



Safe walking and cycling improvements

Kelston, New Lynn and Glen Eden



The project

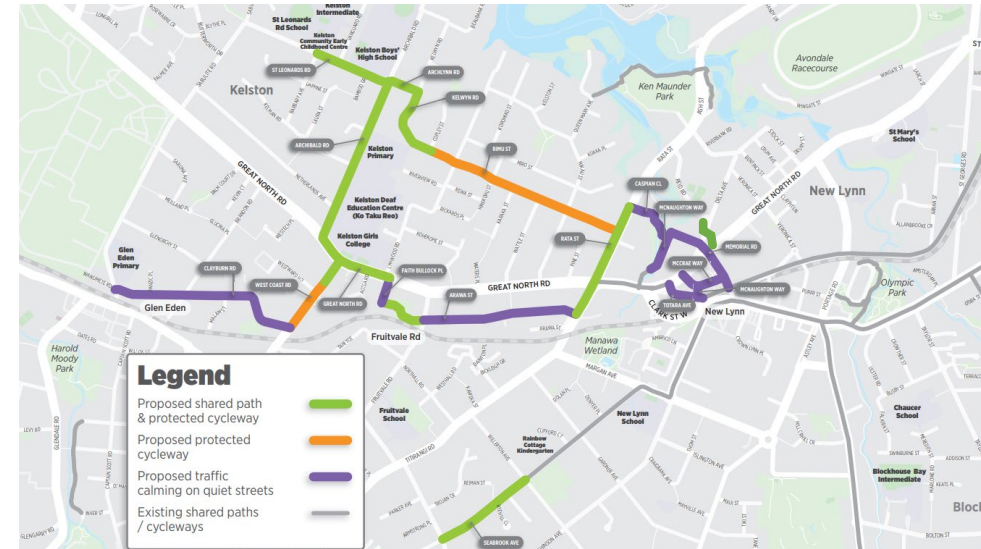
Existing walking and cycling network

- We have already built some local cycle paths like [Seabrook Avenue](#) and [New Lynn – Avondale](#) shared path.

Safe cycling and walking improvements Kelston, New Lynn, and Glen Eden

- After considering constraints, options, safety, and budget this project is now looking at a broader permanent walking – cycling network by [proposing additional connections throughout these areas](#). They include sections of:
 - Shared paths in the berm or through parks / reserves.
 - On-road cycle lanes (protected with a separator).
 - Improved crossing facilities near schools and local shops.
 - Improvements to the traffic calming measures in quiet streets for safe and comfortable shared on-road cycling.

Proposed walking and cycling improvements



Streets for People Onewherowhero Kelston

- Public consultation of the walking – cycling project followed the [recently completed 18-month pedestrian safety trial](#) in the Kelston school area undertaken by the Streets for People Onewherowhero Kelston project.
- The trial and its associated initiatives were in part [pre-engaged with the community, local stakeholders and schools](#).
- The walking - cycling project will look to [take the positives from the trial and incorporate them into the permanent project and its accompanying non-infrastructure initiatives](#).

Community involvement in the project

Community feedback

- In September, we asked the community to provide feedback on the proposed connections and / or the whole proposed network by answering a survey.
- People in the community were also invited to attend drop-in sessions held at Kelston Community Hub, New Lynn Library and Glen Eden Library.

Below are the design elements that we told the community they could influence with their feedback:

- Bike parking and wayfinding – where to include them.
 - Shared paths – where etc.
 - Protected cycle lanes – where etc.
 - Improving safety on streets with low traffic volumes.
-
- We also engaged separately with schools in the area to capture diverse feedback.

Safe walking and cycling connections in Kelston, New Lynn and Glen Eden

We're working on creating around 8 kilometres of a safe and connected walking and cycling network in your community; getting you to your school, your local shops and all the places you love in a way that is good for you, your whānau and the environment.

Our plans use quieter streets and off-road paths to minimise disruption and reduce cost. We want to hear your thoughts on the designs including:

- Safety improvements and changes to the road layout at St Leonards Road, Archlynn Road and Archibald Road
- Different types of walking and cycling infrastructure in Kelston and New Lynn, for example cycle separators and shared paths
- New safer crossing facilities near schools and local shops
- Re-purposing some on-street parking space

Kōrero mai
Have your say

For more information scan the QR code
Email us at ATEngagement@at.govt.nz
Visit haveyoursay.at.govt.nz/kelston-newlynn

haveyoursay.at.govt.nz/kelston-newlynn



Executive Summary



Sentiment towards the project is largely **positive** – with **81%** thinking the proposed connections will make it easier and safer for people to walk and cycle, and **77%** thinking it will encourage more cycling and walking.



Secured **bike parking** is wanted at local centres, community spaces and public transport locations. There is concern for the risk of theft if bikes are parked in public.



Suggestions for **minor improvements** focused on improving the pedestrian and cycling experience of the shared paths, extending paths, increasing safety by making improvements to cycleways and pedestrian crossings.



Kelston to New Lynn (via Rimu Street and Kelwyn Road) was ranked top one as the route people want us to deliver first vs. Seabrook Road extension ranked fourth.



Suggestions to **make New Lynn centre more welcoming and safer** focused on adding more traffic calming measures, upkeeping cycleway and footpath and improving safety measures for cyclists and pedestrians.



On the **repurposing of road**: **26% supported it**, 23% made suggestions, 18% had concerns and 25% had nothing additional to say.



90% of the students we engaged with feel positive about the proposed plans. Only **2/3** of them however own a bike.

Contents

- [Who gave feedback?](#)
- [Where do respondents live and how do they move?](#)
- [Community feedback – general](#)
- [Community feedback – suggestions for minor improvements](#)
- [Community feedback – secured bike parking suggestions](#)
- [Community feedback – suggestions to make New Lynn centre more welcoming and safer](#)
- [Community feedback – concerns, suggestions and questions regarding the proposed repurposing of road](#)
- [Student voice](#)
- [Stakeholder feedback](#)
- [Recommendations](#)



Who gave feedback?



Who gave feedback?



139 online surveys



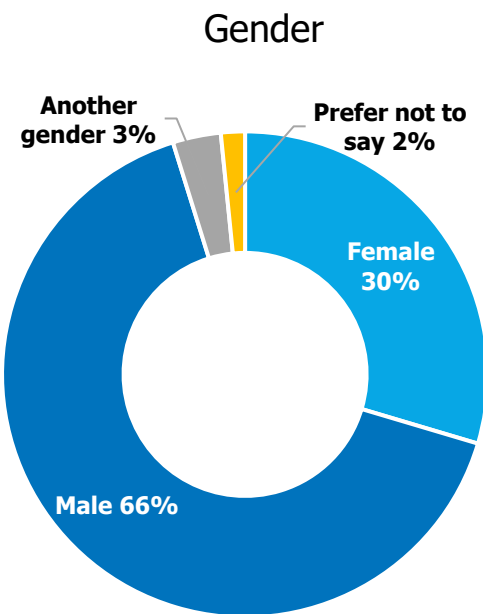
40 paper surveys



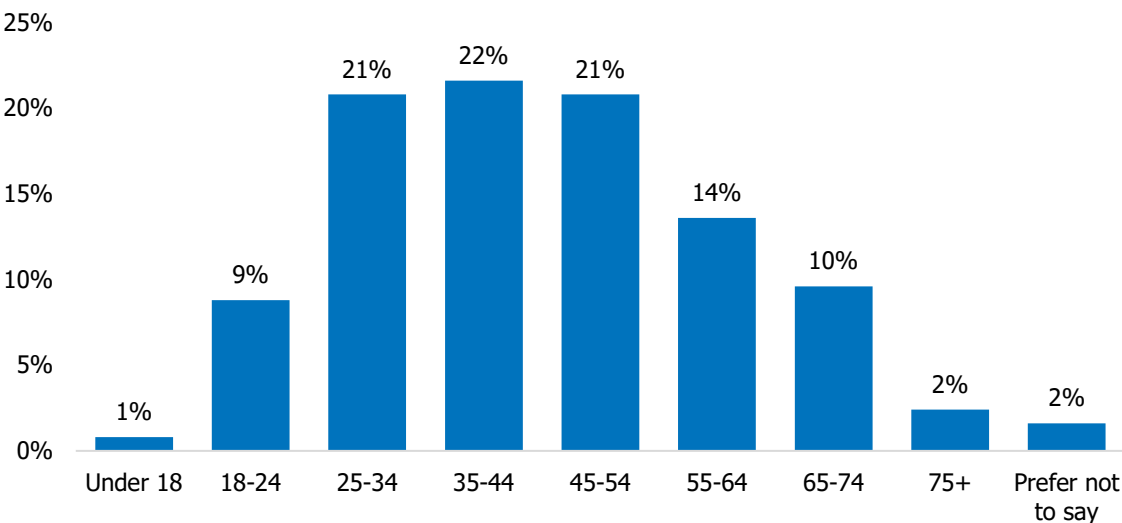
48 pieces of student feedback



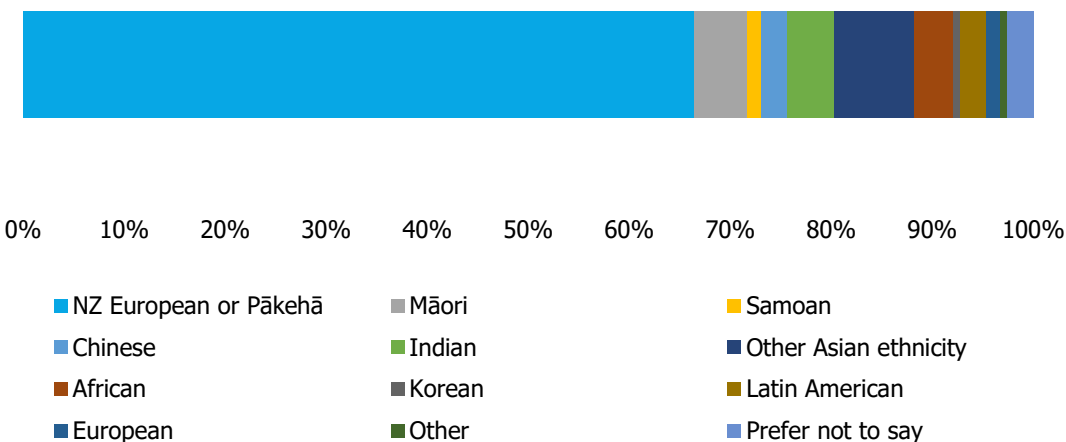
227 student votes on engagement boards



Age

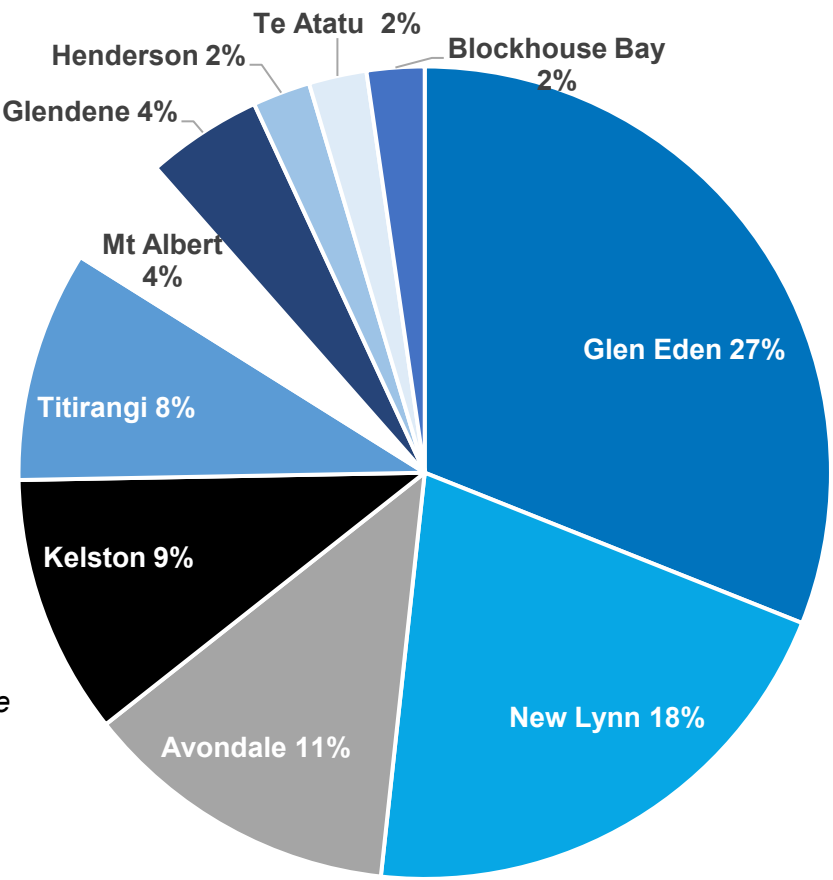


Ethnicity

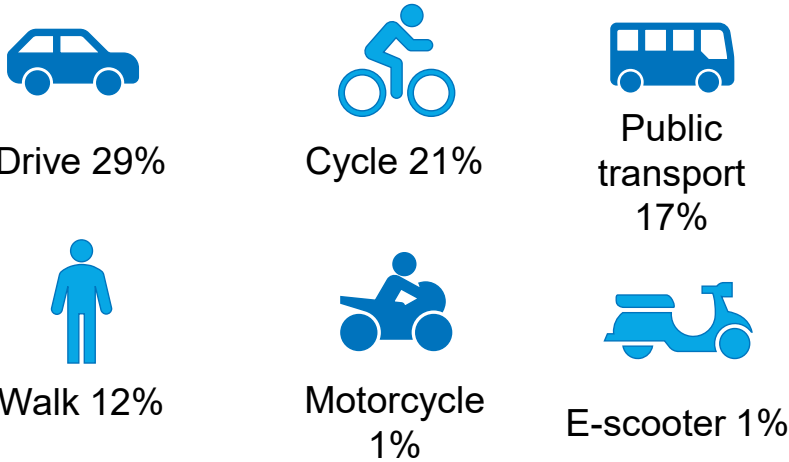


Where do respondents live and how do they move?

Where do you live?



How do you currently travel around Kelston / New Lynn or the surrounding area?



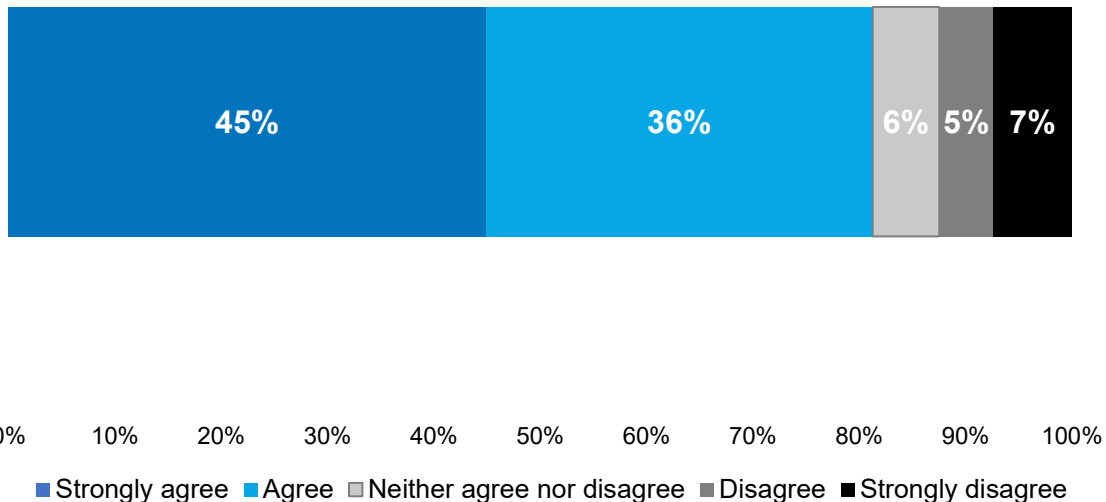
Source: Safe walking and cycling improvements Kelston, New Lynn and Glen Eden survey. Q1. Where do you live? (N= 188) Q2. How do you currently travel around Kelston / New Lynn or the surrounding area? Please select all that apply. (N= 549)

Community feedback

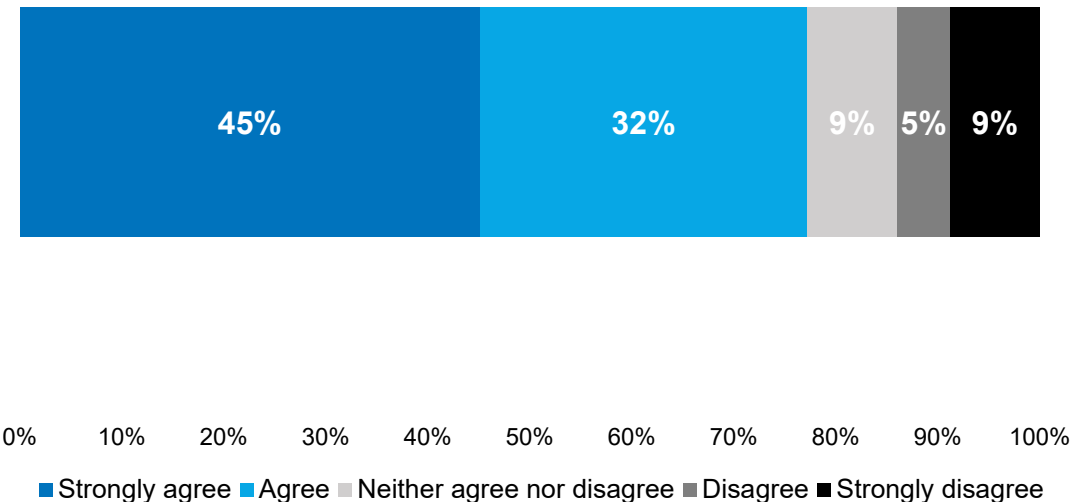


Most people agree that the proposed connections will make it safer and easier for people to walk and cycle (81%) and that they will encourage the community to walk and cycle more (77%)

The proposed cycling and walking connections will make it safer and easier for people to walk and cycle



The proposed cycling and walking connections will encourage you and your whānau to take more walking and cycling trips



The Kelston to New Lynn route improvement was ranked first amongst four other key routes – it is the route people would like us to deliver first

We asked people to rank four key route improvements in order of priority. Where the key route ranked first represents the route people would like us to deliver first, and the route ranked fourth is the key route people would like us to deliver last.



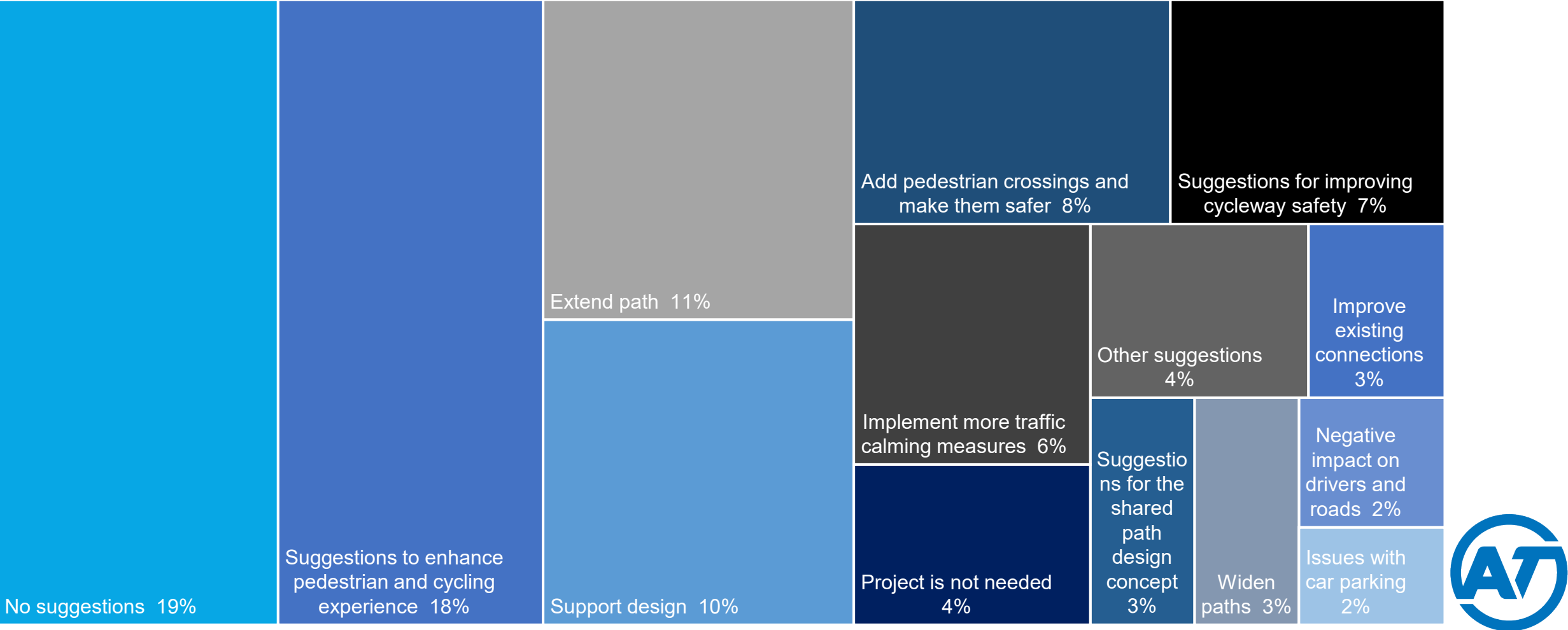
Community feedback

Suggestions for minor improvements



Suggestions to make minor improvements to the proposed walking and cycling connections

We asked people to tell us of any minor improvements we may have missed to further support the proposed walking and cycling connections. Below are the topics that emerged from responses:



Source: Safe walking and cycling improvements Kelston, New Lynn and Glen Eden survey. Q5. Looking at the plans, are there any other minor improvements (e.g., ramps for better accessibility, lighting, wayfinding signage, preferred crossing points, etc.) that we may have missed to further support the proposed walking and cycling connections? (N=191).

Suggestions to make minor improvements to the proposed walking and cycling connections in detail

Extend paths on the proposed design (11%)

People would like us to extend some of the proposed connections or create new ones to [achieve full community connectivity](#). One person told us that it can be discouraging when cycle lanes end on roads.

To improve connectivity people have asked that we (in no particular order):

- Go further into Glen Eden.
- Provide cycle access between Crum Park area and Seabrook cycleway.
- Provide a route between Titirangi village and Crum Park.
- Provide access between Rata Street and Ash Street.
- Provide access between Great North Road towards New Lynn train station and Fruitvale Road station.
- Make a right turn available from West Coast into Great North Road for bikes.
- Better access to Seabrook Avenue.
- Create a connection between Duck Park from Captain Scott Road.
- Cycle path between Ash Street and Great North Road.
- Consider going further into Titirangi.
- Proposed cycle route to extend into Archibald Park.
- Extend cycleway from the roundabout along Margan Avenue right into Titirangi Road towards Bunnings in New Lynn.



AT response to suggestions for extending paths on the proposed design

Suggestions for minor improvements	AT response
Going further into Glen Eden	The on-road shared cycling proposal for Clayburn Road aims to reduce disruption and extend the cycling network cost-effectively within the allocated budget. The project is already at the budget limit, assuming we will have access to NZTA funding. However, with the government announcing reduced funding for walking and cycling projects, it's unlikely that we can extend the project now. The Waitakere Ranges Local Board is exploring ways to connect beyond Glen Eden towards Sunnyvale and the Twin Streams paths.
Provide cycle access between Crum Park area and Seabrook cycleway	Currently, we are at budget with any walking or cycling infrastructure. Providing cycle access between Crum Park and Seabrook Avenue is not possible within the scope of this project. We think some cyclists may find West Lynn or South Lynn roads more comfortable to ride on due to their lower traffic volumes and moderate speeds.
Provide route between Titirangi village and Crum Park	Currently, we are at budget with any walking or cycling infrastructure. Providing cycle access between Titirangi village and Crum Park is not possible within the scope of this project
Cycle path between Ash Street and Great North Road	AT's long-term programme includes a cycling route along the rest of Rata Street and Ash Street. Within the current budget constraints, there is no funding to build this connection. The proposed concept design partially connects Ash Street and Great North Road with a cycle path. The following link includes relevant drawings: https://haveyoursay.at.govt.nz/88493/widgets/444978/documents/293614
Provide access between Rata Street and Ash Street	
Provide access between Great North Road towards New Lynn train station and Fruitvale Road station	The proposed network offers a similar route along Arawa Street, connecting to Fruitvale train station and later to the New Lynn Transport Centre. Link to the relevant concept plans is here: https://haveyoursay.at.govt.nz/88493/widgets/444978/documents/293612



AT response to suggestions for extending paths on the proposed design (continued)

Suggestions for minor improvements	AT response
Make a right turn available from West Coast into Great North Road for bikes	The concept plans include a right turn from West Coast Road to Great North Road via a blue shared path, which is the existing footpath designated as shared. There's not enough space at this busy intersection to continue the separated cycleway without expensive property purchases and affecting the busy main road.
Better access to Seabrook Avenue	The concept plans extend safe cycling facilities on Seabrook Avenue between Willerton Avenue and Parker Avenue. Improved walking and cycling access through New Lynn town centre also enhances access to Seabrook Avenue.
Create a connection between Duck Park from Captain Scott Road	This connection is available via the existing accessway to Duck Park.
Consider going further into Titirangi	The 10-30 year cycleways program includes plans to investigate cycle facilities on Titirangi Road as a future project. Due to current funding levels, this may not start anytime soon. For more details, you can find a summary of our cycling and micromobility investment strategy here .
Proposed cycle route to extend into Archibald Park	The proposed network is at the budget limit, even with an assumption of funding available from NZTA. With the government announcing less money for walking and cycling projects, it's unlikely to include or investigate a route extension to Archibald Park within the scope of this project. The northern end of Archibald Road has traffic calming and low traffic volumes, making it comfortable for many cyclists. If this section receives investment, it will likely become an on-road shared environment with additional traffic calming measures, like speed humps, similar to Clayburn Road and Arawa Street.
Extend cycleway from the roundabout along Margan Avenue right into Titirangi Road towards Bunnings in New Lynn	We are investigating whether we can include this section in a 'over programme' package of work. This means that if additional funding could be secured AT might be able to deliver this section. However, the government has announced that there is less money for walking and cycling projects meaning it is highly unlikely that AT could extend the project at this time.



Suggestions to make minor improvements to the proposed walking and cycling connections in detail – continued

Suggestions to enhance pedestrian and cycling experience (18%)

- More wayfinding, signs and road markings to be bold and clear. Signs need to be legible and highlight where the path connects to the final destination.
- Improve street lighting – especially Seabrook Avenue and West Lynn.
- Signage advising drivers to give way to cyclists and pedestrians.
- Add bollards to stop cars from parking on footpaths – along McCrae Way and footpaths in New Lynn centre.

Supportive of design (10%)

People told us they are happy with the plans and look forward to the changes being implemented:

looks great, please make this happen!

No, they are all good practical and workable additions. A good start for linking New Lynn > Glen Eden > Kelston > Henderson via proper safe shared paths. looks great, please make this happen!

Add pedestrian crossings / make existing crossings safer (8%)

New crossings on:

- Rankin Avenue.
- Parrs Park.
- Seabrook Avenue – Parker Avenue intersection.
- Zebra crossing on Rankin Avenue.

Safety could be improved for:

- Crossing over to Clayburn Road from Coast Road.
- Captain Scott Road (remove speed bump).
- Level crossing in Glen Eden.



AT response to suggestions for enhancing the pedestrian and cycling experience, and making changes to pedestrian crossings

Suggestions for minor improvements	AT response
Extend cycleway from the roundabout along Margan Avenue right into Titirangi Road towards Bunnings in New Lynn	We are investigating whether we can include this section in a 'over programme' package of work. This means that if additional funding could be secured AT might be able to deliver this section. However, the government has announced that there is less money for walking and cycling projects meaning it is highly unlikely that AT could extend the project at this time.
More wayfinding, signs and road markings to be bold and clear. Signs need to be legible and highlight where the path connects to the final destination	We sought community feedback on wayfinding and signage through the consultation. The output for this part of the project will be a mix of both internal and community-based feedback. The project includes an allowance for wayfinding, signage and all necessary road markings.
Improve street lighting – especially Seabrook Avenue and West Lynn	We acknowledge it may be necessary and fundable to improve some associated street lighting. Any further extensive improvements may not be fundable at this time.
Add bollards to stop cars from parking on footpaths – along McCrae Way and footpaths in New Lynn centre	The project team will look into ways to prevent illegal parking in New Lynn town centre during the next design phase.
Add additional pedestrian crossings	Rankin Avenue: A pedestrian crossing is planned near Waikomiti Street. Parrs Park: This is outside the project area. Our operations team can look into it upon receiving more information of the preferred location. Seabrook and Parker Avenues Intersection: Off-peak traffic is usually lighter here. The project budget is tight, so getting approval or funding would be hard. West Coast Road at Clayburn Road: A pedestrian crossing here would be preferable, especially with bus stops on both sides of West Coast Road. But, like many places in Auckland, we can't always afford crossings at every bus stop. Space constrains in the corridor and the need to meet certain engineering standards means that it would not be a simple / affordable fit.



AT response to suggestions for enhancing the pedestrian and cycling experience, and making changes to pedestrian crossings (continued)

Suggestions for minor improvements	AT response
Remove speed bumps in Captain Scott Road	The only speed bumps on Captain Scott Road are between West Coast Road and Oates Road (150 metres). They help make walking in the Town Centre safer. Foot traffic is important for the Centre's economy. These crossings are not part of this project.
Level crossing in Glen Eden	The future of the Glen Eden level crossing is being considered through a separate investigation / business case. Information on the level crossing will be made available in the due course.



Suggestions to make minor improvements to the proposed walking and cycling connections in detail – continued

Suggestions to improve safety of cycleways (7%)

- Do not have shared cycling paths to avoid accidents between pedestrians and cyclists.
- Improve traffic light phasing so that traffic light sensors respond to bikes.
- Safer cycling exits and entries throughout the network.
- Improve road surface on West Lynn Road so that people can use Seabrook Avenue cycleways coming from Titirangi.
- All cycleways to be protected, especially from cars on the road.

Implement more traffic calming measures (6%)

- Have more traffic calming measures on residential roads – particularly for shared roads that have high elevations and roadside parking.
- Also, more measure around New Lynn Mall (Totara Avenue and McCrae Way).
- More speedbumps around school areas – particularly outside St Leonards School.

Project is not needed (4%)

Some people think that this project is not needed and / or that it is a waste of money.

Stop wasting our money. There are more important things you need to focus on.

Scrap them altogether we are not going back to the Horse and cart days, Rimu Street is an extremely busy bypass road that is unsuited to more constricting development I seldom see any bicycles on it.



AT response to suggestions for improving cycleway safety, adding traffic calming measures, and not wanting the project to go ahead

Suggestions for minor improvements	AT response
Do not have shared cycling paths to avoid accidents between pedestrians and cyclists	Where there is enough space, the proposed network will have separate paths for walking and cycling. However, not all roads in the project area have enough space, so shared paths are sometimes the only option. For these shared paths, the project team will look into design solutions like ground markings, signs, and speed calming to reduce conflicts between bikes, scooters, and pedestrians.
Improve traffic light phasing so that traffic light sensors respond to bikes	In the next design phase, the project team will consider intersection improvements including upgrades to signal detection and phasing for people on bikes.
Safer cycling exits and entries throughout the network	New cycling facilities will be designed as closely as possible to best practice design standards as outlined in Auckland Transport's Transport Design Manual .
Improve road surface on West Lynn Road so that people can use Seabrook Avenue cycleways coming from Titirangi	AT has become aware of the rough ride and associated noise at this location. While we can't commit to a re-surface at this time, we are looking at options and will have the road back to more reasonable standard in the near future.
All cycleways to be protected, especially from cars on the road	New cycling facilities will follow the best design standards in Auckland Transport's Transport Design Manual . However, because of limited road space and budget, some parts of the cycle network will be shared paths or on-road cycling.
Have more traffic calming measures on roads that are to be on-road shared with bike riders, particularly around New Lynn Centre and St Leonards Road	In residential streets with on-road shared cycling, traffic calming will be installed every 60 metres, following AT's Engineering Design Standards. This helps keep speeds below 30 km/h, making it safer for walkers and cyclists. Studies show that the chance of surviving a crash at 30 km/h is much higher (90%) compared to 50 km/h (20%).
Some think the project is not needed and / or a waste of money	To help Auckland grow and thrive, we need more people using space-efficient transport like buses, trains, bikes, and walking. We can't keep adding more roads for cars, as this will only make traffic worse. Making the transport network safer and more appealing for these modes will benefit everyone, including drivers. Investing in cycling and walking also helps reduce road accidents. New Zealand cities have poor road safety records compared to other countries. For more details on why Auckland invests in cycling, check out our cycling and micromobility investment strategy summary here .



Suggestions to make minor improvements to the proposed walking and cycling connections in detail – continued

Improve existing connections (3%)

Connections such as:

- New Lynn – Avondale path.
- Glen Eden path near Parrs Park.
- Clayburn Road – Great North Road (wanted as a shared path).
- New Lynn train station – Rankin Avenue (route is unclear and difficult to navigate).
- Avondale connections to all suburbs (on the side of Whau river).

Suggestions on the shared path design concept (3%)

- Road surface needs to remain flat over driveways for safety of cyclists.
- Keep pedestrians separate from cyclists to avoid potential collisions.
- Reconsider having cyclists share road with vehicles. They will always need strong separators for protection.

Widen paths (3%)

- General call to widen pedestrian paths.
- Specifically mentioned was the passageway from Fruitvale Station carpark to Faith Bullock Place.



AT response to suggestions for improving connections, widening paths and making changes to the design

Suggestions for minor improvements	AT response
People sought improvements to existing connections	The feedback reflected that the community wanted better connections for New Lynn – Avondale, Glen Eden path near Parrs Park, Clayburn Road – Great North Road as a Shared Path, a simpler New Lynn Transport Centre – Rankin Avenue connection, and more Avondale connections. The proposed network includes safer connections to existing facilities like New Lynn – Avondale, Seabrook Avenue, and Waikamute Cemetery. However, the budget is maxed out, even with potential NZTA funding. The government has announced less money for walking and cycling projects, so it's unlikely AT can extend the project now.
People made suggestion against designs and design standards	The following suggestions were provided: Road surface needs to remain flat over driveways for safety of cyclists. • New cycling facilities will follow best practice design standards from Auckland Transport's Transport Design Manual. The standards allow for a slight, safe slope. Keep pedestrians separate from cyclists to avoid potential collisions. • Where there is enough space, the proposed network will have separate paths for walking and cycling. However, in some areas, shared paths are the only option. The project team will look into design solutions like ground markings, signs, and speed calming to reduce conflicts between bikes, scooters, and pedestrians.



AT response to suggestions for improving connections, widening paths and making changes to the design (continued)

Suggestions for minor improvements	AT response
People made suggestion against designs and design standards (continued)	Reconsider having cyclists share the road with vehicles. They will always need strong separators for protection. • On-road cycling isn't suitable for everyone. It's a cost-effective way to extend the cycling network but not ideal for all ages and abilities. If there was more budget and road space, separated cycleways would be proposed. • Where on-road shared cycling is proposed, traffic calming will be installed every 60 metres, following AT's Engineering Design Standards. This helps keep speeds below 30 km/h, making it safer for walkers and cyclists. Studies show that the chance of surviving a crash at 30 km/h is much higher (90%) compared to 50 km/h (20%). Slower speeds also make cycling and walking more comfortable. • Some speed humps will have cycle cut-throughs, so cyclists don't have to go over the hump, supporting safe and comfortable cycling in areas with managed traffic speeds.
People sought wider footpaths	The project aims to avoid expensive and disruptive work. However, if footpaths need to be rebuilt, they will usually be made wider than before.
The walkway between Mason Park / Fruitvale Train Station and Faith Bullock Place was mentioned	This 1.5-metre path is a narrow spot in the network. Widening it would be very costly and disruptive. Users will need to share it carefully along this 43-metre section.



Suggestions to make minor improvements to the proposed walking and cycling connections in detail – continued

Negative impact on drivers and roads (2%)

- Concerns were raised that by removing road space we will be increasing congestion to cater for a niche group of people (cyclists).
- One person asked that we do not take road space but instead use existing berms.

Issues with car parking (2%)

- Concern that there isn't enough car parking today and the proposed design will only reduce the number of car parks available.
- One person told us that because of housing developments on Clayburn Road cars parked on the road are forcing a one lane of traffic. With some cars dangerously parking on the corner of the reserve.



AT response to feedback regarding issues with carparking and negative impact on drivers

Feedback	AT response
Concerns was raised that by removing road space we will be increasing congestion to cater for a niche group of people (cyclists)	The project has minimised taking space from traffic lanes, especially at intersections. In the few areas where this is necessary (like the West Coast Road and Great North Road intersection), traffic modelling shows that delays will usually be just a few seconds. You can find the modelling results in our FAQs section.
One person asked that we do not take road space but instead look into widening other spaces instead of roads such as within the existing berm space	Many of the proposed walking and cycling improvements are within the berm space. This is not always feasible however and is often not the most cost effective.
Concern was raised that there isn't enough car parking today and the proposed design will only reduce the number of car parks available	New Zealand and Auckland have some of the highest car ownership rates globally, leading to increased stress on on-street parking. Our roads and streets must serve a diverse range of functions. The proposed network does not aim to remove parking in town centres, shop-fronts, or school gates. Where kerb-side parking is repurposed, surveys show there is enough on-street parking on local side streets to meet demand. The project team is committed to working with communities to ensure parking arrangements are suitable. Additionally, other transport modes (bus, train, ferry, bike, and walking networks) have significantly improved over the last few decades, providing reliable alternatives to car-based transport. This project is part of that broader strategy.
One person told us that because of housing developments on Clayburn Road cars parked on the road are forcing a one lane of traffic. With some cars dangerously parking on the corner of the reserve.	We request the community to help us manage any illegal parking by reporting it here: Contact us . We will look into further safety restrictions during the next design phase.



Community feedback

Secured bike parking suggestions



Where would people like secure bike parking?



Local Centre (37%)

Dairys

New Lynn centre
Kelston centre
Glen Eden centre
Titirangi village

Local shops in:

Seabrook Avenue, West Edge, Margan Avenue,
Rankin Avenue, St Leonards Road, Totara Avenue,
McCrae Way and Rata Street



Community spaces (33%)

Daycares
Schools
Libraries
Malls

Supermarkets
Waikumete cemetery
Swimming facilities
Playgrounds and parks
(Olympic Park and Lawson Park)



Public transport locations (17%)

Major public transport routes

Specific roads – Great North Road and Archibald Road

Train stations – Fruitvale Road, New Lynn and Glen Eden station



AT response to bike parking location suggestions

Suggestions	AT response
Regarding where people have suggested bike parking	Thank you for your suggestion, we included bike parking and wayfinding in our consultation and shall incorporate both internal and community feedback in deciding on the location.



Additional feedback regarding secured bike parking:

Proposal not wanted (9%)

Some feedback was about not supporting the proposal to add bike parking or the project overall. Some asking that we make other kinds of improvement to the area. These improvements were:

- Improving level crossing in Glen Eden.
- Adding more secured car parking.
- Cheaper and more frequent public transport.
- Dealing with excess of parked cars on Arawa Street.

What about secure and affordable parking? Your own survey states that 72% of submitters preferred driving their private vehicle in their neighbourhood. Why are you not working on improving roads and providing more affordable parking?

Risk of theft (5%)

There is concern that bikes may be stolen if parked in public. Some people asked that bike parking come in the form of locked cages or that we install CCTV cameras to monitor antisocial behaviour.

Yes, the horseshoe style racks with rubber protection. Please install Locky Docks at New Lynn.

Unless you have a locked cage with safety on site, I won't be locking my bike at any of these locations.



AT response to other bike parking feedback

Feedback	AT response
Some people sought the prioritisation of other improvements	- Improving level crossing in Glen Eden. The future of the Glen Eden level crossing is being considered through a separate investigation / business case. Information on the level crossing will be made available in the due course. - Adding more secured bike parking. Thank you for your suggestions. This will be considered through the next design phase of the project. - Cheaper and more frequent public transport. Cheaper public transport fares are a great way to support more sustainable trips and in turn free up road space. However, AT can only work within a prescribed funding envelope and with what is recovered through fares (farebox recovery). In terms of bus frequency, there's a table from page 101 of the Auckland Regional Public Transport Plan that setting out what bus routes are to become more frequent (subject to funding): aucklands-regional-public-transport-plan-2023-2031-adopted-november-2023.pdf The frequency of trains will also increase as the City Rail Link opens and other network improvements are made. At which point, trains will run on the Western Line at 5 to 10 minutes frequencies and a rail journey from Henderson to Te Waihorotiu will take 35 minutes (save 24 minutes). - Dealing with excess of parked cars on Arawa Street. The project's parking survey shows that roadside parking at the western end of Arawa Street fills up early on weekday mornings, likely due to people catching the train from Fruitvale Station. However, parking in the eastern half of the street is lower, with spaces available all day. Ongoing discussions are needed about parking at the western end of Arawa Street.
People raised concerns regarding the risk of bike theft and some sought secure bike cages	Thank you for your suggestions. This will be considered through the next design phase of the project.



Community feedback

**Suggestions to make New Lynn centre
more welcoming and safer**



How can we make New Lynn centre more welcoming and safer for people to move around on bike and foot?

While 23% of people did not make any suggestions and 4% told us that the proposed plan was not wanted – **73% (156)** of people did make suggestions to how we could improve New Lynn centre for cyclists and pedestrians.

Suggestions included:

- Implementing more traffic calming measures (16%)
- Increasing safety for cyclists and pedestrians (14%)
- Suggestions on the shared path design concept (9%)
- Improving road upkeep and infrastructure (5%)
- Reducing impact on traffic flow and road space (4%)
- Adding more green spaces (4%)
- Creating better and more path connections (2%)



Suggestions in detail:

Key

*N= number of responses

Suggestion	Detail	%
Implementing more traffic calming measures	Lowering speeds, adding roundabouts (Delta Avenue specifically mentioned), more wayfinding, safe crossings where children frequent, better visibility around high-traffic entrance ways, signage calling out for cyclists and pedestrians, and adding a pedestrian access between Great North Road and McCrae Way.	16% (N = 34)
Increasing safety for cyclists and pedestrians	McCrae Way is a road of particular concern because cars park on the footpath and pedestrians feel unsafe due to dangerous driving. People also ask that: cycle lanes are safely separated from the road, there are enforcements for cars that park on cycleways, there is better lighting at night (e.g., West Lynn Road) and clear signage to separate pedestrians from cyclists. Some people would like us to install CCTV cameras to monitor antisocial behaviour, theft and to give the community a sense of security when travelling along the shared paths.	14% (N = 30)
Suggestions on the shared path design concept	Suggestions to widen footpaths where possible – Rata Street was frequently mentioned. Also ensuring that there is clarity amongst pedestrians and cyclists over which side of the road to be in – a couple of people suggested that pedestrians and cyclists be on different separated paths to avoid confusion.	9% (N = 18)



Suggestions in detail:

Key

*N= number of responses

Suggestion	Detail	%
Improving road upkeep and infrastructure	General comments regarding roads and shared paths that already exist. For instance, fixing damaged road paving and smoothing shared pathway surfaces – Memorial Drive was specifically mentioned as tree roots are lifting the bricks on the path making it unsafe to travel through.	5% (N = 11)
Reducing impact on traffic flow and road space	People told us that by restricting road space congestion will increase. They ask that we do not take unnecessary road space and that we keep the car parks that are being proposed to be removed. Parking in Arawa Street was pointed out as a concern since a reduction in parking has driven cars to park illegally.	4% (N = 9)
Adding more green spaces	People would like us to add more greenery to public spaces.	4% (N = 8)
Create better and more path connections	- Expand the shared paths from Totara Avenue - include Memorial Drive between Totara Avenue and pedestrian crossing outside Denny's. - Connect Portage Road from current path to the Portage Road – Clark Street intersection. - Better and separated paths towards Kelston mall along Great North Road. - Better paths towards Titirangi through Arawa Street. - Overall, a more unified network of connections – no silos.	2% (N = 5)



AT response to suggestions on how to make New Lynn centre more welcoming and safer

Suggestions	AT response
Suggestions included: • Implementing more traffic calming measures (16%). • Increasing safety for cyclists and pedestrians (14%). • Suggestions on the shared path design concept (9%). • Improving road upkeep and infrastructure (5%). • Reducing impact on traffic flow and road space (4%). • Adding more green spaces (4%). • Creating better and more path connections (2%).	Thank you for your suggestions. These will be considered through the next design phase and within the prescribed budget.



Community feedback

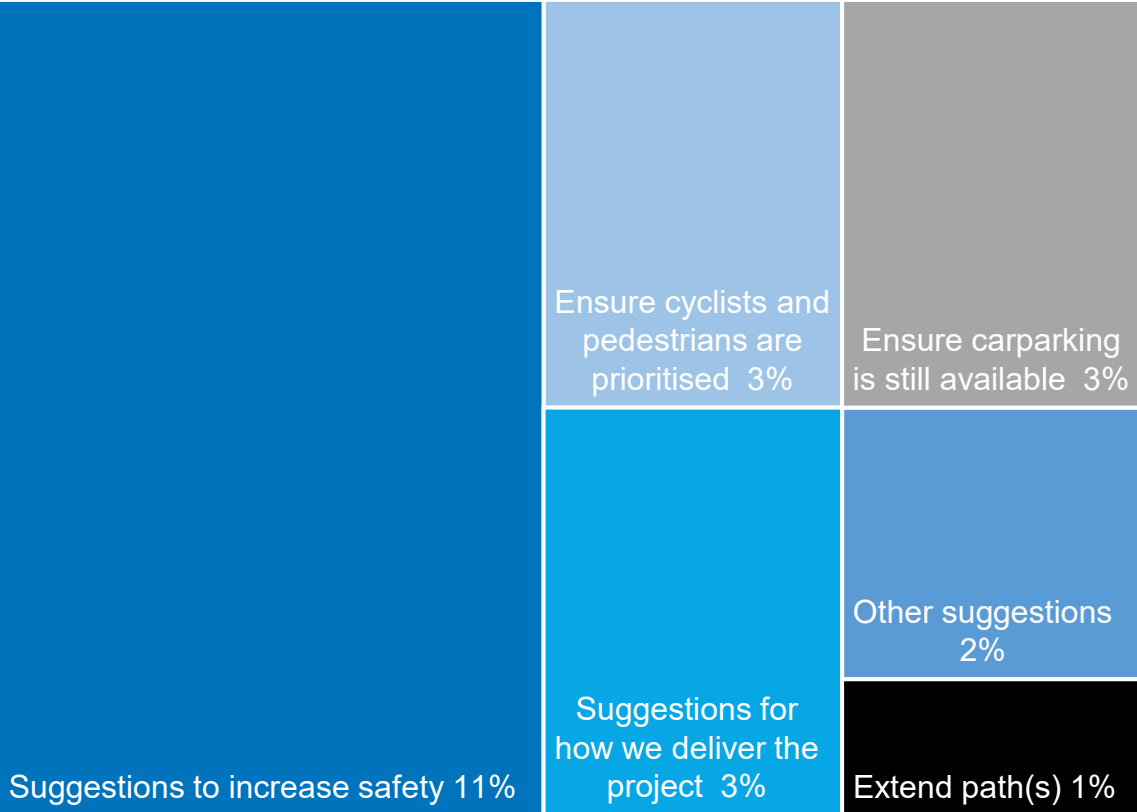
Concerns, suggestions and questions
regarding the proposed repurposing of road



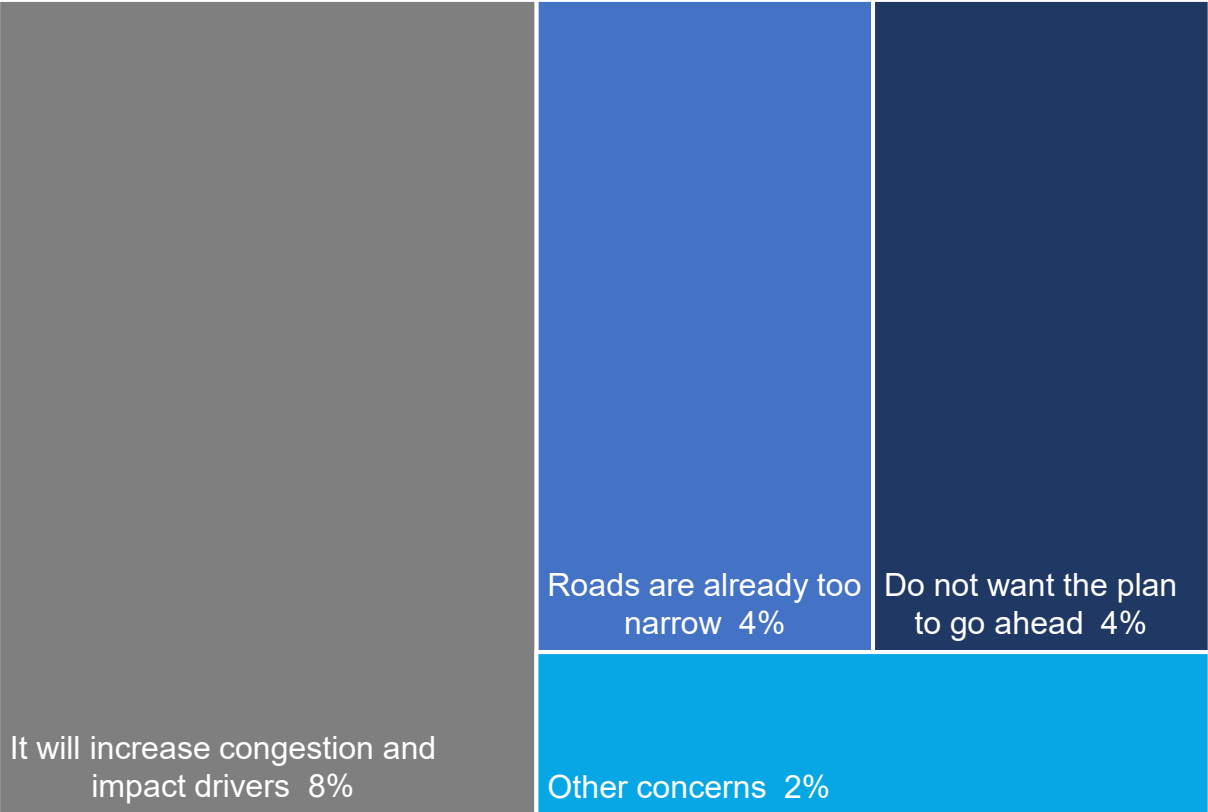
Suggestions and concerns regarding the proposed repurposing of road space

Some people were supportive of repurposing roadside space to make way for the improvements. With 26% of respondents showing support for the repurposing of the road and 25% saying they had no concerns. Some people however did raise the following concerns and made some suggestions:

Suggestions for the repurposing of roadside space



Concerns about the repurposing of roadside space



Source: Safe walking and cycling improvements Kelston, New Lynn and Glen Eden survey. Q9. There are some locations where we have had to repurpose roadside space (without affecting traffic flow) to make way for these improvements. Looking at the plans, please let us know if you have any concerns, suggestions or questions regarding the proposed repurposing of road space: (N= 153)

Suggestions on the proposed repurposing of roadside space in detail:

Key

*N= number of responses

Suggestion	Detail	%
Suggestions to increase safety	- Shared paths must be protected from traffic and should be far enough from roads e.g., Great North Road. - Create safety measures around shared paths/cycleways which have driveways exiting into the them. - Have protected pedestrian lanes instead of shared paths. - Cycleways must be protected with physical structures and not just painted lines when next to the road. - Have signs for vehicles calling to watch out for pedestrians and cyclists. - Improve shared path links – it can be dangerous when paths end on a road and they don't link up to other paths.	11% (N = 17)
Ensure carparking is still available	Proposal should allow for enough car parking to be available. Clayburn Road was mentioned by one respondent as a problematic road due to new housing developments. They said that this road has turned into one single lane of traffic with cars parking on the berm along the reserve.	3% (N = 5)
Ensure cyclists and pedestrians are prioritised	A general call to ensure that pedestrians are prioritised in the design and that we think about including more cycleways where possible.	3% (N = 5)



Suggestions on the proposed repurposing of roadside space in detail:

Key

*N= number of responses

Suggestion	Detail	%
Suggestions for how we deliver the project	People want us to ensure that we give the community enough notice before works begin. Also, that road works are fast and that we minimise disruptions. It was suggested by one respondent that we provide the community with predictions on how traffic congestion will be impacted when the proposed changes are in place.	3% (N = 4)
Other suggestions	Other suggestions such as widening footpaths and removing speed bumps.	2% (N = 3)
Extend path(s)	• Extending Seabrook Avenue bike path into Titirangi Village. • Build connections into Sunnyvale via the cemetery.	1% (N = 2)



Concerns on the repurposing of roadside space in detail:

Key

*N= number of responses

Concerns	Detail	%
It will increase congestion and impact drivers	Concern that the project will cause further disruptions to traffic by increasing congestion. One person showed particular concern for traffic congestion increasing on Clark Street if traffic lanes are removed.	8% (n= 13)
Roads are already too narrow	There is concern that there is not enough space on busy roads today, especially on roads with cars park on either side of the road. Roads mentioned were: • Huia Road – narrow and dangerous. • Clayburn Road – narrow and windy with lots of traffic parked on both sides.	4% (n=6)
Do not want the plan to go ahead	Comments about not wanting us to re-purpose more road space. Also concerned that it will increase pollution, and it will be a waste of taxpayer's money.	4% (n=6)
Other concerns	• Some roads being too congested today (Woodvale Road – Woodglen Road). • Some roads feelings too dangerous to travel (Titirangi Road and Rimu Street) • Fear that the outcome of this project will be negative as seen with another similar project e.g., Meola Road – Pt Chevalier.	2% (n=3)



Questions raised on the proposal to repurpose road space:

Question

Is there an alternative to not removing the slip lane from Great North Road onto West Coast Road?

- *There is concern that it will create big traffic disruptions.*

Is there an alternative to not removing the slip lane on Hugh Brown Drive?

- *The roundabout gets frequently backed up.*

Will cars still be able to turn left to stay on Totara Avenue from Rankin Avenue?

- *Referring to the separated cycle path added to the Rankin Avenue – Totara Avenue connection.*



AT response to questions on the proposal to repurpose road space

Questions	AT response
Is there an alternative to not removing the slip lane from Great North Road onto West Coast Road?	We have undertaken traffic modelling for this proposal shows that the delay is negligible. You can find the traffic modelling statistics in our FAQs section. There is no other feasible alternative unfortunately
Is there an alternative to not removing the slip lane on Hugh Brown Drive?	Hugh Brown Drive is classified in Future Connect (AT's Network Plan) as an important link in the Strategic Cycle and Micromobility Network. It does not serve as a major vehicle movement corridor. As such, allocating some space to support safe crossing for cycling between Hugh Brown Drive and Memorial Drive is considered appropriate. Short of costly private land purchase and widening the whole road corridor, there is no other feasible option. At the next design stage traffic modelling will be carried out to ascertain the severity or otherwise of any delay.
Will cars still be able to run left to stay on Totara Avenue from Rankin Avenue?	Yes, the consultation drawings did not make it clear that the bus lane is proposed to become a general traffic lane. We have rectified this now.



Student Voice



Who did we engage with and how did we do it?

There are eight schools in the Kelston, New Lynn and Glen Eden cluster. We engaged with students from Kelston Intermediate, Kelston Primary, St Leonards School, Kelston Boys High School and New Lynn School. We also received feedback from the principal of St Leonards school and IQRA school and spoke to principals from Fruitvale Primary and Glen Eden School.

Methodology

- We showed students 3D renders of the proposed concept plans and asked two questions:
 - How do you feel about the proposed plans?
 - Do you have access to a bike?
- We asked for suggestions on how to make the plans more welcoming to the community.
- Students from Kelston Boys High School also took the online public survey. 18 students took the survey in total.



What did students tell us?

All students participated in an activity where they received a sticker to answer the two questions below:

Do you currently own or have access to a
bike / scooter

68%

Yes, I do!

32%

No, I do!

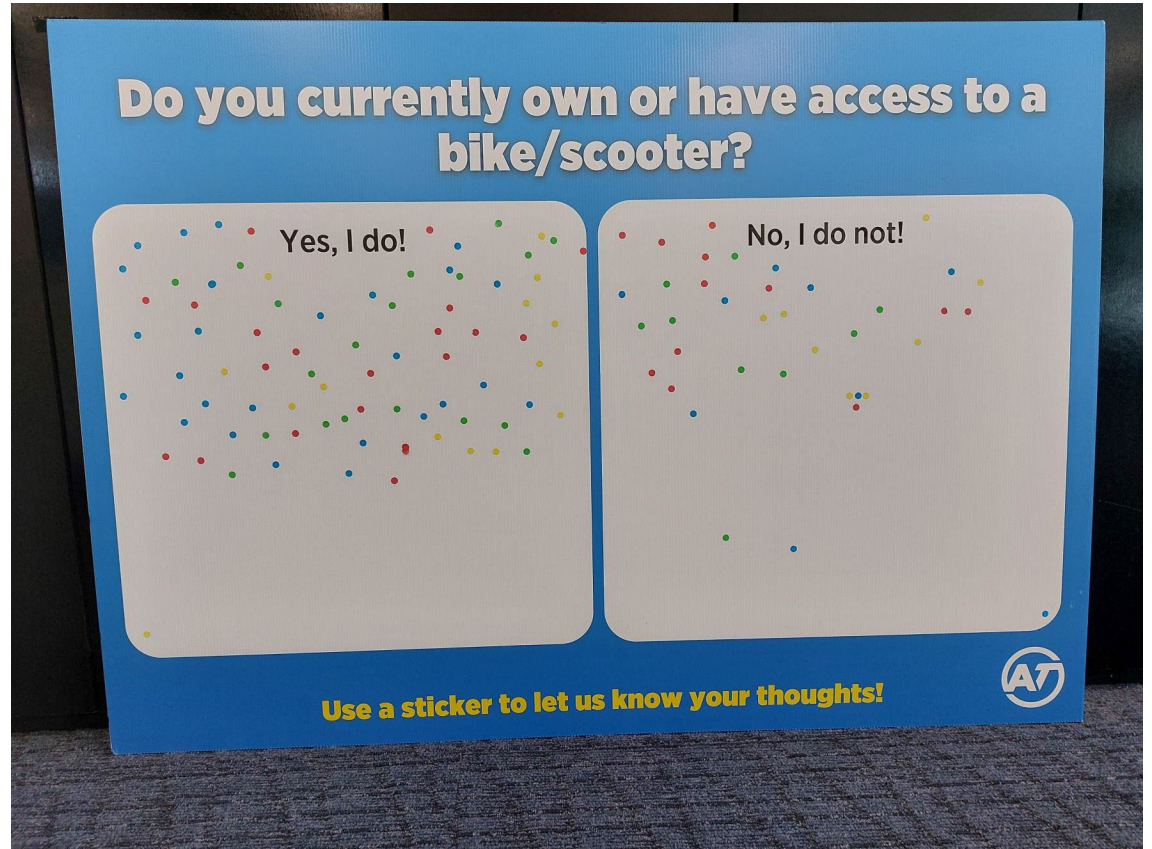
How do you feel about the plans?

90%

I like the plans

10%

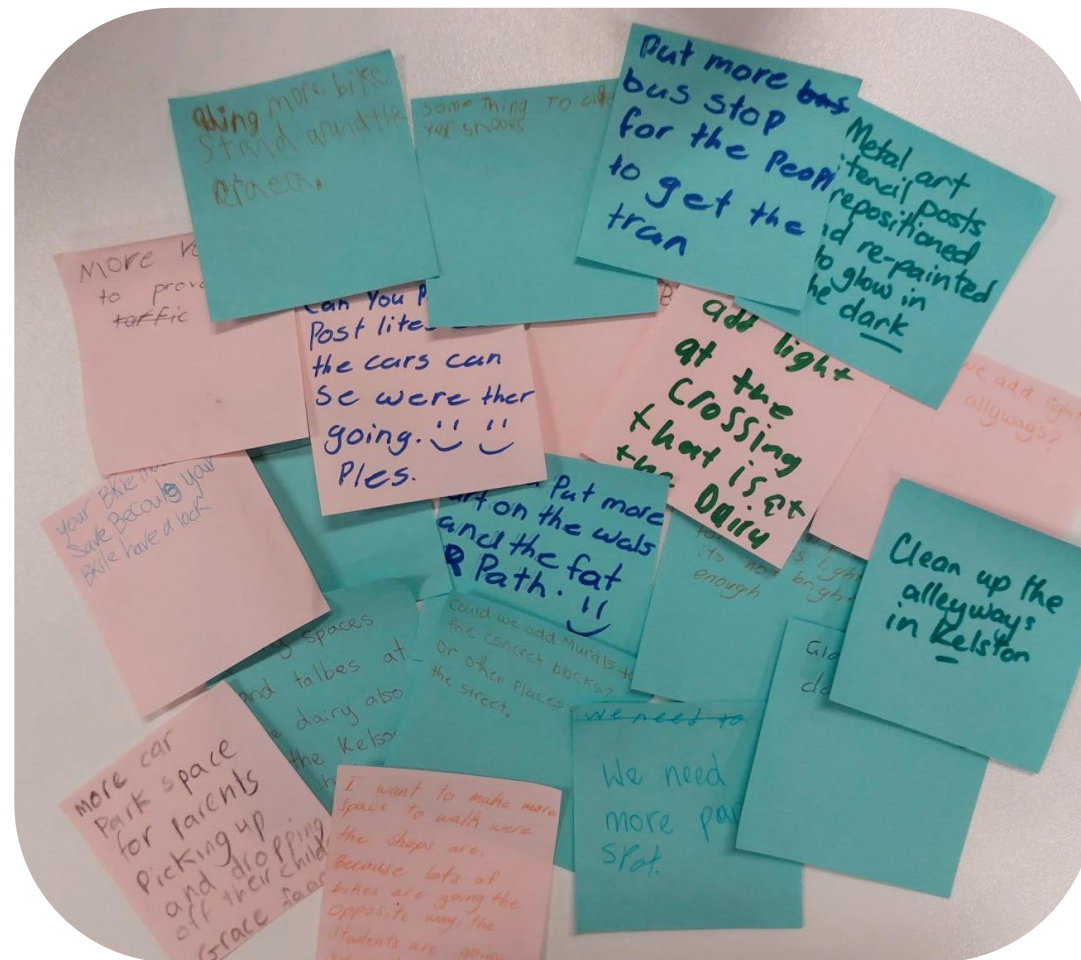
I don't like the plans



Student suggestions to make the plans more welcoming to the community:

Students made the following suggestions to make the plans more welcoming to the community:

- More lighting.
- Adding art and colour.
- Adding more cycle lanes and pedestrian paths.
- Having more bus stops.
- Having more car parking.
- Having more bike parking.
- More school pick-up and drop-off points.
- More seats and tables around shops.
- Having more covered bus stops.
- Adding more green spaces to the area.



AT response to student feedback and suggestions

Feedback	AT response
School student provided information related to the project: 68% of students own a bike or scooter. 32% do not.	AT will consider this through the next phase(s) of the project and in terms of non-infrastructure initiatives to promote sustainable trips.
School students made a number of suggestions to make the plans more welcoming: Add more: lighting, art and colour, cycle lanes and pedestrian paths, more bus stops, car parking, bike parking, school pick-up and drop-off points, seats and tables around shops, covered bus stops, and green spaces	These are some amazing suggestions and within the prescribed project budget will be considered through the Design Phase.



Stakeholder feedback



Summary of main points on stakeholder feedback

We received feedback from five stakeholder groups covering a myriad of different concerns and suggestions. Below is a summary of stakeholder feedback received:

Stakeholder	Feedback
Kāinga Ora	AT must ensure that there are no adverse impacts on access to public housing sites within the project's area (<i>property details have been provided</i>).
	We must also ensure that proposed cycling and road safety infrastructure does not block or restrict vehicle access for residents of Kāinga Ora properties.
IQRA School	Concern raised around congestion and double parking / pay parking for parents.
	Concern that changing Hugh Brown Drive to a one-way road will impact 230 parents during pick-up time.
Bike Auckland	AT must ensure that the project includes clear wayfinding and signage (especially at right hand turns as some of these are counter-intuitive on the plans). Users need to know how areas join with each other and where they are expected to go. Safe navigation is important. <i>Note: Bike Auckland submitted a formal submission with other suggestions and concerns specific to each shared path location.</i>

Summary of main points on stakeholder feedback

Stakeholder	Feedback
Kelston Intermediate	Supportive of the project – particularly connection to the Avondale – New Lynn cycle pathway, concrete supporters on Rimu Street, raising pedestrian crossings on Archlynn Road, Archibald Park, St Leonards Road and top of Vanguard Road.
	Concern that the Rata Street proposal will cause congestion on the footpath with removing them.
	Concern that some proposed interventions will negatively impact emergency response times. • Traffic calming measures can impact emergency response times, increasing risk to life and property.
Fire Emergency New Zealand	Concerns on proposed safety interventions • Traffic calming measures on primary response routes should be limited • Preference for the existing horizontal deflection devices, like existing chicanes on Rimu Street over the proposed raised speed humps.
	Clayburn Road interventions • Increased traffic on this route as a result of the level crossing closure will reduce safety of an on-road cycleway • Clayburn Road needs to become a primary alternative route for Fire and Emergency until Glen Eden Station is relocated. Cycleways should then be delayed until station has been relocated. • Move cycleway to a safer off-road design similar to what is being proposed on Rata Street.
	Safer cycle lane barriers that enable emergency appliances to mount the barriers safely when responding to incidents, vehicles can safely move out of the way of a responding appliance, and a safer location for the proposed bus stop on Great North Road to be considered.
	<i>Note: Fire Emergency New Zealand submitted a formal submission with some other suggestions and concerns.</i>

Summary of main points on stakeholder feedback

Stakeholder	Feedback
NZ Police	Features in the proposed design impact Police emergency response times. Raised pedestrian crossings and speed bumps slow down response times and damage vehicle suspension and undercarriage. They make road safety enforcements difficult and sometimes unsafe.
	Concrete cycle separators can also make road safety enforcement difficult and unsafe. At times they make it impossible for Police due to the removal of stopping areas and the restriction of lane width.
	A suggestion is made that Auckland Transport use flush painted pedestrian crossings instead on key routes.
	It was also suggested that we restrict the use of speed humps on residential streets.



AT response to stakeholder feedback

Feedback	AT response
Kāinga Ora submitted that: - AT must ensure that there are no adverse impacts on access to public housing sites within the project's area (<i>property details have been provided</i>). - We must also ensure that proposed cycling and road safety infrastructure does not block or restrict vehicle access for residents of Kāinga Ora properties.	We have noted and taken Kāinga Ora's feedback into consideration.
IQRA School raised concern around: Congestion, double parking, pay parking for drop offs and pickups, and the proposed one-way speed bump on Hugh Brown Drive.	AT will carry out further investigations and consider this into through the Design Phase.
Bike Auckland ask that: AT ensure that the project includes clear wayfinding and signage	The project includes an allowance for wayfinding signage.
Emergency services: Fire and emergency New Zealand, NZ Police (Waitemata District) were concerned that: Proposed safety interventions may impact their response time	We will work with Fire and Emergency New Zealand and NZ Police (Waitemata District) to ensure the proposed safety improvements minimise the impact on their response time through the next phases of the project.



Recommendations



Recommendations

When looking at the feedback there are key areas of interest that we should place special focus on. These areas repeated throughout the feedback telling us that they are important to the community.

When thinking about our proposed plans, we should:

1. **Think about entire community connectivity with our design.** There were many calls in the feedback to extend the paths proposed into other areas and to improve existing connections so that people in the community can use active modes of transport.
2. **Safety must be prioritised with all proposed improvements.** Concerns for cyclists' safety was frequently mentioned, as well as the potential for incidents if we make pedestrians and cyclists share the same path. Monitoring shared paths to avoid exposure to antisocial behaviour and theft were common suggestions to increase safety also.
3. **Ensure that the experience of travelling along the paths is easy and free of barriers.** Having good road infrastructure, safe entry and exit points in and out of shared paths, enough lighting, good wayfinding, signage calling to watch out for cyclists and pedestrians, etc.
4. There is a small amount of concern for the improvements impacting traffic flow and car parking – however this was **not a major concern raised in the feedback.**
5. There were **roads that were frequently mentioned as problematic or dangerous.** We should place attention on feedback regarding the following roads:
 - McCrae Way.
 - Clayburn Road.
 - Arawa Street.





Thank you

