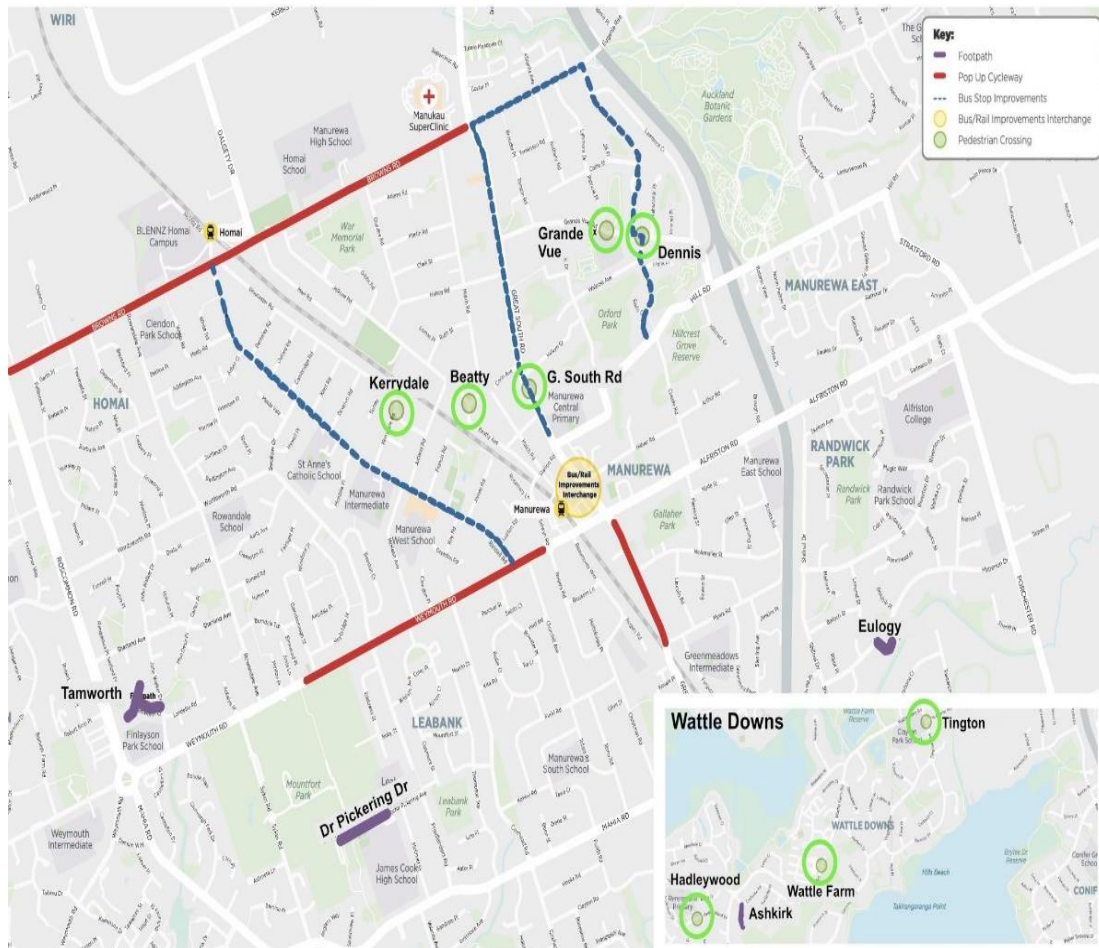


Manurewa Pop up cycleways and intersection improvements

Community Feedback Report



Summary of public consultation feedback September 2023



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Executive summary

AT are proposing to provide cycle lane protection in the form of physical separators along the existing painted cycle lanes on Browns Rd, Weymouth Rd and a section of Gt South Rd Manurewa. The separators could be concrete, rubber or a mix of both types depending on location and consultation feedback.

In addition to the cycle separators, 7 intersections along the routes will be improved to cater for cyclists. With a further 2 intersections being upgraded for safety outcomes.

A total of 218 responses were provided for the proposals.

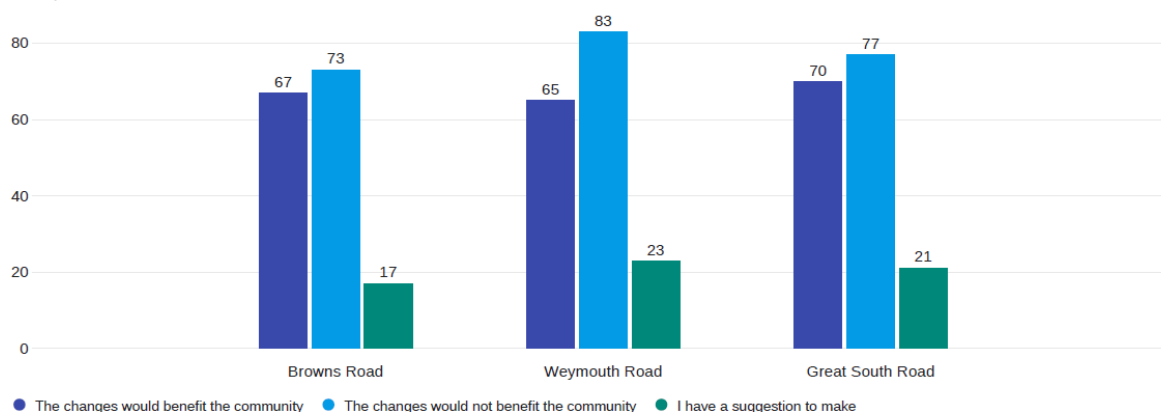
Support for each of the locations

Manurewa pop-up cycle lane and intersection improvements

06/10/2023

What do you think of the proposed changes?

218 Responses



Submitters may have provided feedback on one or more schemes.

Key themes in feedback

<i>Improved safety</i>	<p>Many respondents commented on the scheme providing improved safety for cyclists including students and commuters</p> <p>See as an opportunity to increase cycling in the area</p> <p>Better connections for cyclists</p>
<i>Increase cycling</i>	<p>See as an opportunity to increase cycling in the area</p> <p>Better connections for cyclists</p>
<i>Crossing facilities</i>	<p>Providing the crossing facilities was supported by comments stating slower speeds made the environment safer</p>



<i>Parking</i>	The loss of parking was noted in multiple submissions- however only three additional parking spaces are proposed to be removed across all three sites
<i>Waste of money</i>	Several respondents made comments that it was a waste of money as they don't see many people cycling in the area

You can read more about the feedback we received in the [Community feedback](#) section.

Next steps

The project team will consider all feedback presented from the consultation process, meetings with key stakeholders and Elected members. They will make any appropriate adjustments to the proposed designs and submit to Waka Kotahi for the delivery funding decision by the deadline of the 27th October 2023. Auckland Transport will be advised the outcome of their application by the end of November 2023. It is expected that if approved for delivery this will commence prior to June 30th 2025.

We will be in touch with the Manurewa Local Board, schools, residents, and local businesses once we have the approval decision from Waka Kotahi - expected by mid- November 2023.

We will work closely with the community to advise construction and mitigate disruption during construction as much as possible and ensure advance notice is given of any works.

Why Cycle-lane protection?

Improvements to cycling infrastructure make it easier, healthier and more efficient for everyone to move around Tāmaki Makaurau - on wheels of any size. The lack of a **safe, connected network**, is the biggest barrier for people choosing to cycle in Auckland.

The aim of this programme is to upgrade existing painted cycle lanes quickly and efficiently with physical protection and make intersections safer and less imposing for cyclists. The improvements are proposed on Browns Road, Weymouth Road and Great South Road (between Mahia Road and Weymouth Road). The current painted cycle lanes do not provide any physical separation for cyclists. The changes will increase the attractiveness of existing facilities to encourage new riders and make journeys safer and more enjoyable for current and new riders.

Auckland Transport is aiming to increase the uptake of active transport such as cycling. Cycle delineators have been shown to be an effective way to improve safety for cyclists. This will encourage more people to get into cycling, or to boost the confidence of existing cyclists, encouraging them to cycle more.

Types of cycleway separators

The cycleway will include some form of physical separation between traffic and people on bikes or micro- mobility – such as e-scooters. This provides a safer option for those who

are concerned about riding in traffic. We have two potential options for the type of separator used along the existing cycle lanes.

Plastic or Rubber

These are generally lower in height than concrete separators. They do not always stop vehicles from straying into the cycle lane. They need more frequent maintenance and replacement. They are not recyclable and can break down into small particles (micro plastics/rubber) over time which can end up in waterways. Initial cost is much less than concrete, but incur higher maintenance costs.



Concrete Precast Separator (Low Profile)

These are very durable and are recyclable. More expensive initially than plastic or rubber, but last longer and have lower maintenance costs and can be mounted by rubbish trucks for rubbish collection. They also have reflective front ends.





Background

Auckland Transport has identified Manurewa and Mangere as priority areas for investment in walking, cycling and public transport over the next five years. Due to a high proportion of school-aged children, schools and public transport options in the areas, concentrated investment in Manurewa and Mangere will enable a safer, more attractive urban environment, and provide more travel options for the community, particularly short walking and cycling journeys to schools, local shops, community facilities and public transport. In addition, bus services that travel through Manurewa provide a range of transport links to destinations in South Auckland, and connections with rail services at Manurewa and Homai stations. These improved links will promote travelling by public transport to destinations across the city and locally. Alongside the Public Transport improvements, AT will make cycling and road safety enhancements on the same corridors. This will ensure that all modes benefit from the proposed infrastructure improvements.

The work in these areas will not be in isolation. All projects being delivered in the Mangere area will be complementary to the current work being completed there including, Mangere West Cycle programme, Mangere East Cycle programme and Streets for People in Mangere Bridge. In addition, Auckland Transport's Sustainable Mobility Team are delivering a number of engagement and behaviour change events and activations to support active mode users. Where possible CERF project teams will coordinate and connect into these events and activities. It is important to Auckland Transport that there is a cohesive delivery model for all projects happening in the same area.

Climate Emergency Response Fund (CERF) – Transport Choices (TC)

Under the Government's emissions reduction plan is a National \$348 million Transport Choices package. This was made available from the Climate Emergency Response Fund. Transport Choices is an investment package for local councils to begin immediate work for reduction of emissions, as part of the emissions reduction plan released in May 2022.

Its purpose is to build momentum, capability, and public support ahead of more detailed VKT reduction planning investment programmes that will run over the next few years. Auckland Transport secured \$61.5m to invest in walking, cycling, and public transport projects, with \$17m going to the Manurewa Package. This fund from Waka Kotahi has an effective Funding Assistance Rate (FAR) of 100% to deliver key emission reduction initiatives. There is a hard deadline for delivery by 30th June 2025. All projects must be complete and monitoring against targets underway (and ideally completed) by this date. This funding allows Auckland Transport to fast track the delivery of this package of work.

<p>Delivering strategic cycling / micro-mobility networks</p> <p>Significantly increasing the pace and scale of implementing planned cycling/micro-mobility networks in urban areas through delivering low-cost, safe, on street cycleways.</p> 	<p>Creating walkable neighbourhoods</p> <p>Targeted and neighbourhood scale investments to significantly improve the safety and attractiveness of walking in urban areas, focused around centres, rapid transit stations, and in rapidly growing neighbourhoods.</p> 
<p>Supporting safe green and healthy school travel</p> <p>Accelerate investment in school travel programmes, delivering comprehensive change that makes active modes safer and more convenient for trips to/from schools and in surrounding neighbourhoods.</p> 	<p>Making public transport more reliable and easier to use</p> <p>Accelerating programmes of small-scale upgrades to public transport facilities to improve customer experience and service quality for people of all ages and abilities.</p> 

Road Safety Engineering Programme (RSE)

Three elements of the proposal are funded by the AT's Road Safety Engineering Programme. This aims to prioritise the safety of high-risk intersections and corridors in Auckland. The programme is partly funded by Waka Kotahi NZ Transport Agency via the Road to Zero activity class.

The projects funded by the Road Safety Engineering Programme are:

1. Upgrade at intersection of Friedlanders Road/Woodsworth Road/Weymouth Road
2. Signalisation of Coxhead Rd/Weymouth Road on raised table
3. Improve the safety of pedestrians and provide a raised crossing at 87/100 Weymouth Rd

The Friedlanders Rd/Woodsworth Rd/Weymouth Rd intersection has a total of 17 reported crashes between 2017-2021 including 2 serious and 4 minor injury crashes.

At the Coxhead Rd/Weymouth Rd intersection there has been a total of 11 report crashes between 2017-2021 including 2 serious and 4 minor injury crashes.

The new raised crossing at 87/100 Weymouth Rd will replace the existing crossing at 85 Weymouth Rd. The existing crossing has high pedestrian demand and has recorded around 300 pedestrians throughout the day.

Project details

Provide the following improvements on:

Browns Rd:

Provide physical protection barriers in the existing painted cycleways

Improve intersections for cyclists at

- Chonny Cres / Browns Road
- Katikati Drive / Rowandale Road / Browns Road
- McVilly Road / Russell Road/ Browns Road/ Dalgety Drive / Browns Road

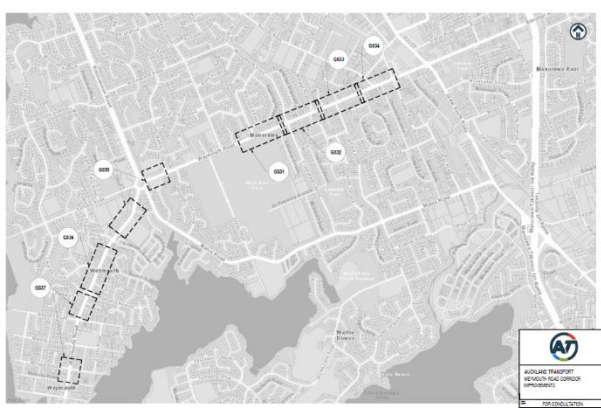


Weymouth Rd:

Provide physical protection barriers in the existing painted cycleways

Improve intersections for cyclists at

- Great South Road / Weymouth Road / Alfriston Road
- Russell Road / Weymouth Road
- Coxhead Road / Weymouth Road - (RSE)
- Friedlanders Road /Wordsworth Road / Weymouth Road - (RSE)
- Improve the safety of pedestrians and provide a raised crossing at 87/100 Weymouth Rd - (RSE)



Great South Rd

Provide physical protection barriers in the existing painted cycleways

Improve intersections for cyclists at

- Myers Road / Great South Road





Public feedback process

We consulted on the proposed safety improvements from 11th September-4th October 2023.

Activities to raise awareness

To let the community know about the public feedback process, we:

 <p>created a consultation webpage</p>	 <p>delivered letters to nearby residents and to the key stakeholder database including all local schools</p>
 <p>ran social media advertisements directing people to the CERF webpage and encouraging feedback</p>	 <p>Ran two community drop in sessions for people to get more detail and speak to projects team members Met with the Manurewa Business Association</p>

How people provided feedback

The public provided feedback using an online submission form on consultation webpage <https://at.govt.nz/southtransportchoices> or by emailing us at ATEngagement@at.govt.nz

What we asked you

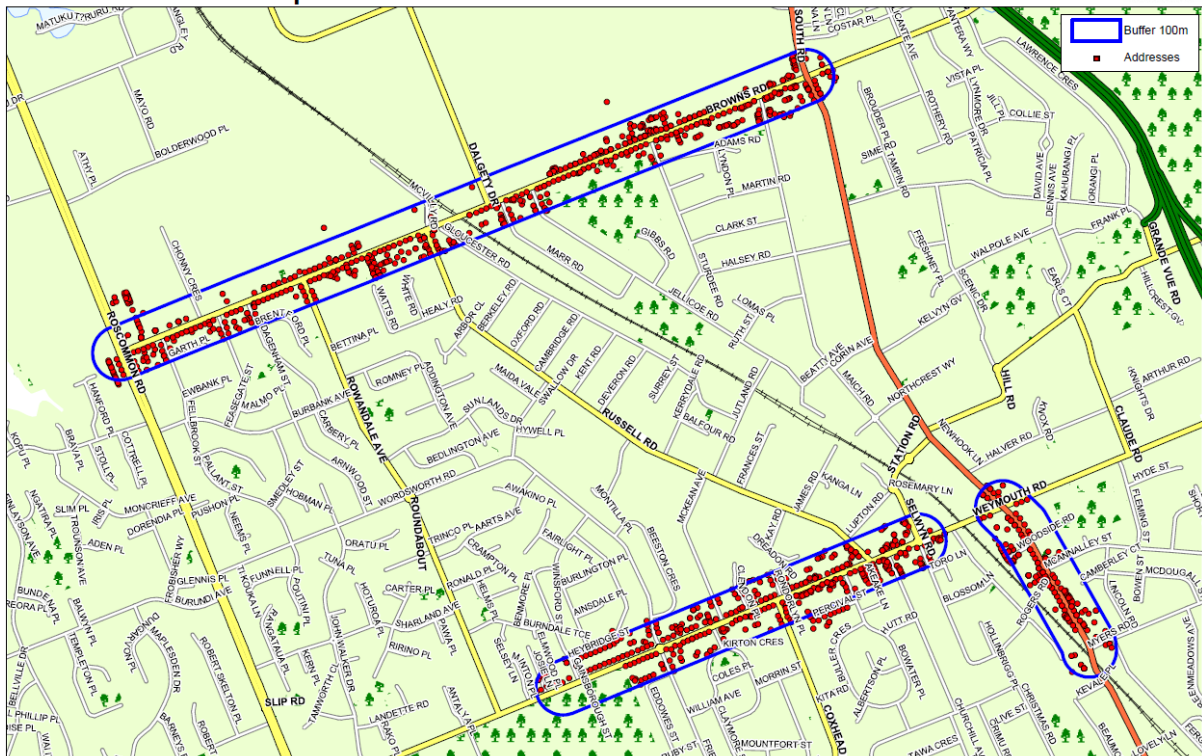
We asked the following questions for each of the three routes

1. **What do you think of the proposed changes on _____?**
 - The changes would benefit the community
 - The changes will not benefit the community
 - I have a suggestion to make- open text box available
2. **What type of cycle separator would you prefer on _____?**
 - Plastic or rubber separator
 - Concrete separator
 - A combination of both
 - No preference
3. **What best describes your interest in this project?**
 - I live or own a property in the area
 - I work or own a business in the area
 - I study in the area

- I walk or cycle in the area
- Other- open text

Mail Distribution map

AdMail - AT Manukau
Distribution areas - September 2023





Community feedback

Overview

223

total
submissions

218 online submissions

5 emailed submissions

How respondents described what they thought about the proposed changes

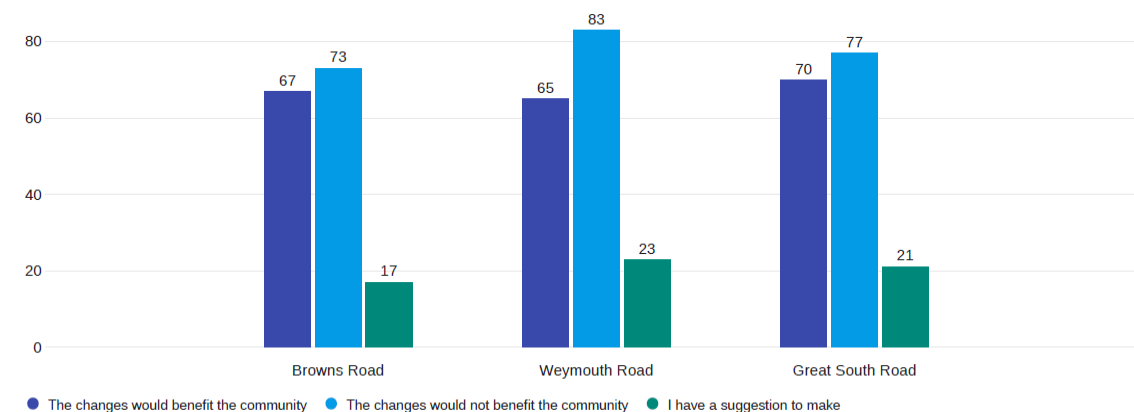
Respondents could select more than one location to provide feedback on.

Manurewa pop-up cycle lane and intersection improvements

06/10/2023

What do you think of the proposed changes?

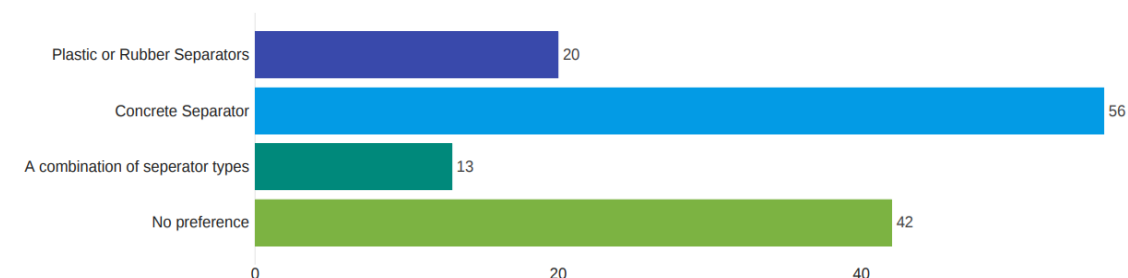
218 Responses



Respondents were then asked what type of cycle separator they would they prefer on each route

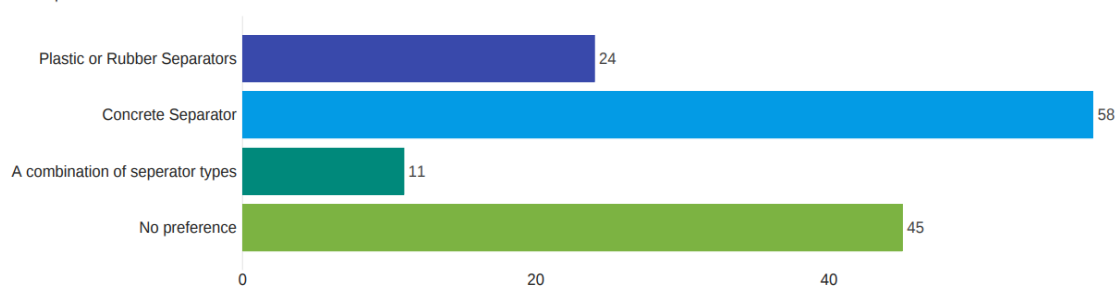
What type of cycleway separator would you prefer on Browns Road? (optional)

131 Responses



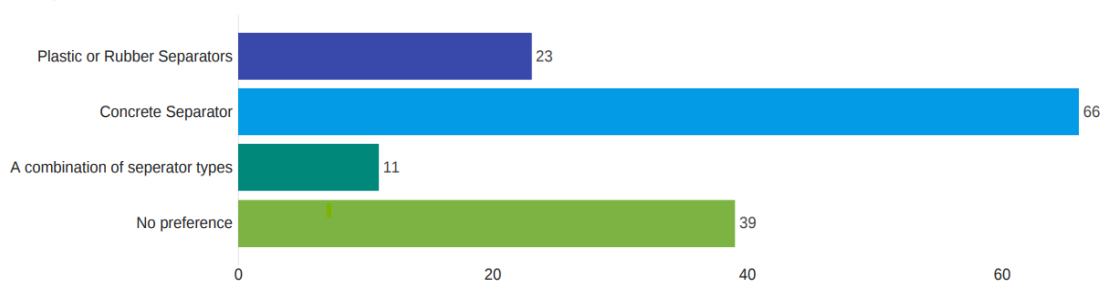
What type of cycleway separator would you prefer on Weymouth Road? (optional)

138 Responses



What type of cycleway separator would you prefer on Great South Road? (optional)

139 Responses



Key themes

Feedback was mixed and responses from respondents could cover each of the three locations

Strong support for concrete separators over the plastic rubber type

Increased safety



"Improve safety for people to the Homai train station"

"Make it safer for school children, to bike to school."

"Keep cyclist is safe and encourage alternative healthier travel "

"Safety for children cycling to and from school and keep them off the footpath endangering pedestrians I myself had a hairy incident along Browns Rd few months ago and that one incident has completely stopped me biking up to the gym, I would greatly appreciate any type of barrier between me and people distracted while driving"

"Future proofing. Old people are extremely against it, but we need to future proof for the next generation who will inevitably use alternative methods of transportation For people that already use bicycles and other smaller transport it will help with safety massively. It doesn't get in the way for vehicle users as well."

Support, encourage cycling



"By promoting safer cycling to the local schools"

"Increased mobility options"

"I am very excited about these changes, as a regular user of the cycle lane on Weymouth Road"

"Safer more efficient active transport for local".

"Healthy lifestyle and less pollution"

No support for cycling



"Apart from people going to or from school or work in the morning and evening, cycle lanes are rarely used"

"No one rides a bike along there. At all, ever"



“The number of people using cycleways etc in these areas does not warrant the massive expenditure outlay”

There is nothing wrong with the road as it is. This is a residential area with cars driving out into the main road every minute of the day. People use the road to safely pull into their driveways”

“They'll also be a huge nuisance to traffic using the shoulder to allow cars to pass so they can turn left into driveways”

“the way houses/apartments are being built there are not enough carparks for cars on property therefore the roadside is the only place people can park alternative is for each house/apartment to be required by law to have a minimum of two carparks provided on the property for them”



Key stakeholder submissions

In addition to public feedback, we also received submissions from schools around the proposed locations and Bike Auckland.

Bike Auckland

Bike Auckland is a registered charity based in Tāmaki Makaurau Auckland whose aim is to make the region a better place to ride a bicycle. We advocate on behalf of people who currently cycle as well as people who want to, and who would choose to if it were safe and accessible. Our main focus is on safe access to cycling as a form of transport; for children and those who don't drive to have more independence; for lower income households to not have to pay for the high cost of owning a car; for all to have the choice to have active, healthy transport that is great for mental wellbeing, and to live in alignment with our environmental values. Bike Auckland as an organisation possesses considerable expert transport knowledge and represents a diverse membership and subscriber base. Additionally, transport is an integrated system where all different parts of it affect each other; we cannot advocate for cycling without talking about the system as a whole. Throughout this submission "cycles" and "bikes" are used interchangeably, to represent the diverse array of bikes (trikes, reclining bikes, trishaws, cargo bikes, e-bikes etc.) and (for simplicity) includes micromobility (e.g. scooters, e-scooters, powered wheelchairs etc.).

Pop-up cycleways and Intersection improvements.

We support the pop-up protected cycleways along Browns road, Weymouth road and Great South road. The cycleway width should be a minimum of 1.5metres wide in order to allow for a range of different kinds of bikes to use it (eg. trikes, reclining cycles). Ideally, where space allows, the cycleway should be more than 1.8metres wide.

The consultation survey suggests that the plastic separators would be lower than the concrete ones. The plastic dividers are too low and cars can easily drive and park over them, while the concrete dividers are more hefty and discourage cars in the cycle lane. As such, we prefer the concrete dividers over the plastic or rubber ones. However, if plastic or rubber dividers are chosen, they should be tall to give people riding in the cycleway adequate protection from wayward cars.

The separators should be adequately visible, with reflectors installed to ensure that people

driving can see them and avoid them. There should be hit sticks or another vertical treatment

installed to increase visibility of the dividers and also to encourage drivers to give them more

room. The nearby residents should receive notices in their letterboxes to inform them that these will be installed - this will reduce chances that people will drive into them which, as we have seen, can cause uproar against separators. Any learnings from Upper Harbour Drive cycleway should be taken into consideration when putting these in.

Browns road:

We support the raised crossing across Gloucester Road.



Browns road Figure 12588272-01-G031, (in the vicinity of the bus stop at 229 Brown Road)

Immediately after the bus stop there is a left turn where the cycleway appears to be paint only. I imagine it has been left unprotected so that buses can continue forwards from the bus stop straight into the turning left lane. However this appears to create a pinch point for people riding bikes as they may leave the cycleway and join the motor traffic to go around a bus in the bus stop, and then the design encourages them to duck back into the cycleway in front of the bus - the bus driver may drive straight forwards and unwittingly hit someone who was darting left on their bike. People cycling may also encounter near misses from drivers turning into the left lane without looking for, or leaving adequate space for, people on bikes. Green paint along the whole unprotected section of the cycleway, where it turns left and before the dividers begin again, would be helpful as a signal to drivers that they should be looking for people riding bikes. But really this area needs to be addressed in a different way to make it safer for people riding bikes. Is there space for the cycleway to be directed around the back of the bus shelter in this location, rejoining the road for the protected left turn space? Or, is the footpath wide enough to become a shared path for some of this stretch? This would give newer riders safer options instead of encouraging them to join the road to go around the buses.

At this location also, it's important that the dividers are placed in such a way as to make the corner gradual, rather than sharp. Making the cycleway corner less sharp will make it more inclusive for a wider range of bike-types.

Also note that this area will aggregate a lot of rubbish and debris from the road which will make cycling through unpleasant and dangerous for bike tyres. Regular punctures will put people off riding bikes. Ensure there will be a regular cleaning programme for the cycleway.

All four-way intersections:

We support the left turn joining the shared user path, allowing people riding bikes to essentially skip the lights when turning left.

There are right turn cycle bays on Browns road. It is already dangerous to cycle across two

active traffic lanes to get to those bays. As such, ideally there should be traffic signals for bikes with regular phasing to allow cyclists to turn right from any of the four corners.

Alternatively, if the crossing includes a "barns dance" cyclists could cross with care on that light phase. There should also be space between the cycleway dividers for cyclists to move through and into the right turning bay: some cyclists will be more comfortable turning right in the road corridor with the cars.

Weymouth road:

Ensure signage on Weymouth Rd/Friedlander Rd/Wordsworth Rd roundabout reminds drivers to give cyclists right of way - cars must give way. Often, while drivers give way for pedestrians, they forget to give cyclists right of way on these crossings.

Right turning bays in the middle of the road (e.g. at Coxhead Rd): ensure there is space for cyclists to get to the right turning bays safely from the left hand side cycle path.

As an additional note:

The maps in your survey are very small and difficult to see. I understand that they can be opened in a new tab and zoomed in on (that's what I did) but many people are not tech savvy enough to know to do that. Instead they will give up and skip looking at the maps. Please improve this so that more people are able to participate easily in giving feedback.

**For a full copy of Bike Auckland's response to the Manurewa and Mangere CERF TC packages please see Appendix 2*

Additional support



<https://twitter.com/JosephAllanNZ/status/1705068081054351542?t=FYAxXt5p2dLLxUBcae7nCw&s=19>

Manurewa High school

Manurewa High school have an active cycle group of both students and teachers and they have a keen interest in improve cycle safety and facilities in the Manurewa area. As a result a teacher Richard Casey | Manurewa High School Kaitiaki | Science and Physics developed and presented a survey to a class of students and the teaching cohort to understand their level of support in the project. Please see the survey and results below

Summary

Proposed cycleway on Browns Road

21 07:28 Active Responses Average time to complete

1.

I support the proposed cycleway development on Browns Road.

21 Yes

0 No

2.

Optional: give your reasons for supporting or not supporting the cycleway

15

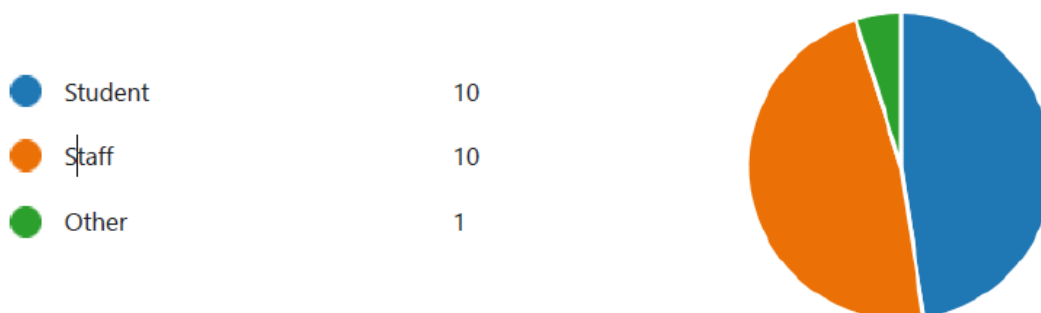
Responses

Latest Responses

"So we don't clash with bikers on the pathway or road."

8 respondents (**53%**) answered **safe** for this question.

3. Your role at Manurewa High School



Feedback from Manurewa Business Association

1. Both Southmall Manurewa and the Manurewa Business Association support Transport Choices Programme for Manurewa;
2. We believe the initiatives proposed will increase connectivity, accessibility and safety in the wider Manurewa area;
3. This will create additional market segments to frequent Manurewa as the options for multiple modes of PT will be increased;
4. In turn, this will improve local economic development outcomes of Manurewa being a favourable place to live, do business and invest in;
5. The initiative aligns with those of the (former) Manurewa Local Board Steering Group attached. The group was [sadly] discontinued after the last local body elections.

Additional comments to consider implementing

1. layered map of all modes of PT (similar to GIS type of layering) eg, cycleways, motor vehicles, heavy rail, light rail ,buses and the 30 year FTN proposal - Auckland Transport has a GIS portal open to the public showing the strategic networks for all modes called Future Connect. It identifies the most important parts of the transport network, and identifies the most critical issues and opportunities. This helps us make our 10-year investment programme, the Regional Land Transport Plan (RLTP). Although Future Connect does not show each individual project it does provide insights into the aspirations for how the network needs to look. More info on Future Connect and access to the GIS portal can be found on the link below. <https://at.govt.nz/about-us/transport-plans-strategies/future-connect-auckland-transport-network-plan>
2. cleaning and maintenance programme for cycleway separations; Cycle lanes are expected to be swept once per month and spot cleaning can be undertaken when needed if requested by the public (e.g. if debris has accumulated after a storm). In order for cycle lanes to be usable they must be kept free of debris and therefore regularly swept / maintained.
3. incentives for removing barriers to on-board should be at the forefront of changing mindsets; There are a number of barriers for people to pick up cycling as a transport mode. Safe infrastructure helps however other factors such as access to bikes, cycle skills and perceptions of cycling also impact whether people are able to take up cycling as a mode. Auckland Transport has aspirations to partner with a local supplier to install a bike hub in the Manurewa area. A bike hub would help with the social support to help people pick up biking as well as



access to affordable bikes, repairs and training. Although a bike hub in Manurewa is not currently funded, having a network of separated bike facilities in Manurewa would help to support bringing this initiative forward. More info on bike hubs can be found on the AT website <https://at.govt.nz/cycling-walking/cycling-walking-community/community-initiatives/bike-hubs>

4. existing road corridor improvement should be considered as part of the upgrades eg. existing driveway at McDonalds Manurewa that has been paved over without any road kerbing. If there are going to be an increase in cyclists then the existing corridor needs to be up to suitable and safe standards. Auckland transport will look into reinstating the redundant vehicle crossing on Great South Road in front of the McDonalds as part of the intersection upgrade project (should this go ahead). Other improvements along the route such as upgrading catchpits in cycle lanes to cycle friendly grates will be undertake as part of the project.

Final closeout email was sent to the stakeholders and respondents of the survey on Monday 22nd January- see email below

Kia Ora,

The Minister of Transport, the Honourable Simeon Brown, has advised Auckland Transport of the following decision regarding the proposed Climate Emergency Response fund (CERF)- Transport Choices projects, including the Manurewa Package:

- All projects that were on hold at the end of October 2023 will not receive any further funding and will therefore not proceed to implementation/construction as part of Transport Choices.

Auckland Transport will continue to look for alternative funding sources for these projects which include the following:

Manurewa Package

RTN Improvements & Public transport Infrastructure	Manurewa
New footpaths and footpath widening & accessibility improvements	Manurewa
New pedestrian crossings and facilities	Manurewa
Pop-Up Cycleways and intersections	Manurewa

We will keep the community fully updated with any further information.

Nga Mihi

Auckland Transport Engagement Team



Auckland Transport responses to concerns and suggestions

Community support and concerns

Through their submissions, some members of the community noted their support for the projects or raised their concerns, and AT has responded to each concern in the table below:

*Please note respondents comments are verbatim and have not been amended for this report

Location	Feedback	AT Response
Browns Rd	<ul style="list-style-type: none">• Safer more efficient active transport for local.• Providing better options for transport and having a positive impact on health and climate goals travel choices for our kids and people.• shorter journeys will be more accessible by bicycle• Healthy lifestyle, less pollution..• Makes it safer for people to choose to ride bikes from A to B, which will reduce parking problems and also make the streets safer and quieter• Future proofing. Old people are extremely against it, but we need to future proof for the next generation who will inevitably use alternative methods of transportation For people that already use bicycles and other smaller transport it will help with safety massively. It doesn't get in the way for vehicle users as well.• As long as there is consistent connection points it should be good.• To help prevent cyclists getting hit by a car and possibly killed• Safer cycling would get more people healthy and kids would be safe using the road.• Bikes are cheap and easy way to get around and everyone worries about safety but this would help a lot.• Easier to bike and more comfortable to walk Improve safety for students cycling to Manurewa schools.• Improve safety for people to the Homai train station	Thank you for your feedback

	<ul style="list-style-type: none"> • Making it safer to cycle will enable more to do so, benefitting all Road users as well as the climate. This will also make it safer for those currently cycling. • By making it safer for people to ride bikes or scooters. Particularly for students. • Keep cyclist is safe and encourage alternative healthier travel • Makes using the cycle lane on the street much safe by preventing cars from cutting across it. • Dedicated cycle lane right up to signalised intersections is much safer than merging cars and bikes at these points. Unclear what is happening to the bus stop at 153 Browns Road though. • If there is a clearer indicator of where the cycle lane is (i.e. the green surface) and a physical barrier between cyclists and cars, people are more likely to use the lanes since it will be safer. • As recreational cyclists, we do not feel safe riding on Browns Road. We have tried in the past, but the markings on the road is very faint and not very visible to motor vehicles. • We are a low income area and cycling is a cheap option for transport to and from work and school. • I cycle from Manurewa to work at Airport at least 3 times per week. • It would also keep cyclists safe, • I certainly feel a lot safer riding in the protected areas through Manukau, but not so safe through Manurewa. • Safety for children cycling to and from school and keep them off the footpath endangering pedestrians I myself had a hairy incident along Browns Rd few months ago and that one incident has completely stopped me biking up to the gym, I would greatly appreciate any type of barrier between me and people distracted while driving • By promoting safer cycling to the local schools 	<p>Thank you for your feedback</p>
	<ul style="list-style-type: none"> • Collects rubbish 	<p>Cycle lanes are expected to be swept once per month and spot cleaning can be undertaken when needed if requested by the public (e.g. if debris has accumulated after a storm). In order for cycle lanes to be usable they must be kept free of debris and therefore regularly swept / maintained.</p>



	<ul style="list-style-type: none"> • No parking • With the ever increasing intensification of housing in the area, many without parking or garages the roads are going to be nightmarish to drive on • the way houses/apartments are being built there are not enough carparks for cars on property therefore the roadside is the only place people can park alternative is for each house/apartment to be required by law to have a minimum of two carparks provided on the property for them 	<p>The cycle lanes on Browns Road are existing and parking within them is therefore not allowed. Parking removal on Browns Road as part of the project is very minimal (3 spaces total) and not occurring nearby any businesses.</p>
	<ul style="list-style-type: none"> • Streets too narrow • Browns road is not a particularly wide road and will become very narrow for traffic with the addition of cycle lanes. It's also a very busy road at peak times. I foresee difficulties for people living along this road getting in and out of their driveways. Also if parking spaces are available on the outside of the cycle lanes the narrowing of traffic access will add to congestion. • Decrease in road width (and the types of separation suggested could lead to an increase in accidents if vehicles hit or ride over them • There is nothing wrong with the road as it is. This is a residential area with cars driving out into the main road every minute of the day. People use the road to safety pull into their driveways • They'll also be a huge nuisance to traffic using the shoulder to allow cars to pass so they can turn left into driveways 	<p>For most of the length of Browns Road, the traffic lane width will mostly have a 3.5m width between the edge of the flush median and the separators. This provides comfortable widths for large vehicles to pass through. The cross section also allows for Over Dimension vehicles to travel along the road when needed.</p>
	<ul style="list-style-type: none"> • Apart from people going to or from school or work in the morning and evening, cycle lanes are rarely used, • No one rides a bike along there. At all, ever. • Please do a survey on this road to ascertain cycle use before undertaking any of this work and provide feedback on the current usage to the community • The number of people using cycleways etc in these areas does not warrant the massive expenditure outlay. • It will directly affect my property at 170 browns road , besides noone rides cycles in South Auckland to such extent to warrant a cycle lane , it's just a bloody waste of tax payer money • Concerns are that these things are going in but we don't see people use them. 	<p>Manurewa currently has relatively low volumes of cyclists compared to other parts of Auckland, although much of the feedback received during this consultation comes from people who cycle in the area. The purpose of this project is to upgrade the existing painted cycle lanes and intersections along the route to make the route is safer, as well as to allow users to feel safer when riding. Feedback from Aucklanders who are interested in taking up cycling as a transport mode, shows that that one of the biggest barriers for them is not feeling safe when having to mix with traffic. Providing a level of physical separation helps to alleviate that feeling of not feeling safe, particularly for less confident riders such as school children. Post construction evaluation is to be undertaken to see what impact the projects have had on cycle volumes on those roads.</p>



	<ul style="list-style-type: none"> • Why not have Clear Ways during the busy hours, and then leave the road free for whatever use outside those times, Considerably less expense too • I note the next question does not have a choice of 'no cycle lane'. 	<p>The cycle lanes are existing, and the proposed project aims to provide physical separation alongside them. There is no intention to remove the existing cycle lanes.</p>
	<ul style="list-style-type: none"> • These barriers are also extremely dangerous and create dangerous trip hazards to pedestrians 	<p>The separators will be placed well away from any pedestrian crossing locations so as not to potentially become a trip hazard.</p>
	<ul style="list-style-type: none"> • also cyclists/e scooter riders don't pay any form of roading tax,licensing or registration to pay for the changes that are being made for them 	<p>Not all trips can be made by bike and many bike riders also own cars and therefore pay licencing and registration and any excise on fuel. In the same way, many pedestrians also own cars. The Transport Choices Package in Manurewa involves improvements to allow greater access to alternative and sustainable transport modes, reducing the number of vehicles on the road, making less congestion for those who need to use a car.</p>
	<ul style="list-style-type: none"> • It's a ridiculous waste of money for the public. The little bumps are more of a traffic hazard than help. It's not needed. The tax payers money would be better spent on improving the pot hole issues around town and crossings on Great South Road near the park and temple 	<p>The funding for these projects comes from Waka Kotahi's Transport Choices Climate Emergency Response Fund. The intention of the fund is to increase access to alternative and sustainable transport modes to reduce transport related climate change emissions. It is 100% funded through that fund with no Auckland Council money required. A crossing outside the Nanaksar Sikh Temple is proposed as part of the wider Manurewa Transport Choices package.</p>
	<ul style="list-style-type: none"> • First off. The plans are difficult to read. Surely there's a better way to present proposed changes to the community. 	<p>Given the length of the proposed works on Browns Road there are a lot of plans which need to be provided. Drop in sessions in the community were setup to allow the public to have a closer look at the plans and ask questions of the project team.</p>
	<ul style="list-style-type: none"> • Cycleway seperators are dangerous to both cyclists and drivers. • They are a hazard for drivers. 	<p>The concrete separators are positioned to allow space for both vehicles and cyclists to travel comfortably. For most of the route there is a 0.3m buffer between the edge of the traffic lane and the concrete separators, to allow for some margin for error if vehicles drift out of their lane. The cycle lanes have a minimum width of 1.5m, allowing enough space for a bikes to travel, including bikes with trailers.</p> <p>There are a number of visibility aides to be used in order to ensure the separators are as visible as possible, including reflective paint on both ends, vertical signage at the beginning of long runs of separators, retroreflective</p>



		<p>pavement markers (cats eyes) alongside the separators and painted edge lines on along both sides of the separators</p> <p>The concrete separators to be used are around 30mm lower than those used elsewhere and have a more chamfered front end. If a vehicle travelling at the speed limit were to drift out of its lane and hit a separator, the vehicle is likely to only receive a bump and manoeuvre over it.</p>
	<ul style="list-style-type: none"> • They hold rubbish which cyclists do not want to ride over. • They are hard for contractors to road sweep. 	<p>Cycle lanes are expected to be swept once per month and spot cleaning can be undertaken when needed if requested by the public (e.g. if debris has accumulated after a storm). In order for cycle lanes to be usable they must be kept free of debris and therefore regularly swept / maintained.</p>
	<ul style="list-style-type: none"> • As a cyclists and driver, myself I would much prefer to see wider footpaths to accommodate cyclists • Needs to be a totally separate cycleway/shared use path 	<p>Having shared paths, particularly where there are high numbers of pedestrians, reduces the amenity and safety for pedestrians and can be less usable for cyclists. Shared paths for the length of Great South Road would also be much more expensive than providing protection on road, and current allocated funding would not be enough to deliver such a project.</p>
	<ul style="list-style-type: none"> • No cycle ways 	<p>The cycle lanes are existing, and the proposed project aims to provide physical separation alongside them. There is no intention to remove the existing cycle lanes.</p>
	<ul style="list-style-type: none"> • The proposal is dangerous at the Browns Road McVilly intersection. Cars already ignore traffic signals and block the road. Traffic shoots out of Gouchester Rd and accidents happen often. The road is not wide enough over the bridge to allow for this. I hope you have also taken into account that visually impaired pedestrians also travel on footpaths in this area and rely on traffic signals. Extra barriers on the road may create extra hazards for them to negotiate and they won't hear or expect cyclists in cycle lanes 	<p>The proposed intersection upgrade at McVilly Rd / Browns Rd / Russell Rd aims to fully separate vehicles from cyclists. At the intersection, this is done by taking the cyclists off road to cross alongside pedestrians, including across the existing raised table at Gloucester Rd.</p> <p>The project team have looked at the section on the bridge over the motorway and are confident the widths are appropriate particularly as it is a straight section of road. However, the project team will explore the use of narrower rubber separators on this section to allow more space/wiggle room.</p> <p>The presence of the Blind Low Vision schools/facilities in the area mean this intersection is likely to have a high number of blind/low vision pedestrians. The design ensures crossing points are separated between pedestrians and cyclists with Tactile Ground Surface indicator arrangements directing the Blind/Low Vision towards the push button and where to cross. The separators will be</p>



		placed far enough away from the intersections so as not to be a hazard for pedestrians.
Weymouth Road	<ul style="list-style-type: none"> • Its all very clear from our side of road appreciate about this approach by Auckland council to update our suburb • Safer more efficient active transport for local. • Providing better options for transport and having a positive impact on health and climate goals Travel choice. Climate Action. • Increased mobility options. • Less loss of life. • Healthy lifestyle and less pollution • Makes it safer for people to ride bikes from A to B. • This is a more affordable transport mode. As before, future proofing for the inevitable need for alternative methods of transportation • To help keep cyclists safe • Safer cycling would get more people healthy and kids would be safe using the road. • Bikes are cheap and easy way to get around and everyone worries about safety but this would help a lot. • Male cycling safer • Easier to bike and the roundabout will make traffic flow better • The proposed changes are a good star, but separated cycleways should be extended all along the way of the road. • Easier to feel safe and secure on a busy road. \ • Better connection of existing cycleways with protected on-road lanes. • Intersection/roundabout treatments friendly to children on bikes and scooters. • Safer ,healthier. As long as the drains can still be swept to prevent flooding. • I am very excited about these changes, as a regular user of the cycle lane on Weymouth Road. • The introduction of a raised area at the roundabout between Weymouth and Wordsworth Roads is long overdue and will help to stop the reckless speeding that goes on around here. • I'm particularly pleased with the changes to the Weymouth and Russell Roads intersection - moving the cycle lane onto the footpath is much safer for cyclists and the removal of the slip lane from Weymouth Road onto Russell Road makes the whole intersection safer for pedestrians and cyclists. • It would keep cyclists safe, and because of that, more people will uptake cycling to work or school. • It would have minimal effect on parking as there is no parking and/or an existing cycle lane there already. • Busy Road keep cyclists and pedestrians safe • It's quite obvious I'm sure I'm not the only one who likes to bike every where 	<p>Thank you for your feedback</p> <p>Thank you for your feedback</p>



	<ul style="list-style-type: none"> By promoting safer cycling to schools as well as the main sports fields Safer for cyclists Be able to cycle more places safely instead of driving the car 	
	<ul style="list-style-type: none"> I don't understand the rationale behind the raised table at the intersection of Coxhead and Weymouth. Seem like a lot of expense for little gain, but I'm not a transport engineer 	<p>It is acknowledged that speed is a major factor that determines the outcome of a crash. We recognise that people make mistakes, and it is important that road users are able to walk away from a crash without being seriously injured. The raised table at the intersection Coxhead Road/Weymouth Rd is to ensure that in the unfortunate event of a crash, especially involving pedestrians or cyclists there is a safe and survivable speed which will reduce the chance of fatal or serious injury.</p>
	<ul style="list-style-type: none"> It is not safe for pedestrians to be crossing the road on a roundabout. This is a main road. The only entrance and exit out and into Weymouth. Leave the road as it is. 	<p>Our pedestrian survey and observations showed that there is existing pedestrian demand at the Weymouth Road/Friedlanders Rd roundabout, especially students walking to and from nearby schools. It is not possible to restrict pedestrians from using this location to cross the road. The proposed raised crossing facilities will provide safe crossings for pedestrian and cyclists and also tie into the existing cycle lanes to allow cyclists to use this intersection safely.</p>
	<ul style="list-style-type: none"> Have Clear Ways instead of permanent cycle lanes, which are hardly used, except night and morning for school or work. No cycle ways 	<p>The cycle lanes are existing, and the proposed project aims to provide physical separation alongside them. There is no intention to remove the existing cycle lanes.</p>
	<ul style="list-style-type: none"> The concrete cycle barriers are dangerous to cyclists and motorists alike. Cyclists have been injured if they hit them. Cars have received serious damage if they've hit them. The plastic or rubber ones are not so dangerous or intrusive, especially they're hit. personally, It creates more obstacles on the road, can be very distracting to me, and it becomes a hazzard Cycleway seperators are dangerous to both cyclists and drivers. They are a hazard for drivers. 	<p>The concrete separators are positioned to allow space for both vehicles and cyclists to travel comfortably. For most of the route there is a 0.3m buffer between the edge of the traffic lane and the concrete separators, to allow for some margin for error if vehicles drift out of their lane. The cycle lanes have a minimum width of 1.5m, allowing enough space for a bikes to travel, including bikes with trailers.</p> <p>There are a number of visibility aides to be used in order to ensure the separators are as visible as possible, including reflective paint on both ends, vertical signage at the beginning of long runs of separators, retroreflective pavement markers (cats-eyes) alongside the separators and painted edge lines on along both sides of the separators</p> <p>The concrete separators to be used are around 30mm lower than those used elsewhere and have a more chamfered front end. If a vehicle travelling at the speed limit were to drift out of its lane and hit a separator, the vehicle is likely to only receive a bump and manoeuvre over it.</p>



	<ul style="list-style-type: none"> • These barriers are also extremely dangerous and create dangerous trip hazards to pedestrians 	<p>The separators will be placed well away from any pedestrian crossing locations so as not to potentially become a trip hazard.</p>
	<ul style="list-style-type: none"> • Roads are not really big enough for this • Same concerns as outlined above for Browns Road. Roads are already narrow and will be even more so creating difficulties for vehicles, who need to use the roads • Decrease in road width(and the types of separation suggested could lead to an increase in accidents if vehicles hit or ride over them)and lack of space for vehicles to park 	<p>For most of the length of Weymouth Road, the traffic lane width will mostly have a 3.5m width between the edge of the flush median and the separators. This provides comfortable widths for large vehicles to pass through. The cross section also allows for Over Dimension vehicles to travel along the road when needed. No existing parking is to proposed to be removed on Weymouth Road as part of the project</p>
	<ul style="list-style-type: none"> • The plastic or rubber ones are not so dangerous or intrusive, especially they're hit. 	<p>There are positives and negatives for using plastic or rubber separators. Plastic or rubber separators are softer and are more mountable however they are more difficult to maintain. The use of rubber separators may be considered on Weymouth Road as part of detailed design.</p>
	<ul style="list-style-type: none"> • The traffic is already terrible there, making it worse for an unnecessary addition is the height of stupidity. There are already bike paths along Weymouth Road and plenty of space for the small amount of bikes that actually travel that way 	<p>No traffic lanes are being removed on Weymouth Road and capacity at intersections remain within acceptable levels. The existing bidirectional bike path on Weymouth Road ends alongside Mountfort Park and the proposal extends separated cycle lanes from there. This greatly extends the total length of separated facilities allowing users to reach a number of additional destinations without, while having some physical separation from general traffic.</p>
	<ul style="list-style-type: none"> • Please do a survey on this road to ascertain cycle use before undertaking any of this work and provide feedback on the current usage to the community • The number of people using cycleways etc in these areas does not warrant the massive expenditure outlay. • Please do a survey on this road to ascertain cycle use before undertaking any of this work and provide feedback on the current usage to the community • Don't install Tim tams 	<p>Manurewa currently has relatively low volumes of cyclists compared to other parts of Auckland, although much of the feedback received during this consultation comes from people who cycle in the area. The purpose of this project is to upgrade the existing painted cycle lanes and intersections along the route to make the route is safer, as well as to allow users to feel safer when riding. Feedback from Aucklanders who are interested in taking up cycling as a transport mode, shows that that one of the biggest barriers for them is not feeling safe when having to mix with traffic. Providing a level of physical separation helps to alleviate that feeling of not feeling safe, particularly for less confident riders such as school children. Post construction</p>



		evaluation is to be undertaken to see what impact the projects have had on cycle volumes on those roads.
	<ul style="list-style-type: none"> Because we would not be able to park out front of our homes anymore. Not many people ride bikes around here either the way houses/apartments are being built there are not enough carparks for cars on property therefore the roadside is the only place people can park alternative is for each house/apartment to be required by law to have a minimum of two carparks provided on the property for them 	The cycle lanes on Weymouth Road are existing and so parking is currently not allowed within them. The proposal involves no parking removal on Weymouth Road.
	<ul style="list-style-type: none"> also cyclists/e scooter riders don't pay any form of roading tax,licensing or registration to pay for the changes that are being made for them 	Not all trips can be made by bike and many bike riders also own cars and therefore pay licencing and registration and any excise on fuel. In the same way, many pedestrians also own cars. The Transport Choices Package in Manurewa involves improvements to allow greater access to alternative and sustainable transport modes, reducing the number of vehicles on the road, making less congestion for those who need to use a car.
	<ul style="list-style-type: none"> It is not safe for pedestrians to be crossing the road on a roundabout. This is a main road. The only entrance and exit out and into Weymouth. Leave the road as it is 	Our pedestrian survey and observations suggested that there are existing pedestrian demand at the Weymouth Road/Friedlanders Rd roundabout, especially students walking to and from nearby schools. It is not possible to restrict pedestrian from using this roundabout. The proposed raised crossing facilities will provide safe crossings for pedestrian and cyclists and also tie into the existing cycle lanes to allow cyclists to use this intersection safely.
	<ul style="list-style-type: none"> They hold rubbish which cyclists do not want to ride over. They are hard for contractors to road sweep 	Cycle lanes are expected to be swept once per month and spot cleaning can be undertaken when needed if requested by the public (e.g. if debris has accumulated after a storm). In order for cycle lanes to be usable they must be kept free of debris and therefore regularly swept / maintained.
	<ul style="list-style-type: none"> As a cyclists and driver myself I would much prefer to see wider footpaths to accommodate cyclists Needs to be a totally separate cycleway/shared use path 	Having shared paths, particularly where there are high numbers of pedestrians, reduces the amenity and safety for pedestrians and can be less usable for cyclists. Shared paths for the length of Weymouth Road would also be much more expensive than providing protection on road, and current allocated funding would not be enough to deliver such a project.



	<ul style="list-style-type: none"> Separated cycle lane needs to continue to the top of Weymouth Road to meet Great South Road. My second concern is that the cycleway discontinues at Selwyn St where it is needed most, as a rider approaches the Manurewa Train Station. Making the Train Station safely accessible by micro-mobility should be a top priority, however this plan falls about 235m short of doing that. 	<p>The current proposal is to provide physical protection alongside existing painted cycle lanes. These cycle lanes currently end at the Selwyn St/ Rogers Rd roundabout. A connection to Manurewa town centre and the town centre would be beneficial for cyclists but would need to form part of a new project. Once some separated infrastructure is in place this often makes it easier to look at future projects to extend or improve that network.</p>
	<ul style="list-style-type: none"> On the whole, I support this proposal. However, regarding Sheet 4 (top panel): I regularly cycle out of Bowater Place, turn right onto Weymouth Road, cycle past the shops and turn left at the traffic lights onto Russell Road. I would STRONGLY prefer that the cycleway next to the shops continued to go straight ahead on the right hand side of the parked cars. There is always a lot of pedestrian traffic on the footpath between the carparks and the shops, including children and people carrying laundry in and out of the laundromat. These customers are not looking out for bikes as they open car doors and exit their cars, or step out of the laundromat with baskets. Bins and signs get left on the footpath, creating further hazards. Going up onto the footpath is annoying and inconvenient for cyclists, and unsafe for pedestrians. If you leave the carparks on the left and the cycle lane on the right, this would be preferable. Outside the shops at the corner of Russell Road and Weymouth Road: directing bicycles between the shops and the left hand side of parked cars seems like a recipe for disaster as pedestrians walking in and out of shops and people opening car doors have little awareness of cycle lanes. I know this from a similar setup on Browns road where I've often almost taken out milk and bread-laden mums walking out of the diary on their way back to their cars. I would not ride this section of the cycleway and I would discourage my children from riding it. 	<p>The proposal does not impact the existing footpath width outside the Russell Road corner shops. The footpath width underneath the shop verandas remains the same as now. The project team will look at options to better delineate the footpath space and cycle lane space to make it clear where users should be travelling.</p>
	<ul style="list-style-type: none"> I don't understand the rationale behind the raised table at the intersection of Coxhead and Weymouth. Seem like a lot of expense for little gain, but I'm not a transport engineer 	<p>It is acknowledged that speed is a major factor that determine the outcome of a crash. We recognise that people make mistake and it is important that road users are able to walk away from a crash without being seriously injured. The raised table at the intersection Coxhead Road/Weymouth Rd is to ensure that in the unfortunate event of a crash, especially pedestrians, cyclists and motorists, the crash will happen at a safe and survivable speed and reduce the chance of fatal or serious injury.</p>



	<ul style="list-style-type: none"> • Improve intersection safety. 	<p>Improvements are being made to the Russell Road intersection as part of these works. There are also road safety projects to be undertaken at Wordsworth Rd roundabout and Coxhead Road, which is to be signalised</p>
	<ul style="list-style-type: none"> • Cycleway seperators are dangerous to both cyclists and drivers. • They are a hazard for drivers. 	<p>The concrete separators are positioned to allow space for both vehicles and cyclists to travel comfortably. For most of the route there is a 0.3m buffer between the edge of the traffic lane and the concrete separators, to allow for some margin for error if vehicles drift out of their lane. The cycle lanes have a minimum width of 1.5m, allowing enough space for a bikes to travel, including bikes with trailers.</p> <p>There are a number of visibility aides to be used in order to ensure the separators are as visible as possible, including reflective paint on both ends, vertical signage at the beginning of long runs of separators, retroreflective pavement markers (cats-eyes) alongside the separators and painted edge lines on along both sides of the separators</p> <p>The concrete separators to be used are around 30mm lower than those used elsewhere and have a more chamfered front end. If a vehicle travelling at the speed limit were to drift out of its lane and hit a separator, the vehicle is likely to only receive a bump and manoeuvre over it.</p>
	<ul style="list-style-type: none"> • They hold rubbish which cyclists do not want to ride over. • They are hard for contractors to road sweep. 	<p>Cycle lanes are expected to be swept once per month and spot cleaning can be undertaken when needed if requested by the public e.g. if debris has accumulated after a storm). In order for cycle lanes to be usable they must be kept free of debris and therefore regularly swept / maintained.</p>
	<ul style="list-style-type: none"> • As a cyclists and driver myself I would much prefer to see wider footpaths to accommodate cyclists • Needs to be a totally separate cycleway/shared use path 	<p>Having shared paths, particularly where there are high numbers of pedestrians, reduces the amenity and safety for pedestrians and can be less usable for cyclists. Shared paths for the length of Great South Road would also be much more expensive than providing protection on road, and current allocated funding would not be enough to deliver such a project.</p>
	<ul style="list-style-type: none"> • On the whole, I support this proposal. However, regarding Sheet 4 (top panel): I regularly cycle out of Bowater Place, turn right onto Weymouth Road, cycle past the shops and turn left at the traffic lights onto Russell Road. I would STRONGLY prefer that the cycleway next to the shops continued to go straight ahead on the right hand side of the parked cars. There is always a lot of pedestrian traffic on the footpath between the carparks and the shops, including children and people carrying laundry in 	<p>The proposal does not impact the existing footpath width outside the Russell Road corner shops. The footpath width underneath the shop verandas remains the same as now. The project team will look at options to better delineate the</p>



	<p>and out of the laundromat. These customers are not looking out for bikes as they open car doors and exit their cars, or step out of the laundromat with baskets. Bins and signs get left on the footpath, creating further hazards. Going up onto the footpath is annoying and inconvenient for cyclists, and unsafe for pedestrians. If you leave the carparks on the left and the cycle lane on the right, this would be preferable</p> <ul style="list-style-type: none"> • Outside the shops at the corner of Russell Road and Weymouth Road: directing bicycles between the shops and the left hand side of parked cars seems like a recipe for disaster as pedestrians walking in and out of shops and people opening car doors have little awareness of cycle lanes. I know this from a similar setup on Browns road where I've often almost taken out milk and bread-laden mums walking out of the diary on their way back to their cars. I would not ride this section of the cycleway and I would discourage my children from riding it. 	<p>footpath space and cycle lane space to make it more clear where users should be travelling.</p>
<p>Great South Road</p>	<ul style="list-style-type: none"> • Safer more efficient active transport for local. • Providing better options for transport and having a positive impact on health and climate goals. • I ride this road almost every day and can see a real benefit in these improvements. I have almost been hit by traffic that is wandering out of its lane in this area on more than one occasion. • Cycle up to shops safely • Increased mobility options and travel choices. • less impacted by rising fuel and car prices less death and serious injury • Healthy lifestyle and less pollution • Makes it safer to ride bikes from A to B. • Great South rd is a terrifying road to cycle but some people still ride it! It is the main transport corridor in the area so that makes sense - but for more people to be able to choose to ride for transport we need to make it safe As before, future proofing for the inevitable need for alternative methods of transportation • Keeping cyclists that do choose to cycle this busy road safe. • Enable safer cycling on a busy main street. • To help keep cyclists safe Safer cycling would get more people healthy and kids would be safe using the road. • Bikes are cheap and easy way to get around and everyone worries about safety but this would help a lot. 	<p>Thank you for your feedback</p> <p>Thank you for your feedback</p>

	<ul style="list-style-type: none"> • Great south road is such a key roadway for cyclists as of course we cannot go on the motorway and it unlocks the southern Auckland area of people to get into the cbd/wiri or other places to work. • Absolutely key to have these changes and make it safer for cyclists through this corridor. • I cycle to work along GSR most days and it is incredibly unsafe especially at the manukau side by rainbows end, and through Penrose. I use the pavements at times as I feel unsafe. • If there were better cycle lanes more people could use their bikes safely. • Make cycling safer Improve safety and cycling accessibility in the area • A cycleway along Great South Road would be a gamechanger for mobility all across the city. • This are much needed and welcome improvements that will help health outcomes, budgets, pollution and mobility all across South Auckland. Tautoko • If there are separators it would stop people parking in the cycle lanes. It would make it safer to cycle Safer, as long as cleaning drains is not inhibited to prevent flooding. • Making people feel safer on bicycles and therefore encouraging physical activity. • keep cyclists safer which will encourage more people to cycle to commute to school and work. • As previously said Only benefits me and some other rare legal bike riders. 	
	<ul style="list-style-type: none"> • Not necessary, hardly used except night and morning by school kids and workers. • Please do a survey on this road to ascertain cycle use before undertaking any of this work and provide feedback on the current usage to the community • The number of people using cycleways etc in these areas does not warrant the massive expenditure outlay 	<p>Manurewa currently has relatively low volumes of cyclists compared to other parts of Auckland, although much of the feedback received during this consultation comes from people who cycle in the area. The purpose of this project is to upgrade the existing painted cycle lanes and intersections along the route to make the route is safer, as well as to allow users to feel safer when riding. Feedback from Aucklanders who are interested in taking up cycling as a transport mode, shows that that one of the biggest barriers for them is not feeling safe when having to mix with traffic. Providing a level of physical separation helps to alleviate that feeling of not feeling safe, particularly for less confident riders such as school children. Post construction</p>



		evaluation is to be undertaken to see what impact the projects have had on cycle volumes on those roads.
	<ul style="list-style-type: none"> Great South Road is already ridiculously congested at the best of times. This is poor planning, poor leadership and just all-around poor behaviour to force these ridiculous changes on us. You truly are the scum of this country 	The proposal does not take away any traffic lanes on Great South Road as the painted cycle lanes are existing. The proposal aims to only provide separation alongside the existing painted cycle lanes alongside Great South Road.
	<ul style="list-style-type: none"> Create Clear Ways instead. 	The cycle lanes are existing, and the proposed project aims to provide physical separation alongside them. There is no intention to remove the existing cycle lanes.
	<ul style="list-style-type: none"> Narrowing of road to traffic as previously mentioned for Browns and Weymouth Roads Decrease in road width (and the types of separation suggested could lead to an increase in accidents if vehicles hit or ride over them) 	For most of the length of Great South Road, the traffic lane width will mostly have a 3.5m width between the edge of the flush median and the separators. This provides comfortable widths for large vehicles to pass through. The cross section also allows for Over Dimension vehicles to travel along the road when needed. No existing parking is to proposed to be removed on Weymouth Road as part of the project
	<ul style="list-style-type: none"> These barriers are also extremely dangerous and create dangerous trip hazards to pedestrians 	The separators will be placed well away from any pedestrian crossing locations so as not to potentially become a trip hazard.
	<ul style="list-style-type: none"> lack of space for vehicles to park...the way houses/apartments are being built there are not enough carpark for cars on property therefore the roadside is the only place people can park alternative is for each house/apartment to be required by law to have a minimum of two carpark provided on the property for them 	The cycle lanes on Great South Road are existing and so parking is currently not allowed within them. The proposal involves the removal of only two parking spaces on Great South Road.
	<ul style="list-style-type: none"> Keval Place houses the elderly. Put a bus stop instead of a main road. 	Bus stops currently exist in close proximity to Keval Place. Some minor marking changes are proposed to the southbound bus stop near Keval Place
	<ul style="list-style-type: none"> This is the busiest road in Manurewa. I don't understand why putting bikes on the road is safer than widening the footpath 	Having shared paths, particularly where there are high numbers of pedestrians, reduces the amenity and safety for pedestrians and can be less usable for cyclists. Shared paths for the length of Great South Road would also be much more expensive than providing protection on road, and current allocated funding would not be enough to deliver such a project.

	<ul style="list-style-type: none"> How long the changes will take to complete. Why they are needing to be updated but, the speed issue on neighbouring streets aren't being addressed 	<p>The works to install the concrete separators and line marking is relatively quick and can be largely done at night. Most of the time, contractors would only be required to be on site for 1-2 nights outside each property. Speed management changes on the neighbouring streets are unfortunately outside the scope of this project</p>
	<ul style="list-style-type: none"> Cycleway seperators are dangerous to both cyclists and drivers. They are a hazard for drivers. 	<p>The concrete separators are positioned to allow space for both vehicles and cyclists to travel comfortably. For most of the route there is a 0.3m buffer between the edge of the traffic lane and the concrete separators, to allow for some margin for error if vehicles drift out of their lane. The cycle lanes have a minimum width of 1.5m, allowing enough space for bikes to travel, including bikes with trailers.</p> <p>There are a number of visibility aides to be used in order to ensure the separators are as visible as possible, including reflective paint on both ends, vertical signage at the beginning of long runs of separators, retroreflective pavement markers (cats-eyes) alongside the separators and painted edge-lines on along both sides of the separators</p> <ul style="list-style-type: none"> The concrete separators to be used are around 30mm lower than those used elsewhere and have a more chamfered front end. If a vehicle travelling at the speed limit were to drift out of its lane and hit a separator, the vehicle is likely to only receive a bump and manoeuvre over it.
	<ul style="list-style-type: none"> They hold rubbish which cyclists do not want to ride over. They are hard for contractors to road sweep. 	<p>Cycle lanes are expected to be swept once per month and spot cleaning can be undertaken when needed if requested by the public (e.g. if debris has accumulated after a storm). In order for cycle lanes to be usable they must be kept free of debris and therefore regularly swept / maintained.</p>
	<ul style="list-style-type: none"> As a cyclists and driver myself I would much prefer to see wider footpaths to accommodate cyclists Needs to be a totally separate cycleway/shared use path 	<p>Having shared paths, particularly where there are high numbers of pedestrians, reduces the amenity and safety for pedestrians and can be less usable for cyclists. Shared paths for the length of Great South Road would also be much more expensive than providing protection on road, and current allocated funding would not be enough to deliver such a project.</p>
	<ul style="list-style-type: none"> No cycle ways 	<p>The cycle lanes are existing, and the proposed project aims to provide physical separation alongside them. There is no intention to remove the existing cycle lanes.</p>
	<ul style="list-style-type: none"> Make sure they get cleaned because the cars push all the rubbish into the cycle way and then they are not good to use 	<p>Cycle lanes are expected to be swept once per month and spot cleaning can be undertaken when needed if requested by the public (e.g. if debris has</p>



		<p>accumulated after a storm). In order for cycle lanes to be usable they must be kept free of debris and therefore regularly swept / maintained.</p>
	<ul style="list-style-type: none"> • The separated cycleway needs to continue along Great North Road past the motorway on ramps and overbridge and continue through to Takanini and Southgate. This part of Great South Road, particularly near Mahia Road and the motorway on ramps is very dangerous for cyclists. • I support the project. i would want the cyclelane extended to the takanini interchange so that it can connect to the southern motorway cycleway, giving a continuous, protected cycleway from papakura to manurewa • 	<p>The current proposal is to provide physical protection alongside existing painted cycle lanes. These cycle lanes currently end just before the Mahia Road intersection. A connection to the Southern Path would be beneficial for cyclists but would need to form part of a new project as it is out of the scope for this project. Once some separated infrastructure is in place this often makes it easier to look at future projects to extend and improve that network.</p>
	<ul style="list-style-type: none"> • Make sure there is a chance for people to try it out on some loan bikes or something • 	<p>Auckland Transport has aspirations to setup a Bike Hub in Manurewa which could possibly accommodate programmes such as loan ebikes and cycle skills training. There is no current timeframe for when this could happen, however, the more separated bike infrastructure which can be built in Manurewa, the more value there will be for establishing a Bike Hub</p>

