

# Māngere West Cycling Improvements

**Public Consultation Feedback Report**  
October 2024



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# 1 | Summary

## 1.1 Overview

This document aims to provide the public with a summary of feedback from community members and stakeholders on the proposed cycling improvements for Māngere West. The report includes a summary of the key themes and trends found in the feedback, and provides context to help understand the process that led to the current proposal.

If you have any questions or comments about this project or want to learn more, please visit the Māngere West cycling improvements project page on Auckland Transport's website at [at.govt.nz/projects-roadworks/Māngere-cycling-walking-projects/Māngere-west-cycling-improvements](https://at.govt.nz/projects-roadworks/Māngere-cycling-walking-projects/Māngere-west-cycling-improvements)

### Project background

The Māngere West Cycling Improvements form part of the Short-Term Airport Access Improvement Programme, developed and funded by Auckland Transport and Waka Kotahi. The programme aims to provide more travel options between the airport and surrounding areas.

Māngere is a unique, vibrant and fast-growing community. To help keep everybody moving while protecting our environment and reducing congestion, we need to make some changes to our streets. Māngere is a high-priority community for transport investment due to the growth in housing and jobs, especially around Auckland Airport. With this investment, we're taking practical steps to give people more options for getting to work, school, church and other important places. The Māngere West Cycling Improvements (MWCI) project is part of a group of initiatives to improve local connections and make it easier to get around by walking and cycling.

### Consultation activity

Since 2021, we have been working closely with local people with a broad range of perspectives and connections to local organisations, businesses and community groups to develop a safe cycling route through Māngere West. Together, we've developed a proposal that aims to reflect the needs and wants of the community while meeting AT's strategic requirements, as directed in turn by Auckland Council.

Auckland Transport consulted on this proposal from November 13 to December 4, 2023.

The consultation asked for feedback on details of the cycleway design, including the type of speed calming treatments and bike parking locations. We also asked about options that would help people give cycling a go and about their general feelings on the proposed cycleway.

### Feedback

We received 275 responses to the Māngere West Cycling Improvements consultation, both online and via paper forms. We also received submissions from seven key stakeholders.

The overall feedback regarding the proposed cycle improvements was supportive. Over 60% of the respondents agreed that the proposed cycleway would make it easier and safer for people to ride their bikes. Although 75% of the respondents currently travel the proposed route as drivers, over half (52%) strongly agreed or agreed that they would use the proposed cycleway once it is built. However, there are still concerns about the necessity of the proposed changes and the number of people who will use the cycleway.

Participants identified safe bike storage as the most popular opportunity to encourage cycling. They shared a number of locations for secure bike parking, most around Māngere Bridge Village and Māngere Town Centre. They also expressed preference for a combination of chicanes and speed humps to reduce speeds on secondary roads.

## How we've taken feedback on board

The feedback received in the consultation reinforces the importance of providing a physical separation between vehicles and cyclists. This can help less confident riders feel safer and make cycling a more attractive transport choice for locals.

Improvements to pedestrian crossings and bus stops are also part of the project. By investing in making our streets better for all kinds of travel, we ensure more options for getting around, now and in the future. Based on your comments on balancing the space allocation at bus stops, we have refined the design during consultation.

In terms of speed calming, we are going ahead with a combination of speed humps and chicanes, as this was the most popular option among respondents (33% of people chose this as their preferred option). We plan to install speed bumps and chicanes with clear markings and ensure they're well taken care of so drivers can see them easily. The chicane design in the proposal uses a bypass for cyclists, meaning they will not need to merge into a narrower space with cars. We'll also have yellow lines to stop people from parking right before or after. Based on feedback from respondents, we will look at options to reduce impacts to the road surface before and after speed humps.

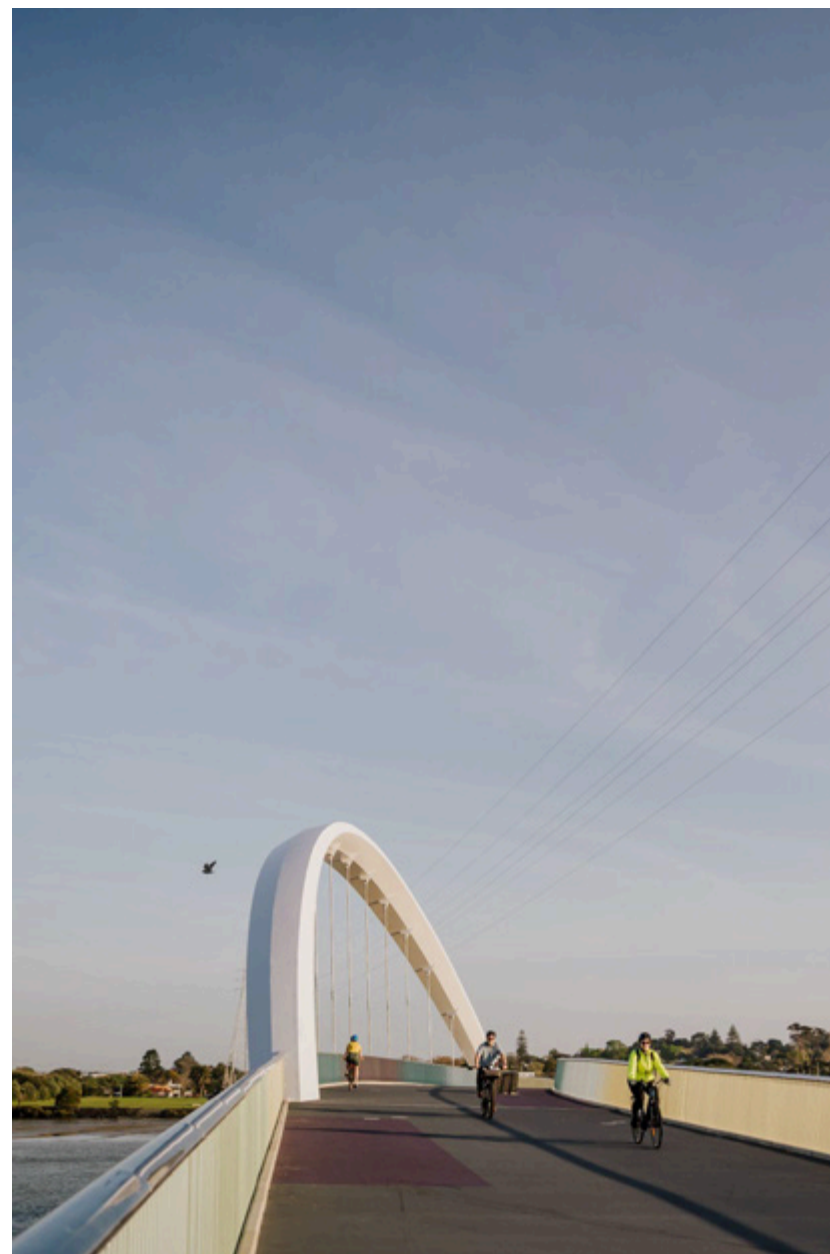
After conversations with the Māngere Mountain Education Centre, we've proposed a solution to their coach parking needs, which includes a pick-up/drop-off point. Current conversations with Māngere Bridge School and Māngere College might also impact the project's design in upcoming phases.

## Next steps

The Māngere West Cycling Improvements have now completed the detailed design phase, during which the scheme design was refined based on feedback from the community and technical experts at Auckland Transport. The design has also been prepared for construction, which is planned for early 2025 (pending funding approvals).

While this happens, AT will continue to engage with local stakeholders and the people directly impacted by construction.

We're also collaborating with local groups and community members to plan and deliver a *Ready to Ride* programme alongside the delivery of the Māngere West Cycling Improvements. This programme aims to help more people gain the skills, resources and confidence to get around by bike - supporting those people who want to use the new facilities to do so.



## 1.2 Key feedback themes

Overall, the majority of respondents expressed support for the proposed cycle improvements and agreed that the proposed cycleway will make it safer and easier for people to ride their bikes and access local destinations.

Other key themes in the feedback are:

- Half of the respondents agree they would use the proposed cycleway once it is built.
- The preferred measure for speed calming along Kiwi Esplanade, Woodward Avenue, and Taylor Road is a combination of chicanes and speed humps.
- Suggested locations for secure bike parking include areas in and around Māngere Bridge Village and Māngere Town Centre.
- Safe bike storage received the most support among the proposed opportunities to encourage cycling.
- There are some concerns about:
  - the number of people who might use the new infrastructure
  - the safety of the proposed changes
  - the maintenance of existing and proposed infrastructure.

More information about the topics and themes of the feedback received is in [section 4.3](#) of this report.

## 1.3 How we've taken the feedback onboard

### The facility will cater to a range of users

The proposed improvements are intended to attract more people to ride bikes. To achieve this, they provide a physical separation between vehicles and cyclists, which can help less confident riders feel safer and make cycling a more attractive transport choice for more Aucklanders. We acknowledge that staying on the road is preferred for some riders and some trips.

Creating a dedicated protected space on the road adds a safe and viable option for those who might currently be cycling or scooting on the footpath, which frees up space on the footpath for people walking, as well as for our most vulnerable users, small children, seniors and people using mobility devices. The proposed cycling facility is designed around the knowledge that people are using a growing range of wheeled mobility, including cargo bikes, trikes and recumbents, among other options.

Improvements to pedestrian crossings and bus stops are also part of the project. By investing in making our streets better for all kinds of travel, we ensure more options for getting around, now and in the future.

### The project will use a combination of speed humps and chicanes for speed calming

Most of the proposed route includes a separate cycleway to protect people on bikes from traffic. The section along Kiwi Esplanade, Woodward Avenue and Taylor Road uses speed calming because it's already a quiet area where all road users should be going slow. Protected cycleways and speed calming offer more safety than painted lines.

The preferred speed calming option among survey respondents was a combination of speed humps and chicanes, with 33% of respondents selecting this as their preferred option. We plan to install both speed bumps and chicanes with clear markings and ensure they're well taken care of so drivers can see them easily. This includes upgrading street lights in these areas to make sure everyone can see well.

The proposed chicane design uses a bypass for cyclists so they won't need to merge into a narrower space with cars. We'll also have yellow lines to stop cars from parking right before or after these chicanes. To provide cycle bypasses at speed humps, we would need to add (and enforce) no-parking lines before and after each speed hump on both sides of the road. This would reduce the amount of available on-street parking. To balance safety for people cycling and the parking needs of residents, we have only used bike bypasses at chicanes.



*A bypass for cyclists is proposed in the chicane design*

With a range of vehicle sizes and suspension types, the speed humps use an angle and height that aims to achieve a desired safe speed of 30 km/h for the majority of people driving. Based on feedback from respondents, we will take into consideration options to reduce impacts to the road surface before and after speed humps. The section between Ngā Hau Māngere Bridge and Kiwi Esplanade

### **Upgrades to bus stops**

Proposed bus stop upgrades incorporate design to help mitigate conflict between people on bikes and bus passengers crossing the cycleway to the bus island. Based on your comments on balancing the space allocation at bus stops, we have refined the design after receiving the feedback. The cycleway will narrow to 2.6 m at bus stops, and the bus stop island will be increased in width. By narrowing the crossing distance and including a raised platform, we can also help to slow people cycling through.

### **Link through Māngere Bridge Village**

We recognise that the village is a destination for many riders and that passing through it provides a more direct route for some commuters. Still, the busyness may be off-putting for some riders passing through. The village centre is thriving and busy with outdoor dining on footpaths and cars moving in and out of short-stay angle parking on the road. The route proposed via Taylor, Woodward, and Kiwi Esplanade provides a quieter option for riders who want to avoid cycling through the busy village centre.

In 2024, we trialled a cycleway on Coronation Road between Ngā Hau Māngere and Church Road based on suggestions from the Collaboration Forum. The purpose was to get riders on a direct and safe route as close as possible to the village. AT has reviewed the trial's feedback and will make the section between Ngā Hau Māngere Bridge and Kiwi Esplanade permanent. From Kiwi Esplanade to Church Road, we'll test a new design expected to be installed in late 2024. Once this trial is completed, we will explore, together with local stakeholders, the potential for a trial cycleway from Taylor Road to McIntyre Road.

### **Improvements near the Māngere Mountain Education Centre**

We are currently in conversations with the Māngere Mountain Education Centre to respond to their requirements for safe access for students arriving by coach on Coronation Road. AT has proposed a solution to their coach bus stop needs, which includes a pick-up/drop-off point. This has been well-received and we will continue to work with them to refine the design, as well as engage during construction to minimise impacts.

### **Improvements near the Māngere Bridge School**

The project team is in conversations with the school to understand their feedback and requirements. We will continue to work with them to refine the design and engage during construction to minimise impacts.

AT is aware of the need for programmes to help more people, including school children, gain the skills, resources, and confidence to get around by bike. We are committed to working with the school community to support people wanting to use the new facilities and to educate road users about the importance of sharing the road safely with those around them.



## **Coronation Road**

AT's observations of parking directly outside the school on Coronation Road suggested most parents and staff already park on the side streets, and only a small number of caregivers use this road for pick-ups and drop-offs. We will collaborate with the school to encourage and support the small number of caregivers using Coronation Road for pick-ups and drop-offs to join the majority of caregivers in using alternative streets around the school. We also expect that the new cycleway will enable less confident cyclists to choose to cycle to school instead of being dropped off by car, reducing overall parking demand during busy times.

Regarding the entrance to the White Heron car park, we have proposed rubber speed humps across the vehicle entrance and at the property boundary to reduce the speed of vehicles entering/leaving the premises. We've also included recommended road markings typically used at frequent access points and a traffic sign indicating the two-way cycleway.

## **Taylor Road, Woodward Avenue and Domain Road**

Along Taylor Road, the closely spaced raised tables will help reduce vehicle speeds, improving the safety of cyclists using this route. If the school decides to add another patrol team, a school patrol can be installed on the proposed crossing. We will monitor this space once the changes have been implemented to ensure it meets the initial objectives.

We acknowledge the concerns regarding the junction between Taylor Road, Domain Road and Woodward Avenue. Although this falls outside the project's scope, we are investigating this issue further and have passed it on to the appropriate team within AT.

## 1.4 Next steps

### Detailed design

The project has now completed its detailed design phase. This is where we take the scheme design presented at consultation and refine it in line with feedback from technical experts at Auckland Transport. The detailed design provides greater certainty on the street layout and how space is allocated between the different elements. This is also where the design is detailed for construction.

Feedback received from the community during the consultation regarding the design of the proposed changes has been considered further during this detailed design phase.

### Continued communication and engagement

As the project progresses, Auckland Transport will continue to engage with local stakeholders, including directly affected property owners/occupiers. We will also keep the wider community up to date via the project webpage and local communication channels.

### Construction

Depending on the approval and funding processes, we anticipate construction of the improvements beginning in early 2025. In the lead-up to any work and during delivery, we will engage with local stakeholders to plan the delivery in a way that minimises disruption.

### Ready to Ride programme

We understand that people in Māngere need more than safer, more connected cycle routes to feel confident giving cycling a go and to take more trips by bike. That's why we've been working closely with local community groups to help more people gain the skills, resources and confidence to get around by bike. Programmes already delivered in Māngere have included bike skills and safety training, group rides, and e-bike trials & libraries.

We're now collaborating with local groups to plan and deliver a *Ready to Ride* programme alongside the delivery of the Māngere West Cycling Improvements. This includes working with the people who live, work or play in the area to design and deliver programmes that best meet their needs.

If you'd like to be involved - or want to learn more - please contact us at [cyclingevents@at.govt.nz](mailto:cyclingevents@at.govt.nz).

## 2 | Background

## 2.1 Why Māngere West?

### About the Māngere West Cycling Improvements project

The Māngere West Cycling Improvements form part of the Short-Term Airport Access Improvement Programme (STAAI), developed and funded by Auckland Transport and Waka Kotahi. This programme recognises that easier access to the airport area, as an important regional and local employment zone, can only be achieved by diversifying how people can get to it.

The programme has achieved the early construction of Puhinui Station for bus and rail, revised bus services, and bus priority lanes on Lambie Drive and Puhinui Road. Māngere West Cycling Improvements is the last remaining project of the Short-Term Airport Access Improvements programme. It will make it easier to travel by bike between residential areas in Māngere Bridge and Māngere, and the existing shared path to the airport along George Bolt Memorial Drive.

STAAI is, in turn, part of the [Southwest Gateway programme](#). Its goal is to develop a connected and efficient transport system that will provide commuters and freight with reliable travel options to and from the airport, as well as throughout southwest and southeast Auckland.

Additionally, cycling routes through Māngere West are a key part of Auckland's [Cycle and Micromobility Strategic Network](#), the city's long-term plan to guide the expansion of cycling and micromobility routes. Both regional and major cycle routes have been identified in the area, linking to the wider region's cycling network.

### Why Māngere West?

Māngere is a unique, vibrant and fast-growing community. The rapid growth in housing and employment in Māngere makes it a high-priority community for transport investment. Research around Māngere shows there's great potential for people to make more of their daily journeys by bike.



Many people travel from all across Māngere to the Auckland Airport area for work. The Airport and Airport Oaks area is the fastest-growing employment zone in New Zealand, and we expect it to continue to grow.

61%

Many people in Māngere live close to their schools and workplaces. Stats NZ data shows that in 2018, 61% of Māngere residents travelled short, bikeable distances to get to work and education.



Much of Māngere is flat and well-suited to easy, everyday cycling. An average bike trip from Māngere Bridge Village to Auckland Airport takes 30 minutes.



With one of Auckland's highest concentrations of schools, Māngere has many young people who need the freedom to move around easily and safely.



As new housing is built, more and more people will be making Māngere their home in the coming years.

## 2.2 Evolution and timeline of the consultation process

The consultation in 2023 is AT's second consultation on this project.

In 2020, AT proposed cycling improvements in Māngere West that aimed to provide better cycling connections by filling key gaps in the existing cycle network. These improvements sought to make cycling a more attractive and viable choice for getting to work, school, church, and other important places.

AT consulted with local people in Māngere West that same year (2020) on the proposed cycling improvements. During this consultation, the community told us they wanted more involvement in developing the proposed improvements. In response, AT restarted the project in 2021 to work more closely with communities in Māngere and Māngere Bridge to better understand local wants and needs and develop options for cycling connections.

As part of this, AT embarked on a more collaborative community engagement and design process. We also started working alongside two key, localised community groups as partners and project team members:

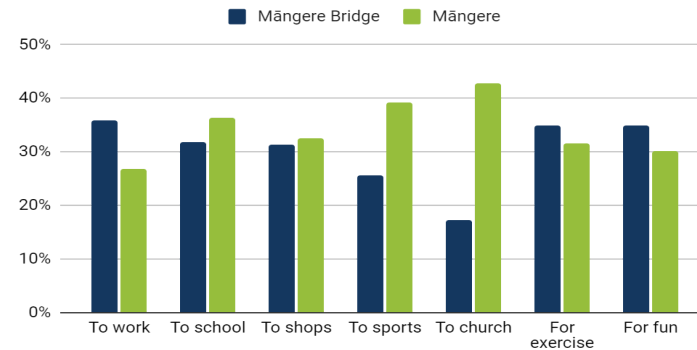
- **Triple Teez (Time to Thrive):** a local charity supporting and promoting cycling initiatives in Māngere and shifting transport habits in the neighbourhood through years of relationships with local groups and individuals. As part of their mahi, they also deliver bike skill courses and events.
- **I am Māngere:** a community trust with a strong 'on the ground' presence connecting with local people and empowering both locals and collaborative community groups to create a thriving Māngere.

Together, the new team organised a series of events in Māngere and Māngere Bridge in 2021 to get to know the local community, socialise the project and engage with potential participants to join the collaborative design process. Through conversations with over 100 people, the project team gained insights into where locals wanted to cycle to and identified potential programs and incentives that would encourage people to give cycling a go.

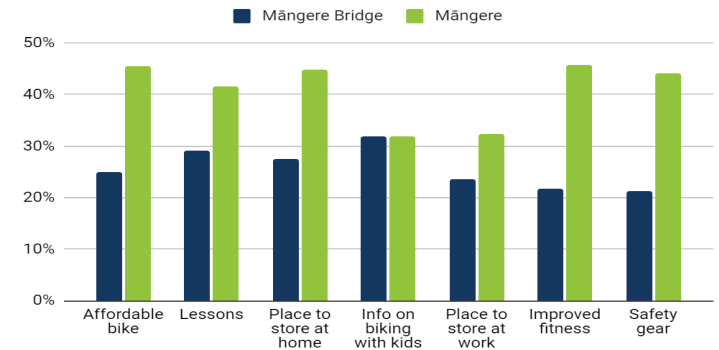


*Events held at the Māngere market and town centre in July of 2021, where we had the opportunity to talk to over 100 people*

In addition to wanting to cycle for fun and exercise, nearly 60% of people told us they would cycle to the shops, over 40% would cycle to work, and 35% would go to school by bike. We also learned that in addition to improved fitness, having access to safety gear and affordable bikes would be the top three aspects that would encourage people from Māngere to give cycling a go. The graphs below summarise the responses we received during these engagement events:



**If it was safe, would you bike...**



**What else do you need to bike?**

The feedback we received and the people we met during these engagement events helped the project team plan the Collaboration Forum in early 2022 (see [section 2.3](#) for more detail). AT progressed the designs that resulted from this process, and in November 2023, public consultation opened to get feedback on the proposed changes.

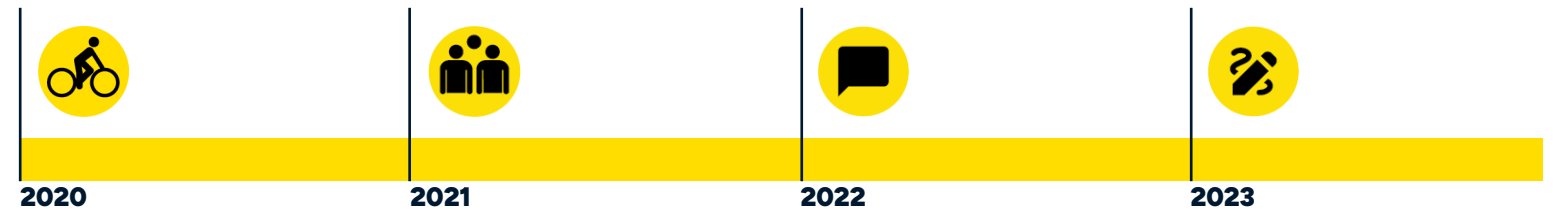
### Māngere West Cycling Improvements timeline

We consulted communities in Māngere and Māngere Bridge on proposed cycling improvements. During this consultation, the community told us they wanted to be more involved in developing and designing their streets.

With that feedback on board, we began working more closely with communities in Māngere and Māngere Bridge to better understand local wants and needs.

Collaboration Forum sessions brought together local people with a broad range of perspectives and connections to local organisations, businesses and community groups.

The resulting design, now being consulted on, balances a wide range of ideas and needs brought to the project by the Collaboration Forum participants. It also takes in expert advice and follows best-practice design guidelines.



## 2.3 The Collaboration Forum and its outcomes

### What is a Collaboration Forum?

A Collaboration Forum is a tool used in collaborative design, an approach to planning and designing changes to our city that allows local people to be directly involved in shaping how a project is created and delivered.

The Collaboration Forum process typically involves:

- a group of local people and stakeholders working together with the project team to achieve common objectives and outcomes
- a series of workshops to identify and share experiences, observations and insights
- developing and refining potential solutions that align the city's requirements with the needs and aspirations of local people.

### The Māngere West Cycling Improvements Collaboration Forum

Over four sessions that took place between February and April of 2022, local people with a broad range of perspectives and connections to local organisations, businesses and community groups got together with project team members to explore cycling improvements in the Māngere West area. Over these sessions that combined presentations, kōrero and small-group exercises, participants discussed what AT had previously proposed. They also explored different options for an improved cycle network around Māngere West.




#### MWCI Collaboration Forum stats

When did it take place?	February and April of 2022
Number of forum sessions	Four
How many participants were there, not including project team members?	Between 12 and 24, depending on the session

## Outcomes of the Collaboration Forum

Between each of the four Collaboration Forum sessions, the project team and AT reviewed proposed options for technical feasibility, with feedback taken to the next session. The goal was to develop a concept for proposed cycling improvements that reflected the needs and wants of the community while meeting technical requirements. The table below summarises the key outcomes of each session and how the proposal evolved from one Collaborative Forum to the next.

During the first session, participants focused on expressing wider aspirations and concerns for the project and agreeing to the terms of reference.

Collaborative Forum 2	Collaborative Forum 3	Collaborative Forum 4
		
<ul style="list-style-type: none"><li>• Refined potential network map.</li></ul>	<ul style="list-style-type: none"><li>• Refined potential network map and the potential routes.</li><li>• Identified preferred cycling facility options at different locations.</li></ul>	<ul style="list-style-type: none"><li>• Refined priority route and potential additional projects.</li></ul>

## Activity after the Collaboration Forum

AT has progressed the route that emerged from the Collaboration Forum sessions into the design consulted on at the end of 2023. In addition to the design, the project team worked with local community partners to plan for public consultation by organising a series of events during the spring of 2023 (see [section 3.3](#) for more details on these events).



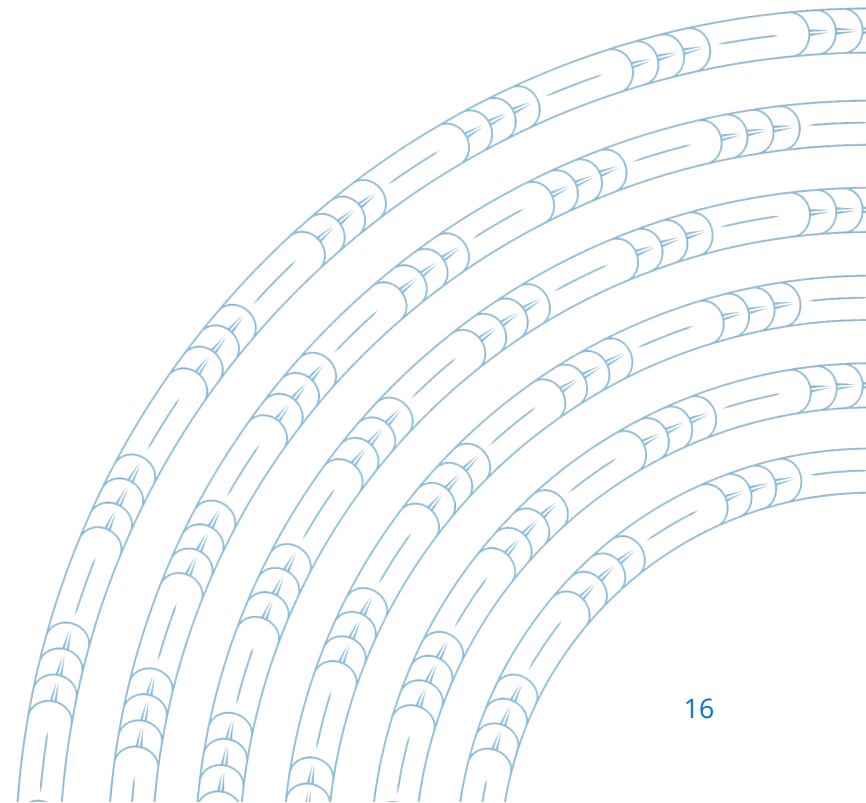
## 2.4 Engagement with mana whenua

Project updates to the Auckland Transport Southern Transport hui - AT's sub-regional monthly hui were regularly provided throughout 2020.

In 2021, the project was restarted with a more collaborative approach to community engagement and design. It was presented to the Southern Transport hui, with an invitation extended to individual Iwi to participate in the Collaborative Forum.

Representatives from Te Ākitai Waiohū and Te Ahiwaru participated in the Collaboration Forum, their input provided direction and shaped the scope of the project. This collaborative and detailed project involvement built on consistent engagement through the Short Term Access Airport Improvements Project, where interested individual iwi and the Southern Transport Hui were kept informed about the Programme's progress, including the Māngere West Cycling Improvements.

Leading up to the consultation in 2023, project progress updates were provided to interested iwi, with key milestones reported to the Southern Transport Hui. The project team also sought advice regarding feedback on consultation materials, and reaching out to stakeholders for further engagement.



## 3 | 2023 Consultation Activity

## 3.1 What did we seek feedback on?

### What is being proposed?

We are planning to make it easier and safer to travel by bike between the popular Ngā Hau Māngere Bridge and Māngere Town Centre. This route will also connect to the existing shared path to the airport area along George Bolt Memorial Drive.

This route fills a vital gap in the city's cycling network, making it easier for more people to get to key locations by bike. The proposed changes include:

1. Traffic calming measures along sections of Kiwi Esplanade, Woodward Avenue, and Taylor Road.
2. A protected two-way cycleway along sections of Coronation Road, McKenzie Road, and Bader Drive.
3. Improvements to pedestrian crossings, including a new pedestrian crossing on Coronation Road.
4. Upgrades and layout changes to several bus stops along the route, including new bus shelters.

We also want to ensure that our streets are safe and easy to use for people of all ages and needs. Accessibility was a key concern for residents in the 2020 consultation and has been a priority in the proposed design.

- The route preserves all existing mobility car parks.
- Providing dedicated space for people cycling or scooting keeps our footpaths free for those who need them.
- Improvements to pedestrian crossings and bus stops will improve user access.

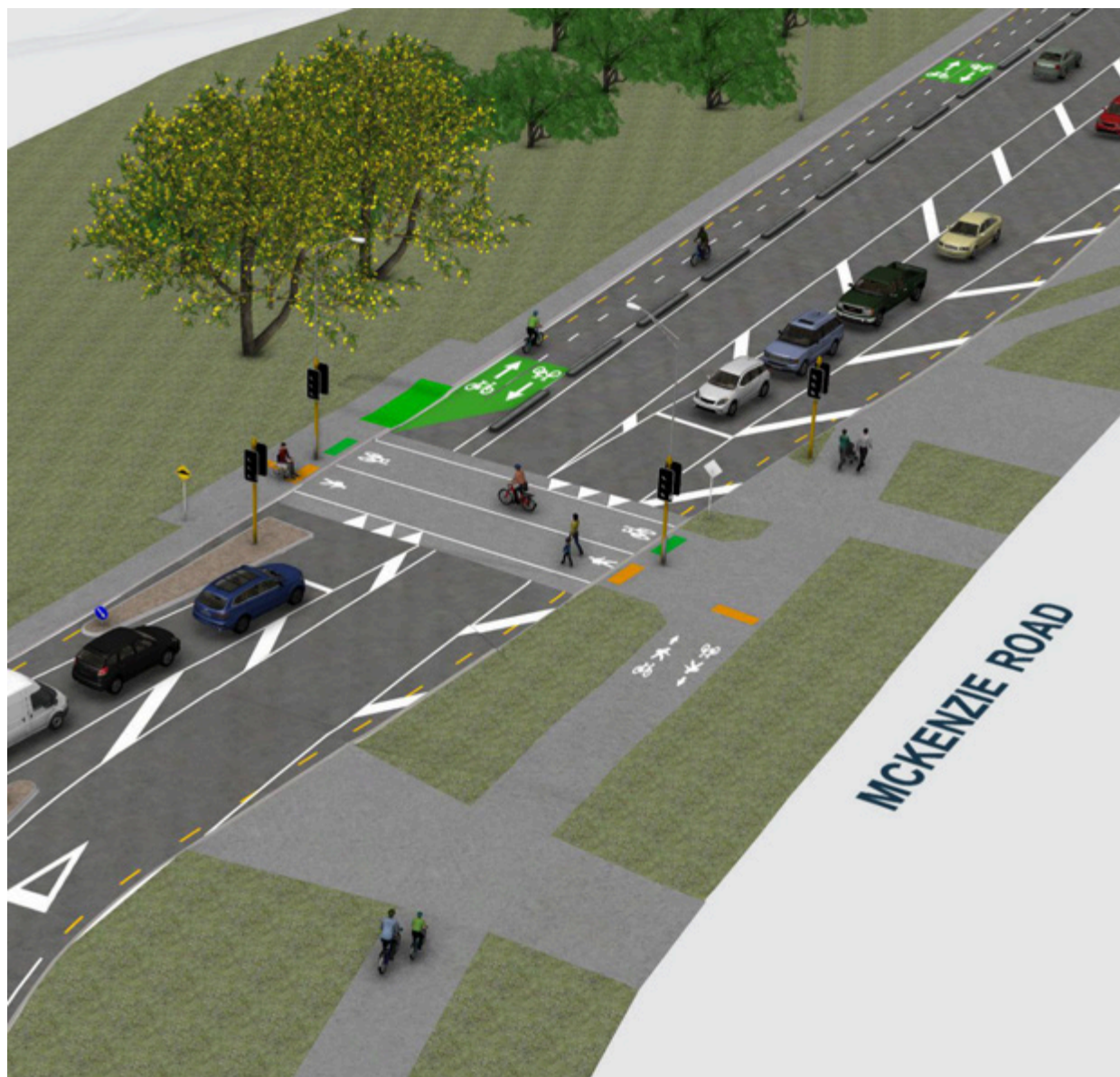
We defined the route and the design based on feedback from the 2020 consultation and the resulting Collaboration Forum with community members. The consultation process held at the end of 2023 invited feedback on specific aspects of this design and its application on the streets.

### What are the benefits?

- Easier and safer travel by bike between Māngere Bridge, Māngere Town Centre, Auckland Airport, Onehunga, the Southwestern Cycleway and more key locations.
- By making our streets better for all kinds of travel, we ensure young people have more freedom to get around, now and in the future.
- Creating dedicated room for people to bike and scoot leaves the footpaths free for those who need them.
- More trips by bike means fewer cars on the road, which means less traffic congestion and more reliable travel times. It also means fewer transport emissions and better outcomes for our environment.

## What are the proposed changes?

1. A two-way cycleway along sections of Coronation Road, McKenzie Road, and Bader Drive (most of them on the road but with some segments raised along the footpath).
2. Traffic calming measures along sections of Kiwi Esplanade, Woodward Avenue and Taylor Road to reduce vehicle speeds.
3. Crossing improvements between the motorway onramp roundabout and the petrol station on McKenzie Road, Comet Crescent, Elmdon Street, Mountain Street and Taylor Road adjacent to Māngere Bridge School.
4. New bus stop layouts on stops: 2392 (Hinaiu Road), 2390 (Māngere College), 2394 (Tanners Road), 6953 (Bader Drive), 6604 (Te Pane o Mataoho) and 6594 (Māngere Bridge School).



*Artist's impression of the new signalised crossing between the motorway onramp roundabout and the petrol station on McKenzie Road*

## What could the completed network look like?



The proposed improvements are just one of several initiatives in Māngere designed to provide travel options for those who walk and cycle. Some other projects that will complement the network include:

### Streets for People Māngere (SP)

With funding support from Waka Kotahi, Streets for People empowers people from local communities to design and trial safer cycling options in two key Māngere locations.

### Māngere East Cycling Improvements (ME)

Māngere East is part of a region-wide plan to improve our cycling network and create cycling-friendly environments.

### Māngere Parks Shared Use Path (CP)

A new all-ages, all-weather, off-road path will connect Bader Drive and Robertson Road through the popular Moyle and Māngere Centre Parks.

## 3.2 Feedback activities

### What we asked you

We asked people to review the proposal and provide feedback on specific design elements, such as speed calming treatments. We also asked people whether the proposed cycleway design would make it safer and easier to cycle and access local destinations. We also asked about supporting elements such as bike parking and other initiatives that may encourage people to give cycling a go.

### Activities to raise awareness

To let people know about the consultation, we:

- Mailed 7,540 full brochures with the proposed plan and free-post feedback form to a postal catchment in the Māngere Bridge / Māngere area.
- Installed signage and posters in key public spaces, including existing cycle routes across the local areas, outside Council facilities like libraries and on visible areas in the town centres.
- Set up a project webpage and online feedback form on our website.
- Distributed the information via email to key stakeholders, local groups and organisations.
- Produced social media imagery for community partners to share on their pages.
- Prior to public consultation, met with some key stakeholders to talk through the proposal and the approach to generate awareness and hear feedback.
- Held seven informational pop-ups (see [section 3.3](#)) where the project team spoke to local people about the proposed changes and gathered feedback:
  - Two at Māngere Bridge Village Market
  - Two at Māngere Town Centre Market
  - Three at Ngā Hau Māngere Bridge

The forms and materials produced to gather feedback and provide people with information can be found in [section 6](#).

### How people provided feedback

We sent a Freepost form along with the brochure to addresses within a Māngere-wide catchment - inclusive of Māngere Bridge. People could also provide feedback using an online survey form on our website, send an email to the address [ATEngagement@at.govt.nz](mailto:ATEngagement@at.govt.nz) or call 09 355 3553. People also came in person to talk with the project team and provided their feedback in writing at our information sessions.

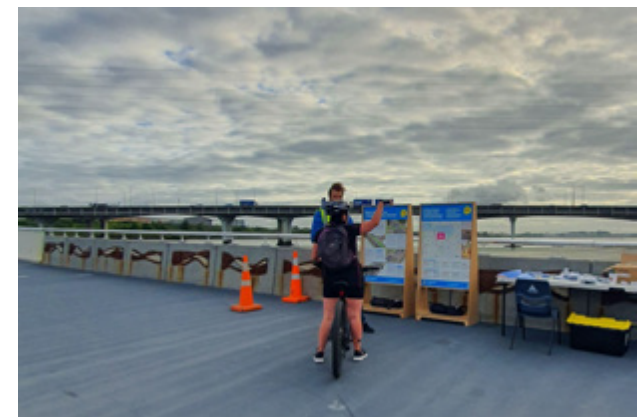
### 3.3 Pop-up engagement events

The table below lists the in-person events held in the local area, which were advertised via the channels listed above.

Events included information boards outlining key elements of the proposal, copies of the full consultation brochure, and paper forms for people to provide feedback. Project team members were on-hand to discuss the proposal and answer questions.

In total, we delivered 7 events, and engaged between a total of 165 - 230 people.

Event	Date and time	# of people engaged
<b>Māngere Town Centre Markets - drop in session</b>	Saturday, 18 November 2023 - 9am - 12pm	20 - 35
	Saturday, 25 November 2023 - 9am - 12pm	20 - 25
<b>Māngere Bridge Village Markets - drop in session</b>	Sunday, 19 November 2023 - 9am - 12pm	15 - 25 (turnout impacted by inclement weather)
	Sunday, 26 November 2023 - 9am - 12pm	30 - 40
<b>Ngā Hau Māngere Bridge pop-up information session</b>	Monday, 13 November 2023 - 3pm - 5pm	30 - 40
	Wednesday, 22 November 2023 - 3pm - 5pm	20 - 25
	Tuesday, 28 November 2023 - 6am - 8am	30 - 40



Pop-up engagement events at Māngere Town Centre Market, Māngere Bridge Village Market, and Ngā Hau Māngere Bridge.

## 4 | Your Feedback



## 4.1 Overview of the feedback

### Overview

In total, we received 275 responses to the Māngere West Cycling Improvements proposal.

Of these, 159 responses were collected through Auckland Transport's online survey tool, 83 through paper surveys distributed at drop-in sessions and community events, and 33 through freepost mail-in forms.

We also received feedback from seven key interest groups:

- Auckland Airport
- Bike Auckland
- Māngere Bridge School
- Māngere Bridge Village Business Association
- Māngere Mountain Education Centre
- Māngere Ōtāhuhu Local Board
- The Ministry of Education

Additionally, we are currently in contact with three other key stakeholders that may be impacted by the proposed improvements. These ongoing conversations may influence the project's design in the following phases.

### Key Points

We analysed the public feedback to identify themes and understand the community's general sentiment towards the project. These were some of our key findings:

- The majority of respondents agree that the proposed cycleway will make it safer and easier for people to ride their bikes.
- Over half of the respondents agree that the proposed cycleway will make accessing local destinations easier for people on bikes.
- Half of the respondents agree that they would use the proposed cycleway once it is built.
- Respondents told us that their preferred measure for speed calming along Kiwi Esplanade, Woodward Avenue, and Taylor Road is a combination of chicanes and speed humps.
- Respondents identified several locations where they would like to see more secure bike parking, with areas in and around Māngere Bridge Village and Māngere Town Centre having the most suggestions.
- People expressed some concerns about the proposed changes. The most prevalent concerns include:
  - the number of people who might use the new infrastructure
  - the safety of the proposed changes
  - the maintenance of existing and proposed infrastructure.

## How do the results from 2023 compare to those of 2020?

In 2020, AT proposed cycling improvements in Māngere West that aimed to improve cycling connections by filling key gaps in the existing cycle network. Based on people’s feedback, the project was restarted in 2021, with a stronger focus on working more closely with communities in Māngere and Māngere Bridge to better understand local wants and needs.

The consultation surveys conducted in 2020 and 2023 relate to the same project. However, the survey questions and data analysis techniques used are different, making it challenging to compare the two. Despite this, we have identified some key themes that can be compared between the two consultations.

	2020 Māngere Cycleways consultation	2023 Māngere West Cycling Improvements consultation
Number of respondents	340	275
General sentiment	Concern about the proposed improvements was the most prevalent theme of the consultation.	The majority of respondents support the proposed improvements. Six out of ten respondents (61%) strongly agreed or agreed that the proposed cycleway would make it safer and easier for people to ride their bikes.
Concerns about parking	Concerns about parking removal were the second most recurrent theme in the consultation.	Only 12% of respondents raised concerns about parking loss, which may be because the current proposal reduces parking impacts by 40% compared to the 2020 design proposal.
Concerns about prioritising investment in cycleways	A significant number of respondents raised concerns about prioritising investment in cycleways and were concerned that cycleways would not be used. This was the consultation’s fourth most prevalent theme.	Prioritising investment in cycleways was the most common concern among respondents, with around one-eighth (13%) expressing doubts about the need for the project and/or the proposed investment.
Responses when asked about things that would make people cycle more	The majority of respondents mentioned better cycleways, closely followed by ‘nothing, not interested’.	Just over half (52%) of respondents strongly agreed or agreed that they would use the proposed cycleway once built. Safe places to store a bike (30%) and e-bike trial schemes (22%) were more popular answers than ‘Not interested in cycling / Can’t Cycle’ (13%).

## 4.2 Survey participants

This section tells us about the people who gave feedback in this survey. Note that demographic information relating to age and gender was only collected through Auckland Transport's online survey tool.

### Respondents' age

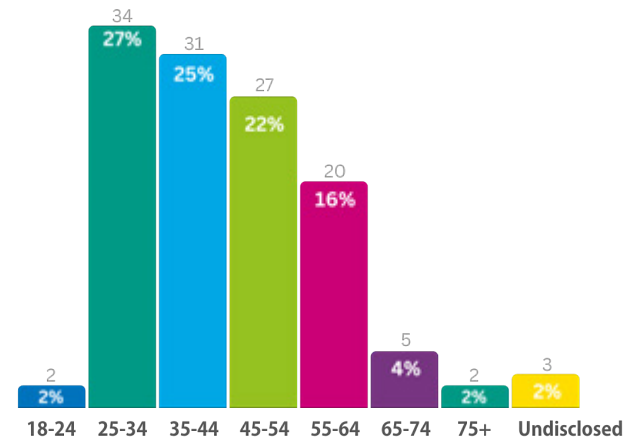


Figure 1. Percentage of age range selected by online respondents. This represents 45% of the total respondents.

### Respondents' gender

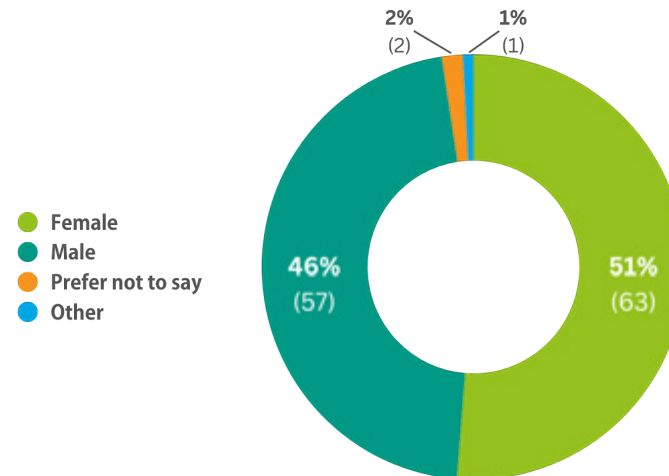


Figure 2. Percentage of age range selected by 128 online respondents. This represents 46% of the total respondents.

## Where respondents live

The majority, or almost three-quarters (71%), of respondents, live in areas surrounding the proposed bike route.

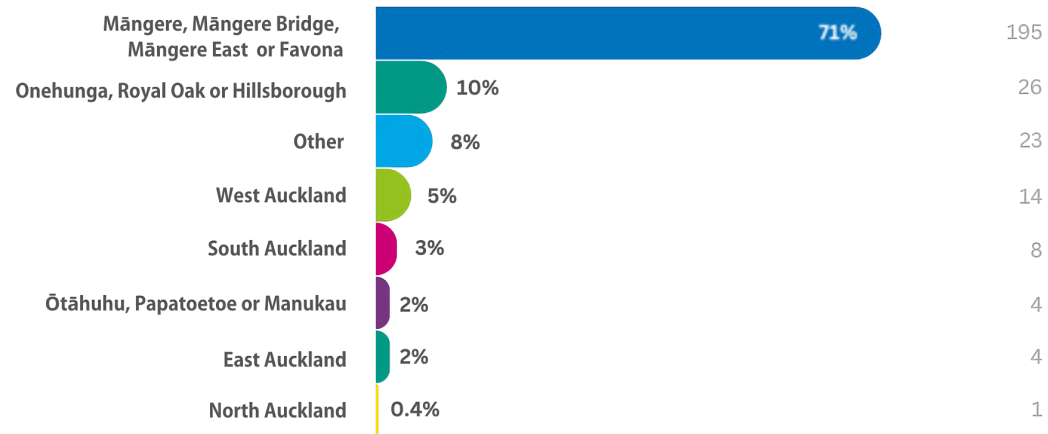


Figure 3. This question was asked as a multi-choice selection in both online and paper forms. There were 275 responses.

## How respondents travel the proposed route

Respondents could choose more than one option. Three people who selected 'other' told us they used a wheelchair to travel along the proposed route. Respondents currently travel the proposed route as:

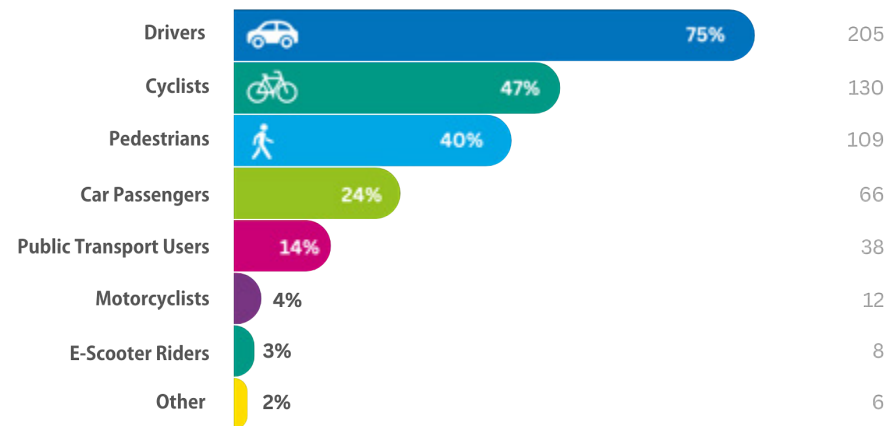


Figure 4. This question was asked as a multi-choice selection in both online and paper forms. There were 574 responses, which included multiple answers selected online and on paper forms.

## 4.3 Feedback topics and themes

The overarching themes of the feedback are detailed in the following pages. These themes are:

1. General views of the proposed cycleway
2. Preferred speed calming measures
3. Locations for secure bike parking
4. Opportunities to encourage cycling
5. Concerns about - and opposition to - the proposed cycling improvements

It's important to note that themes 1-4 were derived directly from the survey questions we asked. The last theme, on the contrary, has been identified through an analysis of the open-ended questions and overall dataset.

### 1. General views of the proposed cycleway

In the survey, we asked if people agreed or disagreed with the following statements:

- The proposed cycleway will make it safer and easier for people to ride their bikes.
- The proposed cycleway will make it easier for people on bikes to access local destinations.
- I would use the proposed cycleway once it is built.

The majority, or about six out of ten respondents (61%), strongly agreed or agreed that the proposed cycleway would make it safer and easier for people to ride their bikes. Related comments included:

*"This would help to provide a safe route for commuters."*

*"I think it's a good idea. I see young children bike with their parents around McKenzie Road from Coronation Road all the time. However, it is currently really dangerous for these kids."*

Nearly six out of every ten respondents (59%) agreed or strongly agreed that the proposed cycleway would make it easier for people on bikes to access local destinations. Comments included:

*"I would like to see these cycle improvements delivered as soon as possible as it would allow me to cycle in the local area and give me the opportunity to safely cycle to the airport."*

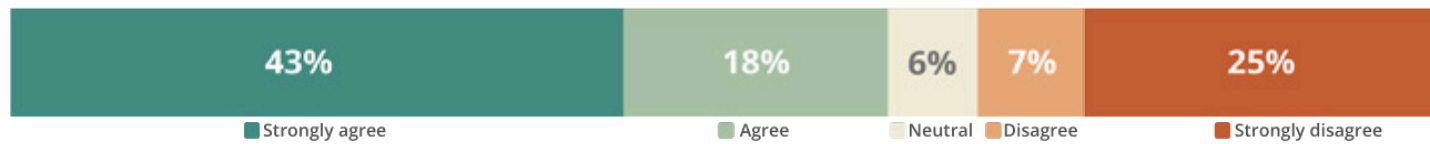
*"I'm a keen mountain biker and I currently do local rides to get to some of the coastal tracks in Māngere ... I think the improvements to the bike lanes and stuff would make that easier and give me more options on where to go."*

Just over half (52%) of respondents strongly agreed or agreed that they would use the proposed cycleway once it is built. Related comments included:

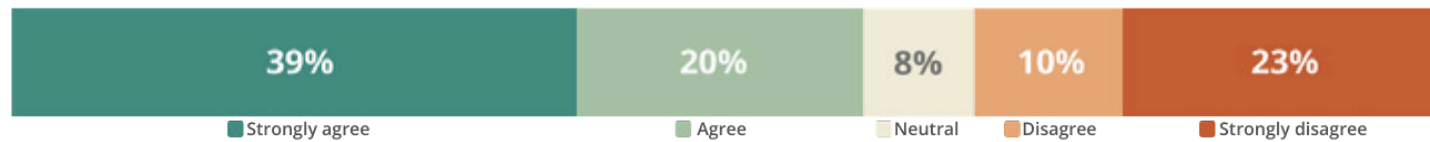
*"I already cycle regularly in this area and take alternative, less direct, routes because of the lack of infrastructure and poor road design in this exact area, so I would use it often if built."*

Five respondents who strongly disagreed or disagreed with this statement were otherwise supportive of the proposed cycleway, noting, for example, that they cannot use the proposed cycleway due to a disability.

**Proposed cycleway will make it safer and easier for people to ride their bikes**



**Proposed cycleway will make it easier for people on bikes to access local destinations**



**Respondents will use the proposed cycleway once it is built**

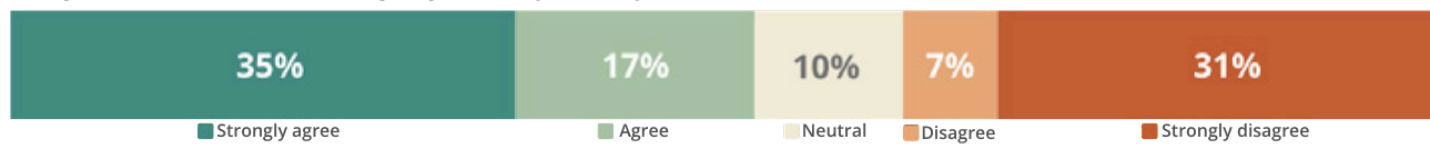


Figure 5. This was a multi-choice question in both online and paper forms. Paper forms that had no response to this question have been removed from the total.

## 2. Preferred speed calming treatments

In the survey, we asked about people's preferred speed calming treatments along sections of Kiwi Esplanade, Woodward Avenue, and Taylor Road. Respondents could indicate their preference from the following list:

- the proposed combination of speed humps and chicanes
- speed humps
- chicanes
- give us other comments and suggestions.

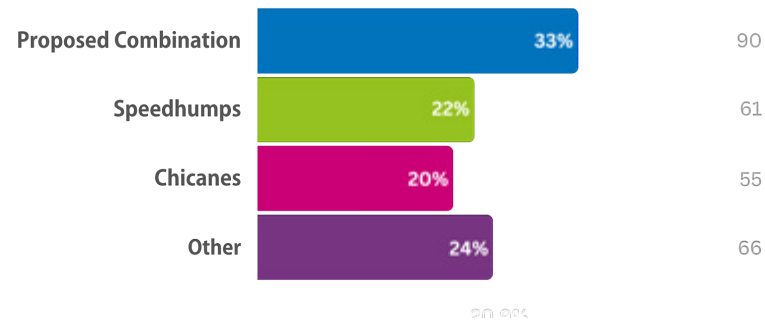


Figure 6. This question was asked as a multi-choice selection in both online and paper forms. There were 272 responses. Three paper forms had no response to this question and have been removed from the total.

The proposed combination of speed humps and chicanes was the most popular choice, with slightly over one-third (33%) of respondents selecting this as their preferred option.

A little less than one-fourth (22%) of respondents said their preference was for speed humps, while one-fifth (20%) of respondents said their preference was for chicanes.

Just under a quarter (24%) of respondents gave us other comments and suggestions about speed-calming measures, including:

- Leaving the roads as they are without installing any new speed calming measures. Some respondents considered the roads where speed calming is proposed are already slow and don't have much traffic. Others consider that these treatments encourage unsafe driving and can be hazardous for cyclists and drivers.
- Considering changes in the design of the speed calming measures such as lower speed humps, speed hump chicanes (like the one on Hendry Ave), bypasses for cyclists, rumble strips, paint or rubber kerbing and flexible bollards to separate cars and cycles.
- Ensuring good visibility and maintenance of speed-calming elements such as speed humps.

A full list of suggestions from the community and comments from the project team are included in [section 5.1](#).

### 3. Locations for secure bike parking

In the survey, we asked people for feedback about where along the proposed route they would benefit from secure bike parking.

We received a number of different suggestions for secure bike parking locations and other related feedback from 143 respondents.

Close to two-fifths (43%) of respondents suggested areas in and around Māngere Bridge Village, making this the most highly suggested location for secure bike parking. In particular, respondents highlighted the need for more secure bike parking close to shops and cafes. Other commonly suggested locations within the village include outside the Māngere Bridge Village Library and FreshChoice Supermarket. Some respondents highlighted that they would only park their bikes in visible and highly trafficked areas due to concerns about theft and the security of the bike parking infrastructure.

Less than one-fifth (19%) of respondents did not want additional secure bike parking. Some people suggested that bike parking would not be used as people would only be passing through the area. Others said there is already enough bike parking along the proposed route. Others were concerned that bike parking may impede pedestrian and vehicle access.

A full list of suggestions from the community and comments from the project team are included in [section 5.2](#).



Area map showing proposed locations for secure bike parking



## 4. Opportunities to encourage cycling

In the survey, we asked people what other opportunities or changes they would like to see to give cycling a go. Respondents could choose more than one option.

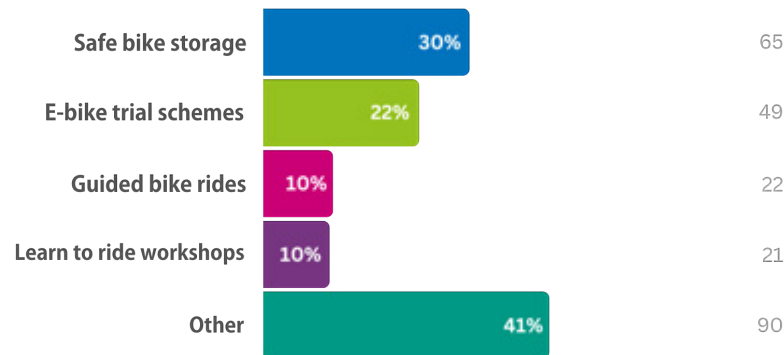
Respondents could tell us if they wanted guided bike rides, learn-to-ride workshops, e-bike trial schemes, safe places to store a bike, and also provide us with other comments and suggestions. Respondents could select more than one option.

Just under one-third (30%) of respondents said they would like safe bike storage, while slightly more than one-fifth (22%) said they would like e-bike trial schemes.

Less than half (41%) of respondents gave us other comments and suggestions, including:

- Improving wider network connectivity, legibility and maintenance, as well as providing dedicated cycle lanes.
- Providing more cycling facilities such as bike hubs, park and ride facilities and bike racks.
- Improving access to bikes by creating subsidies for bikes and hire schemes.
- Increasing driver awareness and education towards cyclists so everyone can share the road safely.
- Not being interested in cycling due to physical, environmental or personal constraints.

A full list of suggestions from the community and comments from the project team are included in [section 5.3](#).



*Figure 7. This question was asked as a multi-choice selection in both online and paper forms. There were 247 responses from 220 people. Percentages have been calculated from the number of respondents. 55 paper forms had no response to this question and have been removed from the total.*

## 5. Concerns about the proposed cycling improvements

Across the survey, respondents provided valuable feedback on the proposed cycling improvements, including concerns about various aspects of the proposed changes.

Some of the most recurrent concerns voiced by participants are summarised below:

- While 52% of respondents agreed they would like to use the cycleway once built, 38% of respondents disagreed. We recognise that not everyone can or will want to cycle for transport. The project aims to provide a broader range of choices for how people can move around the area. By providing these choices, those people that want to ride can - reducing congestion for those who choose to drive.
- Around 13% or 36 respondents raised concerns about the need for the project and/or the proposed investment. In the earlier 2020 consultation, this was the fourth most prevalent theme, with 90 mentions.
- During the 2020 consultation, concerns about parking removal were the second most recurrent theme. The proposal consulted in 2023 reduced parking impacts by 40%. In the responses received in 2023, around one-eighth (12%) of respondents raised concerns about the loss of parking resulting from the proposed street changes.

In addition to the overarching themes outlined above, respondents expressed a range of other concerns. These have been grouped and responded to in [section 5](#) of this report.

We understand that the concerns raised are important to the community and that it is essential to continue working closely together to find solutions that meet the needs and expectations of both AT and local people. They also highlight the need for programmes that address the barriers that local people face in the uptake of cycling. We will take this feedback forward and consider it in our ongoing planning and design process.

## 4.4 Key stakeholder feedback

In addition to public feedback, we also received submissions from Auckland Airport, Bike Auckland, Māngere Bridge School, Māngere Bridge Village Business Association, Māngere Mountain Education Centre, Māngere Ōtāhuhu Local Board and the Ministry of Education. Their feedback is summarised below, and a copy of their submission has been attached as an appendix in [section 6.3](#).

### Auckland International Airport Limited

Auckland Airport is the main gateway to New Zealand and a key freight destination. The surrounding Airport Oaks area is one of the largest employment zones in the region. Auckland International Airport Limited (AIAL) is also a development partner of the Southwest Gateway programme, under which the Māngere West Cycling Improvements sit.

Auckland Airport's submission was prepared by its Head of Transport.

AIAL is supportive of the Māngere West Cycling Improvements as they:

- Align with their refreshed Surface Access Strategy, which places travel choices at the heart.
- Support findings from their "Journey to Work" survey, in which participants (90% of whom currently commute by car) stated that safe connections would encourage them to consider cycling as part of their commute.
- Improve bike access to the airport from a wider range of places, including residential areas in Māngere and the existing shared path to the airport along George Bolt Memorial Drive.
- Fill a key gap in the current cycle network with a link between Māngere Bridge village and the Airport.

### Bike Auckland

Bike Auckland is a non-profit working for a better region for people on bikes and a key stakeholder for cycling in Auckland. Bike Auckland's submission was prepared by the Bike Auckland Infrastructure Team (BAIT).

Generally, Bike Auckland supports the design and considers it achieves a balance between through-traffic convenience for all modes and retaining an acceptable degree of safety. Bike Auckland also provided some key feedback points:

- Incorporate appropriate signage at the side roadways approaching Key 1 and Key 3 junctions on Bader Drive that tells drivers to give way to cycle traffic on approach, given that the cycleway serves as through traffic.
- Add bike bypasses to all the speed humps along Woodward Avenue, ensuring they are wide enough for non-standard cycles (e.g. trikes).
- At the Coronation Road/McKenzie Road roundabout, reduce the size of the roundabout to keep the bike path and footpath separated instead of having the bike path converge into a shared path.
- On Coronation Road, add rubber speed humps to the gaps between cycleway separators for most (if not all) driveways for both safety and visual continuity.

- Review access to Plunket on 18A Bader Drive, as its driveway seems to have been cut in the design.

Additionally, Bike Auckland reiterated that their position for circumnavigating Māngere Bridge's town centre would be to go directly through the town centre rather than having a detour. They are aware of the community's sentiment towards the options proposed previously, but consider having a direct route would:

- Provide a safer option for a wider group of people, enabling them to easily cycle to the local shops.
- Lead to better outcomes in encouraging people to cycle for their transport.
- Better align with the goal of getting people to and from the Airport.

## **Māngere Bridge School**

The Māngere Bridge School is located at the base of Māngere Mountain. It serves a diverse and multicultural community for students in years 1 through 6. The Presiding Member prepared Māngere Bridge School's submission on behalf of its Board of Trustees.

The school is generally supportive of measures to make cycling and walking safer. In their submission, they have provided feedback specifically related to the improvements proposed directly around the school. They welcome the proposed pedestrian crossings and the decision to separate cyclists and pedestrians in the areas close to the school. They have also provided detailed feedback about some elements of the proposal, summarised below:

- The school has requested support from AT to encourage caregivers to consider other locations for dropping off their children once parking immediately outside the school on Coronation Road is no longer available. Also, to educate caregivers about the increased number of cyclists along Taylor Road, ensuring the safety of all road users.
- They would like to draw attention to the White Heron car park, used for the ECE's pick-ups and drop-offs, and include clear signage to alert caregivers about pedestrians and cyclists when entering and leaving the car park. They have suggested engaging directly with White Heron.
- Regarding the new proposed crossing on Taylor Road, the school needs to understand whether it is possible to add another road patrol team. If so, they would like to liaise with the project team to ensure the elements to manage that crossing (e.g. lollipops) are installed.
- The school has pointed out that the relatively narrow stretch of Taylor Road directly outside the school is a busy street environment during pick-up/drop-off times, with doors opening and cars pulling in/out. They have suggested that AT investigates additional measures to ensure the safety of cyclists navigating Taylor Road during busy periods.
- They have raised safety issues with children crossing the street at the junction of Taylor Road, Domain Road and Woodward Avenue, which in their opinion, will not be ameliorated by the proposed speed humps alone. They have suggested including additional crossings in this area.

Māngere Bridge School has also requested that works be carried out during school holidays to minimise impacts on their operations. They have welcomed the opportunity to continue working with AT to further enhance safety around the school.

## **How we've responded to the feedback**

The project team is in conversations with the school to understand their feedback and requirements. We will continue to work with them to refine the design and engage during construction to minimise impacts.

AT is aware of the need for programmes to help more people, including school children, gain the skills, resources, and confidence to get around by bike. We are committed to working with the school community to support people wanting to use the new facilities and to educate road users about the importance of sharing the road safely with those around them.

## **Coronation Road**

The new cycleway has been kept on the west side of Coronation Road to provide safe access to Māngere Mountain and Māngere Bridge School. There are fewer intersections and vehicle crossings on this side than on the east. Shifting the cycleway to the east side just outside the school would result in a "dog-legged" section, reducing the level of service and safety along the cycleway.

AT's observations of parking directly outside the school on Coronation Road suggested most parents and staff already park on the side streets, and only a small number of caregivers use this road for pick-ups and drop-offs. We will collaborate with the school to encourage and support this group to join the majority of caregivers in using alternative streets around the school for pick-ups and drop-offs. We also expect that the new cycleway will enable less confident cyclists to choose to cycle to school instead of being dropped off by car, reducing overall parking demand during pick-up and drop-off times.

Regarding the entrance to the White Heron car park, we have proposed rubber speed humps across the vehicle entrance and at the property boundary to reduce the speed of vehicles entering/leaving the premises. We've also included recommended road markings typically used at frequent access points and a traffic sign indicating the two-way cycleway.

## **Taylor Road, Woodward Avenue and Domain Road**

A shared space environment has been proposed along Taylor Road and Woodward Avenue to enable cyclists to use the traffic lanes. This section of the cycleway has low speed and low traffic volumes based on the traffic surveys carried out during the design stage. There is no proposal for cyclists to use the existing footpath throughout the new cycleway.

Along Taylor Road, the closely spaced raised tables will help reduce vehicle speeds, improving the safety of cyclists using this route. If the school decides to add another patrol team, a school patrol can be installed on the proposed crossing. We will monitor this space once the changes have been implemented to ensure it meets the initial objectives.

We acknowledge the concerns regarding the junction between Taylor Road, Domain Road and Woodward Avenue. Although this falls outside the project's scope, we are investigating this issue further and have passed it on to the appropriate team within AT.

## Māngere Bridge Village Business Association

Māngere Bridge Village Business Association (MBVBA) represents and supports over 45 small businesses and commercial property owners to ensure the village's ongoing success. The MBVBA's chairperson prepared its submission.

Overall, the MBVBA is supportive of the plan. However, they raised the following concerns in their submission - each of which has been responded to within the consulted plans:

- Concern was raised regarding the potential loss of parking through the village area on Coronation Road, from Church Road to Taylor Road.
  - The proposal diverts the facilities around the village along sections of Kiwi Esplanade, Woodward Avenue, and Taylor Road, ensuring no loss of parking in the areas of concern. The MBVBA is supportive of the alternative route proposed.
- The MBVBA expressed concerns about the look and feel of the proposed cycleways, particularly about the concrete separators - which may look like the ones used in the Māngere Town Centre - and the ongoing cycleway maintenance.
  - The concrete separators used in the project have a lower profile than those currently used in the Māngere Town Centre. These lower-profile separators have been used in the Robertson Road and Coronations Road trials. Examples of these have been shared with representatives of the MBVBA.
- Concern was raised about using unidirectional cycleways on both sides of the road.
  - The project proposes a bidirectional cycleway on the western side of Coronation Road that has reduced parking impacts by 40%.
- The MBVBA also raised concerns about parking requirements for Māngere Bridge School and the Māngere Mountain Education Centre.
  - The project has been in communication with the school and education centre to understand their needs and has proposed updates to meet the education centre's coach parking requirements. These discussions may impact the project's design in subsequent phases.

The MBVBA has expressed appreciation of the level of consultation on the plan. AT will continue to engage with them as the project progresses and during construction to minimise impacts on local businesses.

## Māngere Mountain Education Centre

The Māngere Mountain Education Centre offers programmes that foster environmental stewardship and cultural appreciation among young learners. They are located on Coronation Road, adjacent to the proposed cycleway. The centre's General Manager prepared Māngere Mountain Education Centre's submission on behalf of the centre and Māngere Mountain Education Trust.

While the centre supports the project's aims, it raised concerns about the proposed cycleway on Coronation Road. Their main concern is the removal of parking spaces for buses near the centre. They consider this would impact the safety and accessibility of the schools and community groups visiting their facility, as well as their operation.

### **How we've responded to the feedback**

We have met with the centre and proposed a solution to their coach bus stop needs, which includes a pick-up/drop-off point for coaches. This has been well-received and we will continue to work with them to refine the design, as well as engage during construction to minimise impacts.

## Māngere Ōtāhuhu Local Board

The project sits within the Māngere-Ōtāhuhu Local Board boundary. All Local Board members were invited to participate in the Collaboration Forum, with two members, including the Chair, participating. The Local Board collectively were kept informed with project updates over the period of the Collaboration Forum (2022). As the project was re-designed and throughout the consultation period, the Local Board were provided with updates on the design components, methods of communicating the consultation to the local area, including the dates for community information drop-in sessions.

In March 2024, the Māngere Ōtāhuhu Local Board, through a business meeting resolution, provided their support of the project. Specifically:

- *Support Auckland Transport to consider for inclusion in future work programmes, the Māngere West Cycling Improvement project that links Māngere Town Centre and Māngere Bridge to the airport and encourages AT to deliver this project regardless of the removal of the Regional Fuel Tax.*

We continue to keep the local board informed about the Māngere West Cycling Improvements project.

## Ministry of Education

The Ministry of Education is the Government's lead advisor on the New Zealand education system and is responsible for all education property owned by the Crown. A spokesperson from the Ministry of Education provided feedback on the proposed changes through a document and the online survey.

The Ministry generally supports the Māngere West Cycleway and agrees cycleways positively contribute to providing alternative means of transport within the area. They would like to be kept informed of any changes that may impact the school and about expected timeframes for the project.

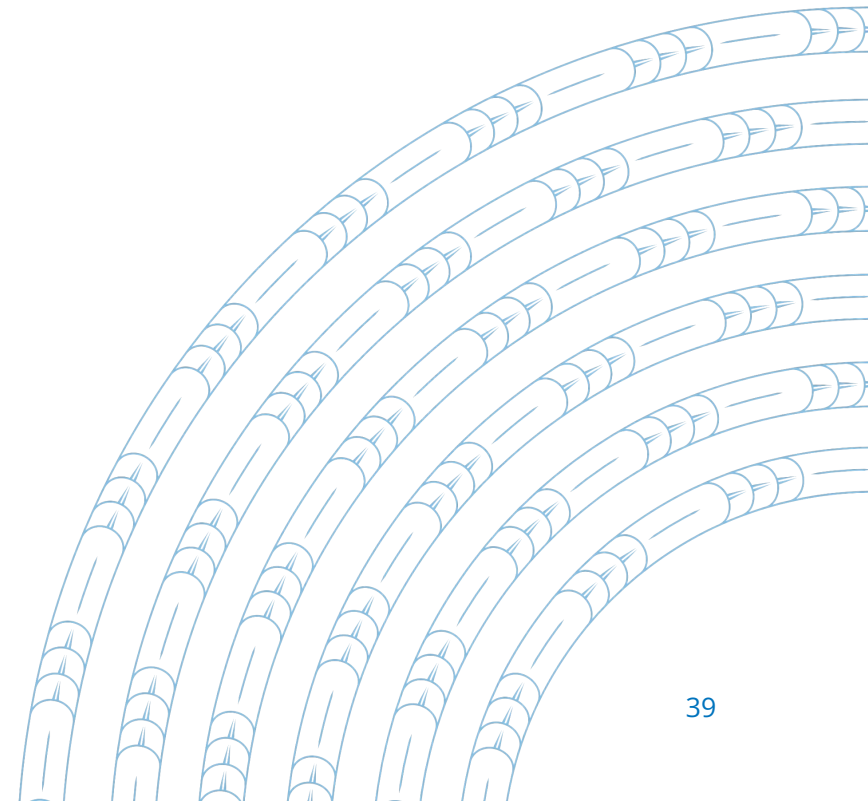
On the online form, the Ministry agrees that the proposed cycleway will make it safer and easier for people to ride their bikes and for people on bikes to access local destinations. They have also expressed that their preferred speed calming measure is speed humps. They have proposed including secure bike parking facilities outside Māngere College and suggest learn-to-ride workshops as an opportunity to encourage people to give cycling a go.

In their submission, the Ministry has expressed concern about three key aspects:

- The location of the proposed pedestrian crossing on Bader Drive, which conflicts with proposed vehicle access points to the school included in the Master Plan for Māngere College.
- The removal of the extended bus bay outside Māngere College and the location of the new bus stop partially within the traffic lane, as this may lead to operational and safety issues with waiting buses blocking the traffic lane.
- Safety. With an expected roll of 2,800 students by 2043, the Ministry is concerned about students negotiating cyclists and cars within a highly populated area.

The Ministry has provided suggestions in their submission to address the concerns mentioned above. The project team is considering these, and they may impact the project's design in the upcoming phases.

**Note:** In our recent communication with Māngere College, they have indicated that their master planning project is on hold. They have also raised concerns about the bus bay outside Māngere College and 28 Bader Drive, which may lead to waiting buses blocking the traffic lane and causing congestion. The project team is reviewing these concerns in the upcoming phases and is in ongoing conversations with school leadership about the project and its potential future impacts for the school.





## 5 | Feedback themes and AT responses

Many submissions were received containing suggestions and comments regarding the proposal. We have compiled and addressed them in the tables below, organised by the main theme or feature to which the suggestion or comment relates.

For responses to specific feedback, please refer to the following pages:

<a href="#">5.1 Additional feedback on speed calming</a>	page 42
<a href="#">5.2 Additional feedback on bike parking locations</a>	page 43
<a href="#">5.3 Additional feedback on other opportunities to encourage cycling</a>	page 44
<a href="#">5.4 Additional feedback related to the proposed cycleway</a>	page 45
<a href="#">5.5 Additional concerns about the proposed cycleway</a>	page 46

## 5.1 Additional feedback on speed calming

We asked about people's preferred speed calming treatments along sections of Kiwi Esplanade, Woodward Avenue, and Taylor Road.

Other feedback on speed calming	
Feedback	AT response
<p>Preferred speed calming treatments:</p> <ul style="list-style-type: none"> <li>- 33% of respondents prefer a combination of speed humps and chicanes</li> <li>- 22% said they prefer speed humps</li> <li>- 20% said their preference was for chicanes.</li> </ul>	<p>The project proposes to:</p> <ul style="list-style-type: none"> <li>- Install both speed bumps and chicanes with clear markings and ensure they're well maintained so drivers can see them easily. This includes upgrading streetlights in these areas.</li> <li>- Use a chicane design that includes a bypass for cyclists, meaning they will not be forced into a narrower space with cars. Chicanes have been chosen on Woodward Road and Kiwi Esplanade due to the low demand for parking in those areas. We'll also have yellow lines to stop people from parking right before or after these chicanes.</li> </ul>
<p>Under a quarter of respondents (24%) gave us other comments and suggestions about speed calming measures, grouped in the themes below:</p> <ul style="list-style-type: none"> <li>- Opposing installing any new speed calming measures as they: <ul style="list-style-type: none"> <li>- Are hazardous for cyclists.</li> <li>- Are unnecessary, as the roads are already slow.</li> <li>- Have poor effects on the roads and surrounding environment.</li> <li>- Cause noise and pollution.</li> <li>- Are incompatible with housing intensification.</li> <li>- There are already too many speed humps around Māngere Bridge Village</li> </ul> </li> <li>- Supportive of speed calming measures but with changes to what is being proposed, including using: <ul style="list-style-type: none"> <li>- speed hump chicanes like in Hendry Ave, or bypasses to speed humps</li> </ul> </li> <li>- Alternative suggestions to what is being proposed including: <ul style="list-style-type: none"> <li>- rubber kerbing and flex bollards</li> <li>- rumble strips</li> <li>- painted on-road markings</li> </ul> </li> </ul>	<p>These streets form part of a route that fills a key gap in Auckland's cycling network. We expect more people to walk, bike, scoot, or travel with mobility assistance along these streets. The proposed traffic-calming measures will help slow faster vehicles, giving drivers more time to react to changes on the road. AT has adopted safe system design principles with the aim of reducing death and serious injuries even when a crash happens. The speed humps are designed to achieve vehicle speeds of 30 km/h, as this is considered a survivable speed for people walking and cycling if a collision were to happen.</p> <p>The chicane design in the proposal uses a bypass for cyclists which means that they will not be forced into a narrower space with cars.</p> <p>Speed bumps don't make the road narrower, but they do slow down traffic, which helps make accidents less serious and the route safer for everyone. It's important to remember that we're putting these treatments where people in cars or on bikes should not be going too fast anyway.</p> <p>Our customer research shows that one-third of Aucklanders cycle at least occasionally. Of those who do not cycle, 56% report that the biggest barrier to them cycling is feeling unsafe because of how people drive. We expect this project to encourage more people to walk and cycle by providing safer infrastructure. This will help reduce congestion and associated emissions. It will also offer more travel choices for current and new residents as a result of planned housing intensification.</p> <p>We understand there is demand for on-street parking, and the current version of this project has 40% less impact on on-street parking than the version consulted in 2020. <a href="#">Room to Move: Tāmaki Makaurau Auckland's Parking Strategy</a> provides the guiding principles and policies to help manage our roads and streets, contributing to a better transport system for Aucklanders.</p> <p>With a range of vehicle sizes and suspension types, the speed humps will use an angle and height that aims to achieve the desired safe speed for most people driving. Rumble strips have not been used in this project because of the level of noise they create, which is unsuitable for residential neighbourhoods.</p>

## 5.2 Additional feedback on bike parking locations

In the survey, we asked people for feedback about where along the proposed route they would benefit from secure bike parking.

Bike parking	
Feedback	AT response
<p>43% of respondents suggested areas in and around Māngere Bridge Village, especially close to shops and cafes. Other commonly suggested locations within the village included the Māngere Bridge Village Library and FreshChoice Supermarket.</p> <p>Additional suggestions for secure bike parking locations included:</p> <ul style="list-style-type: none"> <li>- Outside schools, kindergartens, and playgrounds.</li> <li>- Near public facilities like libraries, bus stops and public toilets.</li> <li>- In and around the Māngere Town Centre and adjacent areas such as inside the mall, PaknSave, Countdown, and the Māngere Town Centre Library.</li> <li>- At all entrances to Māngere Mountain and outside the Māngere Mountain Education Centre.</li> <li>- On both sides of Ngā Hau Māngere Bridge.</li> <li>- Along Kiwi Esplanade, particularly at playgrounds and reserves.</li> <li>- Outside Māngere Bridge School.</li> <li>- At Ambury Farm and at the treatment plant near Māngere Lagoon.</li> <li>- Along Coronation Road, at the BP gas station and Māngere Bridge Tavern.</li> <li>- Along Bader Drive, at Moyle Park and outside Māngere College.</li> <li>- Locations outside of Māngere: in Onehunga, at the transport centre and port and at One Tree Hill.</li> </ul>	<p>Thank you for providing this information. We are getting good feedback on the need for bike parking through this and other projects in Māngere and have seen issues while on site. We will add this to our bike parking map for further consideration.</p> <p>The design and location of any potential future bike parking will be investigated with security in mind. AT is currently testing new types of bike stands to provide increased security and may trial these in the project area.</p>
<p>19% of respondents did not want additional secure bike parking.</p>	<p>As with other modes of transport, convenient bike parking is an integral element of the network. Bike parking is useful in locations where there is already a demand or where bike trips are already occurring.</p> <p>In response to this consultation, a majority of respondents (six in ten) told us that the proposed cycleway would make it safer and easier for people to ride their bikes and access local destinations, and just over half said that they would use the proposed cycleway once it is built. We therefore expect to see further demand for bike parking at key destinations along the routes.</p>

## 5.3 Additional feedback on other opportunities to encourage cycling

In the survey, we asked people what other opportunities or changes they would like to see to give cycling a go and provided the following options: guided bike rides, learn-to-ride workshops, e-bike trial schemes and safe places to store a bike. People could also provide other comments and suggestions.

Other opportunities to encourage cycling	
Feedback	AT response
<p>Opportunities to encourage cycling:</p> <ul style="list-style-type: none"> <li>- 30% of respondents said they would like safe bike storage.</li> <li>- 22% said they would like an e-bike trial scheme.</li> <li>- 10% of respondents said they would like guided bike rides.</li> <li>- 10% said they would like to attend learn-to-ride workshops.</li> </ul>	<p>Providing cycling facilities in Māngere will make it easier for those with different levels of experience and ability to get around the area by bike. People who ride do so for a wide variety of reasons - commuting or getting to school, recreation, training, accessing local shops and community facilities - and have a range of levels of confidence. AT is looking to provide facilities that cater to the greatest range of potential riders to enable more trips by bike.</p> <p>AT is developing programmes to address the barriers to cycling uptake alongside local communities. These will be advertised locally alongside the cycling improvements. Bike libraries and e-bike trials are some of the initiatives that can address barriers around affordability and logistics. The Māngere BikeFIT Community Hub, managed by Triple Teez, currently operates an e-bike trial scheme and offers donated bikes for free or koha.</p>
<p>41% of respondents gave us other comments and suggestions, which included:</p> <ul style="list-style-type: none"> <li>- Not being interested in cycling due to: <ul style="list-style-type: none"> <li>- it not being practical with family or the weather</li> <li>- health and disability</li> <li>- safety</li> </ul> </li> <li>- Improvements to cycling infrastructure such as: <ul style="list-style-type: none"> <li>- better connectivity between new and existing cycleways</li> <li>- separated cycleways</li> <li>- bike paths that are clean and free of debris</li> <li>- improved road maintenance</li> <li>- more recreational routes</li> <li>- more community-led bike hubs, bike park-and-ride facilities, and bike racks</li> <li>- allowing people to ride on the footpath</li> </ul> </li> <li>- Bike subsidies, free/affordable bikes, and bike hire schemes</li> <li>- Driver awareness and education</li> </ul> <p>In this group, there was also a percentage of people who already cycle and consider the area is good for cycling.</p>	<p>Connecting disconnected parts of our cycle network and providing safe cycle facilities between residential areas and key destinations (such as town centres, schools, and public transport stations) is important for providing travel choices for all ages and abilities. Our customer research shows that one-third of Aucklanders cycle at least occasionally. Of those who do not cycle, 56% report that the biggest barrier to them cycling is not feeling safe because of how people drive. Safer infrastructure is key to enabling those who would like to cycle.</p> <p>Auckland Transport is committed to expanding the network of safe cycling facilities and infrastructure across the region so that people of all ages and abilities can feel confident and safe when choosing to make their day-to-day trips by bike or allowing their children to ride. AT knows that many more Aucklanders would travel by bike or other modes if they felt safer and were separated from the traffic. Providing safe cycling facilities in Māngere will build connectivity with other existing paths around the area (such as Ngā Hau Māngere and the shared path along George Bolt Drive to the airport area) and will improve access to key destinations, including numerous schools, parks, and Māngere Town Centre. We acknowledge that for some riders and for some trips, staying on the road is preferred. To improve cycling infrastructure, we will:</p> <ul style="list-style-type: none"> <li>- Work with our wayfinding team to provide legible network signage for cyclists.</li> <li>- Raise road maintenance issues with our internal team. Planned maintenance programmes are routinely scheduled around Auckland to reduce deterioration and repair defects.</li> </ul> <p>Regarding people being able to ride on the footpath, the Ministry of Transport is currently working on a collection of rule changes called 'Accessible Streets' to improve safety for footpath users, including those on bikes. Wherever possible, AT's aim is to provide separated cycle paths. This creates a safer environment for both cyclists and people walking, especially for our most vulnerable users: small children, seniors and people using mobility devices.</p>

## 5.4 Additional feedback related to the proposed cycleway

In addition to the above answers, respondents offered further suggestions and comments on the proposal.

Feedback related to the proposed cycleway	
Feedback	AT response
<p>16% of respondents gave us feedback on the proposed route and on specific segments of the proposed cycleway. Respondents mentioned:</p> <ul style="list-style-type: none"> <li>- It's not favourable to bypass Māngere Bridge Village via adjacent roads or suggested alternative routes for the bypass, including:</li> <li>- Te Ararata Stream, Crawford Avenue and Mahunga Drive.</li> <li>- Connections to other cycleways and areas, such as:</li> <li>- the Southwestern Cycleway</li> <li>- Māngere East</li> <li>- the Waikaraka Cycleway and Ambury Farm</li> <li>- Auckland Airport</li> <li>- Concerns about specific proposed changes on specific roads.</li> </ul>	<p>The proposed route was shaped by the outcomes of the Collaboration Forum, where local people with a broad range of perspectives got together with project team members to explore cycling improvements in Māngere West. As part of the Collaboration Forum, we looked at alternative or complementary routes, including west of the Maunga on Wallace Rd and using Te Ararata Stream.</p> <p>By diverting the cycleway around the village, the impact on customer parking for businesses has been significantly reduced. The route proposed via Taylor, Woodward, and Kiwi Esplanade achieves a safe speed environment and provides a quieter option for riders who do not want to ride through the village centre, a thriving and busy area with outdoor dining on footpaths and cars moving in and out of short-stay angle parking on the road.</p> <p>We recognize the need for more safe cycling streets and are working on a connected cycling network in Auckland, including proposed cycling facilities in Māngere East. Concerns raised about specific roads and sections of the project have been taken into account and considered as we progress the design to make a more connected, and safer network for more vulnerable users.</p>
<p>11% of respondents gave us feedback on specific elements used in the proposed design. In their submissions, people mentioned:</p> <ul style="list-style-type: none"> <li>- Proposed raised separators are hazardous to road users and pedestrians.</li> <li>- Proposed changes to bus stops will create more traffic congestion and be potentially hazardous</li> </ul> <p>People also suggested that the project should:</p> <ul style="list-style-type: none"> <li>- Build separated cycleways rather than shared paths.</li> <li>- Generally, improve signage and wayfinding of cycleways.</li> <li>- Ensure there is adequate lighting along the proposed cycleway.</li> <li>- Make the cycleway wide enough for wheelchair bikes.</li> </ul>	<p>The project will aim to provide separated cycle paths where possible. These paths will help less confident riders feel safer and make cycling a more attractive transport choice for more Aucklanders. They will also create a safer environment for people walking, especially children, seniors, and people with mobility devices. Regarding its potential tripping hazard, our team has checked that crossings and intersections will enable safe movement.</p> <p>Lower precast concrete separators, paint the island's nose with reflecting paint, add cat eyes for better nighttime visibility, and install signs after intersections to warn drivers of separators will be used. Lighting will also be updated to AT's lighting standards.</p> <p>In-lane bus stops designed to reduce conflict between cyclists and bus passengers crossing the cycleway to the bus island. The cycleway will be narrowed to shorten the crossing distance, and the bus stop island will be widened. This, along with the raised platform, will help slow down cyclists. In-lane bus stops improve public transport efficiency by allowing buses to stop without merging back into traffic, helping them stick to the timetable. While this may momentarily slow traffic, it is expected to improve overall safety, especially for vulnerable road users.</p> <p>We will progress with providing more wayfinding into the project. While greater shared path widths are desirable for wheelchairs, cargo bikes, and other mobility devices, to achieve these widths, the sites where shared paths are proposed are constrained.</p>

## 5.5 Additional concerns about the proposed cycleway

Respondents also expressed concerns about different aspects of the proposed cycleway, which are summarised below.

Concerns about the proposed cycleway	
Feedback	AT response
<p>Respondents to the consultation expressed concerns about the following aspects of the proposed cycleway:</p> <ul style="list-style-type: none"> <li>- The need for the project and its proposed investment.</li> <li>- The consultation and engagement process with local stakeholders.</li> <li>- The loss of car parking, specifically in relation to: <ul style="list-style-type: none"> <li>- housing intensification</li> <li>- Māngere Bridge Village businesses</li> <li>- Māngere Bridge School, Māngere Mountain and Māngere Mountain Education Centre</li> <li>- its impact on the elderly and disabled</li> </ul> </li> <li>- The impacts on the surrounding areas and the traffic.</li> <li>- Low or no future usage, especially from local people</li> <li>- Maintenance of the street changes.</li> </ul>	<p>This project forms part of the Short-Term Airport Access Improvement Programme (STAAI), developed and funded by Auckland Transport and Waka Kotahi, which will provide travel choices to get to the airport and move around the surrounding areas. A robust assessment of cost, value for money, and expected outcomes forms part of any decisions around safety improvements and active modes infrastructure. A summary of the business case for STAAI as endorsed by the AT Board can be found here: <a href="https://at.govt.nz/media/1981509/item-94-short-term-airport-access-improvements-single-stage-business-case-incl-attachments.pdf">at.govt.nz/media/1981509/item-94-short-term-airport-access-improvements-single-stage-business-case-incl-attachments.pdf</a></p> <p>The design consulted on at the end of 2023 was progressed from the route that emerged from the Collaboration Forum sessions. Further information on this process can be found in <a href="#">section 2</a> of this report.</p> <p>Our region's growth is impacting our transport system. Our roads and streets are under increasing pressure and have to cater for a wider variety of needs. We need to manage it to help Aucklanders meet their needs while recognising limited space. AT aims to make cost-effective improvements for buses, walking, cycling, and traffic, using existing road space rather than making expensive changes to kerbs or property purchase. The current project version has 40% less impact on parking than the 2020 version and preserves all existing mobility car parks. We are in conversation with the education facilities adjacent to the proposed improvements (including the Māngere Mountain Education Centre, Māngere Bridge School and Māngere College) to understand their safe access needs, which may impact the project's design in upcoming phases.</p> <p>As we invest in more safe cycle facilities and our cycle network becomes more connected, cycling becomes more convenient, and the number of people cycling increases. This is called the 'network effect' and can be seen, for example, when the opening of Ian McKinnon Drive cycleway (linking the Northwestern Path to the city centre) saw a 56% increase in cycling movements on Upper Queen Street between 2017 and 2019.</p> <p>In this consultation, the majority, or about six out of ten respondents (61%), strongly agreed or agreed that the proposed cycleway would make it safer and easier for people to ride their bikes. Nearly six out of every ten respondents (59%) agreed or strongly agreed that the proposed cycleway would make it easier for people on bikes to access local destinations. Just over half (52%) of respondents in the survey strongly agreed or agreed that they would use the proposed cycleway once it is built. Other respondents who were otherwise supportive of the proposed cycleway noted that they would not use the proposed cycleway themselves, for example, due to a disability.</p> <p>Older people and people with disabilities are a key consideration in our designs. The project includes features to assist people with mobility challenges and ensure safer and easier navigation, such as street treatments to reduce vehicle speeds and new pedestrian crossings. The signalised crossing on Coronation Road adds a safe crossing point on a currently difficult road.</p>

# Thank you.

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