



# Your feedback on:

## Henderson Cycleway Scheme design (September/October 2022)



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# 1. Consultation Summary

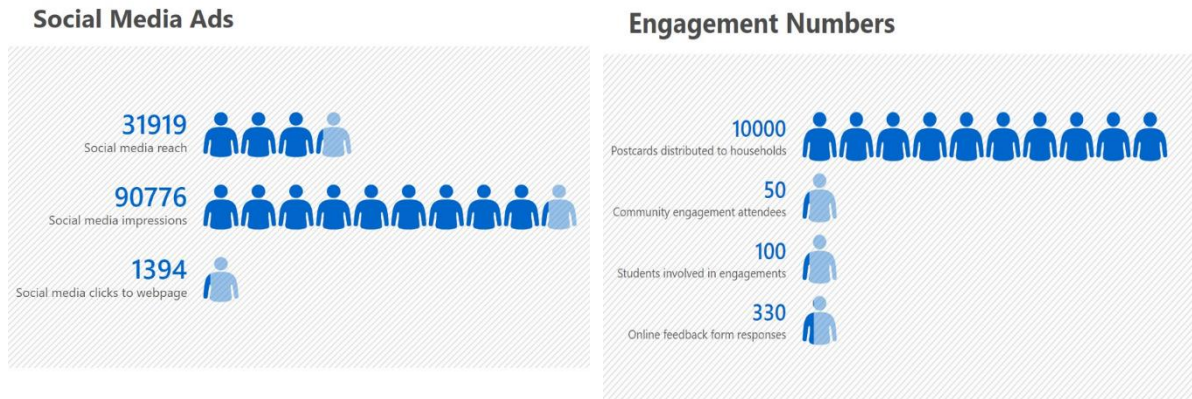
This report outlines the engagement activities and analysis of feedback received during the public consultation of the proposed Henderson Cycleway scheme in October to November 2022. The feedback will be considered by Auckland Transport in progressing the project to detailed design.

This report includes feedback received from public open days, key stakeholder engagements including engagement with schools during the same public consultation period.

The scope of the cycleway scheme is broadly defined in the diagram below.

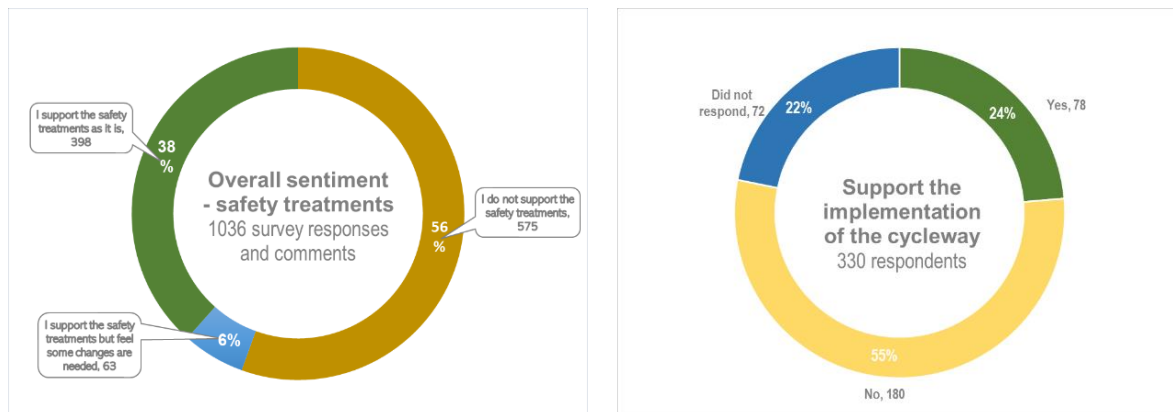


The consultation involved various in-person activities, postcard distributions, social media ads, direct communications with key stakeholders and partners, and online feedback survey. The overview of engagement outcomes is shown in the following graphs:



It is apparent in the above graphs that the level of social media interactions and engagement activities are high, however, only a fraction of the community submitted their feedback through the online survey. The 330 respondents are only 3.3% of households around the immediately affected area of the project, where postcards were distributed.

Of the 330 online survey respondents, 42% of the responses are in support of the safety treatments proposed as part of the overall cycleway project, while the overall support for the implementation of cycleway is 24% against 55% who do not support.



The project team recommends that the schemes proceed to the next stage of design development. The public consultation results suggest that 70% of people are against the scheme, but only 3% of those targeted responded to the consultation, despite it reaching a very wide audience. Some of the objections relate to specific detailed issues that can be addressed within the scheme design development as set out below.

The most common objections are to loss of parking for school pick-up and drop-off, and existing congestion on the roads. The aim of this project is to encourage modal shift for very short local journeys and to protect children from the hazards posed by so many vehicles around the schools. The projects should therefore help to alleviate some of the issues raised by the consultees by providing genuine alternatives to car travel.

Our Transport Design Manual sets out the criteria for safe pedestrian and cycle infrastructure and sets the expectation that children and adults walking and cycling will be protected from high volumes of traffic by provision of safe crossings and cycle tracks that are physically separated from the roads.

Auckland's policies for Climate Emergency and the Transport Emissions Reduction Plan require us to 'supercharge walking and cycling'. Regular short local journeys of less than 3km are the focus of the Henderson schemes because these trips are the most easy for some people to choose to walk or cycle.

We put forward key actions in response to the detailed feedback received. Further investigations will be undertaken on the following matters:

- Work with local businesses on Rathgar Road during detailed design stage to ensure the project design interacts well with the shops and their customers. Discuss possible parking time restrictions to ensure the angled parking spaces meet the needs of these businesses.
- Side-road treatments/speed tables including signage.
- Speed tables and crossing facilities along Rathgar Road.
- Priority pedestrian crossing on Swanson Road near the Sturges train station.
- Design changes at the Henderson Valley Road intersection by the Coronation Bridge.
- Feasibility of auxiliary facilities and suggested locations.

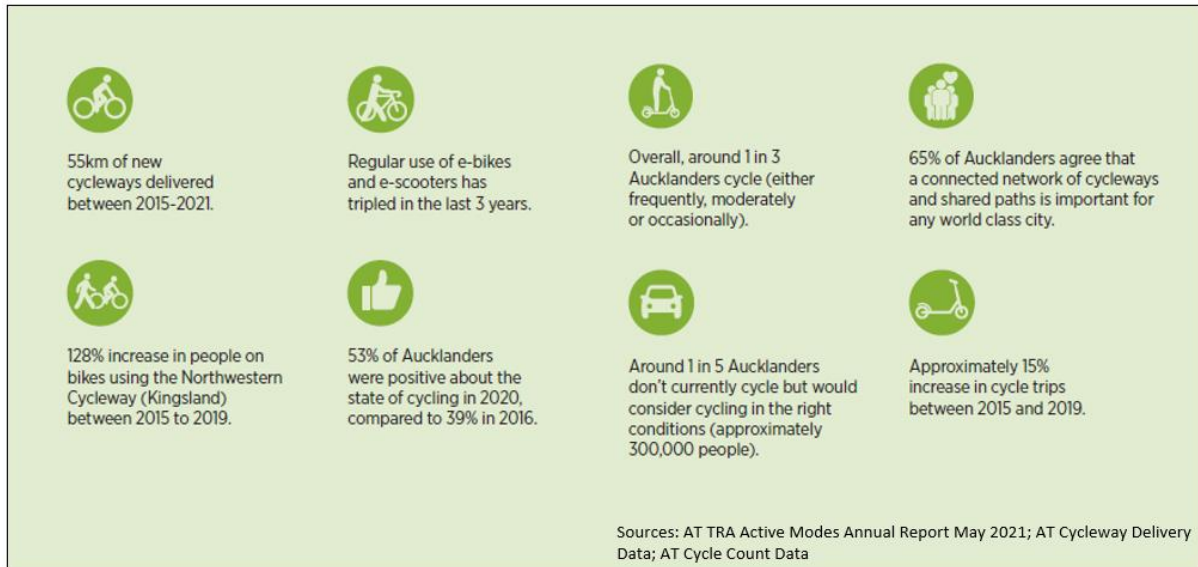
For more detailed information on the design scheme and for an overview map please refer to or please visit the project [webpage](#).

## 2. Background information

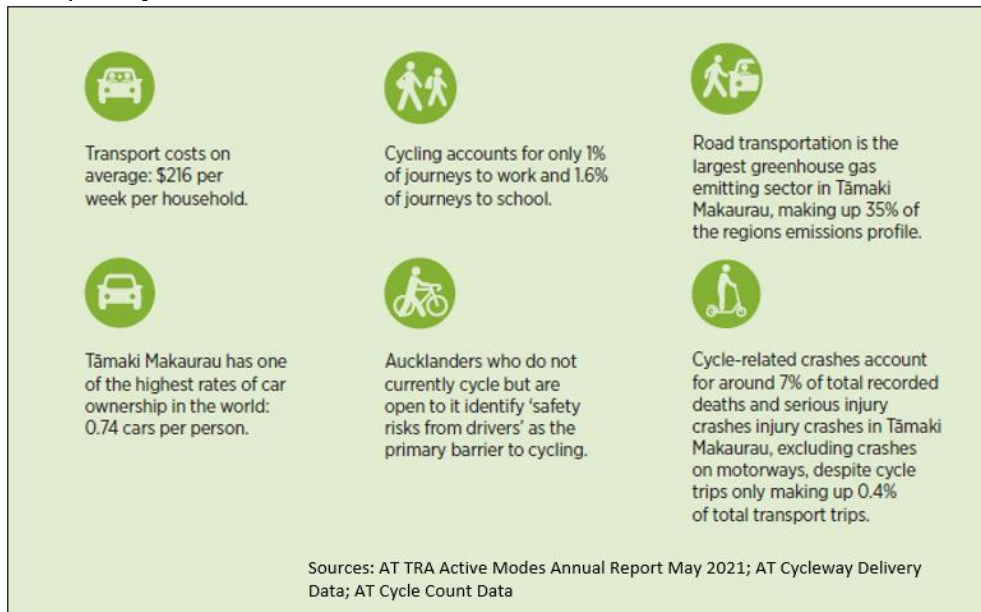
### Why do we invest in cycling?

Expanding our cycleways and making them safe, better connected and fit for purpose, supports a livable, equitable and sustainable Tāmaki Makaurau.

Investment in cycling in Auckland is proving effective and Aucklanders support continued investment in cycling. Some key facts are outlined below:



However, there is potential for cycling to have a greater contribution in the Tāmaki Makaurau transport system:



Providing safe space in our roads for people to ride bikes is a key step in encouraging more Aucklanders of all ages and abilities to ride, unlocking the environmental, health, social and economic benefits associated with active travel.

## Why are we investing in cycling in Henderson?

Henderson, and in particular the route proposed, has been prioritised for cycling investment for a number of reasons including:

- Around 9,000 Henderson locals live within 400 meters of the proposed route. More local trips made by bike can take pressure off the road network for those who need to drive.
- The proposed route builds connectivity with existing cycle lanes and paths (such as on Pomaria Road, Universal Drive (east of Lincoln Road), Central Park Drive shared path and the Twin Streams paths).
- Henderson is well positioned alongside one of Auckland's busiest and best-connected sections of cycle network, the north-western shared path. Improving cycling connections with this facility enables safe cycling trips around the region including longer-range trips for city center commuting.
- The proposed route improves cycling connections to train stations, employment areas, community facilities and multiple schools. The Western Line train service will be improved when the City Rail Link is operational. Allowing safe and convenient integration of "first and last mile" bike trips with public transport journeys improves people's travel choices.
- Henderson town center offers retail and employment opportunities. Providing safe access to Henderson Town Centre by bike brings local economic benefits.
- Henderson is the focus of complementary investment initiatives including Eke Panuku's Unlock Henderson project to support population growth which is expected to increase to more than 150,000 by 2033.

The proposed cycleway will enable more Henderson locals to feel confident and safe when choosing to make their day-to-day trips by bike or allowing their children to ride.

## Project background

There have been two previous consultations in relation to the Henderson cycleway. The first in May/June 2018 which sought feedback on Henderson's future and asked where people wanted to see cycling routes around Henderson. A single stage business case (SSBC) is required to confirm the need for the cycleway investment and support a funding application. The SSBC development commenced in mid-2019 based on the 2018 Auckland Cycling Programme Business Case. As part of the SSBC development, a second consultation was carried out in December 2019/January 2020 on the proposed Henderson Cycle Network. The outcome was that Great North Road was the most preferred route to be delivered first and Rathgar Road was the most suggested route to be included in the proposed Henderson cycleway network.

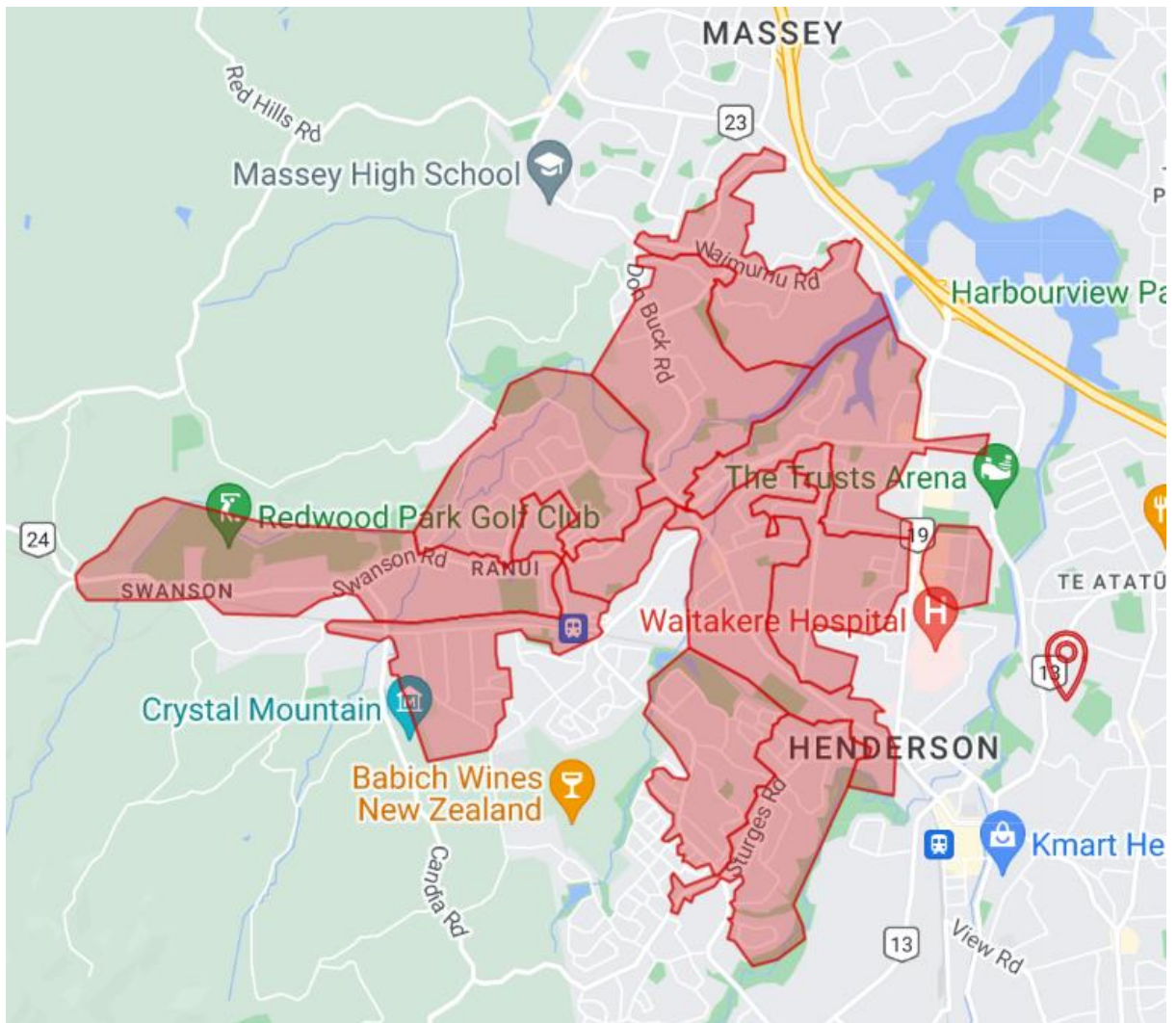
### 3. Activities to raise awareness of the consultation

The list below outlines the activities and information used to raise awareness of the Henderson cycleway design consultation.

The project team organised:

- Briefings for Waitakere Ward councillors, Local MP (Te Atatu) and Henderson-Massey Local Board members, provided them with consultation material prior to the opening of the feedback period.
- Email updates sent to our project mailing list of key stakeholders and partners including;
  - NZ Heavy haulage association
  - National Road Carriers
  - NZ Police
  - St Johns
  - Henderson Principals meeting
  - Local businesses
  - Bike Auckland
- Geotagged social media engagement such as stories and advertisements.
- Over 10,000 postcards delivered to residents within the targeted area (please see map below) at the commencement of the consultation and prior to closing to outline the consultation period had been extended.





- Face to face meetings and provided additional information to stakeholders and partners.
- Public open days hosted at Waitemata Rugby club
- Provided information via the project webpage
- Organised public drop-in sessions
- Email mailouts to businesses in the project area
- Face to face meetings with directly affected businesses
- Online feedback form on our website
- Attendance at Waiperara Trust whānau day
- Pre-engagement meeting with the Rathgar Road school cluster including Henderson Intermediate and Pomaria Primary

School based activities included:

- Principals' hui
- Principal information pack
- School newsletter information
- School promotional material
- Henderson Intermediate student engagement
- Liston College Year 13 Geography class assessment

## 4. Survey Questions

The design features were divided into two key topics, and we asked the following questions for each feature:

- Do you support the proposed pedestrian crossing at the intersection of Larnoch Road and Rathgar Road?
- Do you support the proposed pedestrian crossing on Rathgar Road, by Larnoch Road?
- Do you support the proposed pedestrian crossing on Pomaria road at the Pomaria Road and Rathgar Road intersection?
- Do you support the proposed pedestrian crossing on Rathgar Road, by Pomaria Road?
- Would you like to see pedestrian crossings in any other places along the Henderson cycle way route?
- Where would you like to see bike parking along the route?
- Where would you like to have puncture repair stations placed along the route?
- Are there any other cycle facilities you would like to see along the route? and where?

People were asked to think about the Henderson cycleway project. We asked the following questions:

- Do you support the implementation of a cycleway along this route?
- Do you have any recommendations or thoughts about the overall Henderson cycle way design?
- Are there any other safety improvements along or in the surrounding areas of the Henderson cycleway you would like to see addressed?  
(Please list them and give location)

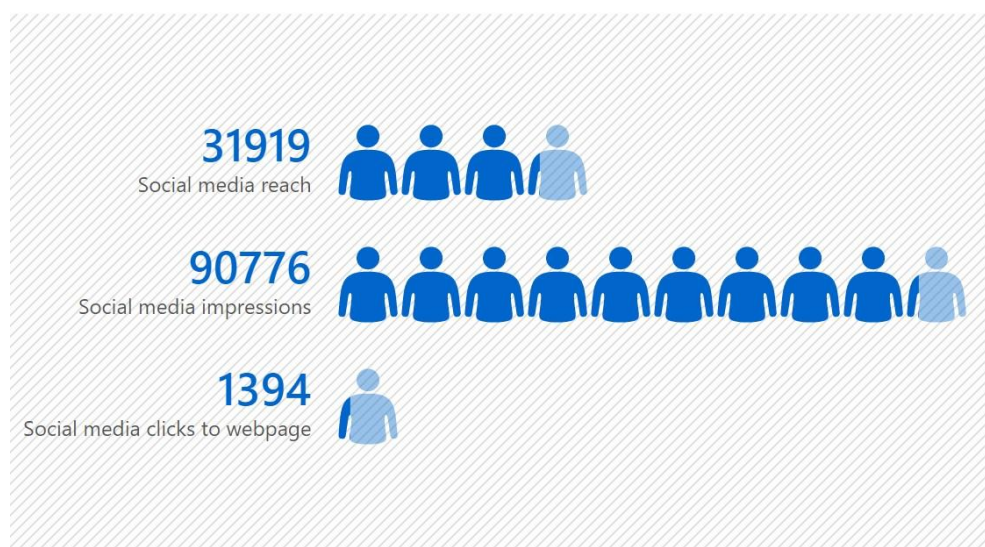
## 5. Summary of public feedback

This section provides:

- An overview of support of the proposal from those who completed the online survey
- Student engagement
- Community engagement
- A summary of the most mentioned themes
- Social media reach

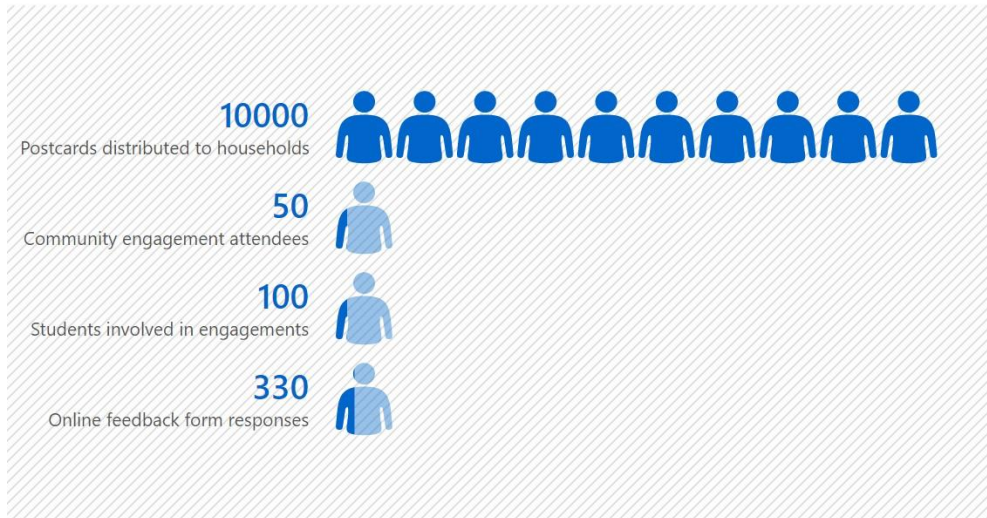
Through social media engagement **1394 people** clicked the link through to the Henderson Cycleway webpage and survey, the **reach was 31,919** and **90,776 impressions** was made.

### Social Media Ads



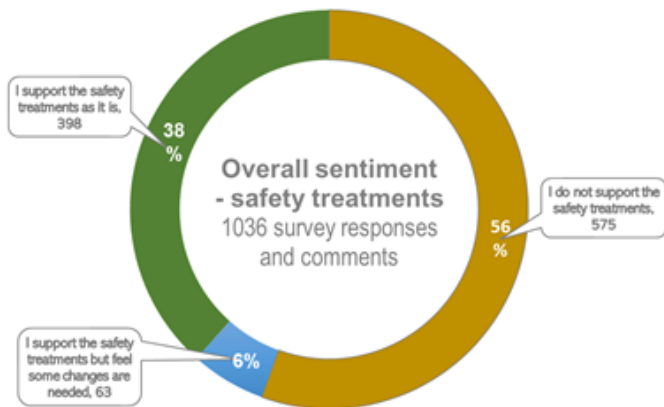
**10,000 postcards** were delivered within the project area (please see map on Page 4). **330 people** filled out the online survey. This represents **3% of the home's** postcards were delivered to. The two charts below outline the level of support (among those who completed the online survey) for the scheme as a whole, and for the pedestrian safety components of the scheme. The overwhelming majority of those who were made aware of the project (via social media and through the postcard drop) did not complete the online survey on the scheme.

## Engagement Numbers

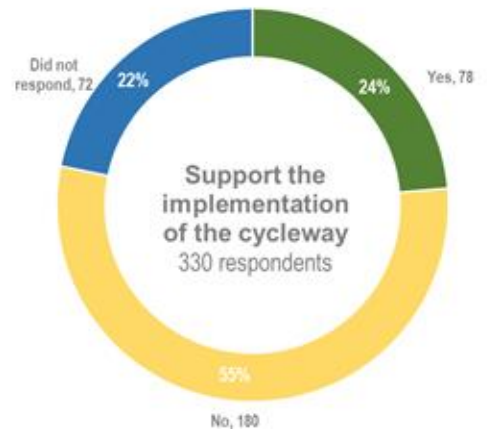


## Survey submitters' level of support for the

### Pedestrian Safety improvements

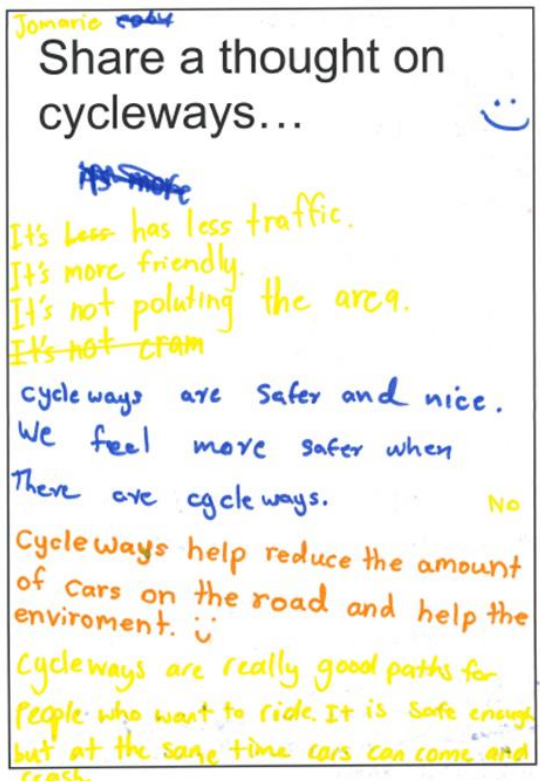


### Overall support



## Student Engagement

Over **100 students** engaged with at Henderson Intermediate showed keen interest and mostly supported the implementation of a protected cycleway. During our work with Liston college, we engaged directly with **6 students** who investigated 3 key interest areas for them in turn they engaged with over **350 students** across two schools. The results of their work have seen a change in location of a pedestrian crossing, an understanding of the parking removal and has opened an opportunity to provide some solutions to help encourage more students to cycle.



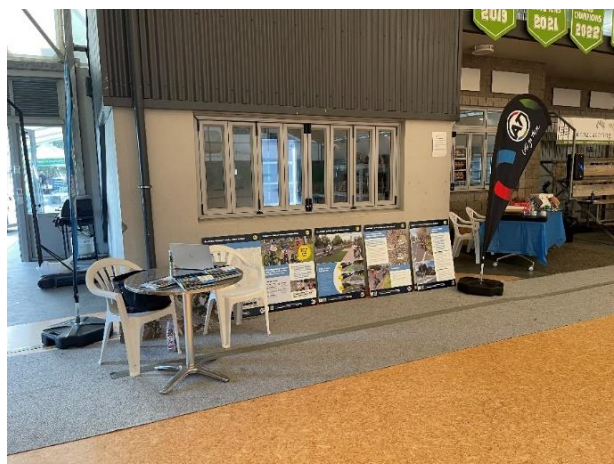
### EVALUATION TIME

#### Evaluation

- Upon gathering firsthand data, I realized that the students most likely to J walk were seniors of either Waitak, St Doms or Liston and that Juniors were more likely to use the crossing.
- We also saw Henderson Intermediate students, which none of them used the traffic light crossing but used the refuge island to cross
- More people crossed in the morning than in the afternoon.
- More J walkers in the afternoon than in the morning
- It was unsafe for people using the refuge island as some cars had to use the strip to turn into their driveways
- We also saw 3 or 5 students with bikes cross the road using the crossing instead of the refuge island
- From the data that we gathered it proved our hypothesis that more students cross using the refuge island as opposed to using the traffic light crossing
- Students were more likely to J walk when there were cars on the road in the afternoon
- We also saw from our results that more people crossed at Swanson in the Morning compared to the afternoon. This may be due to reasons such as afterschool activities or getting picked up after school.
- Upon further evaluation some drivers drive over the speed limit which poses as a hazard to students crossing especially to those using the refuge island. The best reason I could find was so that they wouldn't have to stop at the next red light and so some drivers still sped at a yellow.
- Also, some students didn't cross at Swanson but went further down at the lights near the Henderson train station which also may have impacted the total amount that we got from the morning to the afternoon.
- Outside of the crossing, some cars illegally parked near the park we were sitting at which was so that they did not have to park on Rathgar, but their kids could walk towards the train station and get picked up and evade being stuck in traffic.

## Community Engagement

We engaged with over **50 people** through community events such as the public open days and the Waipera Trust whānau day. Valuable feedback and insight were collected around local issues.



## Summary of Stakeholder Feedback

Overall sentiment for the proposal was positive during these engagements with some stakeholders requesting further information or suggesting changes. These have been considered by the project team for the further detail design.

## Summary of proposed changes because of Feedback

The project team has reviewed the feedback and will work on the design to consider the following;








- Work with Rathgar Road shops in the detail design stage to make sure it works for the shops and customers.
- Change our plans at the Great North Road, Alderman drive and Henderson Valley Road intersection to retain the dual lane traffic into Great North Road.
- Change of placement of a raised pedestrian crossing from Rathgar Road near Pomaria Road to Swanson Road.
- Swanson road and Sturges road intersection realignment.

Further information can be found in section 7 Project decisions and next steps.

## Top themes: All feedback

Below are the top 7 mentioned themes from feedback received on the proposal.

\*Taken from school student feedback

Feedback theme		No. of mentions
	Crossings	38
	Cycling	36
	Will make area safer	31
	Traffic flow and Crash reduction	27
	Concerning the schools	25
	Parking	20
	Positive effects on the environment	12

## 6. Detailed analysis of the Feedback

### Feedback from key Stakeholders

The key stakeholders that submitted on the Henderson Cycleway are listed below and their full submissions:

- NZ Heavy haulage association
- National Road Carriers
- NZ Police
- St Johns
- Principals meeting
- Local businesses
- Bike Auckland
- Community sessions feedback

National road carriers	<p>Discussed the measurements of the corners and intersections both of which they were satisfied were suitable. Notes were taken about the installation of speed table and the request that the gradient was not too high especially along Swanson Road as it is a heavy haulage route.</p> <p>Details to investigate further were about the rubbish truck and collections. Further discussions about this will happen at detailed design with the appropriate team.</p>
NZ Heavy haulage	<p>Request for the detailing on the following roads was requested</p> <ul style="list-style-type: none"> <li>- Great North Road</li> <li>- Swanson Road</li> <li>- Universal Drive</li> </ul> <p>The mapping detail was sent, and no further comment was made.</p>
NZ Police	<p>The proposed cycle path through the shopping center is unlikely to impact Emergency Services or general vehicles movements, however when the sleepers are running parallel to vehicle traffic the same issues apply in respect to law enforcement and vehicles not seeing sleepers and striking them.</p>



St John	<p>I have no concerns from the point of view for St John around this apart from the ease in which we will be able to get around traffic along Rathgar Rd –</p> <p>Is it possible that vehicles will be able to move out of the way enough to allow us to get through traffic if responding under lights and sirens?</p> <p>Response: Emergency services should be able to access Rathgar Road easily even when both sides are busy as the proposed scheme allows for the retention of space for on-street parking on one side of the road as well as sections of flush medians.</p>
Principal meeting	<p>All Principals were supportive of providing more options for students that meant they could get to school safely. There was a consensus throughout all 6 principals and Senior Leadership team members that attended that reducing traffic would be of benefit to all schools.</p>
Businesses	<p>Local businesses on Rathgar Road raised concerned about the reduction of parking spaces. Some businesses were not in overall support of the proposal. One store asked whether the cycleway would be in front or behind the carparks as they were nervous about cyclists' safety however it was explained that the cycleway would in front of the carparks and closer to the stores. One store owner raised concerns about theft and bikes beings dropped against the glass windows of their store, the project team outlined that there would be cycle parking available for cyclists to leave their bike. The medical center was spoken to and did not raise any concerns about the cycleway.</p> <p>Other businesses that were contacted included rest homes, early childhood centers and churches none of which provided any feedback.</p>
Bike Auckland	<p>Bike Auckland is generally supportive of these changes to improve cyclability in the Henderson area. Unfortunately, we do not currently have capacity to provide a detailed analysis of the project.</p> <p>It is disappointing to see that Lincoln Road will not see improvements at this time; no doubt this decision was made due to the pulled funding for the section north of Te Pai Place. That said, we are supportive of the choice to include Rathgar Road, as that is a vital connection in its own right.</p> <p>Ideally with the bi-directional cycleway, we ask that the width is at least 3m in width total, with an additional separator width of at least 0.4m, or 0.8m where parking might be permitted next to the path (this is to prevent the dooring of cyclists). A bi-directional width of 3m allows for non-standard bikes to use the pathway; being that some non-standard bikes can reach widths of 1.5m or more, and the paths must offer some additional allowances for overtaking and low-speed wobbles.</p> <p>Regardless of whether the mid-block path width is up to our recommended standard, the design <b>needs</b> to focus particularly on quality intersections. If intersections are too inconvenient for cyclists (excessive signal time waits, extensive sections of shared paths, or even unprotected sections), this will lead to a pathway with significantly less cycle use; thus, undermining not just this project's success but also others, since the network effect can have both positive and negative impacts, depending on the quality of the</p>

	<p>network overall. If anything, compromises at intersections should be worked over harder than on the mid-block, as they are the most inconvenient and dangerous sections of any typical path.</p> <p>Please see appendix 1 for official letter responses.</p>
<p>Community Feedback sessions</p>	<p>During our community sessions the key feedback was given;</p> <p>The Henderson Valley Road, Great North road and Alderman Drive intersection it would be beneficial to look at utilizing the bridge rather than using the intersection. Our response is that we are investigating into this further and are looking to make design changes in this area.</p> <p>Concern was raised by a local resident about the footpath and whether this would affect the footpath our response is that all cycle infrastructure is on the road corridor and will not affect the footpath.</p> <p>Concern was raised about the need for placing pedestrian crossings on speed tables and the amount proposed for Rathgar Road. Our response is pedestrian crossings are placed on speed tables to reduce the risk</p>

## Responses to specific feedback points

\*Please note submitter points are verbatim

Cycleway	
Submitter point	AT response
<ul style="list-style-type: none"> <li>- I don't think Henderson needs cycleways</li> <li>- Only a minority of road users are cyclists</li> <li>- Too much space being used for cycle way, and no one uses it.</li> <li>- I believe that it should be a one lane cycle lane</li> </ul>	<p>Connecting disconnected parts of our cycle network and providing safe cycle facilities between residential areas and key destinations (such as the town centres, schools, and rail stations) is important for providing safe transport options for all ages and abilities. Auckland Transport works closely with school and communities to increase capability within the community to increase active modes.</p> <p>Providing safe cycling facilities along this connection will build connectivity with other existing cycle lanes and paths (such as on Pomaria Road, Universal Drive (east of Lincoln Road), Central Park Drive shared path and the Twin Streams paths). This will improve bike access to key destinations in the area including numerous large schools, Sturges train station and Henderson town centre. Please see Appendix 1 for the project map.</p> <p>As we invest in more safe cycle facilities and our cycle network becomes more connected, cycling becomes more convenient for those riding a bicycle, and the number of people cycling increases – this is called the 'network effect', e.g., the opening of Ian McKinnon Drive cycleway (to connect the Northwestern Path and the city centre), saw a 56% increase in cycling 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>In West Auckland, only 26% of residents agree that there are enough cycle lanes/cycle paths in Auckland and only 15% agree that people on bikes are sufficiently separated from traffic. Results of this consultation also shows over 30% support for the implementation of the cycleway.</p>
<p>I see no point going down great north road, there is an entry to Henderson Park down Lebanon Lane as well as down to Great North Road intersection onto the cycleway that goes to the North-western Motorway bike path.</p> <p>A path down Lebanon lane would be more useful then it leads to the park as well as through corbans where the existing path is to Great North.</p>	<p>The route selected is a more direct dedicated cycle routes aimed for easier and safer bike trips.</p> <p>The route is one connected route, Lebanon lane has low levels of traffic which is safe for cyclists to use as a connection into the park.</p>

<p>Great north, Henderson valley road and Alderman drive intersection does not match the plans.</p> <p>It shows Great North road going into one lane when it is two. There is a bridge that runs alongside Great north road which would be a safer option, will this be considered?</p>	<p>The current scheme plan for this intersection was to tie-in with the Innovating Streets (Henderson Streets for People) project on the town centre side of Great North Road as well as the previous proposal for the Henderson Valley Road improvement.</p> <p>Due to these projects being unlikely to go ahead in the near future, the design and extent of the proposed cycle facility will be reviewed and refined. The existing pedestrian bridge remains an option to be further investigated in the next phase of design development.</p>
<p>This section of road is way too busy to have a cycle lane added, it will lead to accidents for sure. There are plenty of other roads to add cycling lanes to that are not main roads with the amount of traffic these roads see.</p> <p>In the mornings and afternoons on week days these roads are as busy as Lincoln road, and there are double laned traffic lights all along the proposed layout. If you add a cycle lane then these intersections will need to be redesigned to single lane intersections which will lead to even more congestion, and these roads are already some of the worst in Henderson for congestion as they are now.</p> <p>Please don't make them worse, there is no need for a cycle lane here.</p>	<p>The aim is to make these roads safe for all modes of transport. The protected cycle lanes will ensure safety for people on bikes.</p> <p>The scheme also retains existing number of traffic lanes.</p> <p>The proposed intersection changes will accommodate additional phasing for people on bikes and will still allow for good level of service for general traffic.</p> <p>Cycling is an alternative option to driving private vehicles particularly for shorter trips therefore playing a vital role in reducing cars on the road.</p>
<p>Generally great work! But a couple comments: It appears that the cycleway will not be continuous through the intersection of Swanson/Lincoln/GNR.</p> <p>I'm assuming this is an error of the diagram because this must be continuous through the intersection, especially as it's bi-directional. The Universal Ave cycleways need to go all the way through Lincoln Rd because it is a death trap.</p> <p>There is a lot of redundant traffic capacity that can be reallocated. I wanted to add a location for a ped crossing but the form won't let me go back: Universal Dr &amp; Kingdale Reserve</p>	<p>The bi-directional cycleway from Henderson Park (Great North Road) is continuous across the Mt Lebanon Lane side of the intersection connecting directly to Swanson Road.</p> <p>The extent of the cycleway for this project ends at the signalised pedestrian crossing opposite Pak N' Save as the proposal for the <a href="#">Lincoln Road corridor improvement</a> project extends to this location.</p> <p>Any additional crossing on Universal Drive will be further investigated in the next stage of design development.</p>
<p>The addition of safe cycling infrastructure to connect from the town centre to the rail station is incredibly important for safe journeys and to</p>	<p>Positive feedback; no response required.</p>

promote our city's climate goals.	
The two-way cycleway seems like a sensible option for the area and the car parking analysis justifies removing the poorly utilised area.	Positive feedback; no response required.
I am 12 years old, and I go to school at HIS. I want to ride my bike to school but if I ride on the road there are too many cars. If I ride on the footpath, I have to go very slow and try not to hit anyone. Especially when I am coming back from school there are a lot of people and cars. But if there is a cycleway then I can ride my bike. I will probably go to high school at Waitakere College.	Positive feedback; no response required.
<b>Rubbish and Rubbish collection</b>	
<b>Submitter point</b>	<b>AT response</b>
We have rubbish bins and green bins that will be a large way off for the trucks, how are they meant to remove the bins over two bike lanes and concrete barriers?	Rubbish collection is an important consideration for many AT projects and is something that is managed through the design process. Rubbish trucks will be able to straddle the cycle facility to collect rubbish. Our design enables this.  We consult with Waste management on the final design to ensure the safe operation of rubbish collection.
Removing the median strips in the middle of Swanson Road would make it difficult for residents and businesses to turn in and out of their driveways safely. This will hold up traffic.  Rubbish collection day will see traffic being stopped by the Rubbish trucks. Nowhere for residents to place Rubbish bins outside the property if there is a cycleway.  Taking parking away from residents. Side streets are narrow and dangerous to park. Not safe to walk to your car at night if it's not parked outside the property.	The reallocation of the flush median is a more cost-effective solution to providing dedicated space for people on bikes to travel safely. Alternative schemes often require costly road widening including shifting of kerb lines and stormwater infrastructure, relocation of underground services and potentially the acquisition of frontages.  AT consult with Waste management on the final design to ensure the safe operation of rubbish collection.  The repurposing of road space including flush medians and on-street parking is about giving more people more access to their streets and enabling more options for people to move around their city using sustainable modes of transport.  Data from the 9th – 11th, 14th – 15th, and 19th – 20th of March 2022 indicated that the time of peak parking occupancy on Rathgar Road is 2:30PM on weekdays, where on average 53 parks are occupied. The utilisation of parking spaces along Rathgar Road is relatively low

	throughout the day with less than 53 parking spaces utilised (34 percent) for every one-hour period on both weekdays and weekends. Parking at the southern end of Rathgar Road is mainly used by vehicles related to the schools within the area (i.e., drop offs and pickups). However, the reminder of the parking along Rathgar Road is predominately used by residents.
<p>How are you proposing cleaning the debris from the cycle lanes as Rathgar is covered with rubbish now we pick up ourselves.</p> <p>How will weed and rubbish and glass be picked up along this lane as the concrete barriers block the cleaning trucks coming along and weeds and rubbish pile up.</p> <p>Kids at these schools drop glass bottles on the paths as well as masks, lunch rubbish and mess. How will you upkeep these mostly unused paths?</p>	<p>Street sweeping and road maintenance are carried out as part of a scheduled maintenance programme. However, the public is encouraged to report a road maintenance problem immediately particularly if there are safety concerns.</p>
<b>Parking</b>	
<b>Submitter point</b>	<b>AT response</b>
The two-way cycleway seems like a sensible option for the area and the car parking analysis justifies removing the poorly utilised area.	Positive feedback; no response required.
<ul style="list-style-type: none"> <li>- Parking is essential for the three schools on this road.</li> <li>- Removing parking on both sides inhibits family visits school drop off and getting to the shops at peak times.</li> <li>- Where are the teachers and students from the three high schools along Rathgar Road going to park?</li> <li>- The traffic at school drop offs and pick us are already horrific, but also taking away all the parking, getting onto Universal Drive from Rathgar is already hard.</li> </ul>	<p>We have worked closely with the schools, and they are in support of the proposal. A parking survey was carried out which determined that retention of parking along one side of Rathgar Road is sufficient to meet demand.</p> <p>A main objective of the scheme is to enable people who live close enough to walk and cycle to school. This will help reduce the demand for parking, freeing up spaces for those that have no choice but to drive and helping to ease the local congestion which is caused by school traffic. Data from the 9th – 11th, 14th – 15th, and 19th – 20th of March 2022 indicated that the time of peak parking occupancy on Rathgar Road is 2:30PM on weekdays, where on average 53 parks are occupied. The utilisation of parking spaces along Rathgar Road is relatively low throughout the day with less than 53 parking spaces utilised (34 percent) for every one-hour period on both weekdays and weekends. Parking at the southern end of Rathgar Road is mainly used by vehicles related to the schools within the area (i.e., drop offs and pickups). However, the reminder of the parking along Rathgar Road is predominately used by residents.</p>

	<p>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. Retrofitting safe cycling facilities into the existing roading network is complex and requires trade-offs. Assessing and making decisions around trade-offs for other users is a key part of cycle network planning and design process.</p> <p>The repurposing of road space including flush medians and on-street parking is about giving more people more access to their streets and enabling more options for people to move around their city using sustainable modes of transport. Alternative schemes often require costly road widening including shifting of kerb lines and stormwater infrastructure, relocation of underground services and potentially the acquisition of frontages. We are working closely with the schools in the Travelwise programme to reduce the number of students traveling to school by family car and increasing active modes, minimising the demand for drop off and pick up parking.</p>
<p>The cycleway should only be on one side of the road and the other should be provided for parking</p>	<p>The proposal is for a two-way cycle facility on one side of the road that allows for on-road parking on the other side to be retained. A parking survey was carried out which determined that retention of parking along one side of Rathgar Road is sufficient to meet demand. Providing safe cycle facilities will encourage more cycle trips to schools thus reducing trips by private vehicles.</p> <p>Data from the 9th – 11th, 14th – 15th, and 19th – 20th of March 2022 indicated that the time of peak parking occupancy on Rathgar Road is 2:30PM on weekdays, where on average 53 parks are occupied. The utilisation of parking spaces along Rathgar Road is relatively low throughout the day with less than 53 parking spaces utilised (34 percent) for every one-hour period on both weekdays and weekends. Parking at the southern end of Rathgar Road is mainly used by vehicles related to the schools within the area (i.e., drop offs and pickups). However, the remainder of the parking along Rathgar Road is predominately used by residents.</p>
<p>I agree with the cycleway, however do not agree with the removal of parking along Swanson Road between Sturges Road and Rathgar Road. This is the ONLY section of on-road parking in this area and is used EVERY day for overflow parking of the Sturges Road park and ride station.</p> <p>Council has continually allowed apartments to be constructed in this area WITHOUT on-site car parking. These apartments require parking nearby both for residents and visitors. These people</p>	<p>The repurposing of road space including on-street parking is about giving more people more access to their streets and enabling more options for people to use more sustainable modes of transport.</p> <p>A convenient cycling facility to train stations will provide option for commuters to bike to trains rather than drive and park.</p> <p>The amended Auckland Unitary Plan has removed requirements for on-site car parking to service new and existing housing and business developments across the city, as directed by central government.</p>

will be parking in the park and ride station which means less parking for public transport users.	Data from the 9th – 11th, 14th – 15th, and 19th – 20th of March 2022 indicated that the time of peak parking occupancy on Rathgar Road is 2:30PM on weekdays, where on average 53 parks are occupied. The utilisation of parking spaces along Rathgar Road is relatively low throughout the day with less than 53 parking spaces utilised (34 percent) for every one-hour period on both weekdays and weekends. Parking at the southern end of Rathgar Road is mainly used by vehicles related to the schools within the area (i.e., drop offs and pickups). However, the reminder of the parking along Rathgar Road is predominately used by residents.
<b>Safety</b>	
<b>Submitter point</b>	<b>AT response</b>
<ul style="list-style-type: none"> <li>- Students nearly get hit and it would be safe.</li> <li>- Having safe pedestrian crossings is important.</li> </ul>	Positive feedback: no response required
Too much traffic cuts through Larnoch Rd, which makes walking over its mouth dangerous.	Side-road speed table and pedestrian crossing treatments across Larnoch Rd is proposed to ensure vehicles slow down as they enter Rathgar Rd and be aware of people on bikes and people walking
What is also required is a low traffic neighbourhood on the west side of Rathgar Rd, so that Larnoch Rd cannot be used as a rat run, and to enable people to feel so safe walking and cycling that they leave their cars at home.	The area bounded by Universal Drive, Lincoln Road and Swanson is prioritised for <a href="#">Residential Speed Management</a> and the <a href="#">Henderson residential and school zone project</a>
A pedestrian crossing on Larnoch St, but so close to Rathgar Rd - provides little time for traffic turning into Larnoch St to see the crossing and stop.	This will be assessed further during detailed design.
There have been no serious accidents involving pedestrians at this intersection in the past 8 years, showing that there is not currently a safety issue, and pedestrians have been able to manage crossing the road safely in the past, which should continue into the future.	This treatment is proposed to ensure that people driving slows down and be aware of people on bikes and people walking coming on either side of the road
<b>Speed humps</b>	
<b>Submitter point</b>	<b>AT response</b>
Why fix something that's not broken? I counted 13 speed bumps between Universal and Swanson Road. Drivers will stop at a pedestrian crossing. Speed bumps are not required.	The additional speed tables are focused on the southern portion of Rathgar Rd where there are no speed tables



	The spacing of the speed tables are designed to make our streets safer places for walking and cycling, for children, the elderly and
You'll most likely put in an excessive speed bump at the same time	Raised tables will reduce the speed of people driving and increase the visibility of people walking promoting acknowledgement and interaction between driver and pedestrian. The height of the speed table will be determined at the detailed design stage.
<b>Traffic flow &amp; congestion</b>	
<b>Submitter point</b>	<b>AT response</b>
Traffic is already awful and you just going to make traffic worse.	The project is not reducing general traffic capacity. The cycle facility will be delivered by repurposing on-street parking bay on one side of the road. The provision of safe cycling facilities will encourage more cycle trips, improving travel choices and people throughput.
I feel the give way signs gives enough opportunity for cars and pedestrians to move safely a crossing will slow traffic.	In addition to regulatory signs a speed table provides additional protection to pedestrians crossing side roads by slowing vehicle speeds and improving visibility for both pedestrians and drivers.
The traffic at school pick up and drop off will not decrease because of a cycle path.	The cycling facility proposed will be delivered by repurposing on-street carparking space while aiming to leave sufficient parking to meet demand and having as minor impact on general traffic capacity as possible. Auckland Transport works closely with school and communities to help people to walk, cycle or scoot to school and when this happens, school traffic will decrease.
That intersection is very congested before and after school with what is often long periods between vehicles being able to get in or out of the intersection.	The proposed route links residential catchments and Sturges train station to local destinations including a number of large schools and Henderson Town Centre.  Trips to these attractors generate a lot of local car traffic at peak times. If we can get more people to walk/cycle for these local trips it will help to free up the roads for those people that need to drive
Another speed hump for cars to zoom in between, slowing the flow of traffic when there are no pedestrians	The raised speed tables will slow traffic down, providing a safer environment for people walking and cycling in this area particularly that there are large number of students using this route. Slower speeds can improve traffic flow and can improve rat-running with people driving opting to use the main arterials.

Pedestrian crossings	
Submitter point	AT response
Having crossings right on an inters is dangerous both to pedestrians and drivers.	Where possible, crossing facilities will be raised to reduce vehicle speeds approaching the intersection. Where raised crossings are not provided, colour surface treatment is proposed to make people driving more aware of the cycleway ahead. The traffic calming devices increase safety for people walking and on bikes.
Drivers will stop at a pedestrian crossing...speed bumps are not required.	A speed table at a pedestrian crossing provides additional protection to pedestrians crossing side roads by slowing vehicle speeds and improving visibility for both pedestrians and drivers.
It should be raised to encourage drivers to slow on approach, which will further improve safety.	Positive feedback, no response needed.
I feel the give way sign gives enough opportunity for cars and pedestrians to move safely a crossing will slow traffic	In addition to regulatory signs a speed table provides additional protection to pedestrians crossing side roads by slowing vehicle speeds and improving visibility for both pedestrians and drivers.
A pedestrian crossing is a base requirement for safety here.	Positive feedback, no response needed.
We have a crossing already here – Rathgar Road by Pomaria road.	Due to the feedback from both the online survey and results from the Liston College students projects this particular crossing location has had a change of placement of a raised pedestrian crossing from Rathgar Road near Pomaria Road to Swanson Road.
Pedestrian crossings by intersections are too dangerous.	Where possible, crossing facilities will be raised to reduce vehicle speeds approaching the intersection. Where raised crossings are not provided, colour surface treatment is proposed to make people driving more aware of the cycleway ahead. The traffic calming devices increase safety for people walking and on bikes.
By making it a pedestrian crossing you are adding to the danger by giving pedestrians an expectation that vehicles will stop for them. However, due its proximity to the intersection a vehicle may be already committed to making the turn before seeing a pedestrian and either must stop suddenly in front of oncoming traffic, or something else.	The side road treatments/speed tables will allow drivers to slow down as they approach the intersection and enter the road with cycling facility, giving them enough time to check for people on bikes from either direction. Signage will be in place to enhance safety.
A pedestrian crossing in this area would be good for the children but it needs to be designed to ensure good sightlines for motorists and opportunity for people to see children who want to cross.	Where possible, crossing facilities will be raised to reduce vehicle speeds approaching the intersection. Where raised crossings are not provided, colour surface treatment is proposed to make people driving

	more aware of the cycleway ahead. The traffic calming devices increase safety for people walking and on bikes.
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### Cycleway features & facilities

Bike Parking locations	
Submitter point	AT response
<ul style="list-style-type: none"> <li>- No where</li> <li>- Near all shops</li> <li>- Train Station</li> <li>- None, the destinations along this route, such as Mall, Train Stations, Schools likely already have their own bike parking.</li> <li>- The route is basically residential minus a few dairies.</li> <li>- Swanson Road near Sturges Train Station</li> <li>- Preferably off road</li> <li>- At parks and on Railside Ave</li> </ul>	<p>Bike parking locations will be further assessed in the next phase of the project (Pre-implementation)</p>
Other facilities	
<ul style="list-style-type: none"> <li>- Water filling station</li> <li>- Locky-docks and/or other genuinely secure bike parking suitable to this day and age.</li> <li>- Yes, secure electric bike charging facilities next to all major train stations.</li> <li>- A cycle facility down Edwards Ave to provide connection to Henderson Intermediate and Henderson Normal School would also be useful</li> </ul>	<p>Bike parking locations and other facilities will be further assessed in the next phase of the project (Pre-implementation)</p> <p>Edwards Ave currently has speed calming treatments and is in the speed management programme for a 30 Km speed limit making it safer for pedestrians and people on bikes.</p>

## Cycleway design

Submitter point	AT response
Protect cycleway with concrete buffers.	Cycle protection treatments will be further considered during detailed design.
Removal of the left turn lane into Sturges Rd would cause traffic to back up down Lincoln and Great North Road.	A combined straight through and right-turn lane is proposed adjacent to the combined straight through and left-turn lane to mitigate the impact of the removal of the left-turn lane. Technical assessments indicate the impact of the proposed arrangement will have similar performance as the existing intersection layout.
Currently crossing universal and Swanson in peak traffic is hazardous. Any possibility of a crossing on these streets before construction commenced on cycleway etc.	<p>Universal drive now has signalised crossing facilities at both Rathgar and Lincoln Road intersections.</p> <p>One additional crossing on Swanson Road is being considered. For efficiency, this will be implemented at the same time as the cycle facility.</p>
Please remove existing cycleways and speed bumps at the Ratanui Street and Great North Road Intersection just beside the Rockshop Henderson.	This is part of the 'Henderson Streets for People' led by Eke Panuku. Any changes will be considered in the wider improvements in the town centre.
Move the Rathgar cycle lane to the eastern side. Make sure you have some good way finding. Street art from Ares Artifex on the route	<p>The cycleway is proposed on the western side of Rathgar Road to provide better access to the largest school along the route (Waitakere College) and the local shops. The eastern side will have greater safety concern due to more side roads and driveways compared to the other side.</p> <p>Wayfinding will be a component of the project delivery.</p>
Why not use the berms to make wider paths and make this a shared path rather than upsetting what is now a narrow road for school buses and transport.	There are a number of key 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 trees, 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.
Did I miss a question about the pedestrian crossing over the entrance of the Sturges Rd Train Station? This is critically important, but the design of the entrance needs to be civilised in more ways than this.	A crossing facility is currently being considered for further design development at this location in the detailed design phase of the project.

<p>The Swanson and Sturges sections should be two, single way cycleways on the appropriate sides of the road. This makes it safer from drivers exiting driveways. alternatively, if it must be 2-way, the cycleway on Sturges road should be on the East side, not the west side. This makes it closer to the majority of the schools and avoids conflict with cars parking at a set of shops.</p> <p>On the overall cycleway project - there seems to be spine developing along Gt North and Swanson Roads, with ribs running off to the NE and SW. But there are no other NW/SE links to make this into a proper *net* work. for example there is obvious need for a connection along Pine Ave, Parrs Cross Rd and West Coast Rd at the Southern edge, which should connect right through to Glen Eden. Similarly, approximately midway between the south edge and Henderson a route should be developed along Border, Palomino and Summerland connecting through to Ranui train station.</p> <p>These are wide roads with plenty of room to repurpose parking and median area to cycle ways. A road diet on these roads would reduce speeds and make them safer for all road users.</p>	<p>The bi-directional facility is preferred on Swanson Road as this can be accommodated within available space without moving kerbs. The location on the western side is due to direct connectivity from the Great North Road facility. There are no shops or parking affected on this section of Swanson Road.</p> <p>The focus of this project is a cycling connection within the Henderson area. Funding constraints meant the delivery of the Henderson network will be staged. It is anticipated that connections further southwest (to Glen Eden) will be considered in future programming.</p>
<p>Why remove parking, you have developing the properties around the rail line, cramming more families in with 2 parents who work and teenagers for the high schools and you leave nowhere for them to safely park.</p> <p>AT harp on about separate traffic and cycling and walking, so why does AT and council work together and use the tens of meters I use and money other use to bike and walk to Henderson along the railway lines, so much nicer than being next to traffic and actually the shorter route. Adding a cycle lane to the road, many like myself will still use the rail line, so why not make the rail line safe and add a good path and fence.</p>	<p>Repurposing road space such as on-street parking is about giving more people more access to their streets and enabling more options for people to use more sustainable modes of transport.</p> <p>A safe cycle facility along this section of the railway line was considered for this project. However, it would require rail corridor widening due to the required clearance from live trains and power lines. This would involve some property acquisition and re-configuring station layouts. This would be unaffordable under Auckland Transport's Cycling Programme</p>
<p>REALLY dangerous having a cycle lane going two directions on one side of the road. It means one direction is going against the flow of traffic and people pulling out of the side roads will not be expecting bikes on coming from their left.</p> <p>The number of times I have nearly hit cyclists going the wrong way up Te Atatu Road as I'm pulling out of Cellermans Street! If I am turning left onto a busy road, I am looking for the gap, not for bikes coming from the wrong direction. Accident waiting to happen.</p>	<p>Side road treatments and appropriate signage will be in place such that drivers will be cautioned to checks both directions for people on bikes.</p>

<ul style="list-style-type: none"> <li>- Protected, with good signal phasing at every intersection, clear priority over side roads</li> <li>- None of the white plastic things on the road like Glen Eden.</li> <li>- Make it continuous.</li> <li>- Love this plan and I will be using it daily. I'm hoping that the plan is to link from universal drive to the western motorway cycleway at some stage.</li> <li>- More, Henderson is so dangerous for cyclists</li> <li>- High Schools in general need cycleway access for viable increase in long term use</li> <li>- Great to have a separated cycleway, so much safer and encouraging for nervous or new riders.</li> </ul>	<p>Suggestions are acknowledged. The scheme design will be further developed in the next stage of design development to ensure safety for all road users.</p>
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## Social media engagement statistics

Facebook and Instagram (5 September – 7 October 2022)		
Reach	Impressions	Link Clicks
15,411	49,215	1019

Facebook and Instagram (30 September –14 October 2022)		
Reach	Impressions	Link clicks
16,508	41,561	375

4 x Community events		
Reach	Impressions	Event responses
3,265	7,311	25

# 7. School Engagement

## Henderson Intermediate

AT engaged with over 100 Henderson intermediate students asking for their feedback on design features they would like to see on the cycleway alongside their views on Bikes and Cycleways. Below are some of the notes produced by the students.



## Share a thought about bikes...

Bikes are fun to ride on and they make good use for your legs. Even though I use it for entertainment it is still a workout!

*Bikes can be fun but also very tiring. I think bikes are horrible even though it's better than walking.*

I think its fun because theres nobody to tell you how fast you can go.

Bikes are faster than walking and is a great exercise for your calves and legs and ankles.

Bikes are a great eco-friendly alternative to cars while still being fast and good for transports.

## Share a thought about bikes...

They're fast / sustainable good exercise for your legs / Good for the earth. There good because you don't have to wait in traffic.

*They are good for the environment because they don't use petrol.*

Bikes are good because you don't need petrol and because its a good little exercise for your legs and body.

Its faster to get where you wanna be!! & that they are very fast fun and good.

\* that they use gears and wheels and mechanical.

Its nice and you won't have to worry about being late (unless you're going slow) ☺



Jomario ~~road~~

Share a thought on cycleways...



~~As more~~

It's less has less traffic.  
 It's more friendly.  
 It's not poluting the area.  
 It's not cram

cycleways are safer and nice.  
 We feel more safer when  
 There are cycleways.

No

Cycleways help reduce the amount of cars on the road and help the enviroment. ;)

Cycleways are really good paths for people who want to ride. It is safe enough but at the same time cars can come and crash.

Share a thought on cycleways...

good stuff  
 +1 day pub

to encourage to ride bikes  
 it's also safer to ride a bike. It cuts down the ~~road~~ road there is seten Place's for the bikes so you can ride <sup>when bikes</sup> cars don't crash in to bite's.

It's good <sup>to help</sup> <sup>people</sup> <sup>to</sup> <sup>stay</sup> <sup>safe</sup> very helpful for ~~cyclists.~~ <sup>cyclists.</sup>

Its good for your Heart rate <sup>its safe.</sup> <sup>its much more safer than a car</sup> Good for the Earth! / the future <sup>It helps</sup> <sup>to</sup> <sup>make</sup> <sup>a</sup> <sup>safer</sup> <sup>environment</sup> <sup>for</sup> <sup>people</sup> <sup>to</sup> <sup>cycle.</sup>

It's a <sup>to</sup> <sup>make</sup> <sup>a</sup> <sup>safer</sup> <sup>environment</sup> <sup>for</sup> <sup>people</sup> <sup>to</sup> <sup>cycle.</sup>

cause if you crash <sup>and</sup> <sup>you</sup> <sup>get</sup> <sup>hurt</sup> <sup>real</sup>

## Share a thought on cycleways...

In my opinion, cycleways are a safe place to ride bikes without worrying about cars. *in my opinion they are smart and can reduce deaths*

I think cycleways are good because they cause a lot less crashes.

## Share a thought on cycleways...

*It's a really good way to encourage kids/adults to walk and bike more often.*

Cycleways are really good for people who want to bike on the road, and admire the nature. It is temporarily (Don't mind my spelling) safe, but sometimes cars need to watch out!

It's good because cars can go really fast at times and a bit close to yellow lines which is bad at times because people will be biking on yellow lines and sometimes can't bike on the path because of Schools


Cycleways will be very easy for me because I bike to school everyday and people have to keep moving to the side. So I think it would be a good change for a lot of bikers like me.

Design features

- Bike bumps.
- Water fountains
- Extra helmets
- Juice fill ups

Traffic lights are much safer for kids walking and less car crashes.

It would be cooler with ramps.

The cycleways could have railings on the sides so people who want to ride can feel much safer and they don't have to worry about crashing. Even on the road there can be railings. RAILINGS EVERYWHERE! 

It could have a bridge I think I will enjoy it because doing a biking thing calms me down

Bike bumps  
Bike bumps  
Bike bumps

What would make a cycleway cool??

- Pump Track
- railings
- jumps
- marauder murals
- tunnels
- bowls
- bridges

I think that cycleways should have railings, so riders can feel much safer and that they don't need to worry about crashing. It is also much safer and helpful!

They should add music to the roads to make it cool and lights.

They should add LED lights so it would look more cooler and it will help riders see when they ride at night.

My opinion on these cycle ways, I think they are helping the roads with will make cars have more space to drive.



## Liston College

We worked extensively during the consultation period with Liston college. There were 6 students who were part of the Year 13 Geography class who were directly involved. The Internal assessment linked to this work was titled “Conduct geographic research with consultation” this assessment is worth 5 NCEA level 3 credits.

The assessment was broken down into three stages,

Stage one “Plan your research” this meant students created a hypothesis and methodology.

Stage two “Carry out your research” where students implemented their plan.

Stage three “Develop and present your research” the final stage where students pulled their work together and presented it. This presentation had to include a PowerPoint, an infographic and accompanying commentary.

There were three assessments that were completed with the following research questions with three different methodologies.

Group A - Where do people cross? These students performed live pedestrian counts at crossing points, used a map to mark out where people crossed, took photos and conducted casual interviews as supporting documentation.

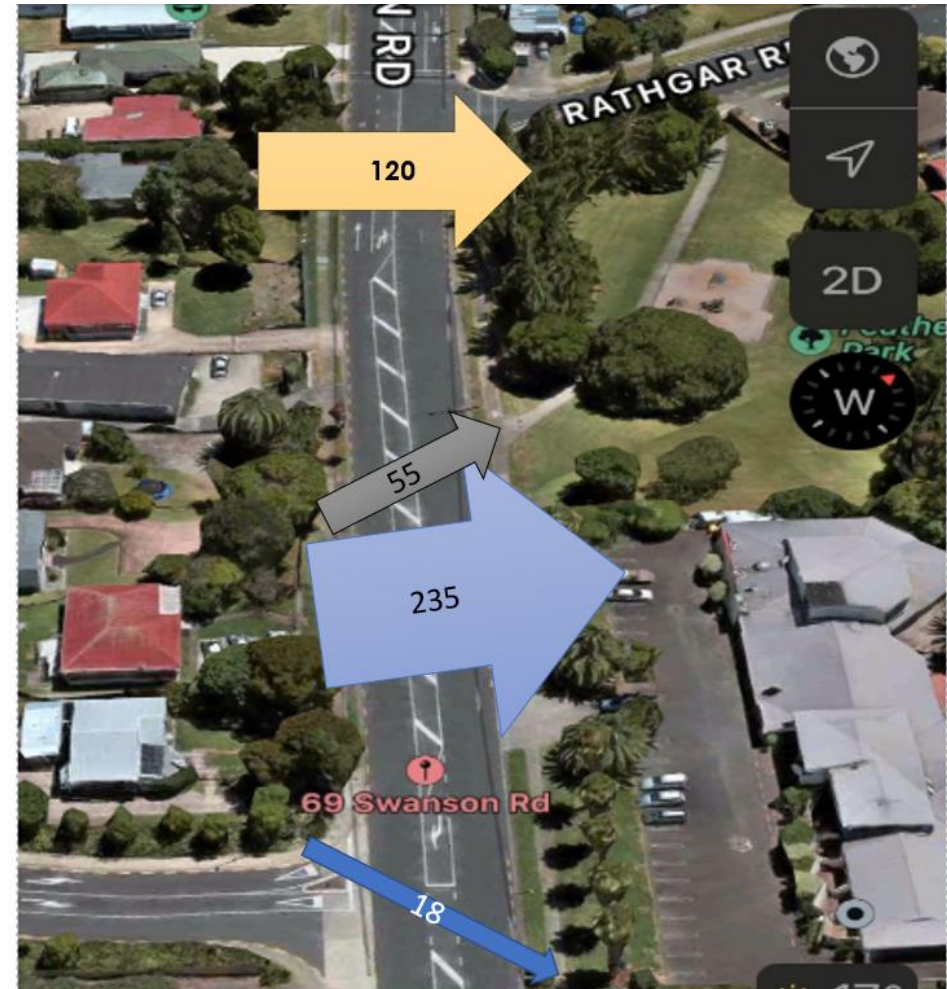
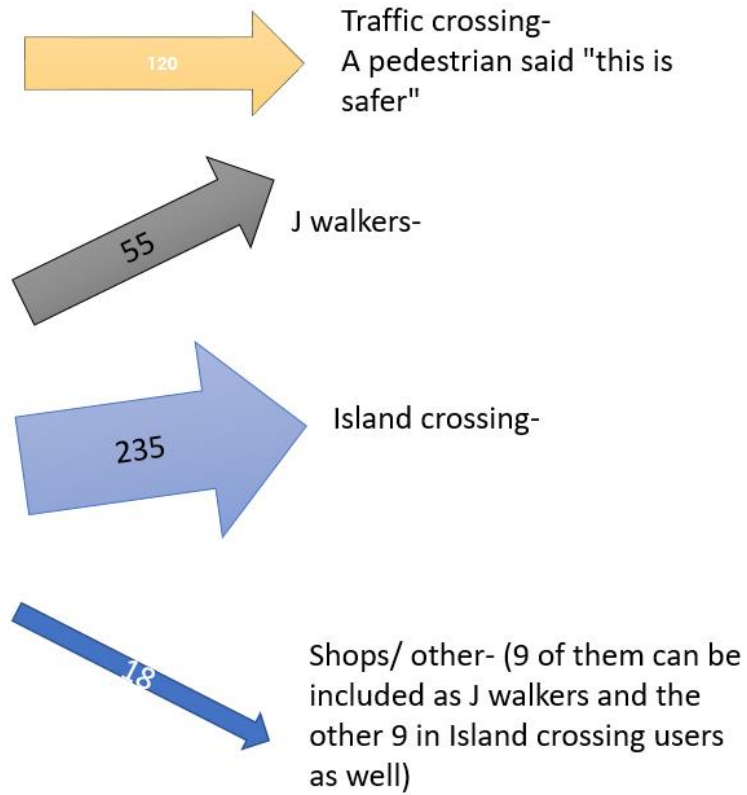
Group B - I wonder how many students at Liston College have the ability to use a bicycle to get to school in order to utilize a potential cycleway. Information was collected in the form of an online survey in which will be sent to the entirety of Liston College.

Group C - Will the removal of parking effect students at Waitākere college? This group went to numerous classes at Waitākere college to talk about their project and provided students with a QR code that linked them to a survey asking questions about the on-road parking.

Below are some of the groups’ presentations. Group A’s findings have since been added to the business case for the Henderson cycleway. AT are now investigating the best solution for creating a safer crossing point for students and the community along Swanson Road.

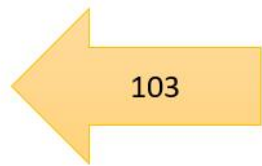
## Group A – Pedestrian crossing points – Morning data collection

### Morning Results

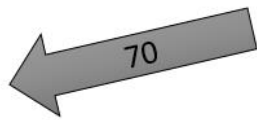


## Group A – Pedestrian crossing points - Afternoon data collection

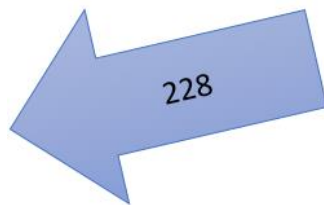
### Afternoon Results



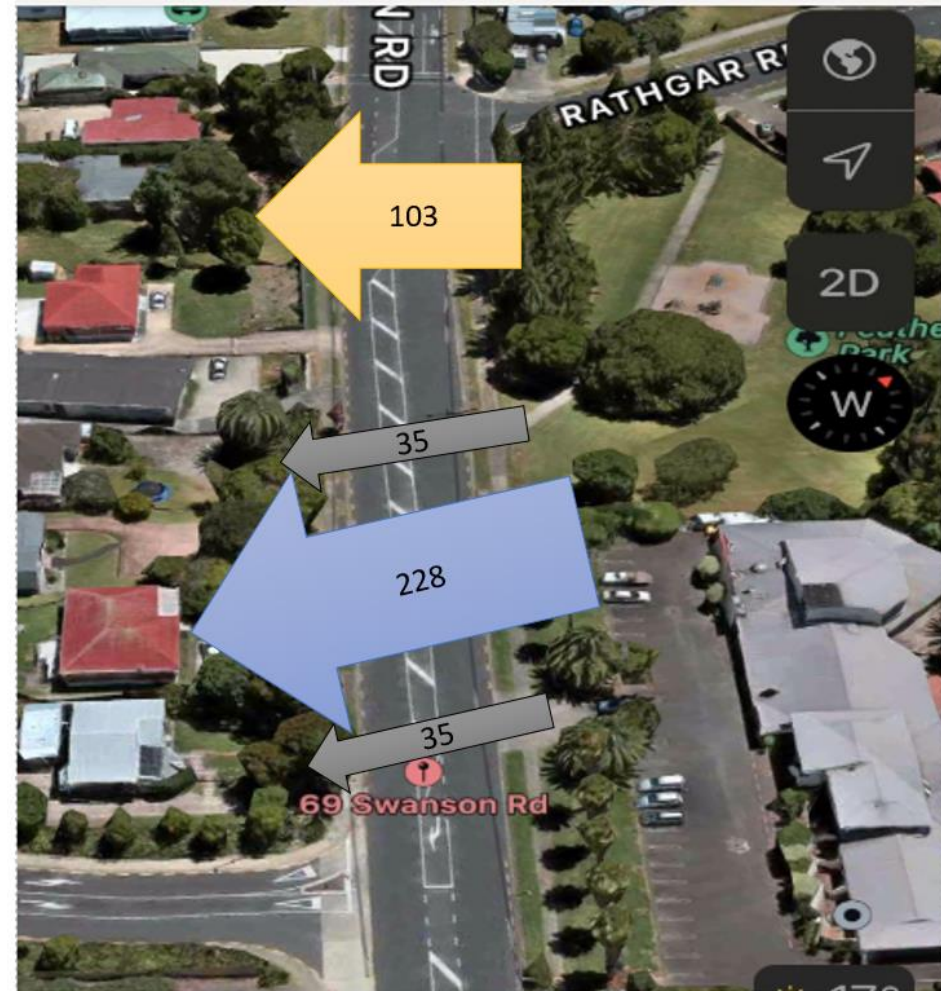
Traffic crossing-  
A pedestrian said "Safer because I don't want to get ran over"



J walkers



Island crossing-



## Group A – Evaluation

# Evaluation

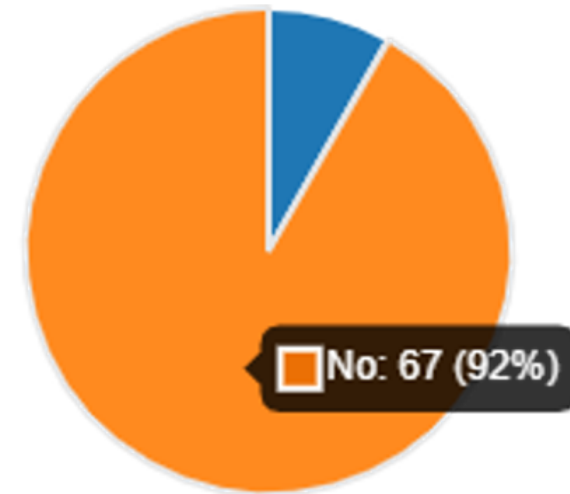
# EVALUATION TIME

- Upon gathering firsthand data, I realized that the students most likely to J walk were seniors of either Waitak, St Doms or Liston and that Juniors were more likely to use the crossing.
- We also saw Henderson Intermediate students, which none of them used the traffic light crossing but used the refuge island to cross
- More people crossed in the morning than in the afternoon.
- More J walkers in the afternoon than in the morning
- It was unsafe for people using the refuge island as some cars had to use the strip to turn into their driveways
- We also saw 3 or 5 students with bikes cross the road using the crossing instead of the refuge island
- From the data that we gathered it proved our hypothesis that more students cross using the refuge island as opposed to using the traffic light crossing
- Students were more likely to J walk when there were cars on the road in the afternoon
- We also saw from our results that more people crossed at Swanson in the Morning compared to the afternoon. This may be due to reasons such as afterschool activities or getting picked up after school.
- Upon further evaluation some drivers drive over the speed limit which poses as a hazard to students crossing especially to those using the refuge island. The best reason I could find was so that they wouldn't have to stop at the next red light and so some drivers still sped at a yellow.
- Also, some students didn't cross at Swanson but went further down at the lights near the Henderson train station which also may have impacted the total amount that we got from the morning to the afternoon.
- Outside of the crossing, some cars illegally parked near the park we were sitting at which was so that they did not have to park on Rathgar, but their kids could walk towards the train station and get picked up and evade being stuck in traffic.

## Group B - Findings

### People who have a bike and do/don't ride it to school

- 73 out of 115 survey respondents said that they do own a bike.
- Out of these 73 students who own a bike, 67 of them (92%) said that they don't ride it to school which means the remaining 5 (8%) of the students do ride their bike to school. This means that although many of the students can ride to school, they choose to use other alternatives as a way of getting to school.
- 63% (73) of the survey respondents said they own a bike. 92% (67) of them said they don't ride it which means the remaining 8% (6) ride their bike to school.



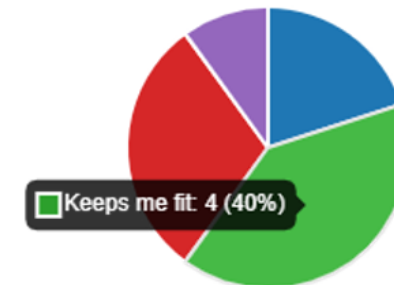


## Group B - Findings

# People who ride a bike to school

- As for the 6 people who said they ride to school, when asked why they ride to school, majority of them picked biking keeps them fit as a reason that they ride their bike to school.

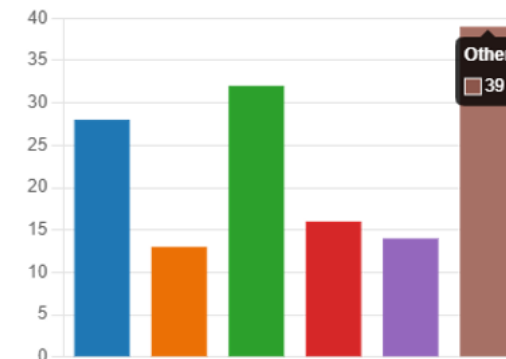
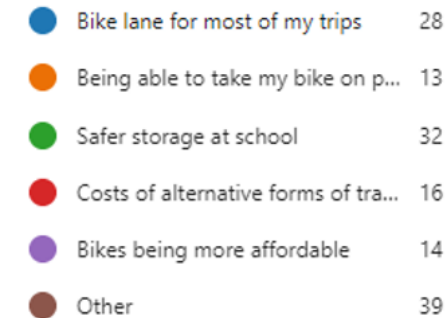
● It's Quicker	2
● I ride with a friend	0
● Keeps me fit	4
● I enjoy bike riding	3
● Other	1



## Group B – Findings

### What would encourage people to ride a bike to school?

- When looking at the data gained from the survey question ‘what would encourage you to ride a bike to school’ asked to the 101 people who said that they don’t ride a bike to school/wouldn’t if they had one the results were very varied.
- Majority of the responses were under the section ‘other’ (the respondents own answers ) which many wrote ‘nothing’. We also had a few interesting answers like ‘not needing to carry a helmet’.
- **Mention thefts of bikes by people outside of liston**
- **School education programme**
- **Use of bikes on public transport**
- **Programme to increase biker confidence**





## Group B – Notes/Limitations

# Notes/limitations

- Data could've been collection earlier
- We could've used data from schools besides Liston as it isn't the only school on Rathgar road
- In the beginning our questions didn't really flow / make sense. (two questions contradicted one another)
- We changed the original question "what is your home address?" to "which street or suburb do you live?" due to people not willing to give their personal information.
- In the beginning we had only sent the survey to 10 form classes which meant we weren't getting the number of responses that we were wanting in the timeframe we had. We then sent it to every student in the school in order to gain more responses.
- There is a lack of variance in the ages of those who completed the survey with the majority being seventeen. Only 17% of our respondents lie between the ages 12-14 while 47% of our respondents were either 17 or 18.
- For the question what would encourage you to ride a bike to school, we should've added the option of 'live too far away to ride a bike to school'

## 8. Project decisions and next steps

The project team recommends that the schemes proceed to the next stage of design development. The public consultation results suggest that 70% of people are against the scheme, but only 3% of those targeted responded to the consultation, despite it reaching a very wide audience. Some of the objections relate to specific detailed issues that can be addressed within the scheme design development as set out below. The most common objections are to loss of parking for school pick-up and drop-off, and existing congestion on the roads. The aim of this project is to encourage modal shift for very short local journeys and to protect children from the hazards posed by so many vehicles around the schools. The projects should therefore help to alleviate some of the issues raised by the consultees by providing genuine alternatives to car travel.

Our Transport Design Manual sets out the criteria for safe pedestrian and cycle infrastructure and sets the expectation that children and adults walking, and cycling will be protected from high volumes of traffic by provision of safe crossings and cycle tracks that are physically separated from the roads.

Auckland's policies for Climate Emergency and the Transport Emissions Reduction Plan require us to 'supercharge walking and cycling'. Regular short local journeys of less than 3km are the focus of the Henderson schemes because these trips are the easiest for some people to choose to walk or cycle.

The confirmed scheme is as follows:

- Bi-directional cycleway on southern side of Great North Road from its intersection with Henderson Valley Road and Alderman Drive to Mt Lebanon Lane/Swanson Road intersection.
- Bi-directional cycle lane on southern side of Swanson Road from Great North Road to Rathgar Road intersection
- Bi-directional cycle lane on western side of Rathgar Road
- Uni-directional cycle lanes along Universal Drive from Rathgar Road to the signalised pedestrian crossing opposite Pak N' Save
- Upgraded intersections along the route.
- Safety improvements on side roads and along Rathgar Road

Further investigations will be undertaken on the following matters:

- Work with local businesses on Rathgar Road during detailed design stage to ensure the project design interacts well with the shops and their customers. Discuss possible parking time restrictions to ensure the angled parking spaces meet the needs of these businesses.
- Side-road treatments/speed tables including signage
- Speed tables and crossing facilities along Rathgar Road
- Priority pedestrian crossing on Swanson Road near the Sturges train station
- Design changes at the Henderson Valley Road intersection by the Coronation Bridge
- Feasibility of auxiliary facilities and suggested locations

The single stage business case will be finalised which will be the basis for funding subsidy application to Waka Kotahi. We will proceed to the next phase of design development (detailed design) commencing in October 2023. Construction is planned to commence in late 2024.

### Next steps

1. Consultation feedback will be presented to the local board.
2. The AT project page will be updated with a summary and a copy of the full report.
3. There will be a social media posting with a link.
4. A letter/ email will go to stakeholders, including schools.
5. An email will be sent to all feedback submitters, with a link.
6. An update will be provided to the mayor's office, and a short summary for the Bulletin (a monthly briefing for all local boards in Auckland).
7. A copy of the report to anyone in the community who requests

## 9. Appendix 1

### Bike Auckland letter 2023

February 27 2023



#### Henderson Cycle Network feedback

Bike Auckland is generally supportive of these changes to improve cyclability in the Henderson area. Unfortunately, we do not currently have capacity to provide a detailed analysis of the project.

It is disappointing to see that Lincoln Road will not see improvements at this time; no doubt this decision was made due to the pulled funding for the section north of Te Pai Place. That said, we are supportive of the choice to include Rathgar Road, as that is a vital connection in its own right.

Ideally with the bi-directional cycleway, we ask that the width is at least 3m in width total, with an additional separator width of at least 0.4m, or 0.8m where parking might be permitted next to the path (this is to prevent the dooring of cyclists). A bi-directional width of 3m allows for non-standard bikes to use the pathway; being that some non-standard bikes can reach widths of 1.5m or more, and the paths must offer some additional allowances for overtaking and low-speed wobbles.

Regardless of whether the mid-block path width is up to our recommended standard, the design needs to focus particularly on quality intersections. If intersections are too inconvenient for cyclists (excessive signal time waits, extensive sections of shared paths, or even unprotected sections), this will lead to a pathway with significantly less cycle use; thus undermining not just this project's success but also others, since the network effect can have both positive and negative impacts, depending on the quality of the network overall. If anything, compromises at intersections should be worked over harder than on the mid-block, as they are the most inconvenient and dangerous sections of any typical path.

I have taken the liberty of including our 2020 submission on a separate page. Feel free to compare against what we have said there and what you have managed to secure, or have not managed to secure, as the case may be.

Kind regards,

Cappuccino  
Bike Auckland Administrative Assistant  
Temporarily acting as Infrastructure Liaison  
[cap@bikeauckland.org.nz](mailto:cap@bikeauckland.org.nz)  
027 930 3757

This submission collated feedback from Bike Auckland's volunteer infrastructure team, of which several are professional urban planners and engineers.

## Bike Auckland letter 2020

February 27 2023

### From the Henderson Cycle Network March 20, 2020 Report

The proposed network is a really great start. It mostly takes people where we know they need to go. However, the map doesn't show all existing cycle lanes, some of which are really useful and must be integrated into the network.

This hub and spoke model fails to connect areas in the way that a cobweb model would. Rathgar Rd, Universal Drive, Sel Peacock Drive and Te Atatū Road to Edmonton Rd and Gt North Rd should also be added to the network. Lincoln Rd, Edmonton Rd and Te Atatū Road must be completed first as they would provide essential connections to the brilliant Northwestern Cycleway.

Rathgar Rd should come second as it serves three schools, and connects to the Sturges Rd train station. The network does make useful connections, but we are aware that Bike Auckland members live in Henderson and surrounding areas, and have valuable local knowledge that will inform their feedback. We ask that this is taken seriously.

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

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

This submission collated feedback from Bike Auckland's volunteer infrastructure team, of which several are professional urban planners and engineers.