

Public Consultation Feedback Report

Hobsonville Road Cycleway



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Summary

Funding has been allocated from the [Climate Action Transport Targeted Rate \(CATTR\)](#) to deliver a cycleway along Hobsonville Road. The CATTR provides funding for projects that reduce greenhouse gas emissions and reduce the impact of transport on climate change.

Hobsonville Road is an important connection for the cycle network, linking cyclists to the north and to the west, including the Northwestern Path to the City Centre and beyond. It also links local users to bus stations, ferry terminals, schools, businesses and retail or entertainment opportunities.

The cycleway will provide safer access for people to bike to the Hobsonville Ferry Terminal and the new [Northwest bus station](#) at Westgate which will serve local services and the Western Express. From later this year, buses will run between Westgate and the City Centre every 7-8 minutes during peak periods.

Auckland Transport consulted on this proposal from 6 June to 30 June 2023 and received 469 submissions.

The consultation asked for feedback on details of the cycleway design, including the type of cycleway separator, intersection improvements, proposed crossing locations, reallocation of flush median and kerb side space, and the location of bike parking.

Key themes in feedback

Overall the key themes in the survey feedback are:

- Concrete separators are the preferred separator type
- Suggested locations for pedestrian and cycle crossings and bike parking
- Safety concerns at key un-signalised intersections along Hobsonville Road
- There is a good level of support in the community for the repurposing of kerb side space and flush median along Hobsonville Road towards a protected cycleway
- There are also some concerns around impact of loss of kerbside parking and flush median space on road users
- Agreement that the proposed cycleway will make it easier for people to ride their bikes in the area and access local destinations
- Comments ensuring lessons learned relating to the [Upper Harbour Drive Cycleway](#) are being considered in this project
- Design considerations for emergency services and rubbish collection.

The points outlined above represent key themes. There has been a large amount of feedback provided. This has come through the online survey, emails, direct feedback from residents at open days, in site meetings or online meetings with key community stakeholders / interest groups.

A more detailed account of the feedback received is included in this report.

Also see the table on page 24 containing all the specific comments and suggestions received and AT responses.

Project outcomes – taking the consultation feedback on board

Lessons from Upper Harbour Drive

Incidents relating to vehicles striking separators are less likely to occur in the Hobsonville Road environment as the speed limit is lower on Hobsonville Road. Vehicles are travelling at slower speeds and the road is less steep and winding, affording drivers better visibility of their surroundings. Design features that enhance visibility of the separators such as reflective paint and line marking buffers will be incorporated into the design.

The facility will cater to a range of users

The proposed facility is intended to attract more people to ride bikes, targeting those who are interested in riding more but are not currently confident to mix with live traffic. For confident cyclists, e-bike users or sports cyclists, there is sufficient width in the proposed cycle lane for overtaking, and spaces to move in and out of the cycle lane if needed, will be provided along the route.

The cycle lane will have pre-cast concrete separators

The preferred separator type among survey respondents was for pre-cast concrete separators. This is also AT's preferred separator type due to the durability and safety attributes as well as ease of installation. This is the option that will be taken forward into subsequent design phases.

NW shared path connection via Oreil Avenue

AT is aware that the yellow bridge on Oreil Avenue is a key connection to the Northwestern Path. Community feedback included a strong push to provide a connection on Oreil Ave to the proposed cycleway. AT is currently investigating options for Oreil Ave.

Re-purposing of kerbside parking and flush median

The proposal will lead to changes in the way space is currently allocated along Hobsonville Road, and therefore the ways in which people will be able to use the space. Hobsonville Road is a busy transport corridor serving a wide range of transport modes and activities. The proposed cycleway is being designed to better reflect the highest priority demands on the limited space that we have available. This has been assessed using the [Roads and Streets Framework](#). The assessment process captures the Context, Movement and Place levels, Modal Priorities, and Safety considerations throughout the corridor.

While this is a core design element of the proposal and was not able to be fundamentally changed as a result of public feedback, we have taken on-board the range of responses on this theme.

As noted, sections of flush median will be retained for turning traffic and some on-road parking will be retained where possible / appropriate. We will continue to engage with key stakeholders at subsequent design stages.

Next steps

The project has moved into the preliminary design phase. This is where we take the concept presented at consultation and begin to refine it in line with feedback from technical stakeholders to resolve known issues. The preliminary design will have greater certainty on the street layout and how space is allocated between the different elements.

Feedback received from the community will be considered wherever possible / appropriate while ensuring the project objectives (particularly around quality and safety) are not compromised.

Detailed design will start in early 2024. This is where the design is detailed for construction. At this point, consents or planning approvals will be secured, and undertake a final cost estimate.

In addition to investment in cycling infrastructure, as part of this project AT will also be investing in initiatives that can build cycling capability in the community in other ways. This may include bike skills and safety trainings, bike hubs, loan schemes etc. We are currently investigating what will be most appropriate in the Hobsonville context and will be working closely with the community on this in coming months.

AT will continue to engage with directly affected property owners/occupiers as the project progresses. We will also keep the wider community up to date via updates to the [project webpage](#).

Construction is expected to begin in mid- to late-2024 and is expected to take up to 12 months.

Background

Hobsonville Road Cycleway

Auckland Transport (AT) is proposing to install protected cycle lanes on Hobsonville Road between Squadron Drive and Oriel Avenue. This cycleway is part of a wider programme of works delivering the outcomes sought through the [Climate Action Transport Targeted Rate](#) - reducing the impact of our transport choices on the environment.

This is also a priority project included in the [Cycle and Micromobility Programme Business Case](#) which has been endorsed by Auckland Council, Auckland Transport and Waka Kotahi NZ Transport Agency (Waka Kotahi) and includes the following investment objectives for Auckland:

- Contribute to reduction of deaths and serious injuries involving people using bikes and micromobility by 40% by 2031
- Increase cycling and micromobility mode share by distance from 0.4% to 1.9%, contributing to the regional mode share aspiration of 7% by 2030
- Increase the proportion of the population that can access key social opportunities within 15 minutes by safe cycling or micromobility to 40% by 2031
- Increase the rate of delivery of safe cycling facilities on the Cycle and Micromobility Strategic Network by 15km per year by 2031



Implementing a cycleway along Hobsonville Road will link North and West Auckland, and also provide safer access for the local community to shops, education, ferry terminals, bus stations and to other locations of interest.

Future investment for Hobsonville Road

Te Tupu Ngātahi Supporting Growth is planning for long term transport Investment in [North West Auckland](#) growth areas including Hobsonville and Whenuapai. Hobsonville Road is identified as a future strategic transport corridor and planning has been undertaken to protect land for future implementation of the required strategic corridor. A Notice of Requirement (NoR) was lodged by Auckland Transport on 19 December 2022 to alter the existing road widening designation on Hobsonville Road. More information on this can be found on the [Auckland Council](#) website.

The objective for the Hobsonville Road designation is to enable the provision of a transport corridor that:

- improves connectivity along the corridor to Whenuapai and to Westgate
- integrates with and supports planned urban growth and the future transport network in Whenuapai
- provides options for people who want to travel by bike, bus or by walking
- is safe for all users
- provides for the growth of the population in the area

The cycleway project is part of transitioning Hobsonville Road in providing dedicated facilities for those who want to cycle and make it safe for all users.



Artist impression of proposed cycleway featuring cycleway separators, one of the proposed options.

Protected cycleways

Auckland Transport is committed to expanding the network of safe cycling facilities 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. To meet [safety standards](#) some form of physical separation between traffic and people on bikes or micro-mobility (such as e-scooters) is required. As a part of our consultation process we asked the community what type(s) of separation they thought would work best along this route.

The cycleway will be one-way on both sides of the road (uni-directional)

While we were working on a concept design for the Hobsonville Road cycleway, we talked to representatives of the local community and cycle community about the option of a two-way cycleway on one side of the road. Local people and stakeholders raised several concerns about the two-way cycleway option in this location. This included the concern that car drivers could potentially enter the cycleway accidentally while exiting side roads and driveways.

These concerns can be addressed through design, and two-way cycleways have some benefits over one-way facilities in some locations. However, for Hobsonville Road a two-way cycleway on one side of the road would have required a greater re-configuration of the road layout and intersections. This was not considered cost effective due to the longer-term proposal of Te Tupu Ngātahi Supporting Growth and the objective of the cycleway project to stay within existing kerb lines and minimise costly intersection changes.



Example of how a bus stop may be integrated into the proposed uni-directional design.

The cycleway will be built between the existing kerbs

Te Tupu Ngātahi – Supporting Growth alliance have a long-term plan for Hobsonville Road which includes significant upgrades to the width of Hobsonville Road. This is likely to be 10 to 15 years away. The cycleway we are currently designing will be built between the existing kerb lines. We are not planning to widen the road and will therefore not need to disrupt the underground services such as power, fibre, water and stormwater in the berm space.

To construct the cycleway without moving kerbs, flush median space and roadside parking throughout much of the corridor will be re-purposed. Sections of flush median will be retained for turning traffic and some on-road parking at key areas will be retained.

Hobsonville Road is an arterial road. It is common for arterial roads to have little or no on-street parking to keep the route working efficiently for the movement of people and goods. Arterial roads are important connections for bus routes, emergency services, cyclists, cars and other vehicles as well as pedestrians. The proposed layout is thought to reflect the safest and most efficient option for providing a safe cycling facility along Hobsonville Road.



Artist impression of safety treatment to side road intersections.

Safety improvements

To make it safe for all those using Hobsonville Road, and for cyclists to get safely through intersections, we are also proposing some changes along the route to improve safety. This could include

- changes to the layout of some intersections including some raised speed tables
- investigating signalling Brigham Creek, Trig Road, and Luckens Road intersections
- new pedestrian crossings
- changes to waiting areas at bus stops

Project timeline

Late 2022-November 2023 – Investigation (Scheme assessment and Preliminary design)

Mid-2023 – Public engagement and consultation

Late 2023-mid- 2024 – Detailed design

Late-2024 – Start construction.

We consulted on the Hobsonville Road Cycleway 6th -30th June 2023.

What we asked you

We asked the community to review the proposal and to provide feedback on elements of the design such as the pedestrian crossings, potential signalisation for Luckens, Bringham Creek and Trig Road intersections, the repurposing of on-street parking and the reduction of flush median. We also asked about the types of separators we are considering in the design. We also asked people to share their perception of whether this cycleway design would make it safer and easier for people to cycle, and to access local destinations.

Activities to raise awareness

To let you know about our consultation, we:

- mailed postcards to the wider area
- set up a project webpage and an online feedback form on our website
- posted information on social media, geo tagged to all local suburbs, leading people to the webpage, online survey
- shared through direct email to parties who had registered their interest, and to local groups and residents' associations, and media representatives
- distributed the information via email to key stakeholders and organisations
- Local Schools shared the consultation through their newsletters and email communications
- prior to public consultation met with some key stakeholders to talk through the proposal and gage their feedback
- during consultation we held three public open information sessions at the Hobsonville RSA

How people provided feedback

You could provide feedback using an online survey form on our website or send an email to the address ATEngagement@at.govt.nz. People also came in person to talk with the project team and provide their feedback verbally and in writing at our information sessions.

Your feedback

Overview

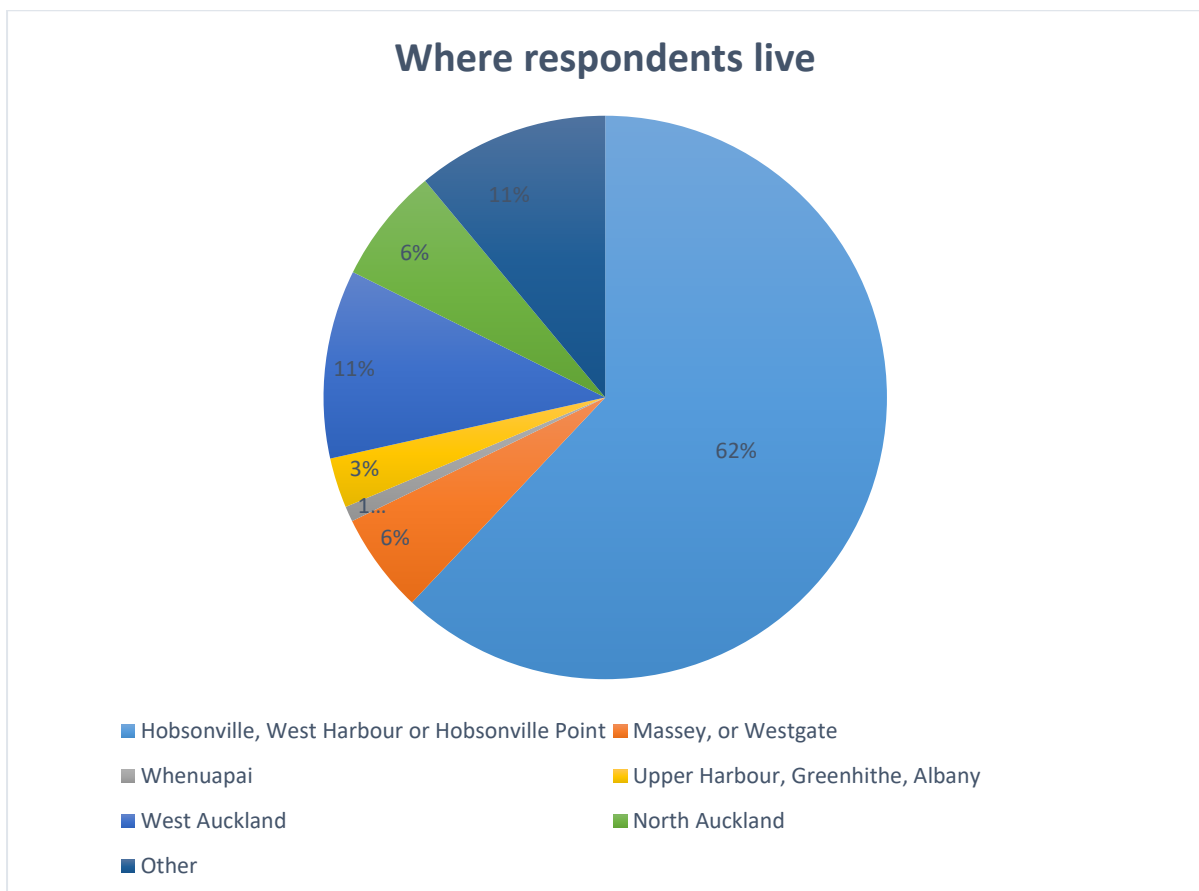
We received public feedback on the proposal from 469 submitters.

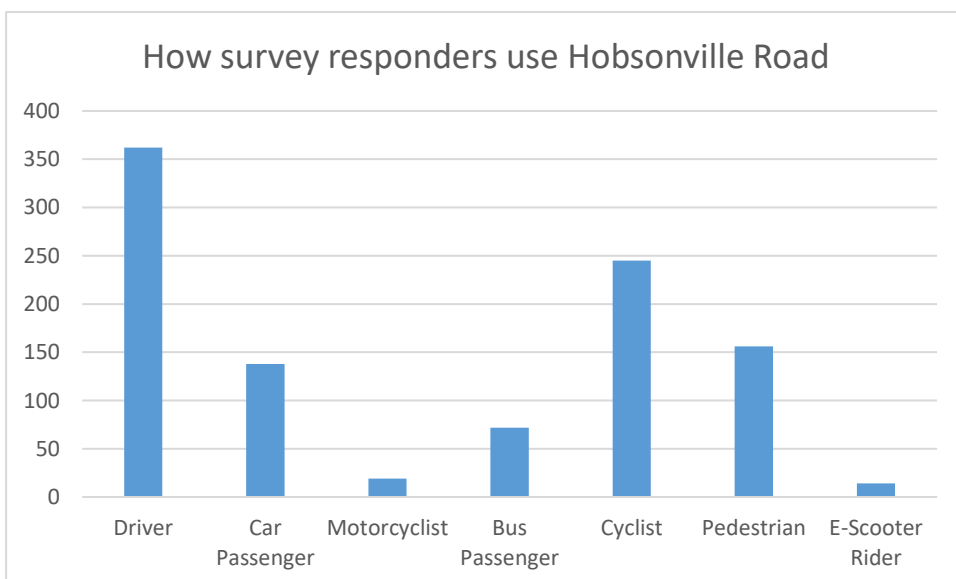
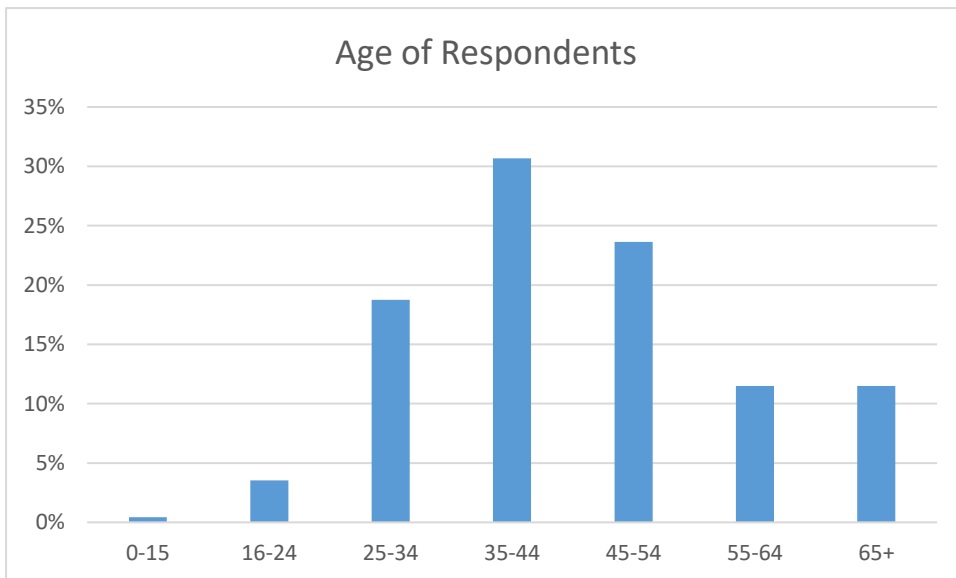
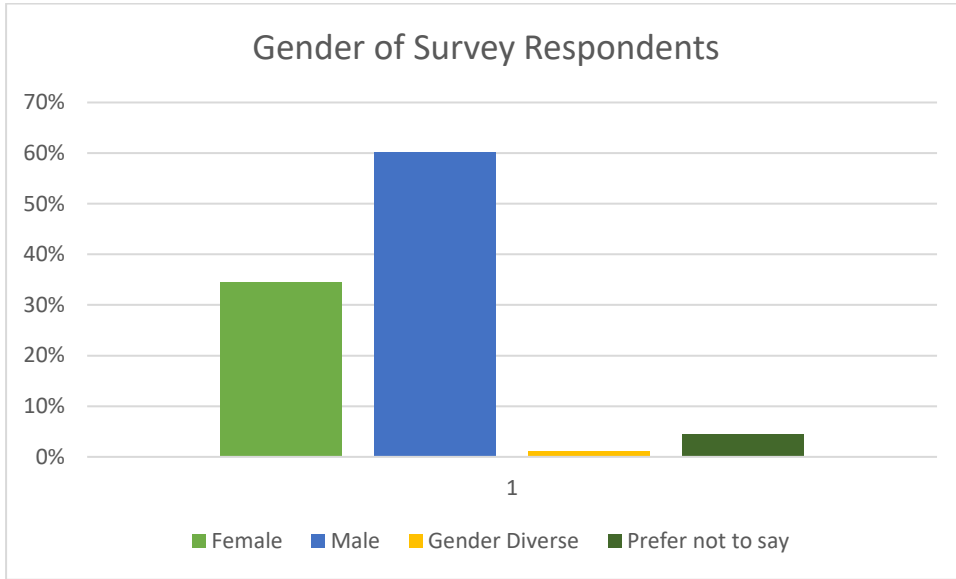
- 453 of these were submitted online through the survey, and 9 were submitted via email or on paper forms.
- We invited key stakeholder groups to also provide feedback and heard from 7 groups

We also received informal feedback from local residents and business owners at the three community participation sessions. Suggestions from this feedback have been included here: [Suggestions and comments in feedback and AT responses](#)

Survey participants

The following graphs tell us about who provided us feedback in the survey.





Themes in feedback

We have analysed the public feedback to identify key themes, grouped by major features of the proposal, as follows:

- Type of separator
- Proposed crossing types and locations
- Bike Parking locations and types
- Repurposing kerb side space
- Removal of flush median

Type of separator

We asked the community to tell us about their preference of the type of separator we could use in the design. We provided information about the types of separators that AT were able to use at this location. Each option was described in our consultation material, and a photo of the type of separators was included in the consultation survey. We asked the community to tell us if they had a preference, what the preference was, or if they would prefer a combination of separator types.

SEPARATOR TYPE	CONSTRUCTION	PROS	CONS
Rubber / Plastic	Off the shelf products which are be fixed to the road surface.	<ul style="list-style-type: none"> • Cheap to buy and easy, simple to install. • Have high visibility initially (though deteriorate over time). • Can have tapered ends which are mountable and unlikely to damage vehicles if hit. 	<ul style="list-style-type: none"> • Requires a lot of maintenance if installed for long periods. • Often not aesthetically pleasing. • Break down into small particles (micro plastics/rubber) over time which can end up in waterways. • As they are more mountable, are less effective at preventing vehicles from entering cycle lanes.
Concrete pre cast Separator	Units manufactured off site and fixed to road surface.	<ul style="list-style-type: none"> • Are solid and can last 10 years with minimal 	<ul style="list-style-type: none"> • Can damage vehicles if hit. • Often not aesthetically pleasing.

	<p>maintenance required.</p> <ul style="list-style-type: none"> • Relatively quick and easy to install. • Not easy for a vehicle to mount and so are effective at keeping vehicles out of cycle lanes. • Feels safe for less confident cyclists. • Precast units are less expensive than in-situ options. 	<ul style="list-style-type: none"> • Concrete manufacture creates Carbon Dioxide. • Higher cost to construct/ install than compared to plastic/rubber.
<p>Flexi posts/Bollards</p> <p>These are placed on the road surface and act as a visual guide to delineate between the cycle lane and the traffic lane</p>	<ul style="list-style-type: none"> • They are visible to drivers because of the height of the post, and clearly mark the lane. • They are less expensive than other options. • These are very flexible and do not generally cause damage to vehicles if they are hit. 	<ul style="list-style-type: none"> • Need regular replacement • Do not physically prevent vehicles from entering the cyclelane

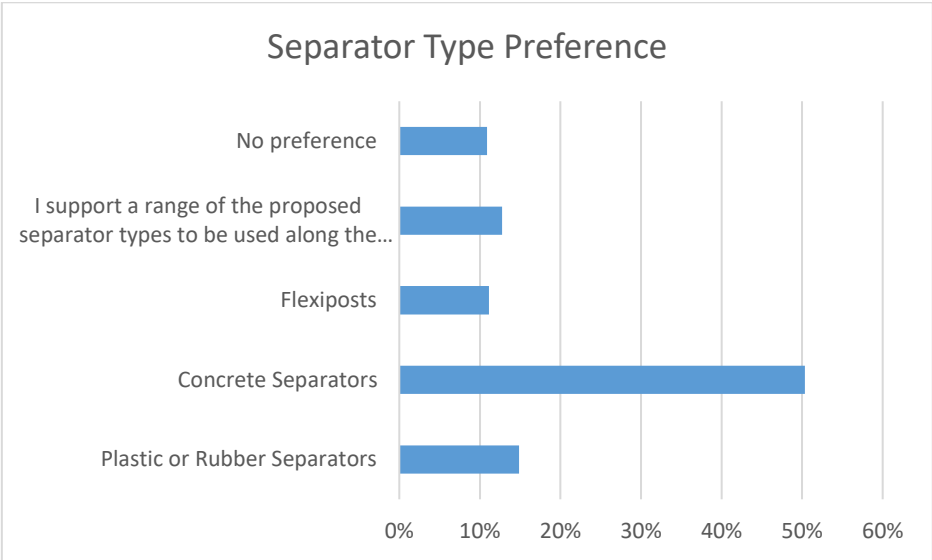


Picture of Rubber Separators with flexiposts included.



Picture of Precast Concrete Separator

Separator preference from survey responses



Responses from online survey on Separator Type

Feedback on proposed signalisation of intersections

We asked the community on feedback about including signalisation of some of the key intersections; Brigham Creek Road, Luckens Road and Trig Road as a part of the project. We asked for feedback about intersection safety on this route.

Feedback included

- Support for the signalisation of these intersections for the safety of users, to incorporate improved safety for drivers, cyclists, pedestrians and public transport users.
- Concern that signalising some or all of these intersections could increase travel time for traffic.
- Suggestions that roundabouts would be a better option than traffic lights
- Feedback that improvements at intersections need to provide additional safety features or protection for cyclists and pedestrians
- Feedback that Oriel Ave intersection should be considered for safety improvements to enable cyclists to cross Hobsonville, as a key connection route. Other safety improvements for Oriel Ave were put forward to make the connection to the shared bridge across SH16 safer.
- Suggestions to include all intersections along the route for safety improvements.

Some of the statements from submissions include:

“Brighams intersection is another death waiting to happen. People take risks not only at this intersection but also by cutting through the Fruit World or liquor store carparks putting pedestrians at great risk. At peak times it is near impossible to turn right onto Hobsonville Rd. Lights at this intersection cannot come fast enough.”

“I support traffic lights to maximise safety for all road users”

“Installing traffic lights at Brighams Creek and Trig Road will increase a huge traffic jam but if I have to choose one then Brighams Creek as this location is particularly terrible during rush hours.”

“Implement roundabouts, raised pedestrian crossings, whatever is the safest for pedestrians or cyclists.”

“Brigham Creek Rd is obviously the most gnarly intersection for cyclists as there is a lot going on. Drivers tend to lose oversight at this intersection and often don't see other cars, let alone cyclists.”

A full list of suggestions from the community, and comments from the project team is included here: [Suggestions and comments in feedback and AT responses](#)

Feedback on proposed crossings, locations and types of crossings

We asked the community whether they supported the proposed crossings or whether they suggested changes. We were interested to hear about the location, types of crossings, numbers of crossings so we wanted to keep the feedback opportunity open to the community.

Type of crossing suggestions included

- Signalled crossings
- Pedestrian and Cycle Shared Crossing
- Over bridge or underpass/tunnel for pedestrians and cyclists
- Some were in support of raised tables to ensure safer speeds
- Some were not in support of raised tables on crossings

Location/Number of crossings feedback included

- Additional crossing point needed near Oriel Ave
- Additional crossing point across Clark Road
- Additional crossing point needed Wiseley Road, and near Countdown
- More locations
- Not as many locations
- Concerned about proximity to roundabout



Locations of the proposed crossings are indicated on the above map.

Some of the comments include

“I cannot describe precise differences for each crossing but, in principle, I do not favour slowing cyclists down and making them become pedestrians.”

“Please ensure that all crossings are combined cycle/pedestrian crossings, not just regular zebras, to ensure that cyclists can legally ride across (especially at the Suncrest Dr roundabout)”

“A crossing close to Oriel Ave would be helpful to access the yellow bridge.”

“I'm supportive of providing as many protected pedestrian crossings as possible.”

“Raised crossings - these are an absolute nuisance.”

A full list of suggestions from the community, and comments from the project team is included here: [Suggestions and comments in feedback and AT responses](#)

Feedback bike parking locations

In the survey we asked for feedback on locations where bike parking might be desired by the community. We received a long list of ideas, many of them repeating similar type locations and these will be considered by the project team.

Locations suggested included:

- At the ferry terminals
- Outside shopping centres
- Near schools, including cafes, Fruit World, and supermarkets
- Near or at parks – War Memorial and Hobsonville Point Park
- Near Bus stops, and at the bus station at NorthWest

Types of bike parking

We also got feedback that the parking needs to be secure. There were suggestions for Locky-Docky type parking. Covered / weather-proof parking is desired for electric bikes to prevent damage, especially at locations such as Ferry Terminals or Bus stations. We were also asked to consider including spaces for cargo bikes at shopping centres.

A fuller list of suggestions for bike parking is included here: [Suggestions and comments in feedback and AT responses](#)



Repurposing kerb side space for the cycleway

The proposal includes repurposing most of the on-street parking on Hobsonville Road. We asked the community to provide any feedback that they have on this element of the proposal.

In the survey responses we received 187 comments which supported this element of the proposal, 75 Comments that either opposed this element or the cycleway in general.

Comments included:

“The bike lane is an excellent idea to get better use out of the existing road space”

“The parking on Hobsonville Road is fairly sporadic. There are only a few residents that park constantly. Hobsonville primary also has lots of pick up drop off space”

“There should be no on-street parking on any arterial roads. I strongly recommend removing all on-street parking to enable more effective and efficient use of the space.”

“As a local resident, we need on road parking. It's important for the people like me. Building the road shouldn't sacrifice the parking space for the residents live along the road.”

Other feedback included design comments and suggestions including:

- Including parking protected cycle lanes, that is a cycle lane between the parking and the kerb
- Widening the road
- Requests not to widen the road nor to acquire land from homeowners
- Installing a shared path on the berm

- Concern about narrowing the road

A full list of suggestions for kerb side space is included here: [Suggestions and comments in feedback and AT responses](#)

Removal of flush median along most of the road

In order to provide space for a safe cycling facility, we will need to remove most of the flush median from along Hobsonville Road. We will be able to provide turning bays for right turns into side roads.

We asked for feedback from the community. Do you have any feedback on this element of the proposal?

In the survey responses we received:

- 143 comments which supported this element of the proposal
- 48 comments that opposed this element of the proposal
- 10 comments concerned about how to turn right in and out of driveways on Hobsonville Road
- There were 16 comments opposed to the cycleway in general
- 14 comments providing suggestions of locations where having a flush median or a turning bay should be considered.

A full list of comments and responses from the project team relating to flush median re-purposing is included here: [Suggestions and comments in feedback and AT responses](#)

Overall view of the proposed cycleway

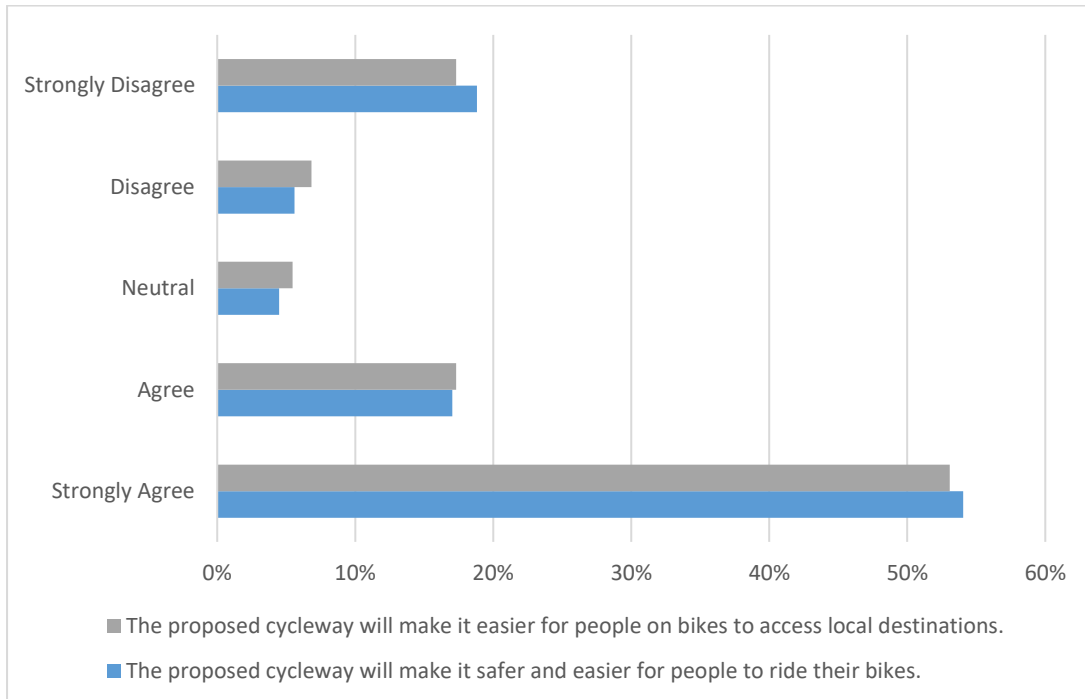
We asked people to rate how much they agreed with the following statements.

The proposed cycleway will make it easier for people on bikes to access local destinations.

- 71% of respondents either strongly agreed or agreed with this statement

The proposed cycleway will make it easier for people to ride their bikes.

- 70% of respondents either strongly agreed or agreed with this statement



Other submissions

In addition to public feedback, we also received submissions from the NZ Police, Emergency Services, Bike Auckland/Bike Henderson, Kainga Ora and Waste Management Services. Their feedback is summarised below and all suggestions for design change received in submissions from the public have been included here: [Suggestions and comments in feedback and AT responses](#)

NZ Police

Police firmly support initiatives that improve road safety to all road users.

As you consult on the Hobsonville Road cycleway, we kindly ask decision-makers to consider the lessons Police has learned from the Greenhithe cycle pathway, where concrete barriers were installed on Upper Harbour Drive and we experienced an increase in crashes with vehicles striking the barriers.

From an emergency services perspective, there is a concern Police's ability to conduct their core duties such as stopping vehicles on the roadside and deployment of alcohol checkpoints would be impacted with the proposed plans and request this be factored in your final design process.

The NZ Police welcome any discussions to explore options around this project and the role of Police to ensure our roads are safer.

Emergency Services

AT representatives met with representatives from the emergency services to discuss the proposed changes.

Both Fire and Emergency NZ and St Johns were generally supportive of uni-directional cycleway.

They both noted the need for emergency services to be able to make their way along this arterial route in case of emergency, noting that space for vehicles to pull out of the way for the emergency services to pass.

Kainga Ora

Kainga Ora provided detailed feedback to the project team which included support for the following components of protected space for cycling along the length of Hobsonville Road:

- Continuous unidirectional cycleways; generally $\geq 2\text{m}$ wide, protected from general traffic with a combination of plastic and concrete separators.
- Bus stop bypasses, separating cycle movements from motor traffic and delivering a step-free surface between the footway and buses.
- Raised pedestrian crossings at frequent intervals.
- Protected side road entry treatments.
- Further safety improvements at major T-intersections, with the provision that cycling level of service must be enhanced through these intersections.

Kainga Ora suggest the following alterations throughout the project:

- All raised pedestrian crossings should also provide space for cycling.
- Maintain 2m width for the entire length
- Please minimise the use of painted medians (e.g. at T-intersections). Consider centreline removal to highlight the de-tuned nature of Hobsonville Road.
- Car parking enforcement will be absolutely essential to ensure that the cycleway remains usable.
- Include passive provision for future bus stops.

Kainga Ora also provided some more detailed feedback about specific sections of the design which are being considered by the project team.

Bike Henderson / Bike Auckland

This stakeholder group represents a number of local road users along this key corridor linking North and West Auckland. They also are a part of Bike Auckland, and the feedback provided is also on behalf of Bike Auckland.

Bike Henderson provided some key feedback points

- The cycleway needs to have a safe and clear connection to the NorthWestern Shared path to complete this section of the network for cyclists.

- Concrete separators are their preferred option, these provide the highest level of protection for cyclists. Flexi-posts are not an option as they do not provide any level of protection – they only provide a visual guide.
- AT should take a stance that protection for cyclists is more important than potential damage to vehicles. This will help boost ridership. The confident road cyclist will ride anyway, so to increase the number of cyclists it is best to improve the level of protection for the concerned but interested group.
- Concrete separators are also the most visually appealing as other options look more temporary.
- It would be good to complete the short link up to the Whenuapai Shared Path, to further improve connections.
- Would like to see more dual-phase crossing points, either signalised or raised
- All legs of the roundabout should have dual mode crossings, to ensure motorists know to give way to cyclists, and cyclists do not have to dismount

Waste Management Services Auckland Council

Waste Management services completed a thorough review of the plans and submitted a comprehensive review and provided feedback around the types of separators, the distance / clearance required for rubbish collection and how this could be done safely whilst still catering to cyclists. The project team is taking this feedback into consideration with their plans.

The summary of the feedback from Waste Management was:

The 300mm separator is part of a wider model to provide consistent solutions for cycleway design and refuse collection across Auckland City. This provides certainty of collection methodology for our contractors and a design reference for future protected cycle lanes.

This solution provides the greatest risk mitigation for all road users and has been derived through consultation with bike advocacy groups and our contractors.

Suggestions and comments in feedback and AT responses

Submitters provided a lot of suggestions and comments in relation to the proposal. We have collated and responded to all of these. They are included in the below table, organised by the main theme or feature that the suggestion / comment relates to.

Please note that comments have not been edited to keep the sentiment of the contributor. They may include spelling or grammatical errors. There may be occasions where we have misinterpreted the essence of the comment, or attributed it to a category not intended by the submitter. Please let us know if you have any concerns about the allocation of a comment. ATengagement@at.govt.nz

- Feedback on bike parking - page 24 -29
- Feedback about intersection safety - page 29-43
- Feedback on proposed Crossings - page 43-49
- Feedback on repurposing roadside space (parking) – page 49-64
- Feedback on removal of flush median – page 64 - 74

Suggestions and comments from community feedback survey	AT response
Bike Parking	
The following locations have been suggested in the survey, if a location has been suggested multiple times we have just recorded it once.	
<p>Locations to consider bike parking</p> <ul style="list-style-type: none"> • Corner of Brighams creek rd & Hobsonville, • 120 Hobsonville Road • Outside TokTok/Kneads, • Outside Coffee club/tank/anytime fitness. • 75 Sunnyvale Road • All schools and shopping areas • Around Hobsonville School/the industrial area there, maybe at New World if there aren't any existing bike stands/parks? • Around the primary school/midpoint cafe and at the new world/countdown. 	<ul style="list-style-type: none"> • The suggested locations will be assessed and further engagement with the community will be undertaken in subsequent stages of the project.

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • At the major public transport interchanges of course (bus & ferry), plus a few near cafes and places of interest • At the top of bomb point car park as opposed to the bottom of the marina by the wharf , also more bike parking at the shops near countdown • At Westgate/North West and a hub at the planned NW Bus interchange • Bike parking at Catalina Bay and Hobsonville Point Ferry • Bike parking at West Harbour ferry, other key points near supermarket, bus stops • By the Hobsonville Rd Shops (near MidPoint Cafe). • Catalina Bay • Ferry terminal, around the Hobsonville point NZ post shop, countdown shops area • Fruit World (~116 Hobsonville Rd), which would also serve the bottle shop and some other nearby businesses. • Fruit World / New World / Pizza Hut - any places you would stop for a store, or bus stop. • Hobsonville & De Haviland Road community hub area. Midpoint Shopping/industrial area. • Hobsonville Point, ferry terminal and Park • Hobsonville primary. • All of the bus stops • Hobsonville Shopping Centre • In the block of shops opposite Wiseley Rd (Coffee Club etc) • Maybe at the parks? Outside the countdown or new world for people who cycle to buy food? • Maybe opposite retail outlets and or schools • Memorial park • Near 102 Hobsonville road shops. • Near RSA, Harcourts • Near the shops and amenities (numbers 102, 116, 120, 124 Hobsonville Point Road) and at the proposed Northwest bus station • New world shopping centre, countdown shopping centre • Secure 24 hr Bike Parking at the North West Bus Hub • Shops on Hobsonville end. But needs to be in a visible place to stop/reduce theft. • Schools • Sunderland Lounge, Hobsonville Point • Supermarket, daycare and schools • War Memorial park & Supermarkets (bigger spaces for cargo bikes) • West Harbour Ferry Wharf 	
<p>Feedback about the type of bike parking</p> <ul style="list-style-type: none"> • Protected and secure bike parking should be available at connection points with public transport, including at Hobsonville Ferry Terminal ... the Northwest bus station at Westgate. 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> The lack of secure bike parking is a factor in limiting cycling uptake, bike parking should be plentiful and secure at destinations along the route. None but please consider locky dockys! Near ferry and at Westgate locky docks are needed Locky docks at the ferry terminal and Westgate Also want to note - these coloured ones pictured are in no way secured - they're not bolted down into concrete, and made of hollow metal. Much better would be locky docks. Can we please get covered bike parking by the Hobsonville Point ferry? It's really bad for ebikes to get wet. Anywhere, as long as pedestrian safety is Paramount I would like to see more bike parking outside shops and under cover. Supermarkets (bigger spaces for cargo bikes) No parking needed, it's basically a highway and not a destination. just water tap to fill water bottle I doubt there will be any cyclists - therefore no requirement for bike parking 	<ul style="list-style-type: none"> The appropriate types of bike parking at locations will be assessed and confirmed in the next design stage. Secure / sheltered bike parking at Hobsonville Point Ferry Terminal is out of scope of this project and unlikely to be considered at this time due to funding constraints. However, it will be recommended in other funding streams for consideration.
<p>Comments not supporting separators (in the bike parking question)</p> <ul style="list-style-type: none"> There is no space for commenting on the separators, however, what safety do they provide - a car will easily go over than and if you touch one on your bike you are in the road. No separators General comment - separators are VERY BAD. Look at the money wasted on Upper Harbour. Why are they being considered again? For question above, NO SEPARATORS, look how Upper Harbour Drive has been destroyed Interesting that you don't allow people to comment on the use of physical separation, so I am repurposing this comment section. Physical separation has already proven to be a terrible idea, as it prevents street cleaning from reaching the bike lane. The result is that the bike lane is full of debris, and cyclists avoid using it. They then ride in the general use lane, which now has less room to accommodate the cars and the bikes, reducing safety margins all around and slowing down the flow of traffic on the arterial road to the speed of an asthmatic baby boomer on his \$20k road bike. You would think that the debacle on Upper Harbour Drive would have taught you that this is a ridiculous idea, but sure, go ahead and throw more money at this idiocy. 	<ul style="list-style-type: none"> Auckland Transport is committed to expanding the network of safe cycling facilities 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. Aucklanders have told us that one of the key deterrents for people choosing to cycle is how unsafe and uneasy they feel mixing with traffic. Having physical separation between vehicles and cyclists is a key contributor to making less confident riders feel safer and making cycling a more attractive transport choice for more Aucklanders. Without separators, vehicles would be at risk of colliding with cyclists rather than the separators and hence any solution devised must ensure that this risk is mitigated. Although the likelihood of this occurring is low, the consequences of a vehicle

Suggestions and comments from community feedback survey	AT response
	<p>hitting a cyclist at speed are far worse than those of a vehicle hitting a separator.</p> <ul style="list-style-type: none"> No matter what form a cycleway takes it is imperative that it is maintained to a high standard, to ensure they can be safely used. Under current maintenance regimes, cycle lanes and cycleways must be swept once per month to remove debris. Spot cleaning can also be undertaken if requested, such as after a storm.
<p>Comment about where concrete separators should be used (in the bike parking question)</p> <ul style="list-style-type: none"> Use solid concrete separators where ever there is a left hand bend as this is where the greatest danger of being cut off exists. Use less protective barriers on straight road and right hand curves. Also use concrete seoarators wherever the cycleway runs immediately adjacent to steel barriers. These are dangerous to cyclists so offer cyclists some protection against being blown or pushed into the steel barriers. <p>Support for Concrete separators</p> <ul style="list-style-type: none"> Stop asking for the separators preference. Only one is efficient to protect the people using the cycle way. It's the one with concrete. Start to think about safety and not about your image. 	<ul style="list-style-type: none"> Concrete separators are the preferred separator type among survey respondents. They are also the project team's preferred option due to their safety and durability attributes.
<p>Feedback about the cancellation of bus or ferry services (in the bike parking question)</p> <ul style="list-style-type: none"> Protected and secure bike parking should be available at connection points with public transport, including at Hobsonville Ferry Terminal (although the ferry service is so unreliable these day you may as well just shut it completely instead of wasting rate payers' money on replacement services such as taxis - but that's off topic), the Northwest bus station at Westgate. 	<ul style="list-style-type: none"> Secure / sheltered bike parking at Hobsonville Point Ferry Terminal is out of scope of this project due to funding constraints. But it will be considered in other funding streams in future.
<p>Comments suggesting SH18 as a preferred location for a cycleway</p> <ul style="list-style-type: none"> Have you not learnt anything from the bollox that is upper harbour drive. This proposal is an absolute shambles. Why is there not a wide, flowing relatively uninterrupted path along side SH18? Cyclists desire to move efficiently and uninterrupted by intersections and other nonsense to deal with cars too! No cycle way at all. There's no room. Hobsonville Road is already too busy as it is. It should follow the motorway and link up with the link over the Upper Harbour Bridge. 	<ul style="list-style-type: none"> SH18 is a Waka Kotahi asset and any upgrades to that corridor will be planned and delivered by that agency. A cycleway along Hobsonville Road will pick up a larger residential catchment than along SH18 and will be a more direct connection to local schools, shops, public transport stops and employment areas. A new cycleway along SH18

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Why is cycleway not connected to the rest of northwestern cycleway would have made more sense to keep cyclist away from traffic. • Ideally the cycle way should continue along from the existing motorway cycleway - consider it dangerous having a cycle way alongside driveways etc of homes/businesses and do not agree with crossings being in close proximity to roundabouts causes further congestion and is dangerous • Why you are not considered following on from the existing cycle way that runs alongside the motorway? It's safer, less disruptive and is a better option for cyclists as they won't have to have disrupted rides due to ridiculous number of traffic lights. Where exactly are residents, workers, parents picking up children from school supposed to park? Why are you accommodating the few cyclists that use that route? • No cycle way at all. There's no room. Hobsonville Road is already too busy as it is. It should follow the motorway and link up with the link over the Upper Harbour Bridge. 	<p>would cater well to sports cyclists doing long distance rides at speed, however it would also be significantly more expensive than the Hobsonville Road proposal as it would likely require more extensive construction works such as drainage, paving, and new retaining walls and bridge structures.</p>
<p>Comments not supporting the cycleway (in the bike parking question)</p> <ul style="list-style-type: none"> • This is a terrible idea. The greenhithe one is never used it has been the cause of many accidents involving cyclist, pedestrians, and drivers. This design replicates that disaster. • Remove bike lanes. It is a road, paid for by car users. Bikes can use side roads. • Remove the cycle lane. Give us our road back. • Remove the cycle lanes completely, already roads is too narrow here, too congested, cycle lane is hardly used. Waste of taxpayer's money. • I do not believe there is need for this at all on Hobsonville road • I dont support a bike only lane • No, this is an area of families and no family will ride up Hobsonville road. Ridiculous idea. • This is a dumb idea. Why isn't there an option to tell you there isn't space for a cycleway along this stretch of road? • Need more lanes for cars and buses • No fix our roads too much traffic • Not wanted or needed. We need car parking space. • I oppose the construction of bicycle lanes. • I do not agree with this cycleway it is an indulgence for recreational purposes only • Cycleway is a waste of money .Hobsonville Point is one of the safest places to cycle in Auckland - spend the money elsewhere. Put on more ferry sailings instead. • This is a terrible idea. The greenhithe one is never used it has been the cause of many accidents involving cyclist, pedestrians, and drivers. This design replicates that disaster. • Bike lanes are a waste of resources • I object to this cycleway, it's a disaster to restrict traffic 	<ul style="list-style-type: none"> • Connecting up disconnected parts of our cycle network and providing safe cycle facilities between residential areas and key destinations (such as the town centres, schools, and public transport stations) is important for providing travel choices for all ages and abilities. <p>Providing safe cycling facilities along Hobsonville Road will build connectivity with other existing cycle lanes and paths (such as those in the Hobsonville Point area, the Northwestern shared path and Upper Harbour Bridge). This will improve access to key destinations in the area including numerous schools, Hobsonville Point Ferry Terminal, Westgate Bus Station and the Westgate and Northwest Shopping Centres.</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', for example, the opening of Ian McKinnon Drive cycleway (to connect the Northwestern Path and the city centre), saw a 56% increase in cycling</p>

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> I oppose the construction of bicycle lanes. Hobsonville, as an intensive residential community, is currently undergoing extensive real estate development. The government should find ways to improve residents' travel, rather than building a small section of bicycle lanes. Most of the small sections of bicycle lanes are just entertainment effects that cannot improve commuting to work or carbon emissions! This is in the interest of most taxpayers. Cycleway is a waste of money .Hobsonville Point is one of the safest places to cycle in Auckland - spend the money elsewhere. Put on more ferry sailings instead. Cycleways should NOT BE BUILT at the cost of existing road infrastructure. Intersections should not have to have special considerations for cyclists. Cyclists are already legally allowed to use the road and follow the road rules, which they do without incident. Given the absolute MESS happening Upper Harbour Drive how are you going to mitigate the dangers of narrowing the roads? Recent example in UHD - no middle median strip and one car travelling too far out from the separators causing the car travelling in the opposite direction to move left to avoid a head on collision and clip the separators. This is more dangerous for all road users No cycle way at all. There's no room. Hobsonville Road is already too busy as it is. It should follow the motorway and link up with the link over the Upper Harbour Bridge 	<p>movements on Upper Queen Street between 2017 and 2019.</p> <p>Our customer research shows that one third of Aucklanders cycle at least occasionally. Of those that do not cycle, 56% report that the biggest barrier to them cycling is not feeling safe because of how people drive.</p>
<p>Intersection Safety.</p>	
<p>In order to improve the safety of all road users, we are investigating the options of installing traffic lights at Brighams Creek, Trig Road, and Luckens Road intersections with Hobsonville Road. We are also looking at safety improvements at other intersections of side roads. If there is anything you would like to tell us about intersection safety please note it here.</p>	
<p>Comments supporting traffic lights at Brigham Creek, Luckens and Trig Road intersections</p> <ul style="list-style-type: none"> Brigham a creek is the most unsafe part of this road and bikes should be nowhere near. It's needed lights for years. Brigham Creek Road intersection is already dangerous for cars, and I've had an accident on my bike there. Should be high priority to convert to lights. Brigham Creek is very dangerous, definitely needs light there asap. Brigham creek definitely needs a traffic light. I don't have an opinion on the others. Brigham creek desperately needs traffic lights! Brigham creek yes would be great at that intersection is very dangerous and can take ages to turn. I wouldn't add any more for trig or Luckens as Hobsonville road has way too many traffic lights now. It takes so long to get down the road because of this. Brigham is the worst in the whole area, signalise it is the only logical step. Brighams Creek definitely would benefit from traffic lights Brighams creek intersection requires traffic lights as there is congestion at peak hours causing drivers to make dangerous turns & u turns in front of other vehicles. 	<ul style="list-style-type: none"> Installation of traffic lights at these intersections is currently being considered by the project team. Any signalisation would include safe cyclist provision and would optimise lighting phases to enable the most safe and efficient throughput for all road users. In deciding how to treat these intersections the project team needs to consider budget and efficient use of resources as there are mid - longer term projects planned that will re-configure these intersections in the future. As such, interim measures may be recommended that prioritise value for money, while providing safe passage (with the focus on vulnerable road users).

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Brighams creek is an absolute shit show. This should be fixed right now. The amount of near misses I see there is insane. Put some lights in ASAP. For people unfamiliar with the intersection it's a death trap. GO AND FIX IT • Brighams Creek is in dire need of traffic lights, I think. • Brighams is dangerous now and should be a priority! • Brigham Creek intersection is hellish. You need to install traffic lights even if you don't put the cycleway in. This would stop so many accidents. • Currently dangerous for those on foot or bike and difficult for those in vehicles - needs traffic lights • Definitely need traffic lights at these places. Seen so many near misses and confusion here • Definitely needed at Brighams Creek Rd/Hobsonville Road intersection. Must be prioritised for cars, as this is essentially a motorway off-ramp to the area. • Do it. they are currently dangerous • Definitely Brigham creek rd. To manage traffic flow and provide fairness of access at peak hours. • Good idea • Happy with traffic lights, but can slow down cycle commutes due to turning vehicle priority over cyclists going straight. This is not an issue currently but is a risk riding on the road. • High crash areas need lights • Brighams creek road intersection can be dangerous for people on bikes as they pass through east bound. Because you have vehicles coming out from that road and vehicles turning off Hobsonville road west bound into Brighams creek. At night this is especially a higher risk situation for people on bikes. Recommend considering installing traffic lights to minimise this. Same situation for Trig road. • Brighams intersection is another death waiting to happen. People take risks not only at this intersection but also by cutting through the Fruit World or liquor store carparks putting pedestrians at great risk. At peak times it is near impossible to turn right onto Hobsonville Rd. Lights at this intersection cannot come fast enough. • I support adding the proposed traffic lights at these intersections. • I support all of these lights. • I support installing traffic lights at all three, but I think it's an especially high priority for Brighams Creek. That's a very busy intersection. Drivers turning right (into, or especially out of Brighams Creek road) often have to wait a long time for a space, causing them to turn fast into small gaps. This in turn is terrifying as a cyclist when cycling straight through northbound, and often leads to close calls. As for turning right into or out of Brighams as a cyclist, I've never been brave enough to even attempt it. • I support installing traffic lights at these intersections • I support the upgrade of the Brigham Creek intersection - it is currently incredibly dangerous. • I support traffic lights at Brigham/Hobsonville its shame you are only doing because of a bike lane as we have been asking for better safety measures on this intersection for years • I support traffic lights to maximise safety for all road users • I think traffic lights or roundabouts would help at those intersections. Especially at busy times. • I'd like to see traffic lights where proposed, but these need to be protected intersections the bike lane separation cannot simply stop there. Also regarding the raised side roads treatments in the western section. These raised 	

Suggestions and comments from community feedback survey	AT response
<p>crossings are good for both people on bike and on foot but the proposed designs have issues. The crossings need to be set back one car length so drivers can look for a safe gap in traffic without blocking the bike lane. A setback also means drivers entering the side road are more likely to stop and give way to riders on the bike lane.</p> <ul style="list-style-type: none"> • Yes to lights please, with advance stop boxes for cycles. Brigham creek is especially scary at the moment • Yes! These are needed now!!!! We don't need a cycleway! We need better traffic flow and control!!! • YES!!!! Do this immediately!! This is LONG overdue especially at Brigham Creek Rd. This intersection is an absolute nightmare, and not just for bicycles but anyone trying to use it. • You know what to do to keep all road users safe, just do it. • Yup, all those intersections are DANGEROUS. Something needs to be done. Lights are a pain, will cause horrific traffic jams but something needs to be done. What are your other options? Have any of you got out onto those roads and seen what it's like and what would be good alternative solutions. There are A LOT of lights along Hobsonville Rd now, are you sure that lights are the only and best option? • I agree something needs to be done to improve the safety of the Brigham Creek intersection. • Improving these intersections is supported. • install traffic lights at all the above intersections • Intersection on Brighams Creek and Hobsonville Road needs to have a traffic light or round about urgently as the traffic turning right is getting worse and blocked up for so long, not safe either. This is more important and urgent than having cycling lane. • It is a good idea as at times I tend to wait for 10 minutes to make a turn into Hobsonville road • Lights at all - asap please. Could roundabouts please be considered? • Lights at Brigham Creek intersection would be good for safety of right turning traffic. It will create a bottleneck and should maybe also consider completion on onramp west from Squadron drive and exit going east at Squadron drive as alternative traffic flows to manage traffic volumes. • Lights at the Brigham creek intersection is needed. The other intersections are fine as they are. • Lights or something to alert approaching cyclists • lights would be great, lots of risky manoeuvres all the time at that intersection • Lights would be safer • Much needed! • Need to be made safer • These are the bare minimum. There needs to be raised tables a car length back from each intersection (as per AT design manual) and there needs to be a crossing point for people coming off the Yellow Bridge. • These areas are very congested and traffic signals and entry / exit re-alignment should be considered • They actually need traffic lights or roundabouts. • This is a good idea as these intersections are really dangerous - after driving through them for 20 years! • This set of intersections is problematic during high traffic periods. Traffic lights are essential to avoid drivers or cyclists taking risks when moving from one route to another. • This would be great, a lot of cyclists I know feel unsafe around Trig Road in particular 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Traffic light all three of these intersections please. The volume of traffic at high traffic times is already causing safety hazards for drivers, cyclists and pedestrians and will only get worse with the increasing number of houses in the area. • needs to be prioritised as they are long overdue especially with the number of incidents that occur at Trig Road and Brighams Road • Traffic lights would be good • Omg! Yes traffic lights are needed at Brigham Creek!!! That intersection is so dicey.. • Please also put them Hobsonville road x wisely road!!! • Please install light at all three intersections, with signalised pedestrian crossing (which also improve cycle safety) on every arm of every intersection • Please install lights with good cycle facilities at these intersections • Please have signals to Brigham creek and Hobsonville crossing. I have seen too many near miss accidents and scared when I cross there. • Please prioritise Brigham creek road intersection, it's an awful intersection even as a driver to try and turn right onto Hobsonville Rd, I can't imagine what it would be like for cyclists. It needs to provide safety for everyone. • Should have been done 20 years ago but you guys are all know-alls • Support more traffic light intersections • Support the investigation of safety changes, especially to the intersections mentioned, as these can be challenging to navigate at busy times as a driver, and as a cyclist. • Support traffic lights cars are going too fast on this road • The Brigham intersection is terrifying at rush hour! Signals would benefit everyone. Please also consider Memorial Park Lane, because it can be very difficult (on a bike) to reach the advance stop box for a right turn into that street, when traffic is heavy. That is: you must pedal uphill from the Te Rito traffic lights, then dart between cars to reach the stop box. • The Brigham's creek intersection has always been a dangerous intersection but with the increase in traffic it has significantly worsened with people turning when there is not enough of a gap. Also drivers are now driving through the fruit world carpark and liquor store carpark at a speed which is not safe. If the intersection is not installed with traffic lights the drivers exiting the carparks onto Hobsonville road would be a huge danger to cyclists • The intersection and Brigham Creek Road and Hobsonville Road is extremely dangerous and has many accidents in a traffic light needs to be installed a traffic light should be installed at that intersection given the high level of traffic • The intersection with Brigham Creek Road is dangerous, fixing it should be a top priority. Exiting Luckens Road onto Hobsonville Road often takes a lot of time, but I believe it's acceptable. • The intersections of Brighams Creek, Trig Road, and Luckens Road should all be signalized for safety. • Brigham creek and Hobsonville is incredibly dangerous currently as a driver. I believe this entire intersection needs to be completely redesigned even without cycleways, and even more so WITH a cycle way as someone WILL be killed 	

Suggestions and comments from community feedback survey	AT response
<p>Do not support traffic lights, concerned it will cause traffic flow issues</p> <ul style="list-style-type: none"> • Wow more traffic lights along Hobsonville Road. That'll cause even more traffic flow problems. • Traffic light is not needed in Brigham Creek Rd. • Traffic lights disrupt cycling especially when they necessitate uphill restarts when have to clip into pedals and involve dangerous stopping when the lights are at the bottom of steep approach descents and the light changes - I can stop a lot better in my car than I can on my bike • Traffic lights have brought HP to a standstill. We do not need any more and they're dangerous as people just speed up to them and run orange and red lights. . Common sense would be to rip them all out, and • Traffic lights have caused nothing but congestion in Hobsonville point. They DONT help traffic flow. A roundabout is a much cheaper, more efficient way to control traffic. • Traffic signals never register bikes waiting so one never gets the green. No more lights please • I think having traffic lights won't make a differences. And it will create too many traffic lights that it's already busy then ever!! Traffic has increase so much in the years that I have been living in West Harbour! It's also becoming industrial especially on Hobsonville Road. There's become an increase in the trucks riding though this area. And the roads are narrow as it is!! • Installing traffic lights at Brighams Creek and Trig Road will increase a huge traffic jam but if I have to choose one then Brighams Creek as this location is particularly terrible during rush hours. • Do not install MORE TRAFFIC LIGHTS ON HOBSONVILLE RD. You have installed so many now it is like Lincoln road ... longer queues • I don't think we need traffic lights here • No traffic lights needed. Just divert Hobsonville Point traffic to its Squadron drive exit, as promised. • More traffic lights is what we DON'T need • Nothing like a set of lights to disrupt traffic, including cyclists! • This will create so many crashes • Thus is going to cause immense problems • Please don't install traffic lights, there are already far too many. Make Brighams Creek Road slightly wider so cyclists can actually fit there amongst the cars, also look at the intersection back with SH16. • It appears by proposing more traffic lights along Hobsonville Rd, AT are proposing to create another stretch of road with more traffic congestion like the current Pakuranga highway • Please don't slow down traffic too much • What a Stupid Stupid Council and a Stupid Idea!! Bunch of Muppets at AT.... • the lights make it harder as a cyclist, it makes it hard and quite dangerous having to stop, unclip and dismount at each set of lights then having to do it all again to take off. There is already enough on Hobsonville road as it is. as a cyclist I hate that part of my ride • There are already more than enough traffic lights on Hobsonville point road. You are going to put it in standstill by adding more • 	<ul style="list-style-type: none"> • Traffic signals improve safety at dangerous intersections by alternately assigning right of way to various traffic movements and holding back heavy traffic flows to permit safe crossing of minor movements or pedestrians. Any signalisation under this project would include safe cyclist provision and would optimise lighting phases to enable the most safe and efficient throughput for all road users.

Suggestions and comments from community feedback survey	AT response
<p>Comments suggesting roundabouts instead of lights</p> <ul style="list-style-type: none"> • Brigham creek is very dangerous and needs a complete redesign, the only safe option would be a roundabout. I have seen so many accidents and near misses there, much higher priority than a cycle way • A round a bout is needed for Brigham Creek road and Hobsonville road intersection • Brigham Creek should be a roundabout. • Brighams creek road needs a roundabout and a full motorway interchange at Squadron Drive • Brighams creek needs an intersection improvement desperately, a roundabout would be fine, it is very dangerous for cyclists coming along Hobsonville or into or out of Brig Creek Rd which is very popular with recreational cyclists, and motorists trying to get in or out of Brig Crk Rd. Luckens Rd/Hob rd is extremely dangerous for cyclists riding on the road, and extremely difficult to navigate as a driver or cyclist at peak hours. Both these intersections are just getting and will get even worse with more housing in Hobsonville. Trig road needs the least improvement of all 3, but turning right out of trig onto hob rd is very difficult • Hobsonville Road/ Brigham Creek Rd intersections definitely needs lights or a roundabout - it's a dangerous intersection to manoeuvre. The Hobs Rd/ Clark Rd intersection is also bad. • How about you idiots stop using traffic lights and build roundabouts instead? Roundabouts allow traffic to KEEP MOVING without need to stop, because vehicles can simply slip into any gap and continue their journey. • Why not a roundabout at trig Rd? You're adding so many traffic lights on Hobsonville Rd it's ridiculous. Brigham creek can be solved if you connect the new industrial area roaming up to the off-ramp roundabout and also over to new world. Lights there will massively clog up that Rd even more. At the very least a free turn needs to remain going to Hobsonville pt and another free flow lane going to Westgate. • Would a round-a-about not be better - lights will just cause traffic jams (as you should already know) • Yes, they are a bloody nightmare and I would propose that you stop wasting tax payer's money on this junk and concentrate on putting a roundabout at that nightmare junction, where people have lost their lives!!!! • I believe that Lucien's Rd and Trig Rd are too close together for Traffic signals to work effectively. It would just create more congestion. Have you considered a larger roundabout • I do not support this. There are already so many traffic lights along this road. Use roundabouts instead please • I love that idea!! Otherwise maybe a roundabout but definitely agree something needs to change. Those intersections are all nightmares • Implement roundabouts, raised pedestrian crossings, whatever is the safest for pedestrians or cyclists • Instead of yet another set of traffic lights, please can a roundabout be investigated as an option instead? The roundabout currently in place at the intersection of Suncrest Drive and Hobsonville Road works so well and keeps traffic flowing. The installation of another set of traffic lights contributes to more carbon emissions due to the nature of cars stop/starting. Cyclists tend to run through red lights at traffic lights, which may increase their risk of injury. I have also witnessed driver frustration and running red lights after being stopped for the umpteenth time along for a red traffic light along Hobsonville Road. Please, I implore you, consider roundabouts over traffic lights. Whatever method you choose, thank you for finally investigating the Brigham Creek intersection. This is an incredibly high-risk intersection and I have witnessed multiple close calls between drivers. • Lights at all - asap please. Could roundabouts please be considered? 	<ul style="list-style-type: none"> • Roundabouts can provide benefits for safety and traffic movement over other intersection types. However, there are other trade-offs particularly for ease of use for people walking or cycling, and the additional space required to incorporate footpaths, cycleways and crossings. <p>Any intersection improvements delivered through this project will be focussed on providing a safe route for people cycling. In some cases this may also result in safety and efficiency benefits for other modes of transport. More comprehensive upgrades to these intersections are planned as part of Te Tupu Ngātahi Supporting Growth.</p>

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • maybe a mix of roundabouts and traffic lights - to keep traffic flowing - already several intersections with them • Maybe a mix of traffic lights and roundabouts to assist with the flow of traffic - already several sets of lights along Hobsonville Road which along with traffic entering/existing premises holds traffic flow up • No put a roundabout don't stop the traffic it will block it even worse!! • Luckens Rd intersection has been dangerous for decades. Due to the nature of traffic flows a roundabout would fix it, with a slipway for cyclists travelling straight • Prefer roundabouts where possible. The additional traffic light by New World has led to significant traffic increases • Round-about at Brigham Creek is much better option. No more Traffic Lights!!! • Roundabout at Brigham. There are already a ridiculous amount of traffic lights on Hobsonville road for what is a fairly small stretch of road. The traffic will just slow down immensely. • Roundabouts are a better option to keep traffic flows but still allow movement out of the side streets - Too many traffic lights have already been put in place at the eastern end of Hobsonville Rd. • Roundabouts at these intersections would be preferred due to recent traffic lights at Hobsonville New World creating massive traffic congestion to all toad users. • Roundabouts may be an option too, especially at Brigham Creek. • Sad there'll be more lights. Roundabouts are better & don't slow down bikers. • The Brighams Creek intersection is very busy and will only get busier so this is good to read. In general I think roundabouts work well as they encourage traffic to keep flowing. • There needs to be a "no right turn" or some other sort of safety feature - even a roundabout, if that worked better - at the Brigham Creek intersection. It's so dangerous for cars - even before you add cyclists to the mess!! • Trig Road is only busy in rush hour. Brigham Creek/Hobsonville Rd needs a roundabout. Roundabouts KEEP traffic moving! • Use a roundabout keeps the traffic flowing. AT has added enough additional traffic lights. You need to sort Wiseley and Hobsonville Rd intersection. Add a no right turn from Wiseley to Hobsonville Rd. • The intersection at Brigham creek and Hobsonville Rd should be a roundabout, not traffic lights. The congestion is bad and unsafe at peak times so needs a free flowing solution 	
<p>Intersection improvements should encourage mode share change</p> <ul style="list-style-type: none"> • Any intersection changes need to not create more lanes for cars as that would be contrary to VKT reduction goals. Cycle infrastructure needs to have protection and not force through traffic onto the footpath to then wait at a light. • Bike phase would be helpful • Bike Auckland support traffic lights where proposed, but these need to be "protected intersections" - the bike lane separation cannot simply stop at or before lights, and should also not be downgraded to shared paths. Additionally, the raised side roads treatments in the western section in particular are supported. However, these raised crossings need to be set back at least one car length so drivers can look for a safe gap in traffic without blocking the bike lane. A setback also means drivers entering the side road are more likely to stop and give way 	<ul style="list-style-type: none"> • The project team will consider safety and convenience for cyclists in addition to traffic flow impacts for buses and general traffic when designing intersections. Budget will also be a limiting factor in terms of intersection design. Comments around the design of raised side road treatments will be considered in subsequent design phases.

Suggestions and comments from community feedback survey	AT response
<p>to riders on the bike lane. The current design will create blockages of the bikeway and sightline issues, as drivers cannot judge gaps from behind the crossing.</p>	
<p>Intersection Safety for cyclists and active mode users</p> <ul style="list-style-type: none"> • The path will make the whole road feel safer, intersections included. • Any intersections for pedestrians (there are a couple of informal crossings) should enable easy access for pushchairs and wheelchairs, i.e. the separators need to be carefully placed • Brigham Creek Rd is obviously the most gnarly intersection for cyclists as there is a lot going on. Drivers tend to lose oversight at this intersection and often don't see other cars, let alone cyclists • Brigham creek intersection extremely dangerous for cyclists heading in the direction of Greenhithe.. • Cycle lane separation must extend through the intersections not stop just before them • Consider additional pedestrian and cyclist crossings on these intersections • Brighams Creek, Trig Road and Lucken's Road intersections can be relatively terrifying to cycle through the way they're currently set up. Slip lanes into main arterial roads are scary to cycle through as you're never sure if cars have slowed down enough to see you and the moment of having to cross the slip lane to get to the left hand side across merging traffic is dangerous. I support improvements to these intersections. • Don't mix general traffic & bikes, make sure the cycle lanes are defined and protected before the crossings • Ensure that the Trig road intersection provides a safe environment for cyclists - current configuration is extremely dangerous • For bikes, uphill starts are difficult. Provide a flat area to start against lights. • Don't compromise the safety of cyclists • For safe cycling they all need to be upgraded. Not doing so would create a barrier along the route making it unusable • Intersection with Brigham Creek road is very dangerous for motor vehicles not saying for cyclists and pedestrians • Need dedicated signals for cyclists and also nameplates. • When I cycle commute past the Brighams creek road intersection, this was always the most dangerous part of my Albany - City bike ride. Always turned on my flashing light and took my life into my hands each time. Super busy and everyone is in a hurry. • On downhill sections, cyclist are safer in the traffic when navigating intersections. Left turning traffic is danger to cyclists going straight ahead. If you stop cyclist in a cycle lane while traffic going in the same direction is has a green light, cyclist tend to use the road and avoid the cycle lane. To resolve this issue, cycle lanes are most appropriate on flat and uphill sections. For downhill sections give the cyclist the option of joining the traffic at the front of the queue waiting for the lights to change. • Intersections are we're most drivers hitting cyclists incidents occurs. The cycle lane separators must continue up to the intersection to protect cyclists and not stop short. • The cycleways are clearly marked on the road at these junctions • Main problem with (existing) traffic lights is that they are not sensitive to bikes in the right turning lane 	<ul style="list-style-type: none"> • The project team will consider safety and convenience for cyclists in addition to traffic flow impacts for buses and general traffic when designing intersections. Budget will also be a limiting factor in terms of intersection design. <p>Comments around the intersection design will be considered in subsequent design phases.</p>

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Make sure that at ALL intersections you do not bring the cycle lane into conflict with turning traffic as has been done at the west bound lane at Marina View Drive • Please make sure all intersections along the route are made safe for cycling - even one 'weak link' would undermine the project • Support traffic lights at those locations. There needs to be protected intersections for bikes. Proposed raised crossing need to be set back further so that the bike lane doesn't get block by traffic. • The intersections should provide safe, efficient options for all road users, you know, for people, other than those in cars. • Please avoid cycle crossings integrated with pedestrian crossings alongside the road. These slow down cycling a lot and discourage use of the cycle lane. 	
<p>Suggestion to continue protection for cyclist through the intersections</p> <ul style="list-style-type: none"> • the protected lane needs to continue through the intersection and not just vanish • I support traffic lights where proposed, but these need to be protected intersections the bike lane separation cannot simply stop there. Additionally, comment is needed on the raised side roads treatments in the western section. These raised crossings are good for both people on bike and on foot but the proposed designs have issues. The crossings need to be set back one car length so drivers can look for a safe gap in traffic without blocking the bike lane. A setback also means drivers entering the side road are more likely to stop and give way to riders on the bike lane. This kind of set-back is best practice, and in AT's own guidelines, but is missing here • Fully protected intersection • For safety purposes, please consider making all intersections protected. I support the raised crossings, again for safety reasons. Please also consider adding set-backs at all intersections, again for safety. 	<ul style="list-style-type: none"> • The project team will consider safety and convenience for cyclists in addition to traffic flow impacts for buses and general traffic when designing intersections. Budget will also be a limiting factor in terms of intersection design. Comments around the intersection design will be considered in subsequent design phases.
<p>Traffic lights have to cater for a cycle triggering the loop</p> <ul style="list-style-type: none"> • The coils for traffic lights does not pick up cycles, please have a foot button or push button • Installing traffic lights for bikes - as with bus lights - giving bikes a bit of a head start 	<ul style="list-style-type: none"> • The phasing of traffic signals to cater for people cycling will be considered by the project team in later design phases. There are multiple options that may be appropriate, including providing priority or detection for people cycling.
<p>Support safety improvements at intersections</p> <ul style="list-style-type: none"> • Bringham Creek intersection is extremely unsafe for cyclists at present and also dangerous for cars. It's very inefficient and gets traffic jams easily. Drivers get frustrated and take risks. Please fix it ASAP. • Bringham Creek only as a priority • Brighams creek intersection needs some serious looking at, it is dangerous with close calls every day at this intersection. • Bringham, Luckens and Trig are all quite dangerous, especially for cyclists. Bringham needs to be changed before another major accident/ fatality happens. 	<ul style="list-style-type: none"> • Installation of traffic lights at these intersections is currently being considered by the project team. Any signalisation would include safe cyclist provision and would optimise lighting phases to enable the most safe and efficient throughput for all road users. In deciding how to treat these intersections the project team needs to consider budget and efficient use of resources as there are mid - longer term projects planned that will re-configure these

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> Cycling down Hobsonville road past the intersection with Brigham creek is really unsafe. Even as a car driver I have witnessed a number of near misses. Studies show that a majority of crashes happen at intersections. Please make sure the design of them improves safety outcomes for all users - drivers, pedestrians, and cyclists. This means making sure that cycling infrastructure doesn't stop short of the intersection, but instead carries on through the intersection. Currently the 3 most dangerous parts of the ride for me are 1. from new world to BP (there's not even space for parking here, just an island you and cars and a little over a car width, i mean where the right turning from brigham and the straight traffic have two lanes going west. 2. corner around from wiseley to new world - similarly there's no room for error here with parked cars and narrow road. 	<p>intersections in the future. As such, interim measures may be recommended that prioritise value for money, while providing safe passage (with the focus on vulnerable road users).</p>
<p>Other suggestions for change at Brigham Creek Intersection</p> <ul style="list-style-type: none"> Brigham creek road intersection is not a well-functioning intersection at this time. Cars attempting to turn right onto Hobsonville road from Brigham creek impede the cars turning left due to the difficulty they face in crossing Hobsonville road. I cycle that intersection daily. Cars and trucks consistently take chances and pull out in front of traffic with myself nearly being hit multiple times. Only the right turn lane needs controlling, if it is changed to be a typical 4 way controlled section it will have the potential to create further large tails back. The intersection needs additional turning lane space from the motorway to allow traffic to build while waiting for lights. Trig road and Luckens road are almost one intersection. Many cars come off trig and immediately turn into Luckens ave due to it being access to Massey since there is no royal road off-ramp. It is also difficult for cars to turn right from Luckens road onto Hobsonville road at many points during the day. As such these two intersections would have to be linked in their phasing due to proximity. Since no additional road widening will occur cars waiting to turn will impede traffic Improve the Y junction at Brigham creek and Hobsonville Rd as well as the bottleneck forming near the intersection of Clark Rd and Hobsonville road, the arterial access to Scott Point. There's a traffic building up here for cars turning right to access Clark road or Scott Point Road. The road just adjacent to Dominoes pizza, Unichem. Yes the trig Rd to Luckens needs some improvements Need to fix Brigham creek intersection for cars also while you are there. It is no longer fit for purpose for the amount of traffic now. Turning right off Brigham is problematic Please fix the traffic of Brighams Creek intersection as well, it caused a lot of traffic and unsafe because of current design. This had been reported ages ago. Something needs to be done asap with Brigham creek intersection! So dangerous - a much better option than wasting money on a cycle way Turning right from Brighams Creek Rd into Trig Rd I tend to take to the road, so I can move across toward the centre, then to indicate my intention to turn right (and 'claiming the lane' so to speak. This way you only have to find a suitable gap with the approaching traffic to make you way across into Trig. Plus coming off that excellent cycle path, the bitumix resealing gave a gap (or lip) that made it hard to come onto the bitumix at an angle further back. As traffic increases perhaps it would be best to be controlled by lights. 	<ul style="list-style-type: none"> Installation of traffic lights at these intersections is currently being considered by the project team. Any signalisation would include safe cyclist provision and would optimise lighting phases to enable the most safe and efficient throughput for all road users. In deciding how to treat these intersections the project team needs to consider budget and efficient use of resources as there are mid - longer term projects planned that will re-configure these intersections in the future. As such, interim measures may be recommended that prioritise value for money, while providing safe passage (with the focus on vulnerable road users).

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Brighams Creek - A mess of an intersection that has 4 different turning priorities - nearly been hit there a few times from people turning left from Brighams not seeing me. • We need to improve the intersection of Brighams Creek Road into Hobsonville Road. Ideally you should connect the existing cycleways from Brigham Creek Road to Hobsonville Road as well. There are no cycle way, and the amount of car traffic on that part of road are too dangerous for cyclists. • When driving I travel along Brigham Creek, which has become a main thoroughfare and needs widening unless an alternate road is provided. • The Length of a time a cyclist is exposed to the intersection is very long due to the extended left turning lanes. I believe the option to turn right out of/into these intersections is an avoidable safety risk. Removing a right turn option will encourage the use of alternate routes and reduce risk to all intersection users. • Lights at Brighams Creek/Trig. Lucken is mostly fine, I just wonder when cycling west along Hobsonville Rd toward Westgate, the motorist have a turn / merge lane. As a cyclist I tend to claim that space and hope any turning motorist is intelligent enough to see the logic, they slow down to match the cyclist speed and then accelerate to pass. Turning east from Trig into Hobsonville Rd is mostly fine, although a merging path with sloping egress off might be nice - with appropriate road markings. • 	
<p>Luckens Road Intersection</p> <ul style="list-style-type: none"> • Luckens road intersection feels very unsafe as a merge when turning left from Luckens onto Hobsonville Rd due to the new homes being built just to the left of the Intersection, turning off Hobsonville road onto Luckens is also impacted <p style="padding-left: 20px;">Luckens road: It is impossible & dangerous to cross on a bike - I currently cross over to the right-hand footpath and go over the road where there's an island a little further down Hobsonville. Cars also find it impossible to turn out of Luckens, so lights would help them too.</p>	<ul style="list-style-type: none"> • Installation of traffic lights at this intersection is currently being considered by the project team. Any signalisation would include safe cyclist provision and would optimise lighting phases to enable the most safe and efficient throughput for all road users. In deciding how to treat this intersections the project team needs to consider budget and efficient use of resources as there are mid - longer term projects planned that will re-configure these intersections in the future. As such, interim measures may be recommended that prioritise value for money, while providing safe passage (with the focus on vulnerable road users).
<p>Other intersections along Hobsonville Road</p> <ul style="list-style-type: none"> • Clark Road, Wiseley Road intersection with Hobsonville needs to have stop signs. Especially from Clark Road into Wiseley • Don't forget to also investigate the junction at Hobsonville Road, Wiseley Road and Clark Road. Instead of traffic lights, what about roundabouts. All four of these junctions are currently a nightmare (in terms of safety) for all road users, including drivers, pedestrians and runners, not just cyclists. 	<ul style="list-style-type: none"> • The project team will consider safety and convenience for cyclists in addition to traffic flow impacts for buses and general traffic when designing intersections. Budget will also be a limiting factor in terms of intersection design.

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Corner of Hobsonville road and Buckley Ave (cyclists use this to cut through and avoid squadron drive) • I agree that the listed intersections need safety improvements. Please also consider improving the intersection at Wisely, Hobsonville Rd and Clark Roads - most people are confused about the give way rules that apply here as often cars are all approaching from all directions at once. It is also very unsafe for pedestrians wishing to cross. • Intersection of Hobsonville Rd, Wiseley Rd and Clark Rd is really confusing, converting it into a proper roundabout would make everyone safer. • Please also ensure that there is a safe and efficient way to turn right at T junctions, such as Memorial Park Dr from the cycle lane (preferably without having to wait for a red light and waddling out into the ASB) • Very dangerous at the intersection at Clark Rd and Hobsonville Rd (Wisely Rd in between) 	<p>Comments around the intersection design will be considered in subsequent design phases.</p>
<p>Suggest removal of slip lanes at key intersections to improve safety</p> <ul style="list-style-type: none"> • Remove slip lanes and make turning tighter for cars to slow traffic • The slip lanes at these locations need to be removed for safety • These intersections are terrifying by bike (especially Brighams Creek.) Please remove the slip lanes. • Trig Rd and Luckens Rd current feel dangerous to cycle due to the long slip lanes. • Trig Rd and Luckens Rd intersections, with the free left turn slip lanes, seem to confuse many drivers (vehicles travelling straight through often brake when vehicles turning left come around the corner) and many vehicles swing wide into both lanes on the turn. Traffic flow from Trig into Luckens often causes disruption when drivers change quickly from the slip lane into the right turn bay. Traffic lights would help this area. • The free turns into the main road need careful consideration 	<ul style="list-style-type: none"> • The project will look to remove slip lanes and tighten kerb radii at side streets to support safe speeds along Hobsonville Road.
<p>Brigham Creek Road should be connected to Westpoint Drive</p> <ul style="list-style-type: none"> • Brigham Creek Rd should be connected to Westpoint Drive ASAP to remove heavy truck traffic to the Mainfreight depot from Hobsonville Road 	<ul style="list-style-type: none"> • This is beyond the scope of the Hobsonville Road Cycleway project.
<p>Support for raised crossing</p> <ul style="list-style-type: none"> • I also support the raised crossings for the cycleway shown on the first image of the consultation and suggest these are expanded to include the footpath crossing. • I also support the raised crossings for the cycleway shown on the first image of the consultation and suggest these are expanded to include the footpath crossing. • Pedestrian safety should be considered 	<ul style="list-style-type: none"> • Raised pedestrian crossings will be provided at strategic locations. Further consideration will be made at the next design stage.
<p>Cycle crossing at Oriel Avenue and link to SH16</p>	<ul style="list-style-type: none"> • The project team is investigating improvements to Oreil Ave that will make on-road cycling safer. A

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> I see Bike Auckland mentioned there does not appear to be a road crossing for cyclists and pedestrians coming up from the Yellow Bridge over the SH16 from Westgate to Oriel Ave and up to Hobsonville Rd. I'm thinking (and haven't yet checked) of the possibility taking an oblique angled ride to have a more gradual climb via Peterhous Pl into Fitzherbert Ave and then onto Hobsonville Rd Not them, but you've missed the obvious missing link at Oriel Avenue I agree with criticism elsewhere the absence of a sensible link between this and the NW bike path is a major design flaw. I think it is the result of too much gazing at the plan view. Cycleways have to be designed looking at elevations. Dumping cyclists at the bottom of a steep hill, at the east end of the yellow bridge, when more gradual slopes are available is inexcusable. Please ensure cycleway connects to the Northwestern path and the cycleway is fully protected. I don't currently use the painted lanes on Hobsonville Road because they're not safe. Top of Oriel ave/Hobsonville road is very dangerous to cross just as a pedestrian (very wide, bad angles), but it's also impossible to turn into on a bike coming from Westgate. Id recommend lights here, or at least a crossing as per your design at the top of this form. Oriel Ave is a key connection to the NWern cycleway via the yellow sh16 foot/cycle bridge. However you're not proposing any intersection upgrades here. This is critical to support commuter cyclists riding home from the CBD along the NWern. We do not want to ride up Triangle Road and via Westgate to join the Hobsonville Road cycleway. Currently, crossing the bridge to Oriel Ave to turn right onto Hobsonville Road is extremely dangerous and the intersection needs upgrading to signalised to close the gap in the cycleway network here. There needs to be a better way of turning right onto the cycle lane if you're your coming off the yellow bridge cycle path. <p>Other traffic turning at Oriel</p> <ul style="list-style-type: none"> Turning right from Oriel Ave onto Hobsonville rd is always difficult due to width of road and cars turning left from Hobsonville rd to go down Oriel rd. Cars coming down Hobsonville rd are going at high speed due to it being downhill. Any improvements here would be good What about Oriel? It's dangerous trying to cross Hobsonville Road to turn right and travel towards Greenhithe. 	<p>safe crossing will also be provided on Hobosville Road near the Oreil Ave intersection to ensure access between Oreil Ave (and the NW shared path via the yellow bridge) and the Hobsonville Road cycleway.</p>
<p>Comment about speed limit</p> <ul style="list-style-type: none"> Just Brighams creek, far too many for the amount of pedestrians, all part of the ideology of getting people out of cars by slowing everyone down, is the speed limit going to be lowered as well? 	<ul style="list-style-type: none"> Speed limits in the area won't be lowered under this project.
<p>Open Squadron Drive Off-ramp</p> <ul style="list-style-type: none"> Too many traffic lights, simply open the damn motorway off ramp at Squadron so Brigham Creek doesn't get congested These are critical safety measures urgently required for these junctions. However, the end to end flow off of the motorway must be considered. There is already significant traffic issues because of the lights at Hobsonville New 	<ul style="list-style-type: none"> SH18 is a Waka Kotahi asset and any upgrades to that corridor will be planned and delivered by that agency.

Suggestions and comments from community feedback survey	AT response
<p>World. Without a new junction into Hobsonville Point at Squadron Drive, these new junctions will add to the mounting traffic problems for Hobsonville.</p> <ul style="list-style-type: none"> • Reduce traffic on Hobsonville Road by on and off ramps on Squadron Drive for traffic from/to the west • No traffic lights needed. Just divert Hobsonville Point traffic to its Squadron drive exit, as promised. 	
<p>Phasing of lights/Removal of signalised crossing outside Hobsonville School</p> <ul style="list-style-type: none"> • Please, please ensure the Trig and Luckens intersections are linked / green-waved. • Also, please fix the abomination that are the traffic lights outside Hobsonville Primary School. At a minimum, the intersection lights and the pedestrian crossing lights should be linked and/or green-waved. At best, the pedestrian crossing outside the school should be removed in favour of the intersection lights, safety barriers put in place to prevent children from crossing at that point, and the Hobsonville Rd entrance to the school closed (in favour of the entrance on the side road). Additionally, the Brighams Creek, New World, Countdown and Hobsonville / Hobsonville Point / Te Rito Rd intersection lights should all be linked / green-waved. 	<ul style="list-style-type: none"> • Installation of traffic lights at Trig Road, Luckens Road, Brigham Creek Road intersections is currently being considered by the project team. Any signalisation would include safe cyclist provision and would optimise lighting phases to enable the most safe and efficient throughput for all road users. Feedback around the Hobsonville Primary School pedestrian crossing facilities and entrance will be taken on board for consideration at the next design stage.
<p>Comment wanting more from the project</p> <ul style="list-style-type: none"> • Squeezing more into the same is just plain dumb. We end up with facility that is a compromise for everyone! Get bold, build something that we can be proud of, not argue over! • If the NorthWest Bus Hub is at the Noth West End it should be easily accessible by cyclists and pedestrians. Perhaps a tunnel underneath Fred Taylor Drive to reach Maki Street safely and efficient. 	<ul style="list-style-type: none"> • Auckland Auckland Transport is committed to expanding the network of safe cycling facilities across the region so that people can feel confident and safe when choosing to make their day-to-day trips by bike or allowing their children to ride. <p>The design philosophy for the project adopts a road space re-purposing approach. Alternative schemes are far more costly and complex, often requiring shifting of kerb lines and re-configuring of stormwater infrastructure, relocation of power poles, street lights and underground services and potentially the acquisition of adjacent property frontages.</p>
<p>Footpath request</p> <ul style="list-style-type: none"> • Please install a concrete footpath between Sinton road south and the Hobson Centre. 	<ul style="list-style-type: none"> • The project has a constrained budget and delivery of the cycleway is the key objective. This section of missing footpath will be investigated however.

Suggestions and comments from community feedback survey	AT response
<p>Outside the scope or limits of this project</p> <ul style="list-style-type: none"> • Please do something about the Upper Harbour Dr/Albany highway intersection. A friend asked about this 8 years ago and was told it was being looked into. He's moved back to England and his kids are at school now. Intersection still the same as when he lived here... • I would prefer at least actual crossings around the Moire roundabout, it currently just has islands but it's really hard for cars to see you. • I'd also recommend speedbumps down Oreil - it has a school on it, bad visibility due to sharp corners and steep incline, and its roads are narrow due to most of the curb side parking being taken. • This is very important -Westpoint Road needs to be Westpoint Drive needs to be linked to the motorway for heavy vehicles • Have you considered a separated cycleway along Westpoint Drive etc? I had hoped this was part of planning as having cyclists off the main road and separated is ideal. Re the parking so long as new developments have provided sufficient parking then this is fine and will increase visibility and safety • I would suggest a tram link like in Melbourne between Hobsonville point ferry terminal and Westgate interchange 	<ul style="list-style-type: none"> • The project has a constrained budget and is therefore limited in scope. Delivery of the cycleway is the key objective. • The project team is investigating improvements to Oreil Ave that will make on-road cycling safer.
<p>Comments and feedback on proposed crossings</p>	
<p>Comments have been grouped into common themes. Please note, we only asked for a comment from those who suggested changes to the proposed crossings.</p>	
<p>Crossing location requested near Oriel Ave</p> <ul style="list-style-type: none"> • A crossing close to Oriel Ave would be helpful to access the yellow bridge. • A crossing is needed at the top of Oriel ave so it links to the SH16 cycleway into the city. If not, cyclists turning right onto Hobsonville road need to cross four lanes of uncontrolled traffic. • A crossing needs to be added near Oriel Avenue as there is no safe crossing for people traveling from the Northwestern cycleway. • Additional crossings needed near Oriel Avenue. • Crossing is needed turning right from Oriel ave (yellow bridge) onto Hobsonville road. this is the worst part of my commute • I support the proposed raised zebra crossings over Hobsonville Road, but more walk/cycle crossings are needed, especially near to Oriel Avenue, to ensure cyclists can come and go from the "Yellow Bridge" and the Northwestern Cycleway. At the moment, there is absolutely no safe way for someone on a bike to come from the Yellow Bridge and use the new bikeway eastbound • Need something closer to the intersection at Oriel Rd. If you're coming off the NW Cycleway how will you connect to Hobsonville Rd? Currently when heading to the North Shore I leave the NW onto Oriel Rd and then run the gauntlet to get to the other side of Hobsonville Rd, really needs something better here please 	<ul style="list-style-type: none"> • The project team is investigating improvements to Oreil Ave that will make on-road cycling safer. A safe crossing will also be provided on Hobosville Road near the Oreil Ave intersection to ensure access between Oreil Ave (and the NW shared path via the yellow bridge) and the Hobsonville Road cycleway.

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • There doesn't seem to be a crossing for people to access the bridge across to the NW cycleway (Oriel Ave) • There is a glaring omission, which for connectivity and safety must surely be the highest priority, at Oriel Road. This is the route all East bound cyclists take when coming from the North Western Cycleway (which I do daily) and is very dangerous and hard to cross at. • Support the proposed crossings but there really needs to be one at Oriel Avenue to provide more direct access to the NW shared path. • There needs to be a crossing for cyclists to get from Oriel Ave to the east/northbound cycleway. • there needs to be a crossing near Oriel ave to enable people coming from the "yellow bridge" / north west cycleway safer access to the new bikeway • There needs to be crossing at Oriel Avenue to connect the SH16 path. See post at https://rcd.typepad.com/personal/2023/06/Hobsonvillerd-proposed-cycleway-sh16-cyclepath.html • Maybe near Fitzherbert Ave if that facilitates a more gradual ascent / descent to the Yellow Bridge over the NW Motorway • I support the existing crossings, but think a crossing located around the location of Oreil Ave is needed, to better link the Hobsonville Road cycling infrastructure to the NW cycleway. • We support the crossings, but consider they need to be more numerous. The most glaring omission is a crossing useful for Oriel Avenue, to ensure cyclists can come and go from the "Yellow Bridge" and the Northwestern Cycleway. At the moment, there is absolutely no safe way for someone on a bike to come from the Yellow Bridge and use the new bikeway on Hobsonville Road eastbound. • Yellow Bridge is missing • The proposed crossings are supported however, more are needed, such as at the exit of Oreil Ave as that links to the NW cycleway. Also an existing crossing near the intersection of Wiseley Rd is shown as removed and needs to be included again. • How do people get from the Yellow Bridge and the North-Western Cycleway? • I think Oriel needs a raised crossing, parallel to Hobsonville rd. The strip of road between westpoint dr & marina view dr is also currently very dangerous, while having lots of kids so also somewhere there would be good. • I would like safe crossing to link up with the SH16 path to the CBD 	
<p>Suggest changes to type of crossing</p> <ul style="list-style-type: none"> • Please ensure that all crossings are combined cycle/pedestrian crossings, not just regular zebras, to ensure that cyclists can legally ride across (especially at the Suncrest Dr roundabout) • Make the approaches to the crossings smoother and do they really need to cost squillions! • Crossing should include a pedestrian and a cycling priority crossing similar to what has been provided at St Luke's Rd. • Build bridges or tunnels • Why not go under the ground, it would be smarter. • Propose roundabouts with zebra crossings. Traffic lights do not equal safety and do not slow traffic down safely 	<ul style="list-style-type: none"> • All new crossings will be combined cycle / pedestrian crossings. The design philosophy for the project is for a road space re-purposing approach in order to minimise construction works to deliver more kilometres of safe cycle network with the available budget. Building bridges / under-passes is out of scope for this project given the available budget.

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • I feel it's a poor design to have every crossing pop up from the road to the sidewalk. Rather than have the bike part of the traffic (like it is everywhere else). It's a part that I feel won't age well. Compared to countries that do this well (Denmark) • Markings only, nothing to force traffic to stop moving. There are already too many slow and incompetent drivers taking up space and causing hazards and hold ups with their poor and overly slow driving performance. • Pedestrian refuge just west of Wisely Rd needs to be upgraded to a pedestrian crossing • Pedestrian Crossing wouldn't be ideal as this is a main road and will hold a traffic. Better to have a proper pedestrian crossing with traffic lights only. • Should be a raised table at Hobsonville School Dowdens Lane intersection. There should be only one between Trig Rd and Westgate. Raised table like that at intersection of Triangle Rd and Makora Rd is excellent, raised crossing on the Westgate Drive hill is atrocious, dangerous and causes high emissions due to cars having to virtually stop just before a steep incline. • Hobsonville Primary Schools primary crossing should be a Table top crossing because car drivers run the orange light in front of children crossing 	<ul style="list-style-type: none"> • Comments around the design and location of raised side road treatments will be considered in subsequent design phases.
<p>Comments in support of additional pedestrian crossings and suggested crossing locations</p> <ul style="list-style-type: none"> • A pedestrian crossing is needed on Hobsonville road near the countdown. • Add additional crossings towards north of Westpark drive • There needs to be a crossing near countdown. An improvement on what's already there. • Better crossings required around the shops at the Hobsonville end. • BP or RSA, Harcourts to shopping near countdown • Need a crossing near the intersection with Brigham Creek Road • The Trig Road / Luckens Road is a well-trodden/cycled route, so I do wonder if those junctions could be made safer and better connected for cyclists and runners/pedestrians. What about Clark Road - see above - this has been forgotten and is much needed to improve safety. What about Brigham Creek Road, this should also have a safe crossing. • I support the proposed locations, but there is a crossing next to the countdown (to Wisely Rd intersection) that has been removed and needs to be reinstated into the design. There is also no safe crossing for bikes, from Oriell Road, need a safe crossing to the northern side of Hobsonville Rd. • The design seems to have removed an existing pedestrian refuge just west of Wisely Rd. This should be upgraded to a pedestrian crossing. • Need more crossing points • I suppose, but existing refuge islands need to be upgraded to pedestrian crossings that are slightly raised. • I'm supportive of providing as many protected pedestrian crossings as possible. • These locations make sense but on an already highly congested road, the flow and traffic impact is going to be Extensive. • Too vague to feedback on, but I support near bus stops and education facilities 	<ul style="list-style-type: none"> • Comments around the design and location of raised side road treatments will be considered in subsequent design phases.

Suggestions and comments from community feedback survey	AT response
<p>Change to location of proposed crossings</p> <ul style="list-style-type: none"> • Top of Trig Rd is a better crossing point. It's hard for bikes to cross coming out of Trig Rd. Also Trig Rd needs bikeways on both sides • Suggest the pedestrian crossing proposed near the roundabout is situated further away from the roundabout. This can be just one crossing. • Too many at West Harbour and not the right places that foot traffic likes to cross • Oppose inclusion of pedestrian crossings at approach to roundabouts, dangerous and causes build of traffic • Not sure about the locations of the crossings, they look like they are too close to the roads turning off Hobsonville Road and could become quite dangerous. • There are ample crossings (traffic lights) less than 150m from the proposed crossing. Visibility in the proposed area is terrible, and will lead to serious harm or deaths if it goes ahead. • That's a very dangerous place for crossing and it's on the road decline and that intersection already has a lot happening in that short distance. • Have crossing where existing traffic lights are already in place. • The crossing outside of #38 Hobsonville Rd needs to align with the existing footpath outlets - not as shown on your maps as 1-2M further up the Rd. • not so close to the Lukens road intersection • I don't believe this would help when there is a designated crossing across from Hobsonville primary • Please retain the pedestrian island that is currently on the road near the Wiseley road intersection. It connects the path from the Countdown shops to the footpath on the other side of the road and naturally encourages pedestrians to cross here - it would be dangerous to remove this island as it's not very often a pedestrian can cross this busy road in one go. 	<ul style="list-style-type: none"> • Comments around the design and location of raised side road treatments will be considered in subsequent design phases.
<p>Suggest less crossings required</p> <ul style="list-style-type: none"> • 2 crossings would be more than enough for the small number of pedestrians who would use them. • Too many crossings and they are too close to each other • Having two crossings so close together between Westgate and Trig Road is unlikely to benefit pedestrians and more likely to frustrate drivers and increase carbon emissions from all the braking/accelerating over the raised crossings. There does not seem to be enough foot traffic to warrant two raised crossings in this area. Standard pedestrian crossings can suffice. I propose that one is placed closer to the new Foundry businesses and the Hobsonville Shops (102 Hobsonville Rd) • Just one is needed near the school • Only two raised crossings. One at Hobsonville school, the other at trig road • Too many crossings; minimal use reason for northern side in Trig/Luckens road area in particular • Too many, will cause congestion 	<ul style="list-style-type: none"> • The crossing points are typically located adjacent to bus stops to provide a safe crossing point for people using bus services on Hobsonville Road. In most locations, the proposed crossings will replace existing pedestrian refuge islands.

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Don't believe you need two within a few meters of each other between the motorway and Trig Rd. • Only need 2 not 3 • no more • No need for more crossings • Not required in these areas • Three crossings in close proximity is a bit much • Less crossings are needed • Maybe reduce the crossing between Trig to Westgate. I don't understand why there's need to be 2 there while other parts of Hobsonville Rd is empty • there is already crossing at each set of lights • The 4 way crossing is being proposed at what I believe is the Suncrest intersection? It's unneeded, there is already traffic islands for pedestrians to cross safely and the roundabout already slows and prevents cars to let you cross, people are also willing to wait to let you cross, I've never once needed it The one's near Trig road and Luckens won't be necessary if lights are installed, if lights aren't installed having a crossing (not raised) West of Trig Rd would be fine <p>No crossings, no traffic lights. Car flow is important, cyclist can use back roads</p>	
<p>Comments not in support of pedestrian crossings</p> <ul style="list-style-type: none"> • The crossings cause traffic congestion there a sufficient traffic lights on that stretch of road already • Pedestrian crossing do not benefit cyclists. • I cannot describe precise differences for each crossing but, in principle, I do not favour slowing cyclists down and making them become pedestrians. • We don't need more crossings. People who are walking / cycling can walk or cycle to the next CURRENTLY AVAILABLE crossing. Have you tried driving down Hobsonville Road, through all the traffic lights? It already takes long enough. • No there is plenty need to keep traffic flowing there's too much and y'all r blocking it more • The road is already painfully slow to drive up, this will make it worse • Too dangerous a road • 	<ul style="list-style-type: none"> • AT has adopted safe system design principles with the aim of reducing death and serious injuries even when a crash happens. Raised safety platforms improve safety at pedestrian crossings and intersections by ensuring safer speeds at high risk locations, giving drivers more time to react to changes on the road. They are designed to help keep impact speeds lower and therefore more likely to be survivable.
<p>Suggest if Trig and Luckens intersections are signalised additional crossings will not also be required</p> <ul style="list-style-type: none"> • Why not have the crossings at the proposed traffic lights at Luckens and Trig Rd rather than just along? • Why would there be crossings near the Trig Rd and Luckens Rd intersections? • Too many by Luckens Road. • Put the pedestrian crossings at the intersection improvements for trig and Luckens road 	<ul style="list-style-type: none"> • Installation of traffic lights at these intersections is currently being considered by the project team. Any signalisation would include safe cyclist provision and would optimise lighting phases to enable the most safe and efficient throughput for all road users. In deciding how to treat these intersections the project team needs to consider budget and efficient use of resources as there are mid - longer term

Suggestions and comments from community feedback survey	AT response
<p>Comments opposing raised tables on crossings</p> <ul style="list-style-type: none"> • Raised tables unnecessary. Control with lights. Raised tables just cause congestion, which we all know is your actual goal. • Raised crossings - these are an absolute nuisance • prefer zebra markings; not raised which contributes to pot holes, noise and pollution • No problem with the crossings just don't need to be raised. Use the money saved to fix the bloody potholes • Please, PLEASE, no raised speed tables. They are a menace for several reasons: they increase pollution (air) due to the acceleration vehicles require after navigating them; they increase pollution (noise) from the acceleration and deceleration of vehicles navigating them; they increase the pollution (noise) from the wheel and/or suspension thumping of vehicles navigating them; they increase the response time of emergency vehicles (where even seconds are important); they are less safe for those pedestrians who may have vision issues, as the differentiation between road and other surface is less marked than a standard kerb; they increase the flood risk, as they are never drained correctly, or maintained sufficiently to prevent the build-up of road and tree/leaf detritus; they are never built correctly, often with the incorrect grading or ramping required, necessitating remedial work to make them functional. Please, do anything else you want, but eliminate the raised speed tables from the design. • No raised crossings or have side breaks for level ground bike travel speed bumps stress my bike, I ride Hobsonville Rd to avoid speed bumps on Wiseley Road • No raised table. Flat zebra crossing with median island should be good enough. • No raised tables! • No to RAISED crossing. • Why raise them? A crossing is a crossing. Council has no money - Waste of money raising them. 	<p>projects planned that will re-configure these intersections in the future. As such, interim measures may be recommended that prioritise value for money, while providing safe passage (with the focus on vulnerable road users).</p> <p>The intersections at Trig Road and Luckens Road are a significant distance from the bus stops at the western end of Hobsonville Road. The crossing points are typically located adjacent to bus stops to provide a safe crossing point for people using bus services on Hobsonville Road. In most locations, the proposed crossings will replace existing pedestrian refuge islands.</p> <ul style="list-style-type: none"> • AT has adopted safe system design principles with the aim of reducing death and serious injuries even when a crash happens. Raised safety platforms improve safety at pedestrian crossings and intersections by ensuring safer speeds at high risk locations, giving drivers more time to react to changes on the road. They are designed to help keep impact speeds lower and therefore more likely to be survivable.

Suggestions and comments from community feedback survey	AT response
<p>Connection across Fred Taylor Drive</p> <ul style="list-style-type: none"> There is a terrible flaw in the design. There is a great gap between the end of the northwestern cycleway and the start of the Hobsonville road Cycleway. This is a dangerous bit of road. Crossing the motorway on the bridge is full of dangers. At least design a link that is safe between the two. If I cannot get safely to the cycleway I will not use it. I will stick to smaller roads on the way to Albany. 	<ul style="list-style-type: none"> The Hobsonville Cycleway Project ties in with another AT project which is providing upgrades to Fred Taylor Drive. That project includes protected cycle lanes across the motorway overbridge. Protected cyclelanes will therefore be continuous between Westgate and Hobsonville Road.
<p>Suggesting extension to the cycleway route</p> <ul style="list-style-type: none"> I would like to have the improved cycleway extend to the Hobsonville point primary school. I'd like to see this extended to Scott Point, whilst the teams are in the area - save future costs 	<ul style="list-style-type: none"> The project has a constrained budget and is therefore limited in scope. Delivery of the cycleway along Hobsonville Road is the key objective. Hobsonville Road cycleway will be the "spine route" for the community. Future funding streams will consider expanding the bicycle network along key roads off Hobsonville Road including connections to schools.
<p>Re-purposing of kerb side space</p>	
<p>Hobsonville Road is an arterial road, which caters for efficient movement of people, from local roads to urban centres, or to the motorway. Arterial roads are also important connections for bus routes, emergency services, cyclists and pedestrians. In order to keep the route working efficiently, most arterial roads have restricted / limited on-street parking. This provides more space for lanes of traffic, bus movements and safe cycling facilities. This also provides more space for emergency vehicles to make their way through the traffic when needed. The proposal currently suggests the safest and most efficient option is to repurpose most of the on-street parking on Hobsonville Road. Do you have any feedback on this element of the proposal?</p>	
<p>Comments that support repurposing kerb side space where needed for cycleway</p> <ul style="list-style-type: none"> AT needs to install separated cycle lanes which are safe for people aged 8 to 80. Additionally, AT's own hierarchy of road users places cyclists above private vehicle users. AT should therefore install continuous cycle lanes, separated safely by concrete dividers (NOT rubber or hit sticks, which do not provide enough safety) along the entire route. Any on-street parking which remains can be considered a bonus. This also applies to Oriel Avenue - please extend the project to create a safe, separated link to the Northwest Cycleway! Why leave a gap?!? 100% agree Absolutely repurpose. Arterial roads are meant for the movement not storage so get the road moving and get rid of the parking 	<ul style="list-style-type: none"> This feedback has been noted by the project team.

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Agree • Agree • Agree • Agree kerb space needs to be considered, as does the alignment of Hobsonville Road itself. The road layout change on Hobsonville Road around the junction with Marina View Drive and Te Ahurea Street needs to be investigated, particularly with regards to road parking and safety as the lane shifting is a nightmare not just to cyclists but to drivers. • Agree this makes sense • Agree to remove on street parking • Agree with the proposal • Agree with this, it will also stop the cars for sale that are left on the side of the road. • Agreed. Although some parking could be retained in the more residential areas for overflow visitor parking (Not for residential overflow) • Agreed. It's an arterial road, it shouldn't have kerbside parking, get rid of it. • Any car park or bus stop (or road works sign that blocks a cycle way is dangerous. Cyclists have no rear view vision and a prone just pulling to avoid obstacles. • Anything fixed to the road is a vehicle and cycle traffic hazard!! • Arterial roads should not have parking. It is very dangerous to have cycle lanes running near opening car doors. • As an arterial route all car parks should be removed • As an arterial route, parking feels unsafe. Especially when riding uphill towards Luckens Rd where traffic is travelling faster than bikes and there is less space to pass parked cars. • Car parking is a very inefficient use of arterial road space. • Cycling through the door zone is dangerous - parking must be removed to make cycling safe • Cyclist safety > Parking convenience • Do it • Do it! The cycle lanes need to be continuous and not require mounting the footpath at any stage. • Do it! Remove kerbside parking • Do it. • Excellent, the road should be used for travelling, not storing. If people need to park their vehicles, they should do it on their own land, or pay for parking. • Fine as long as it's not replaced with more lanes • Fully support this plan, its part of the city growing up! • Get rid of cars! • Get rid of the parking and make the road safe for cyclists • Get rid of the parking on this road. • Go right ahead, remove all on-street parking • Good communication here. Yes fully support the efficient use of existing road space given the climate emergency and financial restraints. The reference to future road widening is contrary to this. 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Good idea • Good idea • Good idea, can create 5 min loading bays where needed. • Good idea. • Good idea. • Good plan • Great. Arterial roads • I absolutely agree, on-street parking does not need to be on arterial roads - especially Hobsonville road. On street parking does not make sense for a road that connects to areas with such high projected growth rates and serves as an important link to the north shore. The road needs to be for moving people only. • I agree that arterial roads should not be used for car storage/parking above the efficient and safe movement of traffic, including cycles. Most homes on Hobsonville road have enough space on their property to park several cars. • I agree that most or all of the on-street parking on Hobsonville Road should be repurposed for cycling infrastructure. • I agree that parking should not be a priority on Hobsonville Road. We should not provide on street parking as a priority over making this road work effectively for connecting buses, for traffic to access the State Highways, and for people on bikes to get through safely. One car parked in the way can really upset the flow. Looking to the future, parking is unlikely to be maintained on this road in any case, so people who are building etc now should plan not to have parking on the road. • I agree with on-street parking removal • I agree with repurposing the on-street parking • I agree with that proposal. • I agree with the need to reduce/remove parking options along this road. The safety improvements alone are enough. But there is a need for parking which should be considered or the decisions clearly communicated to the whole community ahead of time. • I agree with the proposal • I agree, arterial roads should not be used for parking. There is plenty of parking on side streets just off Hobsonville Road. • I agree. Do not need on-street parking on an arterial road • I am for off street parking only. But don't live on this road!!d • I don't particularly live on the proposed road, in my view it makes sense to repurpose them as it is safer to have a cycle lane • I fully support repurposing all of the on-street parking. Parking should be the lowest priority on arterial roads. If residents or businesses need parking they should make sure they locate themselves in a house / business that provides enough parking to meet their needs rather than look to ratepayers to fund their private parking needs. 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • I fully support the proposed removal of all on-street parking on the Hobsonville Road. As a ratepayer and tax payer, I don't wish to contribute to people using the road a free/paid parking. If people choose to drive - they should pay for parking and they should busy themselves finding appropriate parking facilities. • I FULLY support the removal of on-street car parking for the full length of Hobsonville Road. It is an arterial road for cars, buses and cyclists connecting to the North Western cycleway. More to the point, the road is not heavily used for on-street car parking, save for a few locations. It would seem obvious that this little-used space is converted to a more important use, which is the safe and efficient movement of people using all modes. • I fully support... This is the fastest, most efficient and cheapest way to achieve the outcome • I fully support this. Adequate space must be allocated for the cycleway for safety reasons. Cycle commuters (like myself) travel along this route at speeds for 20km - 50km per hour. I would only use the path if safe for me to do so at those speeds. Therefore I look for: no parked cars (having been doored before), no driveway crossings, and no kerbs to go up and down, pedestrians out of the way. • I prefer having a cycle way compared to on-street parking. People should park on their own property. • I strongly agree - it's insane that roads designed for efficient travel allow people to use up precious space to park • I strongly support making Hobsonville Road being a proper arterial road safe for all users by removing car parking. The road is a public good and not someone's property rights to have space to park their car. • I strongly support the re-purposing of the kerb side space • I support it • I support less parking so that it is safer for cyclists and pedestrians • I support removal of on-street parking for more efficient uses. Where parking is retained, consider making into a loading zone if businesses are nearby. • I support removal of parking to enable a separated cycleway along the route. • I support removing all parking spaces on busy arterial roads. • I support removing roadside parking • I support repurposing on-street parking • I support repurposing the on street parking • I support repurposing the on street parking for cycle lanes. • I support repurposing the on street parking. My observations as a frequent user cycling on Hobsonville Road is the majority of properties along the road have multiple off-street parking spaces available. • I support the changes • I support the proposal to remove and repurpose the on-street parking on Hobsonville Road. It will be cheaper and will be more efficient for moving people on all modes of transport. • I support the removal of car parking on Hobsonville Road • I support the removal of on-street parking on arterial roads. For the roundabout at Suncrest Dr, please ensure confident cyclists can continue to ride through the intersection on the road rather than forcing them onto the shared path and crossings. Similar, on the intersection with Sinton Rd going East cyclists should be able to ride on the road instead of being forced onto the shared path. • I support the removal of parking. 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • I support the removal of the parking on Hobsonville Road. It is important there is space for proper separation between bikes and motor vehicles (concrete please). This is the cheapest and easiest solution just to remove parking. • I support the removal of the parking on Hobsonville Road. This should have been done years ago. Without removing the parking, a safe road is somewhere between impossible and extremely expensive. • I support the removal of the parking on Hobsonville Road. Without removing the parking, a safe road is somewhere between impossible and extremely expensive. • I support the repurposing of all kerb side space on Hobsonville Road. The main function of arterial roads is to safely move people and vehicles as efficiently as possible...not the temporary storage of private vehicles • I support this • I support this • I support this part of the proposal • I support your proposal • I think it's a good idea • I think it's an effective use of space and worthwhile to deliver the cycleway quicker and cheaper • I think its fine I don't park on the road when using it and safety biking for everyone including families with young children is now important • I think this is a good idea • I think this is the best use of the space. • I understand that this will be the most contentious part of the proposal as people hate losing on-street car parks, but biking past parked cars in the "door zone" on a main arterial road is the primary thing that puts me off cycling along Hobsonville Point Road currently. • I would support no kerbside parking. Cycling along Hobsonville road would be so much safer if there were no parked cars. So many construction staff park on this road, and at parts the road is narrow so cars passing come very close. • It is not the council's job to provide on street parking. • It is very dangerous for bikers to have to dart out from a bikeway to get around parked cars as at present. This has to stop. • It's about time AT starting listening to the vocal minority about on street parking. Also getting from Oriel Ave to the east/northbound cycleway is a high risk manoeuvre, because there is so much traffic I ride out to the traffic island to get through the westbound traffic, then wait for a gap in the eastbound traffic to make it to the other side of the road alive. • Looks fine • Make the road no parking now, with broken yellow lines. Don't combine it with the cycle route change. This will only cause upset linked to cycling. If there aren't supposed to be cars parking now, then enforce that and move on. There are significant numbers of cars parked on this road. • More bikes, less cars. 100% agree • Most of Hobsonville Road should have no parking on it 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • No - good to get rid of. sucks for adjacent residents • no on-street park is arterial road people can park on side street • no parking on arterial roads • No parking on arterial routes • No parking should be on arterial roads. These are for moving people not storage. • In my experience as a cyclist the available parking on Hobsonville Road is not fully utilised. Generally parking outside Hobsonville school is used for pick up and drop offs. • No, it's a busy road, parking isn't the best use of road space. • no, less parking is good • On-street parking should be removed everywhere necessary. • Parking off street only • Parking on the road should be sacrificed for the more efficient movement of traffic • Please ensure that there is no car parking available by the cycle lanes due to people swinging there car doors open and hitting cyclists • Please get rid of as much on-street car parking as possible, this is very dangerous for cyclists. Any driveways onto Hobsonville road also need to be right of way for people riding bikes and using the footpath. • Please remove parking on this arterial road. Parking should be off-road or in side streets. • Please repurpose the on-road car parks for safety reasons • Plenty of parking off street and the project enhances the ability to bike/walk/bus. • Proceed, better use than parking • Removal of on-street parking is strongly supported. Analysis shows that the properties along the road have adequate off-street parking, or there is adequate parking on side streets. • Remove all on street parking in order to have effective cycleways. There are lots of side streets where people can park if they want to • Remove all on-street park. More bus lanes please. People can park on side streets and re-think how many cars they own or use their garage for their cars rather than storage. We do drive a lot and support not having parking spaces in the main road. • remove all parking on the main road , make it consistent • Remove car park • Remove on street parking - it is rarely used when I travel down the road multiple times a day. Significant off street parking available and all businesses have large parking areas available for customers • Remove on street parking on Hobsonville road. • Remove parking from arterial roads. • Remove the on street parking in favour of widening and ease of flow • Remove the on-street parking please. • Remove the parking please. We can park our cars elsewhere • Remove yes, remove parking to make space, create a bike lane, but please don't install any kind of separator as they unsafe for cyclists and drivers. 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Removing street parking would be good for cyclists but if just reducing make sure there no parking available where you've got a safety island for pedestrians to get half way across, those safety islands reduce passing room for motorist to move out to give 1.5m when passing, so at least take out three car parking spaces near such islands • Removing this parking will speed things up and make them safer for drivers. No-one suddenly pulling out from a park, or suddenly slowing down to park. Will keep the main road moving more smoothly. Also is safer for cyclists! • Repurpose • Roads are definitely not carparks. • Should of been done ages ago, riding by car doors is very unsafe. • Sounds good • Sounds good • Sounds good! Makes sense • Strong support • Strong support for removal of car parking • Strongly support - it is not safe for cars to park on such a busy arterial. Providing protected cycling lanes is a much safer and more efficient use of this space. • Strongly support removing on street parking for safe movement of people on bikes • Support • Support • Support • Support • Support 100%. Public roads are not for storage of private vehicles. • Support absolutely, removing parking along Hobsonville Rd will save lives. • Support fully • Support it • Support removing parking • Support this proposal • Support, don't widen the road, but please look at options for road side parking on roads off Hobsonville • Supported • SUPPORTIVE • the bike lane is an excellent idea to get better use out of the existing road space • The parking on Hobsonville Road is fairly sporadic. There are only a few residents that park constantly. Hobsonville primary also has lots of pick up drop off space • There should be no on-street parking on any arterial roads. I strongly recommend removing all on-street parking to enable more effective and efficient use of the space. • there shouldn't be any on street parking along Hobsonville road to make it safer to ride along • This absolutely needs to be done! I support it 100%! Safe passage for people on bikes is far more important than providing parking! Please do this ASAP, it will make my ride much much safer and less scary 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • This is a significant gap in the current cycle network, providing separation throughout the corridor, linking to existing cycle ways will fill this gap and provide transport alternatives for locals. • This is all good. • This is good, there is plenty of off-street parking already. • This is great policy and is supported. • This is great, remove the car parking to keep people moving. • This is supported, there are very few cars that park along Hobsonville Rd and so the overall impact would be limited. • We strongly support the removal of the parking on Hobsonville Road. This should have been done years ago. Without removing the parking, a safe road is somewhere between impossible and extremely expensive. • Yes - our public arterials must prioritise movement over fully subsidised private car storage. People can arrange their own space to store their private property; the purpose of government is to organise stuff we can't organise ourselves, such as routes for us all to travel. Currently, my partner and I have to risk our lives just to travel to her parents' house on the north shore, because free private storage is prioritised- it's crazy! • Yes do not support on street parking on Hobsonville road • Yes please remove all parking along the length of the cycleway. This removes the hazard of opening doors. • Yes please remove on street parking. Most places on the road have off-street parking already. • Yes remove off street parking on Hobsonville Road • Yes remove on road parking and remove flush median. this will slow traffic and then there will be adequate space for cycle lanes on both sides • Yes remove parking • Yes remove parking - many cars are parked on road even though homes have adequate off road parking • Yes the on street parking should be removed without removing car parking it will be impossible to have a cycleway that is safe from drivers/cars • Yes! Thumbs up! • Yes, another way for AT to waste extortionate amounts of money, make roads UNSAFE by dumping ugly barriers along the roads all for the FEW people that cycle. It's a disgrace. This did not work for Greenhithe yet no lesson is learnt. Who is accountable for this waste of money!!! • Yes, do it. • Yes, I agree with re-purposing the on-street parking to allow more space for traffic (including emergency services vehicles), buses and people on bikes & scooters • Yes, proceed with the cycle lanes. No parking on Hobsonville Road. • Yes, re-purpose the kerb space to remove parking. If you don't remove parking along an arterial, the cycleway is doomed to failure as you're not following your own best practice. • Yes, roads are for transport (all modes), not car storage. • YES. Repurpose existing kerbside space has many advantages over creating a new lane, if even possible. These are cheaper, thus allowing more cycle lanes to be built. 2. Helps discourage car usage. • You know what to do, just do it. 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Totally support it • Totally supportive • Should have no parking at all. It's unsafe and inefficient. • Just widen it!! Do it once do it right. Make sure you include bus stops which are off the road and don't hold up traffic flow. • Please!! My only feedback is prepare for the backlash - and also that if you make space for cars to park (like gaps in bike line barriers, or just paint lines green) and expect them not to, they will do it anyway, i see this in town all the time. • 	
<p>Comments opposing the repurposing of kerbside space from parking to cycle lane</p> <ul style="list-style-type: none"> • This is a terrible cheap nasty design, it will block traffic, bus stops in the lanes? Access the massive Hobsonville Point and Scott Point areas will be completely clogged up by this. But it's what we've come to expect with AT worshipping the cyclist over the majority. Welcome to the 15 minute suburb... • I think it's a terrible idea for an area that literally only has on street parking because they DESIGNED it that way. Why would you remove that for an area that specifically utilises on street parking?? Absolutely not. • Not in agreement for removal of parking spaces near school for parents - cycle way should be continued along motorway as is the case with the existing motorway, dangerous to have cycle ways near drive ways of numerous residential properties and concrete proposed separators unlikely to stop the truck and trailer units eg mainfreight trucks and others now frequently along Hobsonville Road • Absolutely disagree. • As a local resident, we need on road parking. It's important for the people like me. Building the road shouldn't sacrifice the parking space for the residents live along the road. • By removing both the parking and the centre median there will be hold ups with cars turning into driveways. I know I can sit for 4-5 minutes in the median waiting to turn into my driveway on busy nights with traffic passing me in both directions. These drivers will be impatient to carry on but with nowhere to go to turn and turning slowed by cycleway separators this needs to be thought about.t. • Can't speak for the whole of Hobsonville Rd but for the section that is Hobsonville Point Rd, presumably it's clear to you that there are houses/apartments ALL ALONG the arterial road you're suggesting to put bike paths on and remove parking? Most of those houses DON'T have alternative parking/garaging options. But they do have cars, as is evidenced by the fact that the current parking spaces are used/full. If you remove their parking, where will they go? Because side residential street parking is also already full. In your Tower you believe that we're one-car/no-car families but with public transport being as it is (sh!t) residents need their cars. There isn't space for Hobsonville Point Rd residents to start parking their cars on other residential side streets. This needs better thought because you're heading for parking carnage. This was a pre-scoped development, you're trying to make a change request - which is fine - but think it through. Not trying to hurt your feelings, but unless you physically live here and use these roads and park here, you really have no idea, no matter how experienced you are. 	<ul style="list-style-type: none"> • Our region is growing and changing, and this impacts 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 the transport system in a way which helps Aucklanders meet their needs but recognising that we have finite space. The parking system is a key part of the overall transport system, and needs to be carefully managed so that our key roads can carry as many people and goods as possible, while being dynamic spaces that meet the needs of a variety of users and uses. We also need to ensure parking is available in our communities for those who need it. Room to Move: Tāmaki Makaurau Auckland's Parking Strategy provides the guiding principles and policies which will help us manage our roads and streets, helping to make a better transport system for Aucklanders. The current design does not reduce the amount of car parking available within the Hobsonville Point section of the route. • As part of the investigations for this project, Auckland Transport has conducted parking surveys alongside Hobsonville Road and adjacent side

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Do not agree - especially for school parking • Do not do this. AT needs to understand that infuriating every resident in the area is not the way forward. If a cyclist lacks the confidence to ride past parked vehicles then they can use the footpath. I know, I ride recreationally. • If on street parking goes AT/Auckland Council should not steal land from home owners, potentially removing their driveways altogether to widen the road. Otherwise fine with removal of parking. • Do not remove the on-street parking. I am opposed to the cycleway on hobby rd it is not wide enough. Put the cycleway alongside the motorway or else it will be even worse that Upper Harbour Dr • Don't do it • Don't do it • Horrible idea, people live on this road, the school is on this road and the kerb is used for collecting and dropping off which is not going to be done by bike, and the disruption to Put this lane is will be palpable! • I absolutely do not want to see this. • I do not support the removal of kerbside parking options • I do not support this proposal because a number of parents park on the side of the road to drop kids off and pick up kids from school. If this proposal goes ahead there will be more traffic jams when parents are trying to find a space to park to collect or drop off kids. • I don't support removing parking • I have trouble walking and have a mobility card, taking away the parking poses considerable difficulty and means I won't vivid those shops and businesses. Buses are not an option. • I oppose taking away the street parking from outside the schools. Pick-ups and drop offs are already congested without less parking • I oppose the cancellation of parking spaces and the construction of bicycle lanes. • Keep parking on one half of the road. Do you want everyone to stop socialising? Just like Upper Harbour Hwy has double yellow lines on BOTH sides. Should be on one side only! • Keep parking. Road is paid for by car drivers. • KEEP THE ON STREET PARKING. Hobsonville / Hobsonville Point is an absolute mess of houses with no parking already - these people do take public transport also, but need cars for longer / bigger trips (and for shopping, taking kids to school etc.) - don't delete / repurpose ANY of the on street parking, you can make the road wider if necessary!! • Kerbside space should be left as it is. The road is too narrow to have dedicated separate cycle lanes. Cycling along Hobsonville road is easily achievable in its current form. The best way to make it safer would be to add the west facing on and off ramps at squadron drive which would greatly reduce the traffic volume on Hobsonville Rd • Leave the parking alone. Your public transport is rubbish and people NEED to use their cars • Local residents will not be happy. I ride on the road and find currently there is shelter behind white lines on the road already, though you must weave in and out of traffic. 	<p>streets. The results from this survey will be used to inform how and where car parking is located.</p> <ul style="list-style-type: none"> • Auckland Transport is committed to expanding the network of safe cycling facilities 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. <p>The design philosophy for the project adopts a road space re-purposing approach. Alternative schemes are far more costly and complex, often requiring shifting of kerb lines and re-configuring of stormwater infrastructure, relocation of power poles, street lights and underground services and potentially the acquisition of adjacent property frontages.</p> <ul style="list-style-type: none"> • The project team is working collaboratively with local schools including Hobsonville Primary School.

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • I think this is a terrible idea. Particularly for Hobsonville school. We already do not have adequate parking, this will make things much worse. • I think this is a terrible idea. Not only does it remove parking but it removes safe shoulder areas for cars to manoeuvre within, for breakdowns, left turns, etc • My daughter goes to Hobsonville primary school and the parking situation there is already really bad- we often park on Hobsonville road for school pickup and drop off. Taking this option away is just going to cause more road chaos in the area. • Not acceptable. Leave as is. • Not enough parking in the area as it is. Removing on road parking for to cater for minorities ahead of majorities does not make sense. • On street parking is important- please don't remove this • Parking is at such a premium removing on street parking is going to create more problem than will solve with cycleway - especially given the proposed population growth • Parking Spaces near the Hobsonville School, RSA are an absolute necessity for the community, these need to stay. The Westpoint drive could have been used for this cycleway or any future development purpose instead of Hobsonville Road. • Removing almost all parking from this stretch of road is a mistake as there is a shortage of parking in the general area and only more houses being built. Off street parking if anything should be increased. Otherwise if you remove the parking on Hobsonville Rd, it will simply push more cars into the side streets and put more pressure on those areas • Removing on street parking is not going to work for school drop off and pick up, it creates more packing issues for the parents who needs to walk further to pick up kids. This is a bad idea. • Ridiculous proposal to remove on street parking. Probably suggest by someone who does not live and travel on the road locally. As you sat it is an arterial rd so must keep traffic moving. • So if you have visitors and there is no room on your driveway there will be no parking for them? • So where will these people park? That is one of the most ridiculous ideas i have heard in a long time. Sort out roads like Clark Road before proceeding with stupid ideas like this. • Strongly oppose this! There are schools on Hobsonville Rd - where are parents supposed to park. The side roads particularly around Hobsonville School have no parking because of the light commercial and industrial buildings. • The building of multiple townhouses on tiny properties necessitates the need for street parking. To remove street parking is ridiculous as the public transport is absolutely shit in the area. No one is going to start cycling along Hobbie Rd to work and the cycleway is mostly going to be used by weekend cyclists • The removal of parking outside the school especially is going to cause chaos at school pick up and drop off. Parents are oblivious to road rules around schools and refuse to drop children too far away, where are all the cars going to go that currently park along there - there are very few alternatives and they will simply block the road. • There is no car park at Hobsonville, do not remove it • This statement misleading. Many arterial roads have parking (e.g new Lynn). Lack of safe parking disproportionately affects people with mobility issues, elderly persons, and lower wage earners who rely on private cars for shift work (outside bus operating hours). How has the council catered for these minorities?. 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • This would increase the use of Contractors Park on the path and on more residential streets. This may increase robberies, Hobsonville road is similar to Lincoln road. With all the current developments it won't be beneficial for the residents who will lose parking to access all the shops that come out. • Utter nonsense - sick of the Agenda 2030 climate push • Very dumb. Where are people going to park? How do you stop if you need to in an emergency? Very dumb idea. Have you not learnt from upper harbour drive? • We need more places to park! • When building new houses. People need to be able to park their cars (2 per household). Perhaps, we need a 5 level parking house for new developments, where people can park their vehicles safely which would free up the street kerbs. • Where are the numerous Hobsonville Primary School parents going to park to drop off their children? • With population and more housing in Hobsonville area this on street parking are important for the residents. • Yes - there is still a number of residents living on this road. It needs parking availability! • How can people trade with the businesses there? I know you guys hate small businesses but come on • Use the district plan and construction permits to force off street parking. Force new builds, commercial and residential, to include sufficient space for at least 2 vehicles per residential or more for commercial property. Limit roadside parking, but only to increase lanes for motor-vehicles, not for pointless rubbish such as cycle-lanes or T2/T3 lanes that aren't permanent. (ie: not 6am-9am). Lanes must always be clear and useable. • I understand that's the safest for the cyclist but can there not be a creative option for visitors to those who live on the road? Please do not use the concrete separators as it was horrible having them on Upper Harbour. Please also consult with each household how they get in and out of their driveways. On Upper Harbour there were residents who were having to drive into the opposite lane to be able to get around the separators and into their driveway. • Now you have a road for vehicles and a path for the less confident. What about those that can easily ride bikes at 25km/h plus. Cycle path is dangerous, roading is hostile. • Yes, Hobsonville already lacks parking due to stupid consent rules that don't require parking, don't take more • As long as there is no more than a 10% cut in available street parking • Make no parking between peak times 7.00am - 9.30am & 3.30pm - 7.00pm. This would suit all road users at various times. • Majority of road parking I encounter is on the section between countdown and new world outside the community hall and vet. Staff park on the road for the entire day as they do not appear to have enough parking. • There should be proper parking strategy for parking around the Park and Ride around the Ferry station. Could have a multi-tiered parking building. Suggest the same for West Haven station. There is hardly any parking early morning. • 	
<p>Questions/Comments about repurposing of kerbside space</p>	<ul style="list-style-type: none"> • The project team is working with key stakeholders including Metrobus, local schools, waste collection

Suggestions and comments from community feedback survey	AT response
<p>Bus Stops</p> <ul style="list-style-type: none"> • Bus stops should not be on the main road - it is too congested now, with the area only growing in population! <p>School related comments</p> <ul style="list-style-type: none"> • Hobsonville school has been in its location on Hobby Rd for nearly 150yrs. the extra traffic already on the road from businesses who are using are school parking already so parents are finding it harder and harder to drop off or pick up kids safely. People who run red lights outside school at 8.30 or 3pm when kids arriving or leaving school. Why worry about the on street parking on Hobby Rd first worry about the impact this has on kids and their safety getting to and from school. A speed bump on Hobby rd at lights, more flashing signs for cars/trucks to notice when approaching the school to slow down. Something needs to be done asap before a child gets hurt seriously or killed • You may want to consider the area around school for parents pick up/drop off. • Ensure that there is sufficient off street parking for pick up and drop off to Hobsonville School and that businesses are not affected. <p>Rubbish collection</p> <ul style="list-style-type: none"> • How are you going to manage rubbish collection? There will also be no room for cars busses and rubbish collection vehicles. This is going to cause extra congestion <p>Cease building schools</p> <ul style="list-style-type: none"> • If you want business to go under then yes repurpose the Rd. How about cease building more schools which are blocking up these streets <p>Accommodate emergency stopping</p> <ul style="list-style-type: none"> • In general not many car park on the road side, however the plan has does not seem to allow for any emergency stopping area. Stopping on the road is unsafe. • 	<p>services and emergency services to ensure the design meets the needs of these road users.</p>
<p>Comments from the question about kerb side space that oppose the cycleway</p> <ul style="list-style-type: none"> • We do not want cycle lanes • The social engineering of vehicle use should stop. The roadway as you state provides for the thoroughfare of a great number of commuters. It also provides for parking and other services. This cycleway will be an eye sore as stupid and controversial as the Upper Harbour Drive one. Stop messing with our roads and build separate dedicated cycle lanes like the one alongside the NW motorway. Why not extend that along the WR? • You should not build this cycle lane, it is too much traffics already and no one will use it The whole proposal is ridiculous, cycleways need to be additional to existing roading not reducing and increasing danger for vehicles. Look at the disaster of Upper Harbour Drive! Do it once dot it right! Delay the cycleway until the planned road widening takes place and make shared cycle/pedestrian ways - far safer and does not compromise vehicle safety or flow. Bring the proposed time frame for this forward with the savings of not creating an on-road cycleway in the interim! • There is essentially no demand for cycling. Don't put cycleways in, and preserve on-street parking for residents and businesses. 	<ul style="list-style-type: none"> • Auckland Transport is committed to expanding the network of safe cycling facilities 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. <p>The design philosophy for the project adopts a road space re-purposing approach. Alternative schemes are far more costly and complex, often requiring shifting of kerb lines and re-configuring of stormwater infrastructure, relocation of power poles, street lights and underground services and potentially the acquisition of adjacent property frontages.</p>

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • This is a crazy use of tax payer’s money. I cycle 25km each week around Hobsonville and have no problems whatsoever - we certainly don’t need more traffic congestion with cars. • This whole exercise is a complete waste of money. Surely with the recent weather and flooding events the council would be better advised to fix infrastructure and current roading issues. This is a box ticking exercise for the "green" vote. There are many more important and pressing issues to be addressed before this project • This whole project is an indulgence for recreational use • In actual fact I am against the entire protected cycling lane proposal. Hobsonville road is narrow and not suitable for such design. Eventually the bus has to stop on live lane. Losing median for turning right. It just make the commute so difficult and can cause more harm than good. To be realistic, 1 side promote green car and the same side making driving more horrible and difficult. • As a cyclist who has commuted for years along Hobsonville road I oppose this cycle lane. This sort of cycle lane is only suitable for children and inexperienced cyclists, where do people who actually ride bikes go? I'd much rather ride in the road than be shuffled around posts, bollards and pavements. But my introducing this you case cyclist hatred from motorists IF I choose to not ride in it. SPEAK TO ACTUAL Cyclists please, not bike Auckland who are mostly just anti car. • Completely disagree with the project • Cycle way is a waste of money .Hobsonville Point is one of the safest places to cycle in Auckland - spend the money elsewhere. Put on more ferry sailings instead. • Cycle way is a waste of time and money! And have we not learnt after upper harbour how it has not worked • Do not do the cycle way • I think it's a bad idea, I know your idea means well. But it won't work in this very busy road of Hobsonville Road. It's too busy, it's hard enough for people who live on the main road trying to back our every morning and having to watch out for oncoming cars and cyclist!?? It won't help when it's very dark early in the mornings! There's also the mist to take into account. That sometimes occurs in the mornings! Not all cyclist wears protective glowing gear, that when drivers come out of their driveways. Will they see the cyclist?? And what happens when it's pissing down hard with rain, the drivers will have trouble seeing when backing out!! The roads are narrow already as it is! • I think this whole idea is dumb • The flow works well through this road, especially peak hours and school hours. Having cafes and gas stations causes vehicles to carefully navigate their way past let alone a cycle lane, seems like its adding more congestion that's not needed • 	
<p>Design comments and suggestions</p> <ul style="list-style-type: none"> • If this was a genuinely about climate change then there wouldn't be options for plastic cycle lane separators, flexi posts or concrete separators that could cause cyclist injuries or car damage/accidents. If we really cared about climate change we wouldn't be letting international corporations such as Costco or Google into our area. • Please design the cycleway so that cyclists can travel safely at speed (i.e. 30km/hr, 40km/hr or 50km/hr when going downhill). It is extremely frustrating when AT undertakes cycling 'improvements' that slow cyclists down to a crawl thereby making defeating the whole purpose of cycling. Many cycleways across Auckland are incredibly inconsistent and unsafe (i.e. navigating multiple driveway crossings, kerbs, street furniture, separators, 	<ul style="list-style-type: none"> • The cycle way design will provide for a wide range of users with the key aim to deliver a safe and attractive facility for people who are open to cycling, but are not confident to mix with traffic. For more confident cyclists, opportunities to merge in and out of the cycleway and the traffic lane will be provided.

Suggestions and comments from community feedback survey	AT response
<p>maintenance issues etc). If building a cycleway make it safe for cyclists who don't want to travel at the speed of a turtle, thereby forcing them back onto the road amongst the cars. Worst examples of cycleways are Grey Lynn and Tamaki Drive 'improvements'. Best example is SH16 Lincoln Road to Waterview.</p> <p>Include parking-protected cycle lanes</p> <ul style="list-style-type: none"> Personally I would not be affected by it, since I never have reason to park on the affected road. However, I suspect that this is element of the proposal will cause significant pushback from residents who live on Hobsonville Point Road itself. If there are areas where you can install parking-protected bike lanes (e.g., cycle lane closest to kerb, then parking, then car lanes) I suspect this would be a good idea. Obviously this would only really work in areas where the existing road is quite wide. <p>Widen the road</p> <ul style="list-style-type: none"> Widen the road before it becomes another Lincoln Road. Too little - too late. The suggestion would impact on time it would take to commute in the morning and return back to home after work. We are experiencing heavy congestions as it is and adding or repurposing curbs to cater for cycling would worsen the congestions. Extending or widening the road would greatly improve the flow in the arterial part of Hobsonville, especially around 2 roundabouts before onramp to South/East bound motorway <p>Suggest Shared path</p> <ul style="list-style-type: none"> Won't impact me but suggest you'll annoy a lot of residents, plus new industrial are likely won't cater to all workers once that's open, so where will they park? Why not a double width footpath for bikes on the western side of the road? The entire Hobsonville area is jammed with full of off-street parking cars. It's the best to put yellow lane mark for one side of the street so there is enough space. you should have footpath cycling like Albany highway does <p>Concern about the narrowing of the road</p> <ul style="list-style-type: none"> The narrowing of the road will lead to frustration as this is a new commercial/ industrial corridor with large vehicles & trucks The road is so narrow now and given Mainfreight has a depot it's going to be even more scary with a narrow road with big trucks 	<ul style="list-style-type: none"> There are a number of considerations when determining the appropriate design of a cycle facility. In this location, a shared path is much more complex and expensive than the on-road protected cycle facility, as it would impact streetlights, power poles and stormwater. A shared path would also create a less attractive environment for people walking and cycling, particularly as cycle and micromobility numbers grow, given the differences in speed and the risk of collision. This is particularly true for our older population, those with accessibility needs, and children. Options to retain some parking provision through a parking-protected cycle lane at locations of high parking demand will be explored at the next design stage. A key part of the design process is to ensure that all road users including large trucks will be able to continue to use the road safely.
<p>Removal of flush median along most of the road</p>	
<p>In order to provide space for a safe cycling facility, we will need to remove most of the flush median from along Hobsonville Road.</p> <p>We will be able to provide turning bays for right turns into side roads. Do you have any feedback on this element of the proposal?</p>	
<p>Comments in support of removal of flush median were needed</p> <ul style="list-style-type: none"> Flush medians are a waste of space anyway. Get rid of them About time. There's way too much space allocated to cars. Acceptable approach 	<ul style="list-style-type: none"> This feedback has been noted by the project team.

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Agree • Agree • Agree • Agree • Agree but open to keep in places its really needed • agree with the proposal • Agreed • Agreed, easier flows needed • Agreed. Do it. The current median strips are abused by motorists and they end up becoming turning lanes ire overtaking lanes. • As above, flush median is poor use of road space. • As long as speed limited it should be a safe idea. • As long as there's room to turn off without blocking the road then sounds good • As long at the crossings are still safe • Don't care as long as pedestrian safety is considered • Do it • Do it • don't care about right turns, only worry about left side of roads • Ensure turning bays are long enough and does not fit only one car • Excellent. Flush medians are inefficient and promote speeding • Fine but please make the lines smooth and drivable, the geniuses making the new lines along Hobsonville Rd think cars drive in square angles, they don't and it becomes dangerous • Flush median will tend to reduce available space for more efficient and safe cycle way width. • Fully support • Fully support removal of the flush median. • Good • Good idea • Good idea. Only select roads where there are turns into side streets could there maybe be a median, but for the most part it's fine. • Great idea • Great reallocation of road space - a good way to do more with less. • Happy with this proposal. • Happy with this. • I agree with that proposal. • I agree with the proposal • I agree with this, the meridian is not required • I agree, flush medians are not necessary and turning bays into side roads will be enough. • I FULLY support the removal of the flush median. Doing this makes sense now that it is a slower road. 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • I like this idea • I strongly support this. Flush medians are an incredibly wasteful use of space on arterial routes. • I support removal of flush median • I support removal of the flush median • I support removal of the flush median to enable a separated cycleway along the route. • I support removal of the flush median, and the provision of turning bays for side roads. • I support removing the flush median • I support replacing flush with turning bays. • I support safe cycling • I support the changes • I support the removal of flush median • I support the removal of the flush median • I support the removal of the flush median • I support the removal of the flush median as a cost-effective measure to use the existing road corridor more efficiently. • I support the removal the flush median. • I support this • I support this • I support this proposal • I support this proposal as well. Right-turning bays will be sufficient: the flush median is rarely used and is a waste of space on the road that could be dedicated to other things. • I support this proposal. • I support this so that a safe cycle way can be implemented • I support this too • I think removing the flush median is fine. I would recommend closely reviewing the traffic patterns along Hobsonville Road, particularly during peak hours, when deciding where to place the turning bays. You don't want to create log-jams on the road where there aren't already any. • I think this is fine. Medians can be useful but are probably the least important part of the road surface (in comparison to car lanes, cycle lanes and parking). • I think this is great. Flush Medians are often used unsafely in New Zealand by impatient drivers • I would have thought people on bike were more vulnerable than those in cars, so separating bikes from cars is more important than separating cars from cars. • I'm weary about this as they provide safety. But if turning bays then fine • Yeah sounds good, although clearly NZ's driving population can't manage narrow roads (see upper harbour drive) so my feedback is make sure there's actually still space for them to be bad drivers in a lane - otherwise the same thing will happen here. • yes because car drive down the median all of time especially at school pick up 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Yes please remove the flush median. So often there is plenty of room for a cycle lane if only the flush median was removed. • Yes remove flush median - it's a waste of valuable road space. • Yes removing medians is a great idea- with no option but to wait to turn in traffic our drivers will learn to become more considerate of others. • Yes the flush median should be removed accept where there are turns into busy side roads • Yes this is a good idea as it will slow traffic down making it safer for all modes of transport. • Yes while a compromise that alternative is no cycle path or widening the road • Yes, do it! • Yes, good idea, it is only really needed for turning outside streets. It is better use of space. • Yes, I agree with removing the flush median to allow more space for traffic (including emergency services vehicles), buses and people on bikes & scooters • Yes, I am supportive of removing flush medians for more efficient uses. • Yes, proceed with right-hand turning bays onto. Side roads. • Yes, remove flush median along the length of the road. These are not needed and prioritise cars over any other mode. • Yes, the flush median is unnecessary compared to other improvements • Yes. Narrowing of road helps reduce car speed. The ones near turning bays do help cars. • Yes. Support. Need to use what space you have efficiently • You know what to do, just do it. • If turning bays provided this should be enough • It's a better idea than removing the on street parking. • Looks fine • Maintaining flush median where most needed seems appropriate. • Makes complete sense. • Makes sense • sounds good • OK in principle providing due consideration is given to the roundabout/signalisation of the four key junctions and other key crossings, and the road is re-aligned either side of Marina View Drive. • Overall I support the strategy of lowering traffic speed and introducing design changes that make the road safer for all users • Please remove right turns wherever it gets in the way of providing a usable and safe cycle facility. A whole motorway was built a few years ago just for vehicles along this corridor - Hobsonville road needs to prioritise walking and cycling first. In fact, worse, this is the only way to walk or cycle to the North Shore, even from the city centre, so doubly important - even the Harbour Bridge is just for vehicles! We are already put 10-20km out of our way just to ride out bikes to the Shore, drivers can be sent 1 block out of their way to avoid a no right turn, to keep this walking/cycling arterial safe. Remember one 'weak link' will undermine use of the whole route for all ages and abilities 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Please remove this in favour of cycling facilities • Provided there are enough turning bays I agree with this • Removal of flush medians is supported. Removal of the flush median along Tamaki Drive improved safety for drivers enormously. • Removal of the flush median is a good reallocation of space. • Removal of the flush median is essential. It will provide maximum space for the cycleway and will help with traffic calming on the road. The recent re-design of the layout at the intersection of Marina View and Te Aruhrea should also be re-considered. It is particularly dangerous for cyclists, especially on the immediate Eastern side of the intersection where the Eastbound lane has been narrowed immediately before where cars park. Shocking design. • Remove flush median • Remove flush median • Remove the cycle lanes • Remove the flush median, separated cycle lanes are more important. • Remove the flush medians, they are not required • Removing flush medians is unfortunate, but necessary if it's the only way to find safe space for cyclists • Removing them makes sense. • Revolving flush medians makes good sense. The priority is the the road being safe for all users and not to cars turning right. • Seems like a good idea, is this a new or well proven concept? • Seems like a good use of space • Sounds fine • Sounds good • Sounds good! Makes sense • Sounds good, more space for non-car traffic please. This includes ensuring that the width of the protected cycleways allow for 2 cyclists to easily and comfortably pass side by side (and ensuring that gutters and storm water drains are not included when calculating width • Sounds good. • Sounds good. Any efforts to slow vehicle down along the road is welcomed. • Sounds good. I've only seen it used to overtake dangerously when someone didn't want to be going the speed limit. Hopefully removing this gives the road less of a 'highway' feel and slows traffic down to safer speeds. • Strong support • Support • Support • support • Support • Support • Support • Support 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> Support Fully Support it 100%! Support it provided a reasonable width cycleway can be built that supports two cyclists riding abreast (or allowing cyclists to overtake when safe to do so). Support removal Support removal Support removing flush median Support this proposal Support, and hope this means the road will not be widened Supported Supportive SUPPORTIVE The flush median is not well used space. There is a motorway parallel to the road which people can use if they don't want any delay The traffic lanes are quite wide in places. There may be opportunities to narrow the traffic lanes and maintain the flush median in places The flush median should be removed as proposed (i.e. except where there are turns into busier side roads). Keeping it would make the safety improvements much less likely to happen, and much more expensive. The flush median should be removed This is a good reallocation of space to provide safe cycling facilities This is all good. this is fine, standard for most roads across the world This is supported and will also help to keep speeds down. The design shows cyclists will be required to exit the road at intersections to cross at lights or at the Suncrest Roundabout. This is supported however for more confident cyclists the option to carry on straight should also be supported. Turning bays are definitely needed. 	
<p>Comments which are not in support of flush median removal</p> <ul style="list-style-type: none"> Very dangerous option flush median are critical for traffic management. Have any of your team actually driven along the road at peak and seen the tail backs which will certainly rapidly increase without adding further to it by removing medians You are just wasting money and are going to cause extra road congestion. Where do these ideas come from, you obviously do not live out this way and understand how bad the traffic is already. this is going to make it worse You will make turning for cars unsafe if you that's the plan This is a major safety issue for riders and commuters which will have huge safety consequences. People turn on and off Hobsonville Road continuously and this will bank up traffic and create major congestion. This cycle lane is a horrible idea for this road, it's too far for everyday folks to use to ride to the city and remove congestion and 	<ul style="list-style-type: none"> Auckland Transport is committed to expanding the network of safe cycling facilities 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. The design philosophy for the project adopts a road space re-purposing approach whereby space from roadside parking and flush median is re-purposed where possible to allow for more movement

Suggestions and comments from community feedback survey	AT response
<p>most traffic is getting in and around Hobsonville for shopping, schools and other jobs that you can't do on a bike. Put the cycle lane on the many surrounding streets to get to the same point.</p> <ul style="list-style-type: none"> • This is a safety area. With reduced width of road (because of cycleway), this will lead to more accidents • Prefer the flush median to stay • Removal of the flash median is going to worsen the traffic congestion during peak hours. • Removal of the median, results in nowhere for cars to vehicles to overtake on road cyclists. This effectively makes the vehicle much more hostile! Dumb idea. • This is absolutely crazy. • This sounds like a really bad idea. The flush medians have a purchase for merging vehicles from houses and streets off Hobsonville road. • This will cause huge traffic congestion. Safe cycling is already available on Hobsonville Rd as long as the road rules are followed. The best way to make it safer would be to add the west facing on and off ramps at squadron drive to reduce the overall traffic on Hobsonville road • This will cause traffic chaos. There are very few cyclists along Hobsonville Road, the flush median allows cars to get out of the way of the flow of the traffic. As more light industrial and businesses open along there the traffic is only going to increase, losing the median for the few cyclists is crazy. • This will greatly affect response times for emergency services who currently use the medians to reach vulnerable people. People will suffer if this occurs. • This will slow down Hobsonville Road traffic and cause congestion. • Separation of opposing traffic is a major bonus for safety - why do you think the flush medians were done in the first place! This is a reduction of road safety • I feel safer as a driver having a flush median. Please can you retain some of the flush median as it always feels safer having more space dividing the road into two? • Ideally, keeping the median will make the road safer • If minimal width flush median, like we see on some state highways now, could be included that will help reduce the perceived risk to motorist who are used to the much larger clearance from oncoming vehicles. The reduced width of the road may also help reduce peoples speed in this area. • Incredibly dangerous to cyclists because we can only pass slow cyclists or avoid debris in the cycling lane by riding in the general traffic lane and vehicles can only pass us using the flush median • It's a bad idea again, causing potential safety issues for the traffic. • Just dumb • Keep the flush median. It's needed. Removing it will cause congestion issues • More dangerous for vehicles. • No DO NOT move these. You are completely destroying the aesthetics of Hobsonville Point. The lush green that we have will be turned into a concrete jungle all for just a few people that ride their bikes • No do not remove it as it will cause traffic safety issues. Do not support cycleway in this location add it to the motorway instead • No this is a step too far. 	<p>function. Alternative schemes are far more costly and complex, often requiring shifting of kerb lines and re-configuring of stormwater infrastructure, relocation of powerpoles, street lights and underground services and potentially the acquisition of adjacent property frontages to widen the road.</p> <ul style="list-style-type: none"> • The project team will continue to review whether there is space to provide a flush median through the next design phases • The project team are investigating design options which will allow for right turn pockets at side streets and other key locations along the route as well as the potential to include a narrow flush median throughout the corridor. The scheme will discourage speeding by narrowing the traffic lanes and tightening kerb radii at side roads. This will somewhat mitigate the reduced flush median provision for right turning traffic.

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • No. That is unacceptable and you do not have permission to remove the essential safety feature of the flush median for pointless, stupid wastes of time and resources such as a cycle lane. Your cycle lane should obviously be on the side walk, so redevelop the footpaths to be more suitable for cycles. If bicycles cannot drive in the traffic flow with the rest of the traffic, they shouldn't be on the road. You have an obligation to preserve and support Kiwi culture and heritage, which is car ownership and freedom of movement using a private vehicle in the user's own time, comfort and private environment. Under no circumstances should you remove the flush median on an arterial road, to waste space on something that doesn't benefit the majority of people. There is no good reason for large numbers of people to be cycling, and if they must they may use the footpath or side of the road, providing they do not make a hazard of themselves. • Also a terrible idea if anyone is trying to turn right into or from a driveway and needs a safe area to wait. • Also dumb, makes a dangerous road more dangerous for everyone, I also suspect you have overestimated the number of people who want to ride their bikes up a large hill to visit a subpar shopping mall • As a home owner it will be dangerous turning right without the flush median out of my driveway if people park illegally to access the primary school • As above - unnecessary changes, huge disruption and unsubstantiated costs for a tiny percentage of cyclist. Get real, this is complete garbage. Stop throwing our money down the toilet. It's preposterous. • As above I can sometimes wait 4-5 minutes now for the traffic to clear to be able to turn into my driveway - Traffic will be held up along Hobsonville road if the Flush median is removed. Turning into side streets is no issue, turning into driveways (and out of) will be an issue. Can I also address here the type and height of the separators going into driveways - My drive is quite steep and if this barrier is too high/wide then I also will have difficulty entering/exiting my driveway so these will need to be adapted. • A lot of large trucks are along Hobsonville road due to Mainfreight. This would be dangerous to remove. • A ridiculous waste of money • absolutely disagree • ABSOLUTELY DO NOT DO THIS! THIS IS SO UNSAFE IT'S RIDICULOUS! THE ROADS ARE ALREADY NARROW! MORE ACCIDENTS ARE GOING TO HAPPEN. This is absurd! WE DO NOT WANT THIS! Where is the community consult? You gave us no option on this. WE WANT SAFE ROADS! This is shocking! it's going to be a repeat of upper harbour drives. See you at the information evening.....! • Adds to the petrol costs • Against this idea. You will increase traffic hazards, you will make traffic so much worse. There is a turning bay from Hobsonville road to Wiseley road and it blocks up the main road during peak hour. You will make the traffic so much worse!!! • Do not agree - how to safely turn into many residential property driveways/ businesses etc • Don't remove flush median, if you remove parking and install those nonsensical separators, there is plenty of room for a flush median. • Don't do it • Don't do it, it saves people crashes and improves flow. • Don't remove flush median. Cycle way should be extended to run along motorway. No need to use Hobsonville Road for cycleway. 	

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Flush saves lives. Leave it as is. We paid for it and deserve it. • Flushed medians ensure that cars are traveling in the correct spaces it also allows for safe turning for cars. Removing this would lead to potential accidents • That's a joke it will be externally hard to merge and cause more traffic • Removing the flush medians will most likely result in larger traffic hold ups or more car crashes as people will take more risks trying to get out of side roads as opposed to utilising the flush median as they should be used. The addition of a cycleway should not be at the detriment to the safety of other road users especially as this is an arterial road. They should coexist together not removing or making one more dangerous for the benefit of another. • So you plan to make this a safe cycling facility for very few cyclists (I would like proof of your numbers) but less safe for drivers as cars will now be closer together without the flush median? • If you are turning right into anything other than a road you are going to hold up the traffic then? But of course that doesn't matter because you want to make it as uncomfortable as possible for the car driver. Where do your numbers re cycling stack up also a third of drivers drive less than three kilometres? Prove it • NO!!!! It's hard enough to turn into driveways or businesses as it is! • Oppose - what about people about turning into driveways of their homes/businesses? • People won't be able to leave their driveways safely. There are lots of new offices and industrial spaces in the area that increases the number of traffic on HP road. Making the road more narrow and removing flush meridian will make the road more dangerous and the traffic will come to a standstill • Removal of flush and narrow the road will significant increase risk for motor vehicles especially when someone want to turn into or out of driveways • So those people who usually use the flush medians to enter their property from the opposite side of the road will now be causing traffic disturbance because there will be no median that they can safely use. This proposal is going to cause more risk of accidents, block traffic causing excess congestion on a main arterial. This causing a higher accident risk due to impatient drivers. • The flush median is useful for road safety not only when waiting to turn into a side street but when turning right onto a busy road. Motorist desperate to turn take more risks and may be less likely to see cyclists. When removing flush medians, timing traffic lights to ensure regular breaks in traffic to make it easier for right turning traffic will be necessary. • This can be problematic for residents turning into driveways off the main road and can create backlog of traffic during peak times. • This increases delays and the risk of accidents when vehicles stop and wait before turning right into driveways. If there is room for left turn lanes, there should be room for a flush median along the rest of the road. • To remove the flush median removes a safe space for cars to move out of the lane to turn into driveways or to merge with traffic. Hobsonville Rd is insanely busy right now and is only going to get worse as more houses are built and the area develops. It is not safe to remove these. It is better to create a cycleway alongside SH18 to join the existing cycle ways and remove the risk to cyclists along a very busy corridor. 	

Suggestions and comments from community feedback survey	AT response
<p>Comments with suggestions for locations to consider for the flush median</p> <ul style="list-style-type: none"> • Do not remove flush median near Child care centres particularly the one in Real Kids and Retirement village. • Ensure that there is space for cyclists waiting to turn right without blocking traffic. • Flush median is quite essential for many locations through the Hobsonville Road • Flush medians provide a safer space than no median for cyclists making right hand turns as well as drivers. The flush median needs to be retained. Limited road width is the main restricting factor in ability of a cycle route to safely cater for all road users. Removing duplicate lanes at intersections and widening the road to allow for an on road cycle lane should be considered the best option. Footpath type cycle paths such as that next to Albany Highway or that already in place on Hobsonville Rd do not entice efficient or safer cycling. There are too many stops or starts. The best example of an on road cycle way was Upper Harbour drive prior to the installation of separators. • Have you considered the impact of removing the flush median for cyclists turning right onto Hobsonville Road at Oriel Ave. This is the link to the footbridge to the Northwestern cycleway and it's difficult to get across traffic without using the median strip. • It is not safe to remove flush medians at the school, RSA and places where businesses are existing. This causes chaos and prone for more accidents if removed. • It is safe near the busy places like Hobsonville school to have flush lanes as there are few kindergartens along the road • The turning bays will be very important as there are many high-use industrial/shopping areas and they are growing along this road. Therefore turning vehicles are likely to hold up traffic if there are too few turning bays and that makes driver more frustrated and likely to do dangerous manoeuvres. • There are a lot of sections, e.g. around Fruit World and BP where median helps a lot for turning traffic to join the road, please take that into consideration • The flush median removal and deviation of the road at Marina view/hob rd intersection is extremely dangerous, there is no room for cyclists on the side heading towards Hobsonville, it cuts down to a single car lane, very poor.. This should be avoided at all costs • Turning right onto Hobsonville from Brigham is really hard and the median helps with this but hopefully this would be addressed by the traffic lights • There should still be some type of flush median, even if it's thinner. It would also be a shame to remove the plant life currently in parts of the median barriers. This is an important aesthetic feature of Hobsonville • If the logic behind installing cycle lanes is that Hobsonville Road is an arterial road then the same logic should apply to the Flush Median, it's removal means any vehicle wishing to turn will have to block off the entire road which holds up traffic, the same can be observed with the proposed idea for how the bus stop at Hendrika will work with a cycle lane. Instead of simply blocking the cycle lane which sees less than 1% of the patronage the road does it will block off the entire road while it stops, holding up traffic including emergency services. • Doesn't a flush median provide extra safety by separating oncoming traffic? • 	<ul style="list-style-type: none"> • Comments on locations for flush median retention / right turn pockets will be considered by the project team at the next design stage.

Suggestions and comments from community feedback survey	AT response
<p>Comment to consider maintaining and introducing urban plants in the design</p> <ul style="list-style-type: none"> Please ensure there are still trees & plants on the roadside to provide shade & ensure Hobsonville still feels like it has green space. 	<ul style="list-style-type: none"> The project's design philosophy is to construct an on-road protected cycleway without moving existing kerblines. Therefore street trees won't be affected.
<p>Comments about the speed limit on Hobsonville Road</p> <ul style="list-style-type: none"> Should be fine as long as the speed is lowered from 50 KM So long as the speed limit is 50km/h or less, removing the flush medians is a trade-off worth making. 	<ul style="list-style-type: none"> The speed limit won't be changed under this project, but scheme will discourage speeding by narrowing the traffic lanes and tightening kerb radii at side roads.
<p>Responses to the flush median section which oppose the cycleway in general</p> <ul style="list-style-type: none"> Clearly your agenda is to get rid of cars without providing adequate bus or train transport. People will not be riding bikes or walking in winter when it is raining and windy. Cycleway is a waste of money .Hobsonville Point is one of the safest places to cycle in Auckland - spend the money elsewhere. Put on more ferry sailings instead. Cyclists don't use cycle paths. Sit and watch along Scott road. Why are we catering to the few cyclists who don't use what is built for them. Do not proceed with this cycle way. Why not extend the motorway cycle way from Westgate through to Squadron Drive! Also I drive along Hobsonville Rd at least 5 times a day at differing times. I see no cyclists! What a total waste of money!! I don't support a cycle only lane I oppose the construction of bicycle lanes that lack true environmental significance and cannot truly commute. Please investigate whether the residents of the community agree to build bicycle lanes first, otherwise it will be a power bully! I think the whole idea is stupid and will be a waste of time and money because it won't be used. Aucklanders do not cycle The whole thing is ridiculous quite frankly. The road needs to be widened to allow more traffic as there is one road in and one road out and it is already jammed at peak times and on weekends. Adding cycle lanes to reduce the road lane width will make it impossible for drivers to get places efficiently and safely. There is essentially no demand for cycling. Don't put cycleways in, and make better use of the road for motor vehicles - actual users of this roading space. There is nowhere to disagree with this proposal. You zoned industrial and could have made a cycleway by pushing the industrial area back from the road. As it is there is very little parking for parents to safely drop off or pick up their children from Hobsonville school. All the industrial workers park on the side of the road, the new road beside the school doesn't have parking restriction times to allow parents to use at drop off or pick up times so cafe users and workers park outside the school. What do you propose the parents do to safely pick up their children? I object to placing restrictions on hundreds and hundreds of people (including residents who may have guests over and nowhere to park) all for a handful of cyclists who currently cycle Hobsonville Road. 	<ul style="list-style-type: none"> Connecting up disconnected parts of our cycle network and providing safe cycle facilities between residential areas and key destinations (such as the town centres, schools, and public transport stations) is important for providing travel choices for all ages and abilities. Providing safe cycling facilities along Hobsonville Road will build connectivity with other existing cycle lanes and paths (such as those in the Hobsonville Point area, the Northwestern shared path and Upper Harbour Bridge). This will improve access to key destinations in the area including numerous schools, Hobsonville Point Ferry Terminal, Westgate Bus Station and the Westgate and Northwest Shopping Centres. The cycleway will be delivered by re-purposing parking and flush median space and impacts on the efficiency of other modes will be minimised.

Suggestions and comments from community feedback survey	AT response
<ul style="list-style-type: none"> • This again shows a total disregard for the vast majority of road users. Making the road harder to use for a benefit for a small, niche group. DO NOT DO THIS. • This is a joke - No to this project - The road is for vehicular traffic. By adding cycle lanes on both side you will a) have opposing traffic closer together b) eliminate any possibility of packing on Hoibbie road. • It works well as it is now. The road itself is wide enough for cyclists and cars as it is. • It's dangerous for cyclists who want to ride in the road, I don't want to be forced to ride in a narrow channel on the side of the road, with silly on and off ramps. SPEAK to CYCLISTS! • Ridiculous idea - never seen a cyclist use Hobsonville Road in the past 10+ years • Definitely critiquing catering to cycling, while it is ridiculous and silly to cater to the needs of few, by worsening the condition of the many. Cyclist can happily share the current pedestrian sidewalk on Hobsonville Point road by splitting it into 2. On the median flush matter, it may be a good idea to attend to it, only from a car traffic perspective and providing more dynamic to traveling by car, but not for cycling purposes. • Cyclists don't stop for red lights, I've seen multiple times at the new lights at the Marina View / Hobsonville Rd intersection 	

Attachment 1: Consultation Postcard

The following postcard was delivered to the wider area:

Safe connections for people to enjoy open spaces around Tāmaki Makaurau

Hobsonville Road cycleway design feedback

Kōrero mai
Have your say

We're planning to build a new protected cycleway in your area

A new cycleway on Hobsonville Road will connect you to local amenities. Giving options to explore the North West area, head into the city via Northwestern cycleway or to the North Shore via Greenhithe and Albany.



-  This is a local cycleway to connect the Hobsonville community to local amenities, schools and work
-  Getting around by bike or scooters will be safer and easier
-  Safe cycling routes gives more travel choices to get around Hobsonville and wider Auckland

-  Improves health & wellbeing to enjoy the outdoors in your neighbourhood
-  Connections to Bus and Ferry terminals across Tāmaki Makaurau

Feedback closes 30th June 2023



For more information scan the QR code
Visit [AT.govt.nz/hobsonvillecycleway](https://at.govt.nz/hobsonvillecycleway)
Email ATengagement@at.govt.nz or call us on **09 355 3553**



Kōrero mai tō whakaaro – share your thoughts

The cycleway will be protected to separate people cycling from traffic and make it safer

We want to hear your feedback on designs including:

-  the type of separators we use
-  safety improvements to intersections
-  new raised crossings to make it safe for people to cross the road
-  re-purposing parking space

Overview of Hobsonville Road cycleway and existing connections



-  **10 to 20 bikes can park in one car space**
-  **A third of all car trips in NZ are less than 2km - that's cycling or walking distance**
-  **Cycling or walking to school or work doesn't cost you or the environment a thing!**
-  **Fewer cars on the road mean less traffic danger around schools and eases congestion**

How to give feedback – deadline 30th June 2023

- 1** Scan the QR code to learn more and provide feedback
- 2** Come along to one of our community info sessions, details online





53,576 Cyclists rode over the Upper Harbour Bridge in 2022

225,351 Cyclists rode along the Northwestern cycleway in 2022



Head to our website to learn more and provide your feedback.
This project is being funded through Auckland Council's Climate Action Targeted Rate (CATR).



Attachment 2: Feedback form

The following is a screenshot of the online survey form that was used to gather information from the community.




Have your say - Hobsonville Road Cycleway

All feedback is important whether you support the proposal or have concerns with it. Your feedback will help us decide the final shape of these changes.

All responses will remain anonymous and will be collected and treated according to AT's [privacy policy](#).

If you would like to be emailed future updates on this project, please leave your name and contact email at the end of the survey.

This survey will be open for responses during the public consultation timeframe.



Auckland Transport (AT) is proposing to install protected cycle lanes on Hobsonville Road between Squadron Drive and Oriel Avenue. This cycleway is part of a wider programme of works delivering the outcomes sought through the [Climate Action Targeted Rate](#) - reducing the impact of our transport choices on the environment.

Implementing a cycleway along Hobsonville Road will link North and West Auckland, and also provide safer access for the local community to shops, education, ferry terminals, bus stations and to other locations of interest. We want to hear from the community your thoughts about aspects of the cycleway design.

In 2022:
53,576 cyclists rode over the Upper Harbour Bridge
225,331 cyclists rode along the Northwestern cycleway

Where do you live?

Hobsonville, West Harbour or Hobsonville Point

Massey, or Westgate

Whenuapai

Upper Harbour, Greenhithe, Albany

West Auckland

North Auckland

Other (specify)

I currently travel along Hobsonville Road and the surrounding area as a... (select all that apply)

Driver

Car Passenger

Motorcyclist

Bus Passenger

Cyclist

Pedestrian

E-Scooter Rider

The next few questions are about elements of the cycleway design, that we would like your feedback on.

Types of 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.

There are three options that we are considering in the design of the cycleway. We are able to consider your feedback in the decision. We may also look at options of using different types of separators on different sections of the route.

- **Plastic or Rubber** - These are generally lower in height than the 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 Pre Cast Separator - These are very durable and are recyclable. Vehicles usually cannot mount them. They are placed on top of the road surface and secured in place. More expensive initially than plastic or rubber, but last longer and have lower maintenance costs.



Flexi Bollards - These are very flexible and do not generally cause damage to vehicles if they are hit. They are placed on top of the road surface and secured in place. They are visible to drivers because of the height of the post, and clearly mark the lane. They are less expensive than other options, but do need regular replacement.



If you have a preference please indicate below.

- Plastic or Rubber Separators
- Concrete Separators
- Flexiposts
- I support a range of the proposed separator types to be used along the cycleway
- No preference



Bike Parking

If there is a location along the route that you think additional bike parking should be included, please let us know the location here:

Intersection Safety

In order to improve the safety of all road users, we are investigating the options of installing traffic lights at Brighams Creek, Trig Road, and Luckens Road intersections with Hobsonville Road. We are also looking at safety improvements at other intersections of side roads.

If there is anything you would like to tell us about these intersections please note it here

Intersection Safety

In order to improve the safety of all road users, we are investigating the options of installing traffic lights at Brighams Creek, Trig Road, and Luckens Road intersections with Hobsonville Road. We are also looking at safety improvements at other intersections of side roads.

If there is anything you would like to tell us about these intersections please note it here



Proposed Crossing Locations

The map above identifies locations where new pedestrian crossings on raised tables are being proposed.

Do you support the proposed crossings?

I support the proposed crossings

I suggest changes to the proposed crossings (specify changes here, eg location, type of crossing, number of crossings)

Re-purposing of kerb side space

Hobsonville Road is an arterial road, which caters for efficient movement of people, from local roads to urban centres, or to the motorway. Arterial roads are also important connections for bus routes, emergency services, cyclists and pedestrians.

In order to keep the route working efficiently, most arterial roads have little or no on-street parking. This provides more space for lanes of traffic, bus movements and safe cycling facilities. This also provides more space for emergency vehicles to make their way through the traffic when needed.

The proposal currently suggests the safest and most efficient option is to repurpose most of the on-street parking on Hobsonville Road.

Do you have any feedback on this element of the proposal?

Removal of flush median along most of the road

In order to provide space for a safe cycling facility, we will need to remove most of the flush median from along Hobsonville Road. We will be able to provide turning bays for right turns into side roads.

Do you have any feedback on this element of the proposal?

Please indicate if you agree or disagree with the following statements.

	Strongly Agree	Agree	Neutral/Don't Know	Disagree	Strongly Disagree
The proposed cycleway will make it safer and easier for people to ride their bikes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The proposed cycleway will make it easier for people on bikes to access local destinations.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

How did you hear about this consultation?

Postcard in my letterbox

Facebook

Twitter

Email

Through School communication

Through Residents association

Website

Word of mouth

Local Board notification

Other (Specify)

Please indicate your age

0-15

16-24

25-34

35-44

45-54

55-64

65+

Please tell us your gender

Female

Male

Gender Diverse

Prefer not to say

If you would like to receive any email updates, including the consultation report for this project please provide your name and email address. (optional)

Name

Email address