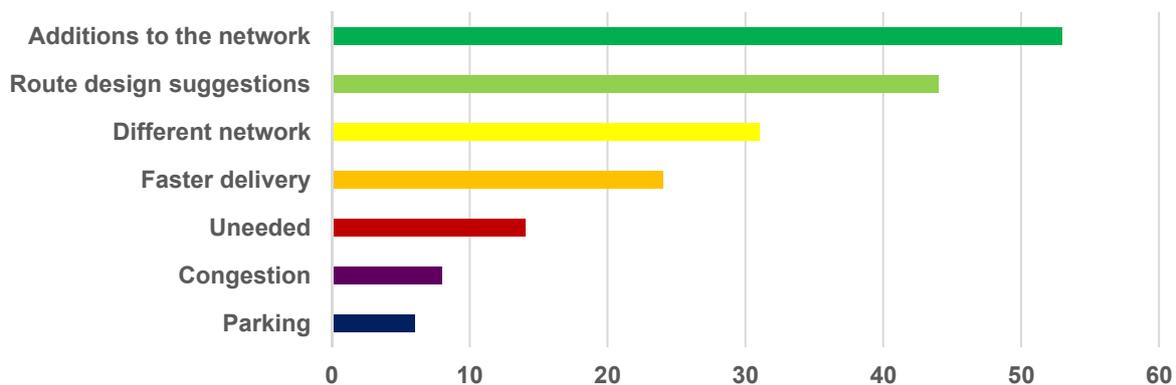
Another expecting safe cycling trips once the network is built.

“I like that the need to provide safe off travel options for cyclists is being addressed.”

Some people mentioned liking a specific route.

“Great way to avoid bust Te Atatū and Edmonton Road. Any connections that link to NW cycle path a good idea as it makes cycle paths nice and long.”

What don't you like about the proposed network?



Submissions may be counted in more than one theme.

The top theme for this question is suggestions for route to add to the network. [The graph below](#) breaks down these suggestions by route.

Similarly, although the consultation was on the network routes and how they should be prioritised, many gave feedback on what they want for the final design. [A graph below](#) breaks down these suggestions.

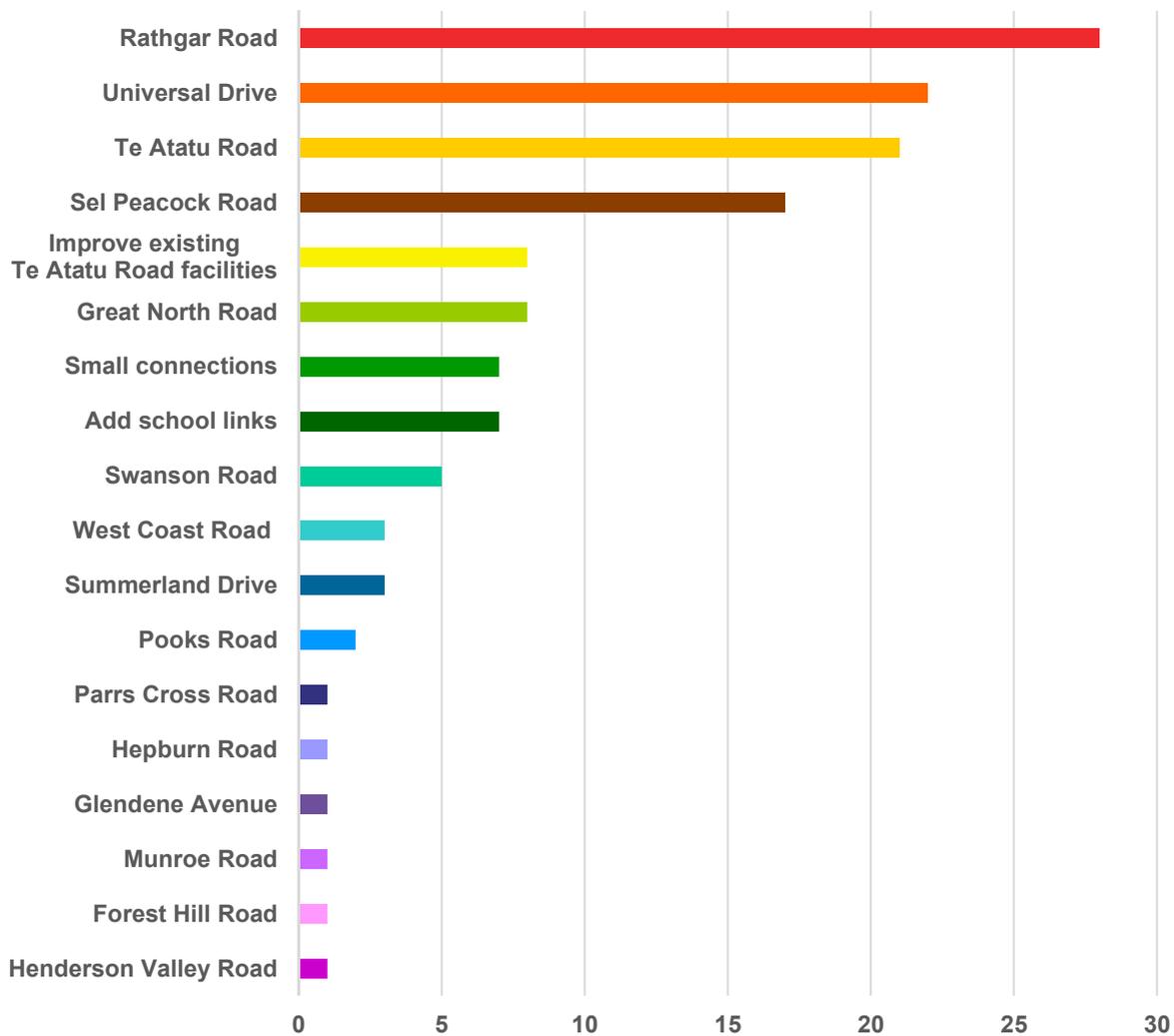
Some people felt that a ‘web’ model would be better than the proposed ‘spoke’ model. They criticised the network suggesting that it doesn’t allow for crosstown routes and is overly focussed on moving people towards Henderson town centre rather than between different suburbs in the Henderson area.

“This hub and spoke model fails to connect areas in the way that a cobweb model would.”

A range of people felt that the timeframe for delivering the proposed network (construction to begin 2024 subject to funding) was too far away and wanted the network delivered faster. Generation Zero suggested that tactical urbanism could be used to deliver the routes faster and would allow finetuning of the designs before the permanent facilities are installed.

Some people felt that there was not enough demand for cycling facilities to justify spending money building them or potentially removing parking. Many of these people also felt that cycling facilities would cause congestion and on the proposed routes.

Additions to the network



Submissions may be counted in more than one theme.

The above graph shows the numbers of people who suggested a specific route should be added to the Henderson cycling network. Rathgar road, Universal Drive, the section of Te Atatū Road not already included in the proposed network and Sel Peacock Road were all popular suggestions.

“Rathgar Rd, Universal Drive, Sel Peacock Drive and Te Atatū Road to Edmonton Rd and Gt North Rd should also be added to the network.”

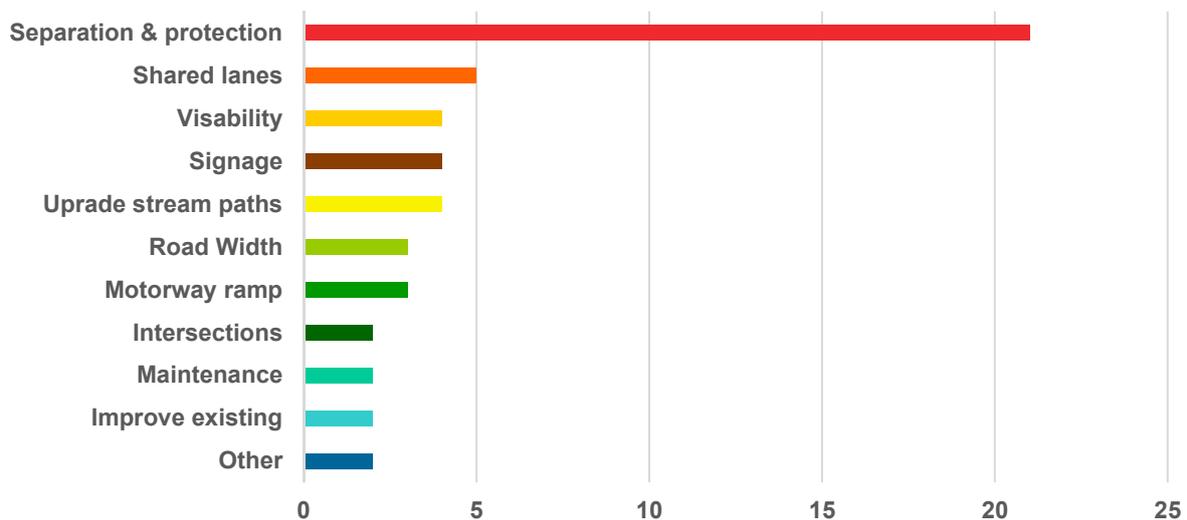
Another theme was the need to improve the existing facilities on Te Atatū Road when that route is built. People said that they didn’t feel safe using these facilities and that they did not meet AT’s standards for cycling facilities.

“Te Atatū Rd (marked as existing facilities) is not good enough – one side it’s just paint and the other side is a shared path built like a pump track and lots of driveway conflict. To build new Edmonton Rd facilities and join them to this would be a huge let-down.”

Some people also felt that some ‘small connections’ could be added to the network to fill in gaps between existing cycling facilities and the proposed routes.

“A very small gap to fill would be Central Park Drive to join Edmonton Rd with the existing Henderson Creek path.”

Route design suggestions

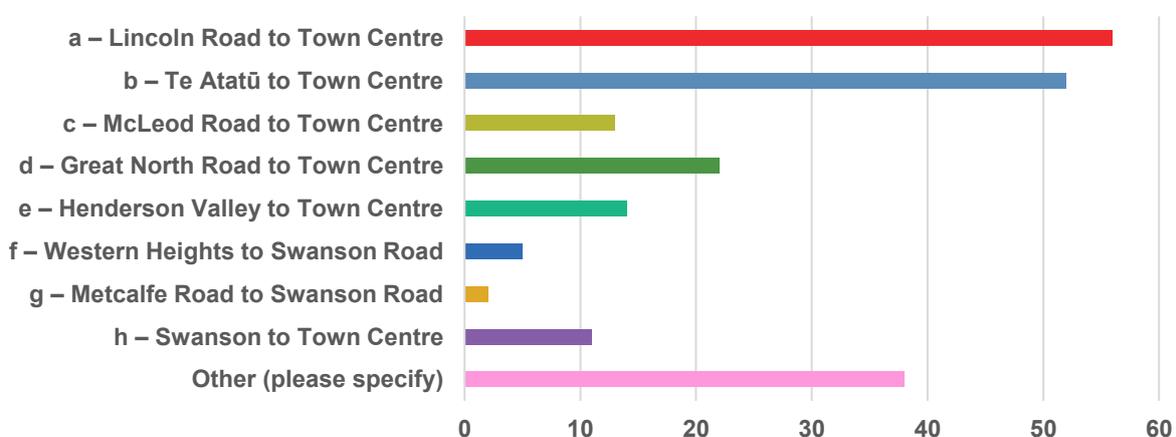


Submissions may be counted in more than one theme.

By far the most popular theme in this category was the need for separation and protection for the final designs of the routes. People worried that if the routes did not feel adequately safe, they wouldn't be used by the most vulnerable users, like children or elderly people.

For more details on the suggestions see the [AT responses table](#) below.

Which cycling route/s in the proposed network do you think should be completed first?

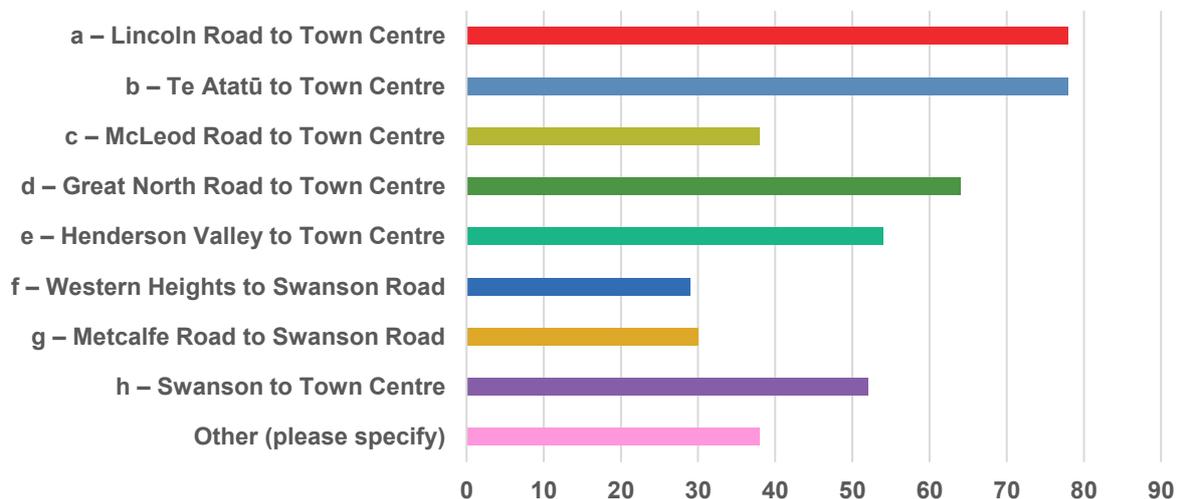


Submissions may be counted in more than one theme.

The most popular routes far ahead of any other were a (Lincoln Road to Town Centre) and b (Te Atatū to Town Centre). This is largely because these routes link up with the Northwestern path and so would allow cycle access from Henderson town centre to the CBD to the East and Massey to the West.

Surprisingly the Other category was the third most popular option. The most popular suggestion for this category was Rathgar Road (19 people) which was also the most popular suggestion for an addition to the cycling network in an earlier question. Other popular suggestions were to prioritise all the routes (6 people), to prioritise routes that linked to schools (4 people), to prioritise the routes that would get the most use (4 people), and to prioritise Universal Drive (3 people).

Which, if any, of the proposed cycle routes would you use?

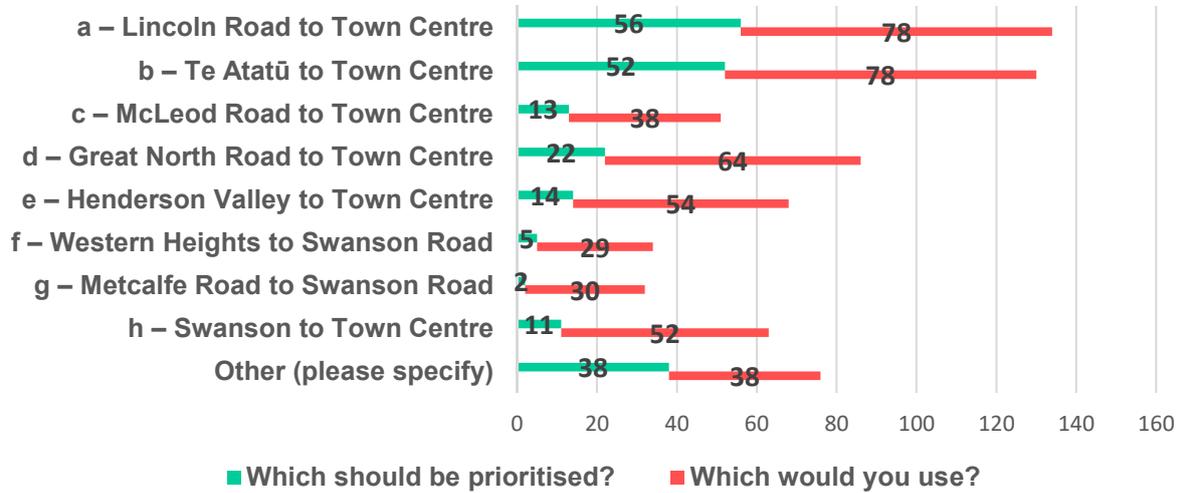


Submissions may be counted in more than one theme.

When asked about the routes they would use, people gave a similar answer to which routes they thought should be completed first, but with a more even spread of answers. The same amount of people said that they would use route a (Lincoln Road to Town Centre) and b (Te Atatū to Town Centre).

Combined priority and use by route

Combined use and priority by route



Submissions may be counted in more than one theme.

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Other submissions

In addition to public feedback, we also received submissions from three. Their feedback is included below, and their concerns and suggestions have been included in the list of [design suggestions](#).

Bike Auckland

The proposed network is a really great start. It mostly takes people where we know they need to go.

However, the map doesn't show all existing cycle lanes, some of which are really useful and must be integrated into the network.

This hub and spoke model fails to connect areas in the way that a cobweb model would.

Rathgar Rd, Universal Drive, Sel Peacock Drive and Te Atatū Road to Edmonton Rd and Gt North Rd should also be added to the network.

Lincoln Rd, Edmonton Rd and Te Atatū Road must be completed first as they would provide essential connections to the brilliant Northwestern Cycleway.

Rathgar Rd should come second as it serves three schools, and connects to the Sturges Rd train station

The network does make useful connections, but we are aware that Bike Auckland members live in Henderson and surrounding areas, and have valuable local knowledge that will inform their feedback. We ask that this is taken seriously.

As Auckland's key stakeholder for cycling our consultation response is based on our own regular cycling experiences.

Our organisation has close working relationships with local communities (Bike Henderson and Bike Te Atatū) and we know from years of working with cycling improvements in this part of Auckland how vital this network is to help future planning and investment. It is especially important now that further improvements are planned on the Whau Estuary on the Whau Pathway, recently funded by the Government's NZ Upgrade project.

We are keen to continue collaborating with AT on this network plan, and look forward to future updates.

Bike Te Atatū

We are very supportive of this proposal – assuming it is separated, “8-80” infrastructure, we think it will provide proper safe cycling routes and will encourage the “interested but concerned” demographic onto their bikes. Coupled with slow-street zones, this network could be a really important model for the rest of Auckland and New Zealand.

The main thing that's disappointing is the timeline and “subject to funding”. Any work that can be done to increase/secure funding and to speed up the timeline would be great.

From Bike Te Atatū's point of view, the route most of our members would ride regularly would be Edmonton Road – in fact many people would probably *avoid* Edmonton Road by riding the Henderson Creek path. To be a proper useful path for transport and commuter cyclists, this path is in desperate need of an upgrade – lights, width, surfaces, so an alternative route along Edmonton Road would take some of the pressure off this path.

Having said that, at least there *is* an alternative to riding on the road already. In some locations this is not the case – Swanson and Metcalfe Roads, for example (as well as Rathgar Road which is not one of the 8 routes). In terms of school locations (allowing children independence and preventing school-run traffic)

Of the proposed routes, Lincoln Road would probably provide most value (as well as Rathgar Road).

When the Edmonton Road route is built, we *strongly* request that the “existing cycling facilities” along Te Atatū Road are replaced – these were woefully inadequate as soon as they were built, are routinely ignored by cyclists (because they are unpleasant and/or dangerous) and would not do justice to new, proper, Vision Zero infrastructure. By building Edmonton Rd and not upgrading Te Atatū Rd, you would be opening up a glaring hole between Edmonton Road and the NW cycleway.

We would also like to see Rathgar Road and Te Atatū Road from Edmonton Road to Glendene roundabout considered – these would provide some very useful and important links to schools, shopping and workplaces.

Bike Te Atatū members are spread across the region and would routinely head into and around Henderson, to work, school, for socialising and to access the train network.

Generation Zero

In this critical window of history - during a climate emergency officially declared by Aotearoa's government - Generation Zero praises Auckland Transport for recognising the importance of better cycling amenities in West Auckland. The proposed Henderson cycle network is a positive step towards reducing emissions as it facilitates low-carbon transport alternatives. Importantly, this project will help AT meet its own mandate of achieving a 64% reduction in transport emissions by 2030 under the Auckland Climate Plan.

It is beneficial to develop a comprehensive network for cycling, beginning with a solid backbone, and followed by further routes for better connection. Better cycling connections facilitate easier and safer transport by bike. We support this network's proposed design, as it appears to provide access to biking routes fairly evenly across the region with links via a central spine and increased connectivity overall.

Increasing access to cycling opportunities brings numerous human and environmental benefits. These include, but are not limited to: emissions reductions (increased opportunity for biking and access to trains), increased financial returns (cycling projects pay for themselves, with savings made in construction, congestion, healthcare costs, productivity, fares and road maintenance), conduciveness to fairness and equity (car travel involves various financial and human costs, ranging across insurance, repairs, fuel, parking, fines, health issues, pollution, and access to jobs and education), and increased efficiency in

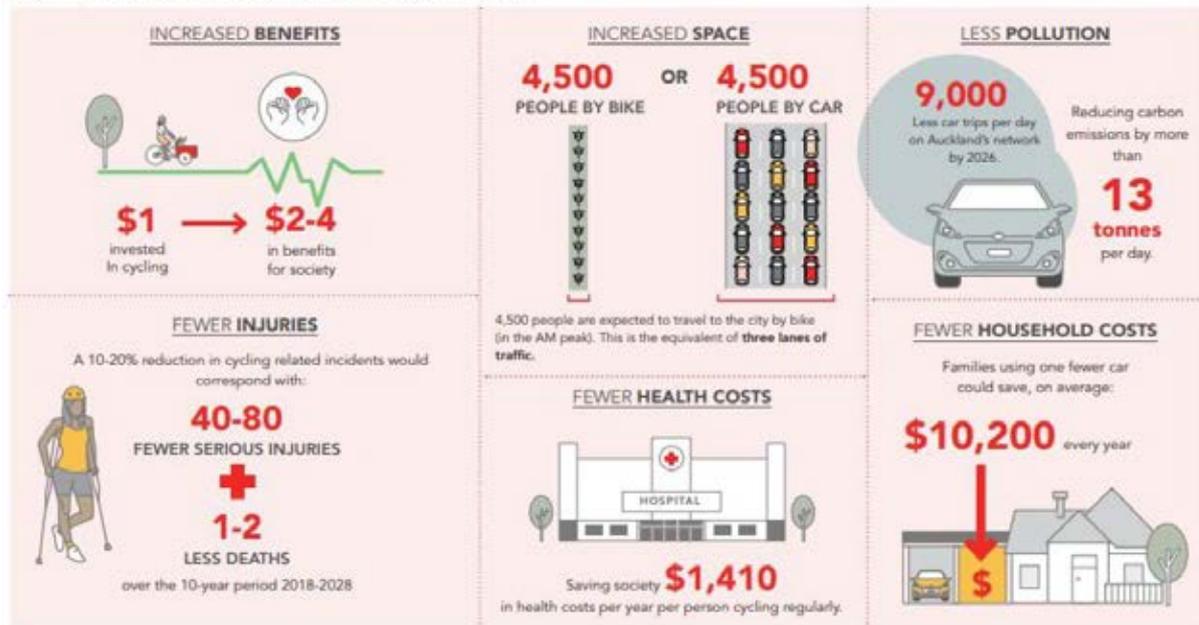
moving people (less congestion and fewer accidents for those for whom driving is necessary). Many of these benefits are outlined below in AT's own Cycling Programme

Business Case from 2017:

13 Auckland Cycling: An Investment Programme

What Success Looks Like

The benefits of the programme have been derived using our cycle demand model and the NZ Transport Agency economic evaluation manual. Getting more Aucklanders on bikes will see the programme deliver:



We continue to advocate that the perspectives of mana whenua, and those whose views are historically marginalised, and/or who might be most affected (e.g., persons with disabilities, who might have preferences that influence where cycling routes are built, etc.), be consulted.

We recommend that AT further consider how best to link cycling routes with schools in the area so as to provide a safe and attractive alternative to car dependence. This may include adding additional cycle routes along Rathgar Rd and Summerland Dr and including connecting concentric routes between what is currently a rather radial cycling network. With more school runs done by active transport there is the added benefit of greatly reduced congestion.

Our main objection is with the timeline of the proposed network. The need for action amidst our climate emergency is urgent. Research conducted by All Aboard: Decarbonising Transport by 2030 (a coalition of which we are a member) and corroborated by MR Cagney shows that is all but fully decarbonising transport by 2030 is the best way for Tāmaki Makaurau Auckland to achieve its international goal of limiting global warming to an average below 1.5°C. This is a goal that both the Government and Auckland Council are obliged to fulfil. In nine years, our city must shift towards active and public transport, and electrify the vehicle fleet whilst reducing it to just 700,000 vehicles. In light of this, this projects' proposed 2024 construction start date is far too late, especially with added funding uncertainties.

Fortunately, there is a low-cost, easy, equally effective alternative to bring forward construction: tactical urbanism. We strongly recommend that tactical urbanism be used to implement the Henderson Cycle network as soon as possible. This has the additional benefit of acting as a trial run, allowing for improvements to be incorporated when actual construction begins. This will help Auckland roll out the roughly one hundred kilometres of new cycling infrastructure it needs every year in order to reach the decarbonisation goals outlined by All Aboard. An example of tactical urbanism being installed overnight can be viewed [here](#).

On a personal note, one of the Generation Zero members behind this submission has called Henderson their home for over a decade and a half. She says, “Henderson has a very special place in my heart. I have loved biking through the current cycleways, whooshing past the trees, the beloved Henderson landmarks, the other people who call this place home ...

However, the cycling infrastructure definitely needs improvement. Contributed to by lack of cycling infrastructure, I drive more often than I would like (e.g., needing to get to different parts of Henderson on a tight schedule), bike less often than I would like (e.g. avoiding possible dangers of cycling on the road), and have to factor in more time when walking places than would be needed with a bike.”

“The prospect of increased connectivity fills my heart with excitement! There would be a transport option that is low-carbon, healthier, financially cheaper, allows faster travel than walking (important when there is a tight schedule, and/or multiple places to be), including to the train (which I ride very frequently), and facilitates increased opportunities for recreational biking around this place I love. I believe that this network would benefit the entire community.

In light of the urgency of this historically unique moment, where we are on the precipice of still being able to act to prevent or mitigate some consequences, I believe the world would benefit if this cycling network was implemented ASAP. 2024 is simply too late. Waiting makes little sense when we have the good fortune of having access to an easy, cost-effective way to get equally effective results: tactical urbanism. We should take full advantage of these smart climate hacks. The costs of waiting are too great.”

In conclusion, Generation Zero supports the proposed Henderson cycling network with small design recommendations for further improvements. However, we strongly disagree with the proposed construction timeline, and highly recommend that the cycleway be constructed using low-cost alternatives as soon as possible. Tactical urbanism (whilst waiting for long-term solutions) is one efficient, easy, and cheap way to achieve this. Finally, we remind AT and Auckland Council of the legal risk it places itself in should it not follow through on its climate action commitments - including its transport ones.

We look forward to seeing this project take shape.

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:

- Additions to the network
- Different Network (web rather than spoke)
- Faster delivery
- Path design
- Congestion
- Parking loss
- Cycle facilities aren't needed

Network improvement suggestions in feedback	AT response
Additions to the network	
Rathgar Road	
<p>Rathgar Road should be added to the network</p> <ul style="list-style-type: none"> • As there are schools four schools on this route • It's a strategic link to Sturges Road station which has a large catchment area • As a commuter cyclist, I much prefer using Rathgar Road to get from Sturges Road to SH16 due to the lack of traffic signals and wider lane width (compared to Lincoln Rd where I am not at all comfortable cycling on the road reserve). As such, I see Rathgar Road as the more ideal road to introduce dedicated on-street cycle lanes than Lincoln. • A cycleway was already designed and approved for funding some years ago 	<p>The Henderson Cycle Network is planned in stages. The consultation focused on the eight (8) routes described as the Major Routes, which are the equivalent to an arterial road. Rathgar Road is included in the Henderson Cycle Network as a lower tier cycling route, adjoining Swanson Road. More work is being carried out to scope up the full network and connect to centres and key destinations including schools.</p>
Universal Drive	
<p>Universal drive should be added to the network</p> <ul style="list-style-type: none"> • It would be useful as a cross town route for people not heading into Henderson • Would provide a route to from the Northwestern Path to Swanson when combined with central park drive, universal drive and Swanson Road. Connecting into Swanson and Ranui would be a significant catchment as further intensification is planned in this area 	<p>The Henderson Cycle Network is planned in tiers. The consultation focused on the eight routes described as the Major Routes, which are equivalent to an arterial road. Universal Drive is included in the Henderson Cycle Network as a lower tier cycling route adjoining Lincoln Road and Swanson Road. More work is being carried out</p>

Network improvement suggestions in feedback	AT response
<ul style="list-style-type: none"> • It's wide enough to easily accommodate bike infrastructure • It would provide a good link between the Lincoln Road and Swanson Road links 	<p>to scope up the full network and connect to centres and key destinations.</p>
Te Atatū Road	
<p>The section of Te Atatū Road from the corner of Edmonton Road to the intersection with Great North Road should be included in the network</p> <ul style="list-style-type: none"> • It would be useful as a cross town route for people not heading into Henderson • It would connect Glendene to the Northwestern Path • Until the Whau pathway is built, the whole suburb of Te Atatū South and Kelston has no easy or safe way to access the NW cycleway • It's wide enough to easily accommodate bike infrastructure • This is a ridge it would seem an obvious route to add 	<p>Te Atatū Road between Edmonton Road and Great North Road is part of the Henderson Cycle Network as a lower tier cycling route.</p>
Improve existing Te Atatū Road facilities	
<p>The existing cycling facilities on Te Atatū Road should be improved with the rest of the route</p> <ul style="list-style-type: none"> • The current infrastructure on Te Atatū Road is unsuitable and needs replacing • Lots of people will use this route as it is a main feeder route to the Northwestern Path, connecting Henderson to the CBD • The current facilities are not 8 - 80 or Vision Zero facilities • One side it's just paint and the other side is a shared path built like a pump track and lots of driveway conflict. To build new Edmonton Rd facilities and join them to this would be a huge let-down. • The current facilities are routinely ignored by cyclists because they are unpleasant and/or dangerous 	<p>AT is undertaking investigations for bus priority improvements on Te Atatū Road. This includes improvement to the existing walking and cycling facilities.</p>
Great North Road	
<p>More of Great North Road should be included in the network</p> <ul style="list-style-type: none"> • To provide a safe connection from Henderson to Kelston and New Lynn • Great North Road and connecting roads such as Rata Street are key connection to the city for Henderson commuters. 	<p>The full length of Great North Road between Henderson and the City Centre is part of a separate programme of work referred as Connected Communities, which is a multi-modal improvement for the corridor. The short section of Great North Road between Swanson Road and Edmonton Road, however, will be delivered as part of the Henderson Cycleways project in collaboration with Eke Panuku.</p>

Network improvement suggestions in feedback	AT response
Sel Peacock Drive	
<p>Sel Peacock Drive should be added to the network</p> <ul style="list-style-type: none"> • It would provide a link between the train station and Westwave, which is an extremely dangerous road to cycle • It could be easily integrated with changes Panuku is making in the area • The lack of parking would make it easy 	<p>The Henderson Cycle Network is planned in tiers. The consultation focused on the eight routes described as the Major Routes, which are equivalent to an arterial road. Sel Peacock Drive is included in the Henderson Cycle Network as a lower tier cycling route adjoining Lincoln Road and Edmonton Road.</p> <p>More work is being carried out to scope up the full network.</p>
School Links	
<p>Links to schools should be added to the network</p> <ul style="list-style-type: none"> • More school runs done by active transport have the benefit of greatly reduced congestion • There is a critical need for safe routes to schools 	<p>The Henderson Cycle Network seeks to provide safe cycling connections to local schools. Each school area will be programmed with the wider delivery of cycle improvement.</p>
Small Connections	
<p>The network should include more smaller connections</p> <ul style="list-style-type: none"> • Would be good 'feeders' onto the proposed routes • Could fill small gaps in the network, like connecting Central Park Drive to Edmonton Road 	<p>The proposed Henderson Cycle Network is planned in tiers such as Major Routes and Connector Routes. Connector routes link Major routes to other trip generating activity areas. More work is being carried out to scope up the full network.</p>
West Coast Road	
<p>West Coast Road should be added to the network</p> <ul style="list-style-type: none"> • To connect from Glen Eden shops at least as far as Oratia Stream Path and ideally all the way to the Henderson valley end of Opanuku Stream Path • To assist access from Waitatarua, through Oratia, to Henderson 	<p>West Coast Road (Glen Eden) is outside of the Henderson Cycling project area.</p>
Parrs Cross Road	
<p>Parrs Cross Road should be added to the network</p> <ul style="list-style-type: none"> • To connect from Glen Eden shops at least as far as Oratia Stream Path and ideally all the way to the Henderson valley end of Opanuku Stream Path 	<p>Parrs Cross Road (Glen Eden) is outside of the Henderson Cycling project area.</p>

Network improvement suggestions in feedback	AT response
Hepburn Road	
<p>Hepburn Road should be added to the network</p> <ul style="list-style-type: none"> As a strategic link to add significant Glendene catchment and another connection point with the Te Whau Pathway 	<p>Hepburn Road (Glendene) is outside of the Henderson Cycling project area.</p>
Glendene Avenue	
<p>Glendene Avenue should be added to the network</p> <ul style="list-style-type: none"> As another strategic link to add significant Glendene catchment 	<p>Glendene Ave (Glendene) is outside of the Henderson Cycling project area.</p>
Munroe Road	
<p>Munroe Road and Harvest Road should replace the Metcalfe Road route</p> <ul style="list-style-type: none"> The Metcalfe Road route is not the most efficient route to link to Henderson to Ranui Station A better route would be to follow Munroe Road, then left at Harvest Drive and up to Sturges Road to link with that route. This route is already marked as a Ranui cycle route (legacy Waitakere City Council?) 	<p>The Henderson Cycle Network is planned in tiers. The consultation focused on the eight routes described as the Major Routes, which are equivalent to an arterial road. Munroe Road is included in the Henderson Cycle Network as a lower tier cycling route adjoining Metcalfe Road and Sturges Road and providing a link from Summerland Drive to Ranui Station. More work is being carried out to scope up the full network.</p>
Pooks Road	
<p>Pooks Road should be added to the network</p> <ul style="list-style-type: none"> The upper section of Metcalfe Road is quite steep and doesn't really service a great amount of housing Pooks Road should be added to link into the Swanson Road route to achieve similar results 	<p>Pooks Road is outside of the Henderson Cycling project area.</p>
Sturges Road	
<p>Sturges Road should be added to the network</p>	<p>Sturges Road is part of the proposed Henderson Cycle Network shown as 'Route f – Western Heights to Swanson Road'.</p>
Forest Hill Road	
<p>Forrest Hill should be added to the network</p> <ul style="list-style-type: none"> I'd like the network to assist access from Waiatarua, through Oratia, to Henderson 	<p>Forest Hill Road is currently outside of the scope of the Henderson Cycling project area.</p>

Network improvement suggestions in feedback	AT response
Henderson Valley Road	
<p>Henderson Valley Road should be added to the network</p> <ul style="list-style-type: none"> Specifically, the corner of Opanuku Road and Henderson Valley Road so that us semi-rural people can also cycle to and from work 	<p>Henderson Valley Road is part of the proposed Henderson Cycle Network shown as 'Route f – Henderson Valley Road to Town Centre'. The current plan does not extend further to Opanuku Road, but this might change in future.</p>
Swanson Road	
<p>More of Swanson Road should be added to the network</p> <ul style="list-style-type: none"> It includes a number of schools and residential neighbourhood To provide a safe and efficient access to the twin coast discovery road, scenic drive and the significant new developments surrounding Swanson/Ranui e.g., Birdwood and O'Neils Road To link Swanson train station 	<p>The rest of Swanson Road is currently outside of the Henderson Cycling project area. A separate project to improve pedestrian and cyclist safety on the western section of Swanson Road is currently underway.</p>
Summerland Drive	
<p>Summerland Road should be added to the network</p> <ul style="list-style-type: none"> There is a school on this route It provides a direct connection from Sturges Road to/from Ranui 	<p>The Henderson Cycle Network is planned in tiers. The consultation focused on the eight routes described as Major routes equivalent to an arterial road. Summerland Drive is included in the Henderson Cycling Network as a lower tier cycling route connecting to Sturges Road and Munroe Road which adjoins to Metcalfe Road.</p> <p>More work is being carried out to scope up the full network.</p>
Different Network (web rather than spoke)	
<p>A web model would be better than the proposed hub and spoke model</p> <ul style="list-style-type: none"> A web model would connect more areas It's just a basic skeleton and doesn't include the existing cycle lanes, which could easily be protected and built into the network for the area. Cycle paths need to link up, rather than just stop and lead riders into busy roads. Routes on a bike are only appealing if you can do the whole route avoiding busy roads. It does not link to other communities. More connections on the outer edge of the suburbs will create better usage. 	<p>The full Henderson Cycle Network is planned in tiers which forms a 'web'. The consultation focused on the eight routes described as major routes. More work is being carried out to scope up the rest of the network such as the connector routes and improvements to school areas.</p>

Network improvement suggestions in feedback	AT response
<ul style="list-style-type: none"> • Would allow for more direct routes, rather than having to bike into Henderson then out to the destination. 	
Faster delivery	
<p>The network should be built sooner than the proposed timeline</p> <ul style="list-style-type: none"> • The infrastructure is needed now, not starting until 2024 • For the network to be effective it will need to be rolled out quickly and at scale • The network needs more funding to make it happen faster • West Auckland was on track for a complete cycle network just as comprehensive under WCC by 2015 • AT need to take climate action and deliver Vision Zero goals now • Research conducted by All Aboard: Decarbonising Transport by 2030 (a coalition of which we are a member) and corroborated by MR Cagney shows that is all but fully decarbonising transport by 2030 is the best way for Tāmaki Makaurau Auckland to achieve its international goal of limiting global warming to an average below 1.5°C. This is a goal that both the Government and Auckland Council are obliged to fulfil. 	<p>The network is planned to be delivered over time depending on funding availability. The completed business case will support prioritisation of these cycling projects in the Regional Land Transport Programme (RLTP) and funding applications to Waka Kotahi to be able to physically deliver the project.</p>
<p>AT should use tactical urbanism (temporary facilities) to deliver to roll out the network faster than the proposed timeline</p> <ul style="list-style-type: none"> • Tactical urbanism can be a low cost, and equally effective • This could be used as a trial run for installing the permanent routes, allowing for improvements to be incorporated when actual construction begins • This will help Auckland roll out the roughly one hundred kilometres of new cycling infrastructure it needs every year in order to reach the decarbonisation goals outlined by All Aboard 	<p>Tactical urbanism initiatives will be included as delivery mechanism options. Any tactical urbanism work needs to complement the network.</p>
Path Design	
Separation and protection	
<p>Cycle paths should be built off-road where possible</p> <ul style="list-style-type: none"> • So not to interfere with motorised traffic 	<p>The cycle facilities proposed will be fully protected from the general traffic lanes in accordance with the latest Auckland Transport Design Manual and Tamaki Makaurau Vision Zero Strategy. The protections will feature elements such as kerb separators, planted gardens or others. Off-road cycle facilities will be in place where appropriate. Other off-road cycle facilities such as those through parks and reserves are used for more</p>

Network improvement suggestions in feedback	AT response
	recreational purposes other than commuting as they are more circuitous than a regular commuter would take.
<p>The final designs should have protected bike lanes</p> <ul style="list-style-type: none"> • The proposed routes, especially Lincoln Road and Te Atatū to Henderson, have a lot of traffic and can be very congested • If cars can park on the cycle lane it will force cyclists out into the road where they risk collisions with cars • Should have protected cycle lanes either side and perhaps signs/lights/cameras at key points like intersections • People of all ages need to be able to feel confident they can reach this network • There are frequent busses on many of the proposed routes 	Protected cycle facilities are preferred as they will have some form of separation. The space of the separator will increase as much as possible where there is more road space available for this.
<p>Dedicated cycleways are better than shared paths</p> <ul style="list-style-type: none"> • Given the number of pedestrians and speed of cyclists all cycle lanes 	Dedicated cycle facilities offer a higher quality outcome than shared paths for both cyclists and pedestrians.
Visibility	
<p>Any facilities built on these routes will need to ensure visibility of cyclists to motor traffic and vice versa</p> <ul style="list-style-type: none"> • The proposed routes, especially A and B, carry high volumes of traffic • Sight lines need to be considered as cars pulling out of driveways often pull up right to the curb and then stop 	The visibility and overall safety of these new facilities will be assessed in the next stage of the project. There are formal safety review processes to be carried out at each stage of project delivery.
Road Width	
<p>The final designs should avoid reducing the road width for motor vehicles</p> <ul style="list-style-type: none"> • Cyclists may be in danger if motorists become frustrated from congestion caused by narrower roads 	Allocation or re-allocation of road space should not compromise safety of all road users. Congestion is not caused by narrower roads but rather the number of vehicles using the road is higher than the expected capacity.
Improve existing facilities	
<p>The cycleway next to 133 Central Park Drive should be improved</p> <ul style="list-style-type: none"> • The limited sightline, narrow footpath and lack of sufficient lighting at night-time have discouraged some younger and female riders from taking this route at night. 	There is a separate investigation to improve lighting and general sight line along the existing cycleway linking Central Park Drive (at 133 Central Park Drive) to the Northwestern Cycleway.
<p>Other cycle lanes should be improved as part of this project</p>	Improvements to existing facilities will be investigated as part of the overall delivery of the cycle network. This may

Network improvement suggestions in feedback	AT response
<ul style="list-style-type: none"> You could improve existing infrastructure, for example by adding protection to painted lanes to make better use of these facilities 	<p>include adding a form of separator between cycle lane and traffic lane.</p>
<p>Signs should be incorporated into the final designs</p> <ul style="list-style-type: none"> On shared paths there needs to be regular signage about people slowing down, speed limits and reminders everyone needs to take care Wayfinding signs should be placed around other streets to indicate a cycle way is near maps need to be displayed on the north side of pathways Where a path ends it should indicate where the next path begins and how far it is Signs should point out major routes 	<p>Signage and wayfinding will be incorporated into the overall design. These will follow the Auckland Transport wayfinding guidance delivered as part of the cycle improvements going forward.</p>
Stream path upgrade	
<p>Henderson Creek Path and Opanuku Stream Path should be upgraded</p> <ul style="list-style-type: none"> This would be a more attractive and safer route for the majority of cyclists wishing to commute between North Western cycleway and Henderson Town Centre. Off road networks are much nicer for commuting or recreation than on road networks 	<p>Auckland Transport is working closely with Auckland Council who operates and maintains the off-road facilities. Auckland Council are aware that parts of the network needs upgrading.</p>
Motorway ramp	
<p>The existing tarmac for the old off-ramp could be repurposed into an additional path motorway bound on Lincoln Rd between Triangle Rd and the Northwestern path on the western side</p>	<p>This could be investigated through other projects such as the Lincoln Road Improvements and the Northwestern bus improvements.</p>
Intersections	
<p>It's not clear if this proposal has considered how the Lincoln Road/Swanson Road/Great North Road intersection safely links up to accessing the Opanuku walk and cycle way via Mount Lebanon lane</p>	<p>This intersection (along with other key intersections) will be investigated and assessed during the design stage.</p>
<p>The network should incorporate underpasses and overpasses at intersections where possible</p> <ul style="list-style-type: none"> This would reduce conflict between bicycles and motor vehicles Intersections would not have to be signalised Would allow the free flow of cyclists 	<p>Key intersections will be investigated and assessed in further detail during the design stage. The method for safely getting people on bikes across intersections will be assessed during that stage. Funding considerations will need to be taken into account.</p>

Network improvement suggestions in feedback	AT response
<p>The Rathgar Road/Universal Drive intersection should be signalised</p> <ul style="list-style-type: none"> • A right turn from Rathgar to Universal is a nightmare for both cyclists and motorists • It would create a safe crossing point (north/south) for pedestrians, as I often see primary school kids struggle to cross the street on existing pedestrian islands unless the vehicles give way to them 	<p>The Rathgar Road and Universal Drive intersections will be assessed as part of the design stage.</p>
Maintenance	
<p>The cycle paths need to be regularly cleared of rubbish and debris</p> <ul style="list-style-type: none"> • Other cycle paths are not cleaned regularly, rubbish builds up and becomes unsafe 	<p>Maintenance is currently being carried out regularly. If there are areas of concern, this could be reported to Auckland Transport directly.</p>
Other suggestions	
<p>The following suggestions were also received</p> <ul style="list-style-type: none"> • A bridge should be built across the Whau Creek to the Rosebank Peninsula to be used by pedestrians and cyclists, and to ease traffic congestion at the Lincoln Rd, Te Atatū and Waterview motorway interchanges. • It should be suitable for scooters, skateboards, and roller blades 	<p>This area is outside of the Henderson scope. (The Whau River Crossing which was investigated years ago did not materialise due to inability to secure funding and support for the project)</p>
Congestion	
<p>The proposed cycling facilities will increase congestion</p> <ul style="list-style-type: none"> • If the roads are not widened when the new cycle routes are built it will create even greater traffic problems than already exists, especially along Lincoln Rd • Cyclists will be in danger if congestion increases as drivers will be more aggravated • The roadworks to build the new cycle paths will increase traffic delays 	<p>AT, through the Future Connect project, has adopted a multi-modal approach to addressing Auckland's transport issues. Cycling is part of this multi-modal solution. Having more people use alternative transport modes to private vehicles will help relieve congestion on the road network. This will mean that those who wish, or need, to drive are able to do so with fewer vehicles on the network.</p> <p>Protected cycle facilities separate bike users from live traffic on major routes, enhancing cycling safety and convenience, and aligning with AT strategic direction for cycling and active modes generally. Although roadworks will temporarily increase traffic congestion, improvements in cycling provision in Henderson is expected to ease congestion in the long-term.</p>

Network improvement suggestions in feedback	AT response
	<p>For more information on the strategic case for cycling investment in Auckland please see the following: https://at.govt.nz/media/1974167/auckland-cycling-10-year-plan-july-2017.pdf</p>
Parking Loss	
<p>Parking loss has a detrimental effect on local businesses</p> <ul style="list-style-type: none"> • The recent Panuku projects have removed parking making the existing parking even harder to get • Businesses may have to move if their staff and customers can't find parking 	<p>Eke Panuku has created pop up cycle ways making use of the underutilised parking spaces on Alderman Drive which is a future redevelopment site. This will support the proposed Oratia Link project aimed at providing better walking and cycling connections through Henderson Town Centre.</p>
<p>The usage of the cycle routes won't justify the loss of parking</p> <ul style="list-style-type: none"> • Few cyclists use the existing cycling facilities 	<p>The Alderman Drive parking area is identified as a prime site for development as part of Panuku's Unlock Henderson project.</p> <p>Surveys carried out by AT and Panuku show that only 60% of the public parking in the Henderson town centre is being utilised.</p>
Cycle facilities aren't needed	
<p>Henderson doesn't need new cycling facilities</p> <ul style="list-style-type: none"> • Bicycles are able to travel on the roads already, so no need to change anything • Cyclists don't pay road user charges so shouldn't get specific infrastructure • Some cyclists don't use the existing cycle facilities, and ride on the road instead • Roads should be sorted out before cycle paths are built 	<p>There is evidence to suggest that cycling could play a much greater role in meeting Aucklanders' transport needs. Nearly half of all peak period trips in Auckland are under six kilometres (approximately a 25-minute bike ride), and over half of Aucklanders live within a 15-minute ride of a stop on the rapid transit network.</p> <p>AT, through the Future Connect project, has adopted a multi-modal approach to addressing Auckland's transport issues. Cycling is mode part of the is multi-modal solution. Having more people use other transport modes will help relieve the number of vehicles on the road network. This will mean that those who wish, or need, to</p>

Network improvement suggestions in feedback	AT response
<p style="text-align: center; opacity: 0.3; font-size: 48px; transform: rotate(-30deg);">DRAFT</p>	<p>drive are able to do so with fewer vehicles on the network.</p> <p>Perceived and real safety concerns are a major barrier to cycling uptake however, and investment in cycleways has yielded a rapid increase in cycling where safe infrastructure is available, showing the latent demand for this mode. In February 2020, just prior to the Covid lockdown, Auckland recorded its highest ever monthly total of recorded cycling trips.</p> <p>Further investment is required to develop a safe and convenient cycle network not only to reduce deaths and serious injuries on the transport network, but to tap into the latent demand for this transport mode.</p> <p>Henderson has been identified as an early start focus area for the Auckland Cycling Investment Programme. The road space allocation is considered holistically for the Henderson Cycle Network and the project team is working actively with the different specialists, stakeholders, and partners to deliver a holistic outcome. This work is on-going. Other components of the transport network will be improved as a part of the Henderson project. The roads are one of the components.</p> <p>For more information on the strategic case for cycling investment in Auckland please see the following: https://at.govt.nz/media/1974167/auckland-cycling-10-year-plan-july-2017.pdf</p>

Attachment 1: Feedback form

How did you hear about this project?
(PLEASE TICK ALL THAT APPLY)

Information posted to me Information emailed to me

Social Media e.g. Facebook, Twitter Blog e.g. Bike Auckland, Greater Auckland

Auckland Transport website Word of mouth

Other (please specify)

What best describes your interest in this proposal?
(please tick all that apply)

I live in or own a property in Henderson

I own a business in Henderson

I ride a bike in Henderson

I drive in Henderson

I shop or socialise in Henderson

I park near Henderson to catch a bus/train

Other (please specify)



Free



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Auckland 1142

Project: HENDERSON CYCLING ROUTES



Come and talk to us

You can also come speak to our project team in person. Just turn up at any time during our drop-in sessions and we will be there to answer your questions. We are keen for your feedback.

- **16 January 2021**
West City Waitakere Community Space - 11.00-2.00
- **23 January 2021**
West City Waitakere Community Space - 11.00-2.00

We'll also be popping up on popular cycling and Henderson train station during the consultation period.

**Give your feedback by
31 January 2021**


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[AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

Have your say...

Henderson Cycling Routes



**Give your feedback by
31 January 2021**





Panuku walking and cycling projects

The Henderson's Future consultation resulted in a number of walking and cycling projects for Panuku that have been confirmed as part of the Unlock Henderson Programme for FY 20/21.

Opanuku Link and Henderson Valley Road

This project links the Western side of Henderson's town centre, Corban Estate and Opanuku Reserve with the Henderson Train Station. It includes a new street and greenway, signalled pedestrian crossing, reserve upgrade and art bridge.

Ratanui Link and Innovating Streets Waka Kotahi

This project aims to link the eastern side of the Henderson Train Station with the existing twin streams path to improve access to local businesses and regional public transport connections. This project is part of Waka Kotahi NZ Transport Agency's Innovating Streets for People program and will involve "tactical urbanism" along this route.

Oratia Link

This project links the end of the Oratia shared path on Vitasovich Avenue with the end of the Henderson Creek Path near West Wave pool. The project also includes a new bridge connection from the Alderman car park to Trading Place.

Feedback form

Make sure your voice is heard and return this form to us by **31 January 2021**.

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

If you need assistance completing the feedback form, please call us on (09) 355 3553 and our contact centre staff will fill in the form with you over the phone.

1. What do you like about the proposed network?

2. What don't you like about the proposed network?

3. Which cycling route/s in the proposed network do you think should be completed first?

4. Do the proposed routes in the network connect you to where you need to go?

Yes No

5. Please provide more details.

6. Do you use a bike to get around?

Yes, around Henderson

Yes, around Auckland

No

If yes, how frequently?

Once a week or more

Once a month or more

Less than once a month

I only ride for leisure and recreation

Other – please specify

7. Where do you cycle to and from?

8. Which, if any, of the proposed cycle routes would you use?

a – Lincoln Road to Town Centre

b – Te Atatū to Town Centre

c – McLeod Road to Town Centre

d – Great North Road to Town Centre

e – Henderson Valley to Town Centre

f – Western Heights to Swanson Road

g – Melcalfe Road to Swanson Road

h – Swanson to Town Centre

Other – please specify

If you want more details and would like to receive updates regarding this project, please provide your contact details below.

Name

Street address

Suburb

Postcode

Email

Phone

Business/organisation