

Māngere West Cycling Improvements

Frequently Asked Questions



What are the Māngere West Cycling Improvements?

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

This new network will connect Ngā Hau Māngere Bridge to Auckland Airport, Māngere Town Centre, Māngere Centre Park, and more, linking these key destinations with the wider Auckland cycling network that extends to Onehunga, Mt Roskill, West Auckland, and the city centre.

While this route fills a vital gap in our wider cycling network, it will also make it easier and safer for more people to get to local places by bike, such as schools, parks, Te Pane o Mataoho (Māngere mountain), churches, community hubs, and more.

Why are they being prioritised?

Out of all the cycling projects in Auckland, Auckland Council prioritised funding for the construction of the Māngere West Cycling Improvements project because of its importance in:

- **Providing safer active transport options**—ensuring people walking, biking, scooting, or using mobility aids have a **safe and reliable way to travel**.
- **Improving travel choices**—offering a safe option for those who choose to cycle **to and from the Airport Employment Zone**.
- **Creating a well-connected network**—linking to the existing cycling infrastructure from **Ngā Hau Māngere Bridge to Hillsborough, Mt Roskill, Avondale, and Mt Albert**, as well as connecting to **Onehunga and the train station**, providing access to the **central city**.
- **Enhancing transport equity**, as Māngere is a high-priority area for transport investment due to rapid housing and employment growth. Many people in Māngere live close to their schools and workplaces, making cycling a viable and necessary transport option.

These streets fill a key gap in Auckland's cycling network. Once the improvements are in place, we anticipate an increase in people walking, biking, scooting, or travelling with mobility assistance.

How will this project benefit the Māngere community?

This project will make it **safer and easier** for people to cycle around Māngere—whether heading to **school, work, the town centre, or the airport**. It also aims to:

- **Improve safety** for cyclists, pedestrians, and drivers by creating dedicated spaces for each.
- **Reduce traffic emissions and congestion**, by providing safe, environmentally friendly alternatives to driving short distances.
- **Support local whānau and young people** with the freedom to choose low-cost, active methods of getting around.

By carefully planning now, we are ensuring that the growing Māngere community—especially future generations—have more choices about how they can move around their neighbourhood and beyond.

What are we building as part of the Māngere West Cycling Improvements?

This project will deliver 3.5 km of new walking and cycling infrastructure in Māngere.

The upgrades include:

- **New and improved cycleways** to separate people on bikes from traffic.
- **Safer pedestrian crossings** to make walking and cycling more accessible.
- **Traffic calming measures** to reduce vehicle speeds and improve safety.
- **Upgraded bus stops** to provide safer access for public transport users.
- **Improved footpaths and lighting** to create a safer environment for everyone.

These improvements are designed to **make cycling and walking safer and more enjoyable** while ensuring better connections to **schools, workplaces, shops, and transport hubs**.

When was the community consulted on this project?

The community has helped shape this project through **several years of engagement**:

2020: We consulted communities in Māngere and Māngere Bridge on proposed cycling improvements. During this consultation, the community told us they wanted to be more involved in developing and designing their streets.

2021: Following feedback requesting more involvement, the project was paused and restarted with a greater focus on community collaboration.

2022: A series of Collaboration Forums brought together local people with a broad range of perspectives and connections to local organisations, businesses, and community groups. The resulting design balances a wide range of ideas and needs highlighted by collaboration forum participants.



2023: A formal public consultation was held, including:

- **Comprehensive communication campaign** including full brochures and freepost feedback forms to over 7,500 homes across Māngere Bridge and Māngere.
- **Drop-in sessions** at local venues.
- **Online surveys and written submissions** from residents.
- **Meetings with key stakeholders, schools, and businesses** to discuss the impact and gather feedback.

Some key insights from the consultation include:

- Over 50% of respondents said they would use the cycleway once built, even though 75% currently drive through this area.
- Safety was the top priority, with strong support for features like protected cycleways and safer crossings.
- Local stakeholders, including the Māngere-Ōtāhuhu Local Board and Māngere Bridge Village Business Association, contributed valuable feedback that helped shape the design.

We'll continue to work with local people during the project's construction, delivering these important changes while minimising the impacts on local schools, organisations, and residents.

The Māngere-Ōtāhuhu Local Board formally endorsed the project, and the feedback received helped refine the design to better meet community needs.

Who has provided feedback on the consultation?

In the 2023 Māngere West Cycling Improvements consultation, the majority (71%) of people who gave feedback were locals and those living in the wider Māngere area (Māngere, Māngere Bridge, Māngere East or Favona).

We heard that although 75% of the respondents currently travel the proposed route as drivers, over half (52%) strongly agreed or agreed that they would use the proposed cycleway once it is built.

Why is Speed Calming necessary?

Softly raised speed humps and kerb build-outs along Woodward Avenue, Taylor Road and Kiwi Esplanade slow vehicle traffic, creating safer streets for people on bikes, pedestrians and everyone.

In the 2023 consultation, we asked the community about their preferred traffic-calming option. The most preferred option along these roads (selected by 33% of respondents) was a combination of speed humps and chicanes.

- Speed humps are designed to reduce speeds to 30 km/h, which is considered a safe and survivable speed for pedestrians and cyclists in the event of a collision.
- Chicanes will have dedicated bypasses for cyclists, preventing them from merging into traffic.
- No parking zones before and after chicanes will improve visibility and prevent unsafe vehicle stops.
- This design option reduced the number of traffic calming devices on the streets.
- This design option also reduces the number of on-street parking spaces removed.
- The design helps ensure safer streets for all road users—now and in the future.

Why is a separated cycleway necessary?

Research shows that painted cycle lanes without physical separation do not adequately protect cyclists. Similar sentiments and experiences have been shared by members of the wider Māngere community when riding the trial on Robertson Road, where they have shared that the separated facilities provide a level of safety they're comfortable riding - but the painted lanes on the adjacent Bader Drive do not.

56% of non-cyclists in Auckland report that safety concerns prevent them from biking. This project aims to address safety concerns by creating a safe, separated space for people to ride bikes.

Why doesn't the cycleway go through Māngere Bridge Village?

The **Kiwi Esplanade, Woodward Avenue, and Taylor Road route** was selected based on **community feedback and technical analysis**.

- People with connections to local businesses in the village highlighted the **need to retain customer parking in the village**.
- The village is **already a high-traffic area**, making a separated cycleway less suitable.
- The alternative route **provides a quieter, safer option** for those less confident in busy traffic areas.
- Experienced **cyclists can still use Coronation Road through the village** if they prefer.

Will anybody use the cycleways once they're built?

Research shows that one-third of Aucklanders cycle at least occasionally, and among those who do not, 56% cite safety concerns as the main barrier. This project addresses that issue by creating safer infrastructure, enabling more people to walk and cycle.

During the 2023 public consultation, we heard that more than half of respondents would use the cycleway once it's built, even though 75% of respondents currently drive through this area.

During the nearby Robertson Road cycleway trial in Māngere, we saw some indications of interest in cycling facilities, with five times as many people riding bikes in the area after the cycleway was installed.

How will this project make it safer for tamariki to bike to school?

The **separated cycleways** will give tamariki a **safe, dedicated space** to ride, away from moving vehicles.

We're also working with **local schools and community groups** to run **bike safety workshops** and **group rides**, helping children build confidence in cycling.

A safer cycling network means **more young people can walk and bike to school**, reducing traffic congestion and making streets safer for everyone.

How will the project improve safety for pedestrians?

This project includes:

- **Safer pedestrian crossings** with better visibility.
- **Upgraded footpaths** for improved accessibility.
- **Additional lighting** to enhance safety at night.
- **A separated cycleway**, keeping cyclists **off footpaths** and reducing conflicts between cyclists and pedestrians.

Will this cycleway make traffic worse?

This project does not take away any existing traffic lanes and has been designed to have minimal impact on traffic flow.

Safe cycleways can help reduce congestion by providing people with more transport choices. More people on bikes means fewer cars on the road, which can mean less traffic congestion and more reliable travel times.

While there may be some short-term delays during construction, once completed, the project will improve how drivers, cyclists, pedestrians, and public transport users interact—making roads safer and more efficient.

Will the cycleway make the road narrower?

In some areas, the road layout is **slightly adjusted**, but:

- There is still **enough space** for vehicles, buses, and emergency services to move safely.
- The changes **improve safety and accessibility** by giving all road users a **dedicated space**.

Will emergency vehicles be able to use the road with the new cycleway?

Yes, emergency vehicles will still have **full access**.

- The cycleway design ensures **fire trucks, ambulances, and police vehicles can move safely** through the area.
- Auckland Transport has worked closely with **emergency services to confirm their needs are met**.

What about car parking?

By using a two-way design, we have reduced the impact on parking along this route by over 40% compared to our previous proposal in 2020. The route avoids high-parking areas, such as Māngere Bridge Village, to minimise disruption to businesses. The changes also retain all mobility parking spots along the route.

We've also worked alongside the Māngere Mountain Education Centre to create a solution to their coach bus stop needs, which includes a pick-up/drop-off point.

Why is the bus stop in the traffic lane?

This type of stop is called an in-lane bus stop, which means the bus stays in the traffic lane rather than pulling over to the side of the road. This type of design is used widely across Auckland.

Why are in-lane bus stops used?

- **More reliable bus services**
Buses stay on time because they don't need to wait for a gap in traffic to merge back in.
- **Safer access for passengers**
Stopping closer to the kerb makes it easier and safer for people using prams, wheelchairs, or mobility aids.
- **Calmer traffic near schools and homes**
Brief stops behind a bus help reduce traffic speeds in busy areas, improving safety for everyone.

Where should I put my rubbish bin if the cycleway is in front of my house?

On collection days, you can still place your rubbish and recycling bins at the edge of your property as usual.

- Waste collection trucks **will still have access.**
- Auckland Transport has worked with waste services to ensure **there are no disruptions.**
- If you experience any issues, please contact **Auckland Transport or your local waste collection provider.**

What else are we doing to help people use the facilities?

We understand that people in Māngere need more than safer, more connected cycle routes to feel confident giving cycling a go.

That's why we've partnered with local community groups to provide bike skills and safety training, group rides, and ebike trials.

We plan to continue collaborating with local organisations to develop more programmes that cater to the specific needs of those who live, work, or play in the area alongside future cycling route developments.

What should drivers know about sharing the road with cyclists?

- **Check for cyclists before turning or changing lanes**, especially at intersections.
- **Give cyclists at least 1.5 metres of space** when passing.
- **Be cautious at driveways and side streets**, where cyclists may be crossing.
- **Do not park or stop in cycle lanes**, as this creates hazards.
- **Slow down near schools and busy pedestrian areas.**

By keeping cyclists **separate from both vehicles and pedestrians**, this project **reduces conflict and makes the streets safer for everyone.**

Why is there a new crossing near the roundabout by BP gas station?

A new signalised crossing is being installed here to make it easier for people on bikes and on foot to cross the road. The crossing is a push-button crossing, meaning the lights will only change when someone presses the button to cross safely. This crossing connects directly to the new **cycleway on the park side (east side)** of the road, helping people avoid the **busy BP driveways** and nearby church. It also forms part of a safer, continuous route connecting **Coronation Road** to **McKenzie Road, Bader Drive and the SH20 cycleway**. This creates a direct link to **Māngere Town Centre and the airport**.

What's happening with the trial cycleway on Coronation Road between Ngā Hau Māngere Bridge and Māngere Bridge Village?

At the start of 2024, a new bike connection between Ngā Hau Māngere Bridge and Māngere Bridge Village was trialled as part of the nationwide Streets for People Project. Based on community feedback and data collected during the trial, it was decided to retain the section between Ngā Hau Māngere and Kiwi Esplanade. The other section, between Kiwi Esplanade and the Village, is undergoing a second trial phase, with changes based on feedback from the first trial.

We plan to upgrade the temporary features of the section between Ngā Hau Māngere Bridge and Kiwi Esplanade to permanent ones. We aim to make the upgrades before September 2025 and will provide a more specific timeline once planning is complete.



Keeping Updated

Get the latest information about construction by signing up for updates. Learn more and sign up for project updates by **scanning the QR code or visiting haveyoursay.at.govt.nz/mangere-west-cycling-improvements**.