

Glen Eden Streets for People: cycleway trial

Monitoring and Evaluation Report

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Introduction

The Glen Eden Streets for People cycleway is an Innovating Streets for People project funded by Waka Kotahi.

The trial Captain Scott Road cycleway was put in place in June 2021 to connect the existing Twin Streams shared path from the end of Savoy Road, Glen Eden through to Glen Eden town centre and train station.

The aim was to trial the cycleway, adjust the design as needed in response to feedback received, and gather evidence to inform a decision on a 'pathway to permanence'.

The on-road cycling route re-purposed a 300m section of Captain Scott Road to create a separated cycleway on each side of the road as far as the roundabout at the intersection with Oates / Wilson Road. The section of Savoy Road leading to the existing cycleway is a cul-de-sac with observably low traffic volumes and vehicle speeds. This is considered a slow zone suitable for on-road unseparated cycling so was marked with cycleway chevrons to indicate it is a cycling route. At the town centre end, the upgrade of Captain Scott Road has reduced traffic and slowed speeds, so has had a similar 'slow zone' treatment to indicate it as a cycling route without creating separation. It provided for northbound cyclists to enter the footpath when heading uphill however it was expected that downhill (southbound) cyclists would use the roadway to avoid conflict with pedestrians and the likelihood of safety issues should cyclists be travelling at speed.

Key Findings

1. The number of cyclists have increased showing 34 cycling trips a day during a weekday in February 2022. This compares to 17 cycling trips a day pre-installation of the cycle facilities.
2. In the survey, 152 people said they used the cycleway, with 76 people saying they used it either a 'few times a week' (45) or a 'few times a month' (31).
3. Nearly three quarters of those using the cycleway a few times a month or more say it has made it feel safer; two thirds gave it a 4/5 or 5/5 for safety.
4. Just under 60 percent of regular users said they supported the design, while 16 percent gave only qualified support (support in part, or with an improved design). The level of support was lower amongst occasional users of the cycleway. A review of the design is an opportunity to increase the approval rating from existing users.
5. 64 percent of survey respondents said they did not support the trial. A loss of on-street parking, negative driver experience, visual appearance, and perceived lack of use by cyclists are cited as reasons for not supporting the trial by people who live near to it (63 percent) and to a slightly lesser degree by those who living further away (55 percent).
6. From a driving perspective two thirds (66 percent) of survey respondents said it makes the road feel less safe due to narrowing, intersections and, for some, driveway exits. The Auckland Transport standard engineering width for on-street parking is 2.1m so the road width has widened.
7. Traffic speeds were slower, reducing from 57 km/h (85th percentile) prior to the cycleway being installed to 45.6 km/h (85th percentile) in the most recent monitoring results from the week of 9 February 2022.
8. A number of success factors have not been reliably tested by the trial due to the impact of Covid restrictions and the change to travel behavior. Public transport use has fallen across

the region, schools were closed for a significant period, more people have been working from home, the pattern of parking has changed in Evans Road.

Innovating Streets for People

The Innovating Streets for People programme was established by Waka Kotahi in 2018 to trial a new way of designing and delivering transportation infrastructure. It helps deliver the government's goals to create liveable cities and thriving regions and was a flagship programme for [Keeping Cities Moving\(external link\)](#) the national mode shift action plan.

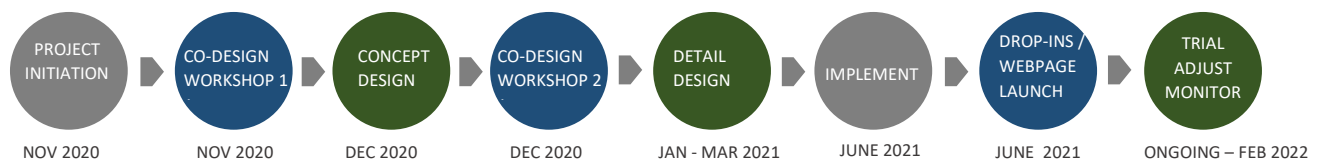
The programme was the first in New Zealand targeted at building capability in the rapid reallocation of street space using a technique called Tactical Urbanism. It has enabled councils, with the support of Waka Kotahi, to speed up projects that would normally take years to implement.

The programme aims to make it easier for councils to deliver:

- temporary, or semi-permanent, physical changes to streets
- improvements that test a permanent fix and prototype a street design
- activations that help communities re-imagine their streets.

Tactical urbanism is well evidenced internationally and has the potential to deliver a broad range of benefits in a short timeframe. to deliver change benefits relatively quickly, to learn from success and failure, and to inform decisions about permanent changes.

Process / timeline



The Waitakere Ranges Local Board, via Auckland Transport, made a successful application to the Waka Kotahi Innovating Streets for People Pilot Fund for funding. This is a nationally contested grant process.

The project got underway in November 2020. Covid restrictions caused a delay in the start of the project.

A co-design approach was used to develop the project with two community workshops held in November and December 2020. The report in Appendix 1 gives an overview of the process. The community workshops were successful to the extent that they identified the main issues and concerns to be addressed. The co-design process did not achieve the outcome of bringing different views closer together. It was constrained by time, and, physically, by the width and layout of the road which limited design options. Social media posts by participants increased awareness of the proposal. Although social media was not monitored, there was said to be a significant amount of negative posts relating to the proposal on local Facebook pages.

Cycleway route maps

1. Captain Scott Road cycleway route



from Savoy Road (4) through to Glen Eden town centre (1)

2. Te Aro Hono

Captain Scott Road cycleway extends the existing shared path along Waikumete Stream, which extends from Okaurirahi (Ceramco Park/ Kaurilands Domain) through to Savoy Road.



Cycleway Design

The design of the trial cycleway was developed by Auckland Transport as part of the co-design process. See Appendix 6 of this report for the design layout.

As a temporary intervention, there was a limitation on what could be put in place, for example, it could not use the footpath to create a wider shared path in this location; upright white plastic separators were used to create separation; and plastic/rubber speed bumps were used to slow traffic alongside the cycleway.

Designs for street art were developed by mana whenua Te Kawerau a Maki to make the cycleway more visually engaging, although this was not put in place due to timing/funding constraints.

Adjustments were made to the design in response to feedback received over the course of the trial. The NE corner of the Savoy Road/Captain Scott Road intersection was adjusted to make it safer for left turning traffic. The temporary speed bumps on Captain Scott Road were changed to lower profile speed cushions to reduce vibration experienced by some nearby households.

The perceptions survey has a considerable amount of community feedback on the design both in terms of its functionality and the aesthetics.

What is the trial testing

Monitoring and Evaluation

A Monitoring and Evaluation Plan (see Appendix 2) was prepared in response to 'success factors' developed through the second community workshop. The success factors identified were:

1. Increase in number of cyclists
2. Increase in number of pedestrians
3. Increase in road safety perception
4. Easier cycling access to local facilities
5. Comparison of parking (on street) on adjacent streets
6. Attitudes to the changed environment from local community

Monitoring has been done through cycle counts, traffic volume and speeds, and parking surveys.

An online survey was carried out in February 2022 to gain insight into the views and experience of people using the cycleway, as well as those living in the area, visiting or traveling through.

The survey results are intended to help understand how well the cycleway trial has performed against the success factors and measures outlined in the Monitoring and Evaluation Plan, in complement to the hard data gathered.

1. Number of cyclists

Success	Measure	Method
Increase in number of cyclists	Changes to baseline cycle count	Counter/tube count

1.1 Monitoring results

Date	Number of daily cycling trips	Location
Baseline (Nov 2020)	17 cycling trips (weekday)	Between Evans Road and Savoy Road
August 2021	9 cycling trips (weekday)	Between Evans Road and Savoy Road
February 2022	34 cycling trips (weekday) 24 cycling trips (on road 5-day average)	Between Evans Road and Savoy Road

1.2 Perception survey results

When asked about the ways they like to travel around Glen Eden, the top four modes were car, walking, bike and train.

Table: how people like to travel in Glen Eden (respondents were able to tick all that applied)

car	43.35%	600
walking	23.63%	327
bike	12.79%	177
train	10.55%	146

The numbers that indicated cycling was one of the ways they liked to travel in Glen Eden is significantly higher than is reflected in census data for travel to work and education for the area and suggests a potential for increasing cycling if the right infrastructure is put in place.

When asked about cycling, 43% (284) of respondents said they had cycled in the past six months, while 57% (372) indicated they had not.

In the survey, 152 people said they used the cycleway, with 76 people saying they used it either a 'few times a week' (45) or a 'few times a month' (31). This provides a qualitative view of the user experience. A further 76 survey respondents said they were occasional users of the cycleway, having used it 'occasionally' or 'once or twice only'.

Information on the experience of using the cycleway is provided under the measure for road safety perception.

2. Number of pedestrians

Success	Measure	Method
Increase in number of pedestrians	Changes to pedestrian count	Counter/survey

2.1 Monitoring results

Monitoring of the number of pedestrians has not been undertaken.

2.2 Perception survey results

This is covered in the next section.

3. Road safety perception

Success	Measure	Method
Increase in road safety perception	Customer experience surveys – perception uplift	Intercept surveys or Online surveys
	Changes to incidents	Collate crash data & evidence from police
	Traffic data – volumes, speed & delays	Tube counts Observations

3.1 Monitoring results

Date	Number of daily cycling trips	Location
Baseline (Nov 2020)	7 day ADT: 6556 7 day 85 th percentile speed: 56.5km/h	Between Evans Road and Savoy Road
February 2022	7 day ADT: 4986 7 day 85 th percentile speed: 45.6km/h	Between Evans Road and Savoy Road

3.2 Perception survey results

This section covers the response of those who used the cycleway as well as the perception of drivers and pedestrians to the changes made to the street layout.

3.3 What did people who used the cycleway think of it

In the survey, 152 people said they used the cycleway, with 76 people saying they used it either a ‘few times a week’ (45) or a ‘few times a month’ (31). This provides a qualitative view of the user experience.

The safety perception feedback from people who used the cycleway ‘a few times a month’ or more is as follows:

- 67 percent gave it a safety rating of 4/5 or 5/5. 32 percent (24 people) gave it the optimal rating of 5/5, and 36 percent (27 people) gave it a 4/5.
- 74 percent said it felt safer or slightly safer to cycle than prior to the trial;
- 16 percent gave it a 3/5 with most saying it feels safer;
- 17 percent gave it an unsafe rating of 1/5 or 2/5. Of the respondents who gave it a low safety rating, seven said it was less safe, five said it was slightly safer than before, and one said it was about the same.

Overall it was supported by 58 percent (44 respondents) of regular cycleway users; given qualified support by 16 percent (12 respondents) if the design was improved; 12 percent (9 respondents) did not support it; 9 percent (7 people) said it was not their preferred route to the town centre.

Regular users of the cycleway said they liked the increased ‘feeling’ of safety, increased driver awareness, slower traffic and having a dedicated space for cyclists, while a few said they liked nothing about it at all.

“It makes car traffic aware of other road users as they approach the town centre at speed and need to slow.”

“I like the idea of having a dedicated cycle lane but this doesn’t necessarily make it safer.”

When asked what they disliked about it the reasons given by regular users were: the design and appearance, would like solid barriers, the upright separators, makes the road narrower and visually confusing, doesn’t link up well, too short and more is needed, the abrupt end points at both ends, preference for integrating the cycleway with the footpath or having it off-road entirely; maintenance issues were highlighted such as litter and debris, lack of road sweeping within cycleway, bins left in cycleway.

“The upright delineators aren’t that reassuring of safety. The traffic calming is a token gesture that does absolutely nothing. The cycleway should be a bidirectional separated lane on the western side of the road.”

“Going towards the town centre the cycle lane stops and cyclists are supposed to merge and move into the lane of cars without a lot of room.”

“I feel the tax/ratepayers \$\$ could be spent on a cycleway in a better location.”

Overall view of regular users of cycleway			
Support	Support in part or support with improved design	Not Preferred route	Do not support
44	12	7	9
58%	16%	9%	12%

Safety rating of regular users			
The survey asked for a safety rating out of 5 (5= very safe, 1 = unsafe)			
4/5 or 5/5	3/5	1/5 or 2/5	
51	11	13	
67%	14%	17%	
Users were asked if it was safer than before			
Safer or slightly safer than before	Feels about the same	Less safe than before	Did not ride there before
56	4	8	8

74%	5%	10%	10%
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Occasional users

There were 76 survey respondents who said they were occasional users of the cycleway (used 'occasionally' or 'once or twice only'). Of these 32 percent were in support, a further 22 percent gave qualified support (support with improved design or support in part), 7 percent said it was not their preferred route, and 29 percent said they did not support it. Those who said they used the cycleway occasionally or once or twice only, were overall less supportive than regular users.

- 43 percent of occasional users gave it a safety rating of 4/5 or 5/5.
- 49 percent of occasional users said it felt safer or slightly safer than before.
- 32 percent of occasional users gave it a low safety rating of 1/5 or 2/5.
- 20 percent of occasional users said it felt less safe than before.

When looking at a permanent design option, consideration should be given to the question of how to increase the level of support and use by occasional users.

Overall view of occasional users of cycleway			
Support	Support in part or support with improved design	Not Preferred route	Do not support
24	17	5	22
32%	22%	7%	29%

Safety rating of occasional users			
The survey asked for a safety rating out of 5 (5= very safe, 1 = unsafe)			
4/5 or 5/5	3/5	1/5 or 2/5	
33	16	24	
43%	21%	32%	
Users were asked if it was safer than before			
Safer or slightly safer than before	Feels about the same	Less safe than before	Did not ride there before
37	7	15	8
49%	9%	20%	11%

What people said:

With car drivers behaviour towards cyclist and the very limited space for cars to safely overtake (which they do regardless of the danger they put cyclists in, they don't care), it makes me feel a lot safer not being another victim of reckless driving or a near hit.

It's too short.

I'd prefer a cycle way like the existing streams cycle way that is actually off of the road, more scenic etc. But this is an okay option to make the existing path more usable as it gives greater connectivity. It doesn't add much safety from cars reversing out of their drive-ways etc.

I think a smarter move would be to increase the footpath size and paint a cycle lane on it or extend the fit for purpose cycle path from ceramco park through duck park to GE. Bikes on roads should be a last resort. We rode with our kids and theres no way Id let them ride on the road when there is a footpath option.

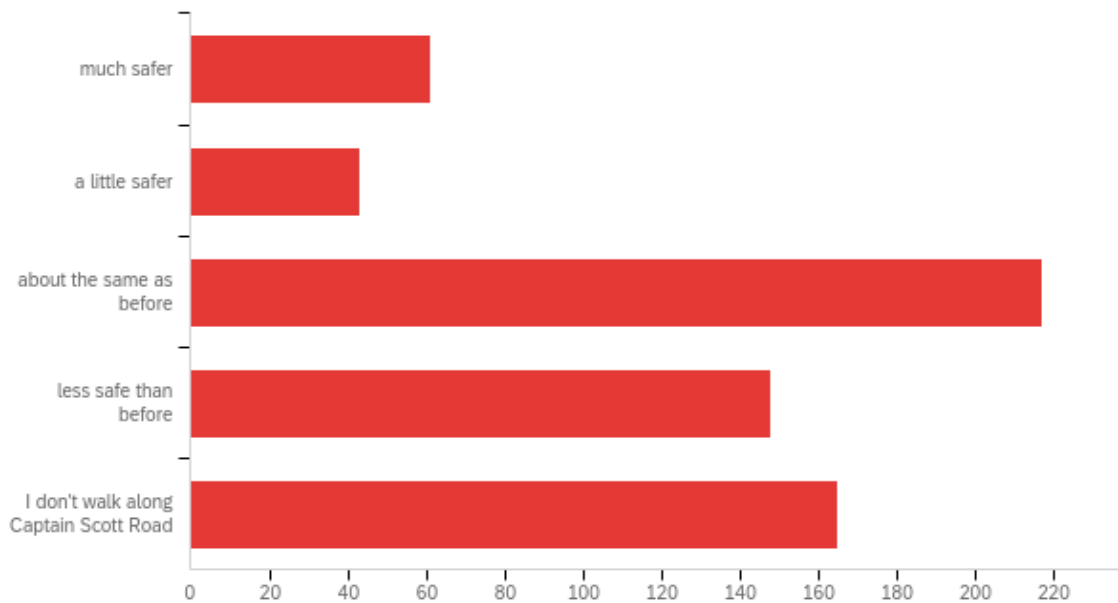
Flimsy separation and the most dangerous part is the intersection and side street crossing and that is where there is little infrastructure.

Appendix 4.1 contains comments from cycleway users.

3.4 How did pedestrians see the changes

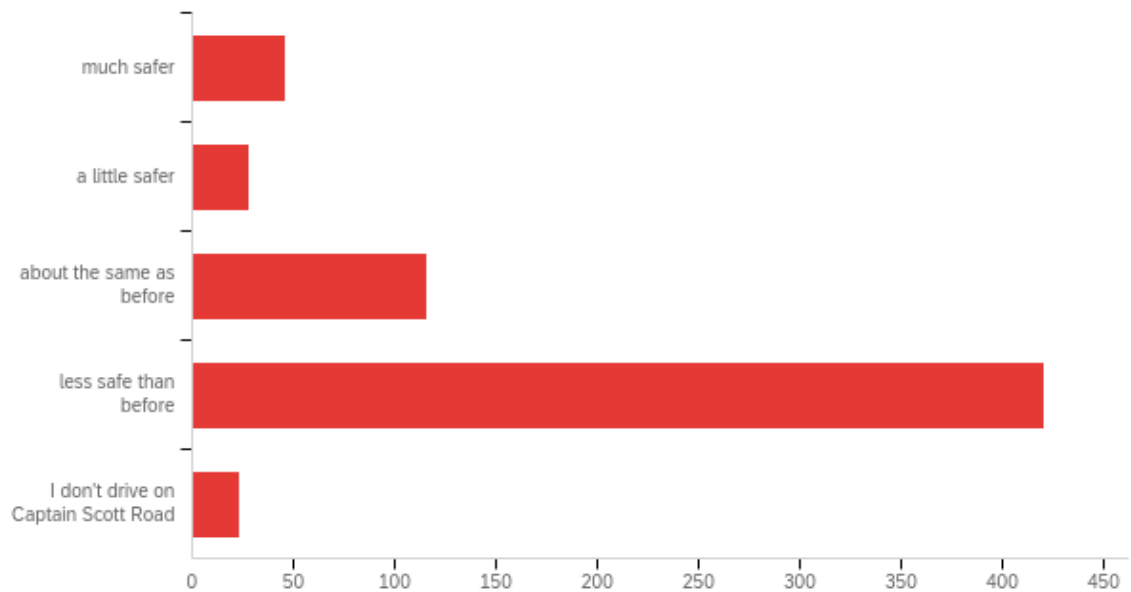
The perception survey asked whether the changes had made a difference to how safe it felt to walk along Captain Scott Road.

The largest response group rated it about the same as before the changes, which was around one third of all responses. A significant number said it was 'less safe than before'. Some comments suggested an appreciation of the cycleway in providing a wider space for walking or jogging.



3.5 How did motorists see the changes

Two thirds (421) of survey respondents felt the road was less safe than before for driving.



The main reasons given for it feeling less safe were that the road was narrower, it was difficult to turn in/ out of side streets, as well as driveways, and temporary speed cushions created unsafe driving behavior with motorists going around them. The loss of on-street parking was often interwoven with comments about road safety.

The width of the kerb-side cycle lane on each side of the road was 1.9m including the separators. This compares to the Auckland Transport engineering standard for on-street parking, which is 2.1m from the kerb. The cycleway created a continuous narrowing however which may partly explain the view that the road was narrower.

Traffic speeds reduced after the cycleway was installed from 57km/h (85th percentile), to 45.6 km/h (85th percentile) in the most recent monitoring results from the week of 9 February 2022.

The design of the cycleway included temporary speed bumps to slow traffic to safer speeds alongside the cycleway. This was seen as an essential element to make it safe for cycling. The speed bumps were changed to lower profile speed cushions during the trial in response to concerns from some households about vibration, and that in turn created concern about driver behavior.

What people said:

The new speed humps allow for idiots to drive down the middle of the road to avoid having to slow down, while endangering on coming traffic

The road humps are terrible, the cycle way takes up the road, causing a road hazard and I have never seen a cyclist on it

is it difficult to turn out of Evans road and Savoy Road

The plastic bollards are confusing and are unnecessary, car park spaces have been taken away, the turn out of Savoy feels dangerous

I do not like the upright delineators - it feels too narrow when driving and makes the turns into and out of side streets and driveways a lot sharper, meaning that traffic often stops unexpectedly

It has made the road too narrow and dangerous for cars. It is extremely difficult to turn.

4. Cycling access to local facilities

Success	Measure	Method
Easier cycling access to local facilities	Amount of bike parking	Observations & part of perception survey
	Increase in people using the cycleway to access train station	Changes to Patronage

In Glen Eden town centre, bike racks are located at Glen Eden library and Glen Eden train station. New bike racks have been installed at the top of Captain Scott Road opposite the train station as part of the wider Glen street upgrades.

Prior to the cycleway being put in place, there were regularly two bikes parked at the train station. After the trial cycleway was installed, observations were taken on the following dates of the number of bikes parked at Glen Eden facilities:

Date	Train Station	Glen Eden Library
21 July 2021	2	No observations taken
23 July 2021	2	No observations taken
18 February 2022	0	0
24 February 2022	0	0

Observations were made on the 24 February 2022, between 7.30-9am, to understand cycling behavior beyond the count of the number of cyclists. The observations were made from upper Captain Scott Road looking toward roundabout.

12 cycle trips observed during the morning commuter time. Of the 12:

- 10 travelling along Captain Scott Road (CSR), most heading north, 1 heading south
- 2 cyclists travelling Oates Road-Wilson Road axis (1 in each direction)
- 2 travelling outside cycleway on CSR heading north (1 a confident school age cyclist, who did stunt jump over roundabout and pedestrian refuge)
- 1 pushing bike on footpath along CSR with young child standing on pedals
- 1 cyclist heading south from West Coast Road (WCR) along CSR
- 1 cyclist turned from CSR into Glenmall Place
- 1 cyclist turned from CSR into Oates Road
- 4 went to WCR, with 2 of those taking bike onto west bound train
- 0 bikes parked at train station, none at library

Cyclists observed showed a preference for taking their bike on the train which could be for travel at the other end, security, or other reasons.

Over the course of the trial, feedback was received about taking a bike on city-bound trains in the morning, with the train manager on one occasion said to have refused permission due to capacity issues.

Others have suggested improving bike parking at the train station to ensure they are safe and secure so that those with higher value bikes feel comfortable leaving their bikes at the train station.

Covid restrictions and related changes to behavior even after restrictions ended means the measure relating to bike parking has not been reliably tested. Council facilities like the Glen Eden library were closed for some of the trial. Public transport use fell across the region. Only limited observations were made, which was largely due to council staff not being based at council offices in Glen Eden for much of the trial period.

5. Parking impacts on adjacent streets

Success	Measure	Method
<i>Comparison of parking (on street) on adjacent streets</i>	<i>Changes in parking usage</i>	<i>Parking Counts</i>

5.1 Parking strategy

A draft Auckland Parking Strategy is due to be finalised in August 2022, which will introduce changes to how parking is managed in Auckland. Changes to urban development in the Unitary Plan are also underway in response to central government direction in the National Policy Statement for Urban Development.

The strategic objectives for Auckland’s transport system are to:

- Improve the resilience and sustainability of the transport system and significantly reduce the greenhouse gas emissions it generates
- Accelerate better travel choices for Aucklanders
- Better connect people, places, goods and services
- Make the transport system safe by eliminating harm to people
- Enable and support growth.

5.2 Glen Eden context

The area along the cycleway route is zoned as Terraced Housing and Apartment Buildings allowing for future housing intensification of upto six storeys due to its proximity to the town centre and train station. It’s within a 10 minute (800m) walkable catchment of Glen Eden Town Centre and Glen Eden Train Station, which provides access to the area’s only Rapid Transit Network, the Western Train Line.

The strategic direction from regional and central government is in contrast to local sentiment relating to the removal of on-street parking on Captain Scott Road to provide a separated space for those who wish to cycle safely.

When responding to the survey question about what they liked about the cycleway, a common response (111) was “nothing” or more emphatically, “absolutely nothing”. Others thought it “a waste of money and resource”. There is a mix of responses with some people opposed to the removal of parking, while others have been unable to see the benefit of the change, ‘the gain for the pain’. Many have commented on not seeing people using the cycleway.

Prior to the cycleway being put in place, the kerb-side zone on Captain Scott Road provided on-street parking, with some no-parking restrictions. There were no parking controls in place for sections where parking was allowed, which meant it was often used for long stay parking.

Feedback received before and during the trial reflects the concern that the removal of parking on Captain Scott Road for the trial would:

- remove visitor parking for residents on Captain Scott Road
- displace parking to adjoining streets
- impact train commuters and others who park on the southern side of Glen Eden
- impact users of the Harold Moody / Duck Park sportsfields

The measure that has been used is to monitor parking in adjoining streets. Beyond that, the feedback received through the perception survey includes comments on individual experience, which can be found in **Appendix 4**.

5.3 Parking surveys

Parking counts were undertaken before and after the cycleway was installed to monitor the impacts of adjacent streets. It is likely that Covid related changes to travel behaviour continue to have an impact on parking.

Number of parked cars			<i>Captain Scott Road (between Wilson and Savoy Road)</i>	<i>Evans Road (from CSR to first bend, #19)</i>	<i>Savoy Road (east of CSR)</i>	<i>Savoy Road (to cycleway)</i>
Before cycleway installed						
Wed	18-Nov-20	9.30am	26	-	-	
Tues	8-Dec-20	9.30am	28	19	1	not monitored
Wed	9-Dec-20	11.00am	25	14	3	
Wed	9-Dec-20	5.00pm	39	13	5	
Sat	12-Dec-20	10.30am	12	6	-	
Sun	13-Dec-20	7.20pm	11	5	2	
After cyleway installed			<i>Obstructions</i>			
Tues	1-Jun-21	3.45pm	0	24	2	4
Wed	2-Jun-21	12.30pm	bins obstructing	29	1	3
Wed	21-Jul-21	NR	0	14	2	0
Fri	23-Jul-21	3.00pm	1 car parked	22	1	1
Thu	29-Jul-21	12.30pm	0	19	2	2
Wed	7-Dec-21	11.30am	0	9	6	3
Tue	18-Jan-22	11.30am	0	4	0	4
Fri	18-Feb-22	11.20am	0	1	0	5
Thu	24-Feb-22	7.15am	0	5	0	2

Before the cycleway was installed

Parking counts were carried out six times in November and December 2020 before the cycleway was implemented, supplemented by the observations of a local resident.

On average less than 30 cars were parked on Captain Scott Road between normal working hours between Wilson Road and Savoy Road. The estimated loss of parking capacity was 60 parking spaces.

Over the full length the parking was typically at 50 percent capacity during week day working hours, however the section nearest the town centre was often at full capacity during normal working hours.

The busiest times for parking demand on Captain Scott Road appeared to have been when after-school rugby league training was taking place on Duck Park, with parents parking on that side of the park for easy access to the upper training ground.

Of the side streets adjoining the Captain Scott Road cycleway route, Evans Road has the highest demand for parking due to its proximity to the town centre. As streets such as Oates Road, Wilson Road and the lower end of Captain Scott Road fill up, people look for parking in Evans Road.

Parking counts carried out in November and December 2020, recorded 13, 14 and 19 cars using on-street parking in Evans Road on the three weekday occasions checked. Observations taken on two occasions over a weekend recorded 5 and 6 cars parked.

Residents have expressed concern about car parking in Evans Road due to driver behavior when the road is narrowed by cars parked on both sides of the street.

After the cycleway was installed

After the cycleway was put in place parking surveys were undertaken on nine occasions from June 2021 – February 2022.

In June shortly after implementation, the number of cars parking in Evans Road appeared to increase with 29 cars parked on 2 June 2021 during the week. In July 2021, it returned to something closer to pre-implementation levels. Parking counts undertaken in December 2021 and February 2022 showed a lower number of cars, which is likely to relate to the impact of Covid restrictions and changes to travel behavior.

Parking in Savoy Road remained low over the period of the trial.

See the Parking Surveys in Appendix 6.

5.4 Impact on visitors to Harold Moody Reserve / Duck Park

Prior to the cycle lane being installed, parents and others attending rugby league training on Duck Park used the on-street parking on Captain Scott Road for ease of access to the upper training ground.

Glenora Bears Rugby League Football Club indicated they had encouraged their members and the community to complete the perception survey, and gave a summary of what they have heard:

“The feedback we have been getting from our members and the community is, they are strongly against the cycleway. The common responses include:

- “No one uses it.”
- “It is dangerous”
- “It blocks valuable public parking along Captain Scott Road, particularly for access to Duck Park.”
- “totally inconvenient”

Whilst we understand why the council wish to encourage the use of cycleways, these need to be safe, fit for purpose, provide minimal negative impact on the greater community and be well utilised to justify the cost. This cycleway unfortunately fails on all these measures.”

Observations were taken of the parking impacts in August 2021 on a Saturday game day on Harold Moody Reserve, however this was on one occasion only, so may not be representative. All parking on the park was used. Parking in the surrounding streets were concentrated on the Glendale Road side and side streets down as far as Levy Road with use made of berms for parking near to the park. The side streets on the Captain Scott Road side had not been used on the day.

There may be a benefit in engaging with users of Harold Moody and Duck Park in future to better understand parking needs and conflicts.

6. Attitudes to the changed environment from local community

Success	Measure	Method
<i>Attitudes to the changed environment from local community</i>	<ul style="list-style-type: none"> • <i>Customer experience surveys – perception uplift</i> • <i>Facility is being used correctly ie no inappropriate vehicle use / parking</i> 	<i>Intercept surveys or Online surveys</i> <i>Observations</i>

6.1 Perception Survey Results

The trial cycleway has increased the number of people cycling however numbers remain low. It has made it safer for those that want to cycle in the Glen Eden catchment and had a mostly positive response from those that use the cycleway ‘a few times a month’ or more. However, it has not maximized the potential for cycling in the area and at the same time has generated opposition from local residents concerned about the loss of on-street parking.

There were 662 survey responses.

The level of overall support show 64% of respondents do not support the trial; while 15% supported it and a further 12% gave qualified support (support in part or would like to see an improved design), another 9% indicated it was not their preferred cycling route.

The largest category of responses were from people who identified themselves as living in Glen Eden, travelling through Glen Eden, or visiting. People were able to tick all categories that applied.

live in Glen Eden	31.27%	384
travel through Glen Eden	26.95%	331
visit Glen Eden	16.61%	204
commute to/from Glen Eden train station	6.51%	80

live in Konini / Kaurilands	6.27%	77
work in Glen Eden	6.11%	75

Just under half of respondents (49% or 315) said they lived near to the cycleway on Captain Scott Road, with 200 (63%) saying they did not support it. In the question on whether it was a positive or negative experience, just over three quarters (77 percent / 228 respondents) gave a negative score of 1/5 or 2/5; 18 percent (52 respondents) gave a positive score of 4/5 or 5/5.

The reasons given by those who felt negatively or did not support the trial mainly fell into the categories of: nobody uses the cycleway; loss of on-street parking for visitors to the people who live there, park users and commuters; narrows road and makes driving less safe.

What did people say:

It is unused, it is an eyesore, it has taken parking away from train commuters, sports fans and my family and friends when they visit.

Takes up parks. People drive in the middle of the road to avoid the speed bumps making it unsafe for other drivers. Its ugly

It has stopped visitors to all those houses being able to park outside, as well as many bus/train commuters.

Goes no where. Empedes traffic flow. You are hemed in so can't maneuver around cars pulling out of driveways. Don't feel as safe as the other cycleways in the area.

Cars come out further from the side streets almost hit you now and makes it harder with rubbish day

Those living near the cycleway that felt positive about it liked the slowed traffic, increased safety, and having a cycleway:

It makes car traffic aware of other road users as they approach the town centre at speed and need to slow.

... we are finally caring about cyclists. I like that it creates extra space when walking on the footpaths with my kids as well. I like that we attempted to do traffic calming.

The separation is good for safety, and I love that it connects with the track from Ceramco Park.

Safer for kids

People living near to the cycleway tended to be less supportive and more opposed than those living further away.

Overall view of those living near to the cycleway (315)

Support	Support in part of support with improved design	Not preferred route	Do not support
33	35	24	200

10%	11%	8%	63%
-----	-----	----	-----

Overall view of those who do not live near the cycleway (322)

Support	Support in part of support with improved design	Not preferred route	Do not support
58	40	23	177
18%	12%	7%	55%

In the survey, 77 respondents said they lived in Kaurilands / Konini. Their views have not been separated out for analysis. The benefit of parking on Captain Scott Road for train commuters coming to Glen Eden from other areas was a notable theme in survey responses. A submission from the Titirangi Residents and Ratepayers Association is attached (see Appendix 4.2 – summary of correspondence).

Appendices

Appendix 1: Co-design report

Appendix 2: Monitoring and Evaluation Plan

Appendix 3: Monitoring results

Appendix 4: Perceptions survey results

Appendix 4.1: Comments from users of the cycleway

Appendix 4.2: Summary of correspondence

Appendix 5: Parking survey

Appendix 6: Cycleway design



CO-DESIGN

Co-design (originally called co-operative design, now often referred to as participatory design) is an approach to design attempting to actively involve all stakeholders (eg. communities, employees, partners, customers, citizens, end users) in the process to help ensure the design outcomes meet their needs and aspirations. It acknowledges that everyone in the process has expertise and can meaningfully contribute to increase the likelihood that what is developed is fit for purpose and effective. The co-design approach enables a wide range of people to make a creative contribution in the formulation and solution of a problem.

Co-design was a core component of our project methodology to ensure that those impacted by the project were able to contribute to the development of the temporary cycleway design.

METHODOLOGY + PROGRAMME OVERVIEW

Our process followed the key steps included in Waka Kotahi's Handbook for Tactical Urbanism in Aotearoa. The phases in the project methodology matched those outlined in the Tactical Urbanism Handbook for Aotearoa project roadmap.

Co-design is a core methodology of the project working with local knowledge experts to develop a shared understanding of the project, the study area, and early identification of possible challenges and opportunities. Waitākere Ranges Local Board, Auckland Transport, Local Board Services, engaged Resilio Studio to design and facilitate co-design workshops with key local stakeholders and project partners.

The co-design programme included two workshops, with the possibility of a third community meeting focused on reviewing, evaluating and refining the cycleway. The first workshop focused on providing a clear community briefing about the project and the understanding community wants, needs and aspirations. The second workshop focused on reviewing and refining the concept design for the cycleway, developing success criteria for the trial, and identifying opportunities for community contributions to the implementation (i.e. placemaking and artwork).

In order to present to the stakeholders feasible options for physical works and delivery, at the co-design workshop, Auckland Transport and Local Board Services worked with Resilio Studio before the commencement of the community co-design process to clarify what was 'in scope' / 'out scope' for the co-design process including the materials pallet and the project co-design brief aligning with the physical budget for the project.



A range of methods were used to identify and invite key stakeholders and promote the co-design process to the wider community. This included sending a promotional poster and background information to stakeholder groups in the area with a request that they promote to community networks:

- Sports Waitakere
- Community Waitakere
- EcoMatters / Project Twin Streams
- Glen Eden Residents and Ratepayers Association
- Glen Eden Business Association
- Bike Auckland
- Glen Eden Intermediate School / Glen Eden Primary School
- Social media: post on Waitakere Ranges facebook page
- Promotional posters in area (Glen Eden library, local board office)
- Promoting at local events: Friday night at Savoy; pump track launch event (Prospect Park)
- Promoting opportunity to Captain Scott Road residents (calling at houses and businesses along the cycleway route over two consecutive weekdays/evenings).

CO-DESIGN WORKSHOP 1 - ANCHORING THE PROJECT

The first co-design workshop initiated the community co-design process and was held early in the project programme to:

- Confirm the project brief and objectives with the community;
- Provide an opportunity for the community co-designers to share their long-term aspirations for the area and share concerns they might have about the project;
- Introduce the Tactical Urbanism methodology and provide some structure around how it would be used in the project and the likely programme;
- Discuss the potential of the site;
- Discuss any contentious items and strategies that might be used to deal with them;
- Create a shared picture of the current situation;
- And explore long term solutions.



It was held on November 30 from 5.30-7.30pm at the Waitākere Ranges Local Board offices. Approximately 12 people attended the workshop including local residents, business owners, community organisations, local board members, health agencies, Auckland Transport and Auckland Council staff, an iwi representative, and local cyclists. It was facilitated by Resilio Studio.

Four posters were produced and printed at A1 for this workshop to provide visual information about the project purpose and goals, the wider site context, parallel projects, and pathway sections and options for consideration.

OUTPUTS + INSIGHTS FROM WORKSHOP 1

Activity 1 - Opportunities + Constraints

Opportunities:

- To have bike racks at the train station
- Residents would like to have a cycleway that is accessible for all ages
- Connection to Project Twin Stream cycleways → Steep gradient along Savoy Rd, possibility for alternative route via Routley Dr
- Opportunity to use road art to make the cycleways more distinctive
- To get the best result from this trial, the timing of pop-up cycleway implementation is crucial → to be in conjunction with other projects
- Slow down traffic along Captain Scott Road
- Poor visibility for cyclists when many cars are parked along Captain Scott Rd
- Integrating a cyclist crossing into the roundabout upgrade
- Shared path (to accommodate both cyclists and pedestrians) - footpath build out

Constraints, concerns, problems:

- Traffic along Captain Scott Rd is too fast - most people see it as unsafe
- The upcoming changes in Section 1 of the cycleway is posing safety hazard for cyclists
- Poor visibility for cyclists when many cars are parked along Captain Scott Rd
- The roundabout area is currently unsafe for cyclists to cross (and the upgrade design does not accommodate/improve cyclists' safety)
- Cyclists in the area are generally keen on the removal of parking along Captain Scott Rd, however there are concerns from some residents that there will not be enough



parking, especially on Saturdays (when Rugby trainings are on) - need to liaise with rugby club

- Limited alternative parking in town centre is also seen as issue
- Section 3 of the cycleway → many cars are overtaking cyclists within close proximity + high speed
- Fence + trees near junctions cause poor visibility → unsafe for cyclists + pedestrians

Activity 2 - Exploring potential options for cycleway design

Notes:

- Residents are keen to have a complete cycling route that is safe and seamless (currently very segmented)
- Preference for Option 2 (bi-directional) for interim, but Option 1 (uni-directional) is better for permanent installation
- Option 2 (bi-directional) is wider → a family of 3 or 4 can ride together.

General notes:

- Get more data on Duck Park users / rugby related parking
- How many car parks will be lost?
- Need to get better data on town centre parking
- Need to get data on weekend usage (namely Saturday).
- Concern that a Captain Scott Rd cycleway and the resulting loss of car parks could lead to long term negative impact and create negative local public perception of cycleways
- Perspective was shared that best opportunity for greenway connection to town centre was to wait until route through reserves is possible
- Cycleway users are assumed to be commuters as well as recreational cyclists and families.

Feedback from this workshop was collated and helped inform next steps. Following the first co-design workshop Local Board Services did further research on the number of anticipated car parks impacted by the cycleway; invited Glenora Rugby League Club to participate in the second community workshop as, the main user of the adjacent sports grounds, they were identified as a key stakeholder likely to be impacted by changes to the parking on Captain Scott Road; carried out a parking survey while league training was underway on Duck Park to better understand an issue raised by residents; invited feedback from Auckland Council waste services on bin collection issues. This additional information contributed to the concept design which informed the basis of options to address the problems and opportunities identified for the project. In advance of the second co-design workshop



Resilio Studio supported Auckland Transport, to draw on the findings from the first workshop and the baseline data, research and analysis collected to develop a concept design for the cycleway. These options considered the assumed project goal of enhancing the cycling environment and considered both utility/commuter and recreational users of the project area.

CO-DESIGN WORKSHOP 2 - CONCEPT STRATEGIES + LOOK AND FEEL + LONG TERM DESIGN ASPIRATIONS

The second workshop was run two weeks after the initial workshop and focused on developing and refining the preferred route for pop up cycleway and fostering community ownership of the project. This workshop sought to:

- Recap the visions and aspirations identified in the first workshop;
- Investigate the different perspectives of the participants and the different stances on issues;
- Share concept designs for the potential permanent solutions with enough detail to clearly articulate how they will meet project goals and explore and clarify best options for trial cycleway (considering needs of multiple road users and focusing on cyclists);
- Explore the potential 'look and feel' of materials and elements to be used in the project (using a Q-sort methodology);
- Clarify project brief, scope and timeframes as well as timeframes for parallel projects
- Brainstorm project success criteria that can help inform the project monitoring and evaluation I.e How will we know if this project is successful or not? What do we want to learn from the trial?'
- Clarify opportunities for community input and engagement in the trial and clarify scope of community input / co-delivery;
- Explore potential co-delivery models based on the community skills and materials available.



In addition key messages were refined and expanded in response to some of the questions and comments made by co-designers at the previous workshop and the wider Glen Eden community through social media and other communication networks. These were primarily to reinforce key aspects of the project drivers, brief and context, and to clarify the co-design process and programme. These messages were:

- This project is a response to community aspirations for a safe cycle route to the town centre.
- The purpose of this project is to trial how to connect the existing Project Twin Streams cycleway ending at the bottom of Savoy Road to the town centre. We need your help to identify what the most promising route is to trial.
- This is NOT a permanent installation and it can be adapted after installation in response to feedback and learning. We cannot nor intend to do anything permanent as part of this project.
- As a trial we want to learn as much as we can about how to create a safe and functional cycle connection from Savoy Road to the town centre and we want your help with this.
- We are constrained by time and budget but still want to get the best possible outcomes working within the existing project parameters.
- We cannot use the money from NZTA for other purposes - all money needs to be spent on the interim installation using a Tactical Urbanism approach.
- There is parking capacity in the surrounding streets to absorb the loss of parking while we trial the pop-up cycleway, and this is something we can monitor.
- The main town centre road improvements are scheduled to be completed by early June. However the Traffic Management Plan is not finalised and that project may take longer to deliver than scheduled. This is too much of a project risk to wait to install so we need to work with what we can do between now and the end of June.



Workshop 2 was held on December 14 from 5-8pm at the Waitākere Ranges Local Board offices. Approximately 12 people attended the workshop including local residents, business owners, business association, local board members, community and sports organisations, health agencies, Auckland Transport and Auckland Council staff, and local cyclists.

Eight posters and two worksheets were developed for Workshop 2 to provide visual information about the project purpose and goals, site context, an overview of the concept design, and (more) detailed concept designs for each section of the cycleway for both options 1 (uni-directional) and 2 (bi-directional) including the potential look and feel of each interim installation.

OUTPUTS + INSIGHTS FROM WORKSHOP 2

- Diverse perspectives and ideas were expressed during the discussions which contributed to create a better understanding of concerns / needs in the community and the potential impacts of a trial cycleway which need to be integrated into the project monitoring and evaluation programme.
- The uni-directional option was identified as a better option with safety as a primary consideration.
- We understand that the proposed cycleway will reduce the number of car parks in the neighbourhood and we want to monitor the impact of this as part of the trial cycleway
- Specific feedback was provided from both residents and cyclists about practical and safety issues associated with the proposed cycleway for consideration and integration into the refined designs.
- The participants explored opportunities for the local community to get involved in the project delivery. While cyclists and community organisations are generally supportive of the cycleway there is limited capacity/interest in being involved in the implementation through placemaking activations and/or street art associated with the project.



- Workshop participants discussed and identified criteria to assess whether the project is successful or not. These will feed directly into the project monitoring and evaluation programme. Success criteria proposed by co-designers at the workshop was:
 - Cyclist feeling safer
 - Not impeding traffic flow
 - # of cyclists using cycleway
 - Average time it takes to...
 - Road users feeling safe
 - Easier access to local facilities
 - Community support for cycleway by end of trial
 - # of cyclists per day – students/young people/mobility scooters
 - Increase in people using the cycleway to access town centre & train
 - More positive feedback than negative
 - # of incidents reports
 - Safe exits to CSR from driveways (without obstruction from driveway)
 - Increase in cycles and scooters using cycleway (over time)
 - Increased awareness of other road users
 - Decrease in road incidence
 - Increase in train patronage
 - Reduction in congestion (reduction in cars on road & speed)
 - Increase in air quality
 - Attitudes to the changed environment from local community
 - Improved perception of safety
 - More people using Town centre/train
 - Cyclists feel safer

- Other things that co-designers suggested monitoring as part of the trial were:
 - Comparison of parking (on street) on adjacent streets to Captain Scott Road
 - Average traffic speeds
 - Number of cars using Captain Scott Road.

Following the second workshop, Auckland Transport designers / engineers, with support from Resilio Studio, further developed and refined the strategies / concept designs including workshopping opportunities and constraints inherent in the concepts, in order to crystallize and confirm a preferred concept design / hypothesis (definition of the problems, proposed responses, and anticipated outcomes) to form the basis for the design for the trials.

Auckland Transport and Local Board Services used the success criteria generated during workshop 2 to help inform the project monitoring and evaluation programme.



Local Board Services explored local iwi (Te Kawerau A Maki) interest in contributing artwork for the interim cycleway.



DESIGN DEVELOPMENT + REFINEMENT

The visual material of the final design for the trial was circulated by Local Board Services to the community stakeholder co-design group digitally to keep them informed of progress as well as for final feedback prior to it being shared with the public.

A third and final co-design workshop was proposed following implementation to help refine the design although this did not eventuate within the financial year, and other engagement initiatives were undertaken.

To invite further feedback and increase public awareness, a 'Glen Eden Streets for People' page was added to the online 'Innovating Streets Hub' on the Auckland Council engagement website: [AK Have Your Say \(aucklandcouncil.govt.nz\)](https://aucklandcouncil.govt.nz). This included a project email address inviting community feedback.

Following implementation of the cycleway in late May, a pop-up shop was set up in the town centre with information display. A series of public drop-in sessions were hosted to provide the opportunity for community engagement.

Corflute posters were put up on-site along the cycleway route to promote understanding of the trial project to passersby, who may not otherwise be aware of the background or that it was a trial.

Innovating Streets for People – Glen Eden Pop-up Cycleway

Appendix 2 - Monitoring and Evaluation Plan

1. What are the problems or opportunities?

The first step in setting up an evaluation plan is defining the problems. The people who use the space should be involved in defining the problem.

Problems

- Lack of connected cycleway from Twin streams path to the town centre and train station
- Narrow footpaths so limited space for cyclists
- Fast speeds on Captain Scott Road
- Road is used for commuter parking during the week
- Nothing in the public realm to activate the linkage and encourage an increase in active modes
- Cyclists feel unsafe using the road
- Lots of residential driveways & bus route with stops

Opportunities

- Connect to the Twin Streams path
- Connect to local schools and community facilities, town centre and train station
- Increase active mode use for leisure but also commuter trips
- Link to Town centre improvements
- Link to West Coast Rd road safety improvements (demonstrator project with Waka Kotahi NZTA)

2. What evidence do you have to demonstrate the problem?

Evidence of the problem(s) will help to justify your project. Evidence can be stories/quotes from community members and hard numbers. If you do not have existing evidence, you should collect data before you install the intervention. This 'before' data will help you assess the impacts of your project.

*Previous speed counts and volumes show (85th) speeds at 57k/hr
Concerns raised by community regarding speeds and safety*

*Greenways – seeking to provide the link (Community)
Auckland Council / Local Board has approached land owners to extend off road path but this could not be progressed so there is a missing link*

Cyclists are using Captain Scott Road but more confident cyclists, most are using different routes.

3. What does success look like?

Success is the outcome of the intervention, not the physical intervention itself. The outcome should be linked to the problem. For example, if the problem is high vehicles speeds, success would be slower vehicle speeds, as opposed to installing speed humps. When defining success, you should try to quantify it or identify a threshold that must be met to deem successful.

Success Criteria were developed at the second co-design workshop

Outcome	Measure	Method
Cyclists feeling safer	Cyclists feel safer with the cycleway	Perception Survey
Not impeding traffic flow / Delays & Congestion are not increased due to trial	Number of traffic lanes of traffic lanes is not changed No increase to time from Savoy Road to Rbt #of vehicles	Design & observation Observations & measurements -travel time & queuing Traffic count
#of cyclists using cycleway	Increase in cyclists using route Type of cyclists (students/young people/mobility scooters/scooters)	Counts Observation count
Road users safety	All users feel safer with the project # of incidents reported Traffic Speed	Perception survey CAS data/police incidents Tube count
Easier cycling access to local facilities	More bike parking around	Design & observation Perception survey
Community support for cycleway by end of trial	Perceptions of trial Volume/nature of feedback from customers/businesses/residents	Perception survey Customer feedback
Increase in people using the cycleway to access town centre & train	Increase in train patronage	Count / intercept survey

Safe exits to CSR from driveways (without obstruction from driveway)	Visibility from driveway exits	Design & post-construction audit
Comparison of parking (on street) on adjacent streets to CSR	# of parked vehicles	Parking counts/survey
<i>Increase in air quality</i>	<i>Note but unlikely to be accurately measured</i>	<i>Not measured</i>

4. What are the measures of success?

After you determine what success is, think about how you can quantify it. This should be linked directly to the vision of success.

See above

5. How will you achieve these outcomes?

What is the physical intervention (or event) that will enable you to achieve these outcomes?

Segregated cycleway Activation of the cycleway Cycle parking at town centre / train station Possible roadway art and footpath Possible wayfinding

6. What are the negative impacts?

The intervention may negatively impact some people and in some ways. You should identify the potential negative impacts and discuss how much you can withstand and for how long before the impact necessitates action. Action does not mean removal. It can simply be a site visit with the people negatively impacted to discuss the problems and figure out how to adjust the design,

It is critical that you have these discussions, so that everyone is on the same page when there is backlash from the people who are negatively impacted.

Negative impact	Threshold/ Tipping point
<i>Impact for bus services and passengers</i>	Travel time delays for services beyond timetable tolerances

<i>Parking overflows onto adjacent streets</i>	Illegal behaviour occurs/ significant resident feedback
<i>Complaints from community members</i>	Significant negative feedback and objectives of trial not being met
<i>Complaints from businesses in GE town centre</i>	Significant negative feedback and objectives of trial not being met
<i>Safety impacts</i>	Accident with injury occurs due to trial

7. How and when will you collect the data?

Once you understand the problem and have defined success, you can map out how, when and who will collect the data. The method you use will depend on the financial and internal resources. If you have questions on what methods to use, reach out to the cluster lead and we will discuss the best method that aligns with your resources.

Success	Measure	Method	Date & Duration
<i>Increase in number of cyclists</i>	<i>Changes to baseline cycle count</i>	<i>Counter/tube count</i>	<i>Before (11 Nov 2020) and after surveys</i>
<i>Increase in number of pedestrians</i>	<i>Changes to pedestrian count</i>	<i>Counter/survey</i>	<i>Before (11 Nov 2020) and after surveys</i>
<i>Increase in road safety perception</i>	<i>Customer experience surveys – perception uplift</i>	<i>Intercept surveys or Online surveys</i>	<i>Before and after</i>
	<i>Changes to incidents</i>	<i>Collate crash data & evidence from police</i>	<i>Before and after and during</i>
	<i>Traffic data – volumes, speed & delays</i>	<i>Tube counts Observations</i>	<i>Before (9 Nov 2020 section 3 & 19 Feb 2020 sections 1/2) and after, during observations for issues</i>
<i>Easier cycling access to local facilities</i>	<i>Amount of bike parking</i>	<i>Observations & part of perception survey</i>	<i>Before & After</i>
	<i>Increase in people using the cycleway to access train station</i>	<i>Changes to Patronage</i>	<i>Counts/ HOP data</i>

Appendix 2 – Monitoring and Evaluation Plan

<i>Comparison of parking (on street) on adjacent streets</i>	<i>Changes in parking usage</i>	<i>Parking Counts</i>	<i>Before & After Observations during trial</i>
<i>Attitudes to the changed environment from local community</i>	<ul style="list-style-type: none"> • <i>Customer experience surveys – perception uplift</i> • <i>Facility is being used correctly ie no inappropriate vehicle use / parking</i> 	<i>Intercept surveys or Online surveys</i> <i>Observations</i>	<i>Before and after Intercept surveys</i> <i>Observations</i> <i>On-going online survey</i>

Appendix 3 – Monitoring Results

November 2020:

	Pedestrians	Cyclists	Scooters
West	235	9	4
East	64	3	1
Total	299	12	5

February 2022:

	Eastern side of Capt Scott Rd											Eastern side of Capt	Western side of Capt Scott Rd											Western side of Capt	Grand Total									
	Cycle Lane North Cyclists	Cycle Lane North Scooter	Cycle Lane South Cyclists	Cycle Lane South Scooter	On Road North to Road	On Road South to Road	Footpath North to h North	Footpath North to h South	Footpath South to h North	Footpath South to h South	Footpath North to h North		Footpath North to h South	Footpath South to h North	Footpath South to h South	Cycle Lane North Cyclists	Cycle Lane North Scooter	Cycle Lane South Cyclists	Cycle Lane South Scooter	On Road North to Road	On Road South to Road	Footpath North to h North	Footpath North to h South			Footpath South to h North	Footpath South to h South							
AM	3	0	3	1	0	1	0	0	1	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	7	1	8	1	0	1	1	9	14
7:00	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	3	4
8:00	2	0	2	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	1	4	1	0	1	5	7	
9:00	1	0	1	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1
PM	6	1	7	0	0	0	1	0	1	0	0	0	0	8	1	1	2	0	0	0	0	0	0	0	1	0	1	0	1	0	1	4	12	
15:00	2	0	2	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
16:00	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	3	
17:00	0	1	1	0	0	0	1	0	1	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
18:00	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	
IP	1	0	1	0	0	0	1	0	1	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	3	5		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	
12:00	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	
14:00	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
PM 1	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	
19:00	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	

Captain Scott Road cycleway trial

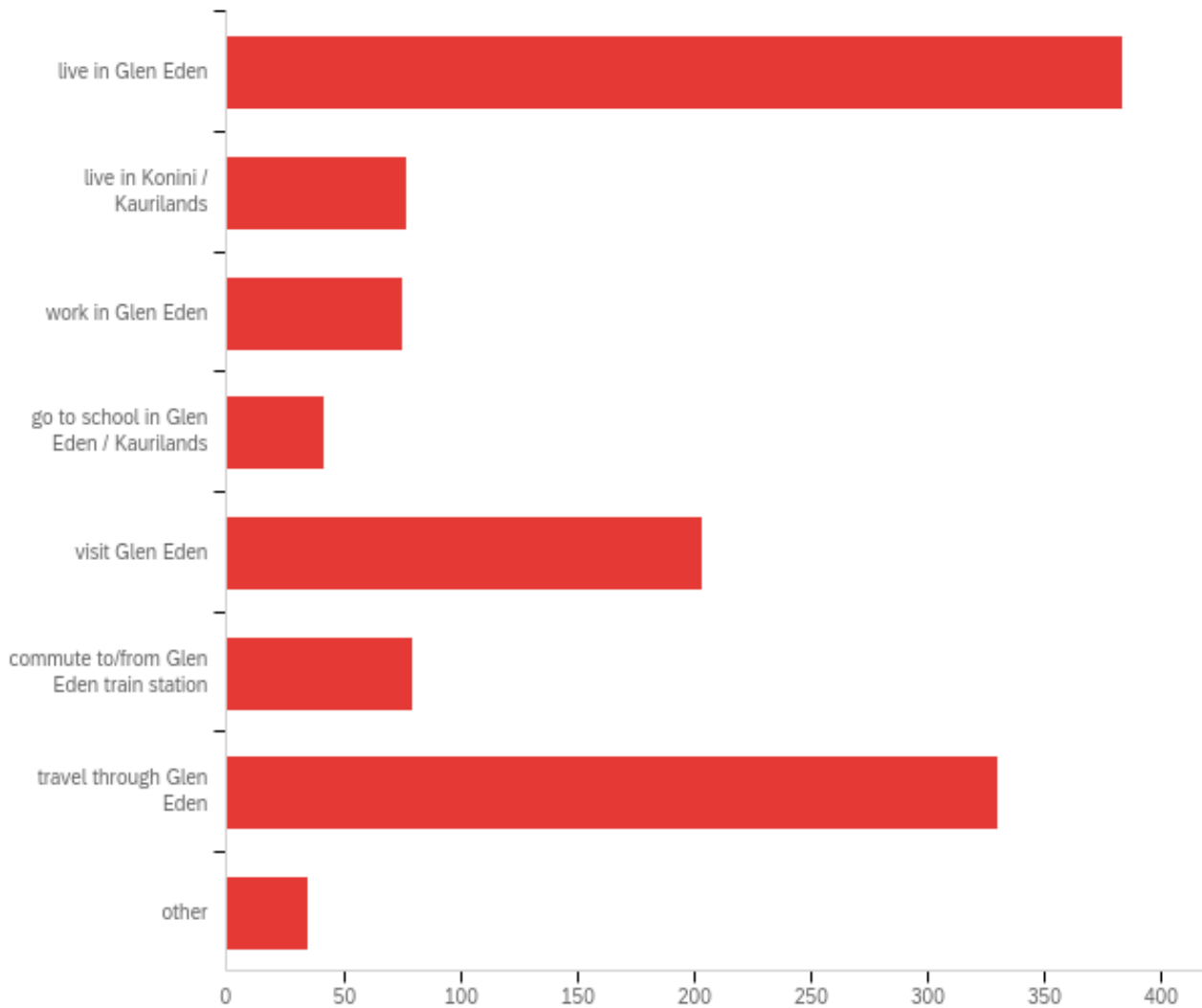
Appendix 4 - Perceptions Survey Results

This is a report on the results of an online survey run for three weeks in February 2022 through the AkHaveYouSay Innovating Streets website: <https://akhaveyoursay.aucklandcouncil.govt.nz/glen-eden-town-centre-cycleway-trial>

Glen Eden Innovating Streets Cycleway Trial
Perceptions Survey Results

28 February 2022

Q2 - Which of the below describes you (please tick all that apply). Do you:



#	Answer	%	Count
1	live in Glen Eden	31.27%	384
2	live in Konini / Kaurilands	6.27%	77

Appendix 4 – Perceptions Survey

3	work in Glen Eden	6.11%	75
4	go to school in Glen Eden / Kaurilands	3.42%	42
5	visit Glen Eden	16.61%	204
6	commute to/from Glen Eden train station	6.51%	80
7	travel through Glen Eden	26.95%	331
8	other	2.85%	35
	Total	100%	1228

Q2_8_TEXT - other

other - Text

i used to live in glen eden, was there for 7+ years

Work with volunteers and local community on Project twin Stream area

Live and work in Titirangi

Bike through to the cemetary

Live in Derwent Crescent which is just beyond the Glen Eden boundary in North Titirangi.

Live in Glen Eden/Titirangi border

Have Children attending GEIS and partaking in extra curricular activities multiple times per week.

Used to live and go through for gp in Titirangi

Child goes to daycare in Glen Eden

Titirangi North

Lived in Glen Eden. Now in Waiatarua. Why keep spoiling our area. Glen eden I still prefer to support local shops where possible. Becoming more like an obstacle course as driving through . Enough traffic lights. Speed bumps now not required bicycle lanes????high rise apartments one was enough. Some family still live in Glen Eden. Don't spoil anymore streets.

Live in Titirangi

Our child goes to school in Glen Eden

I live in Titirangi

Resident of Savoy Road (until October 2021)

I live in Titirangi

Recreational riding in West Auckland

also resident

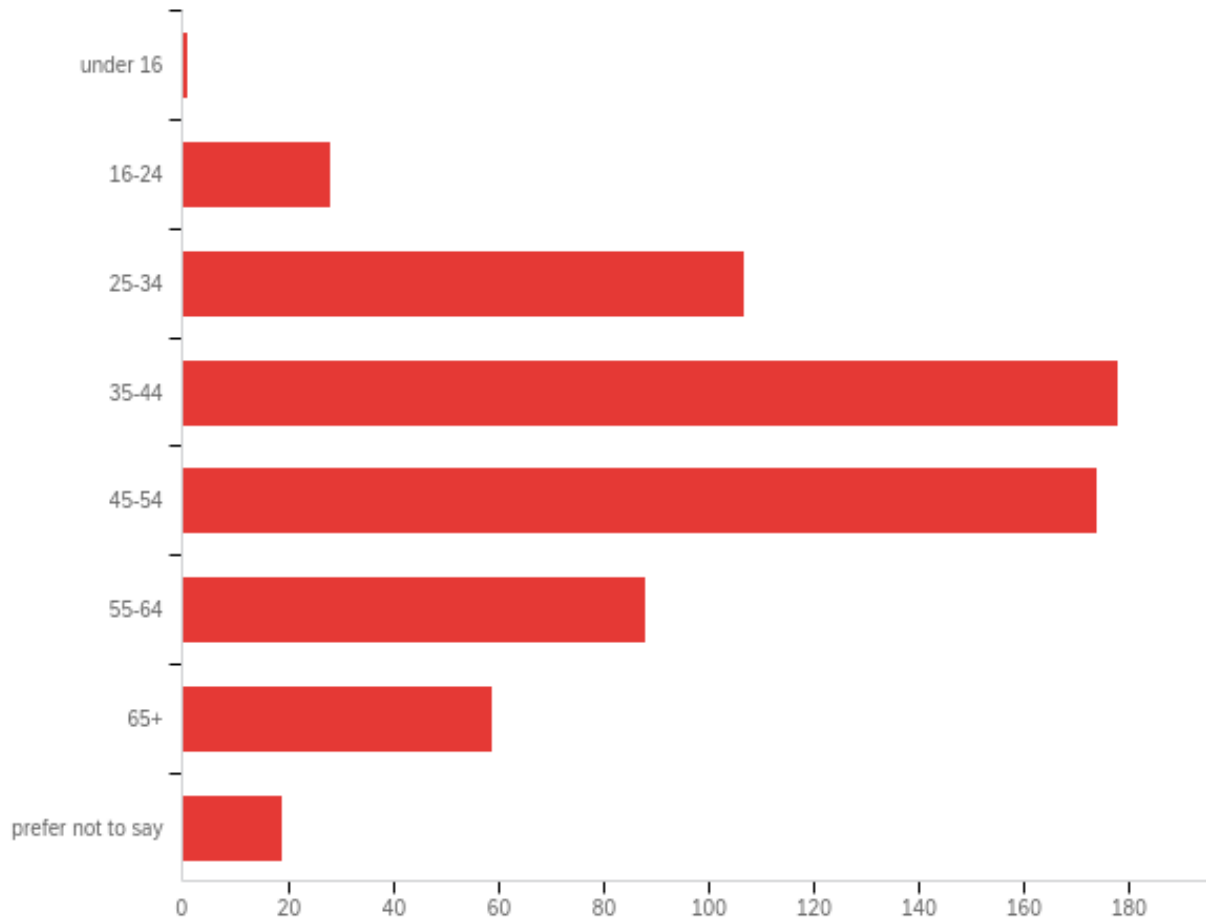
Have family in glen eden

Our family properties are in glen Eden

Shop in the Glen Eden shops

commute by bike through Glen Eden

Q17 - What is your age group?



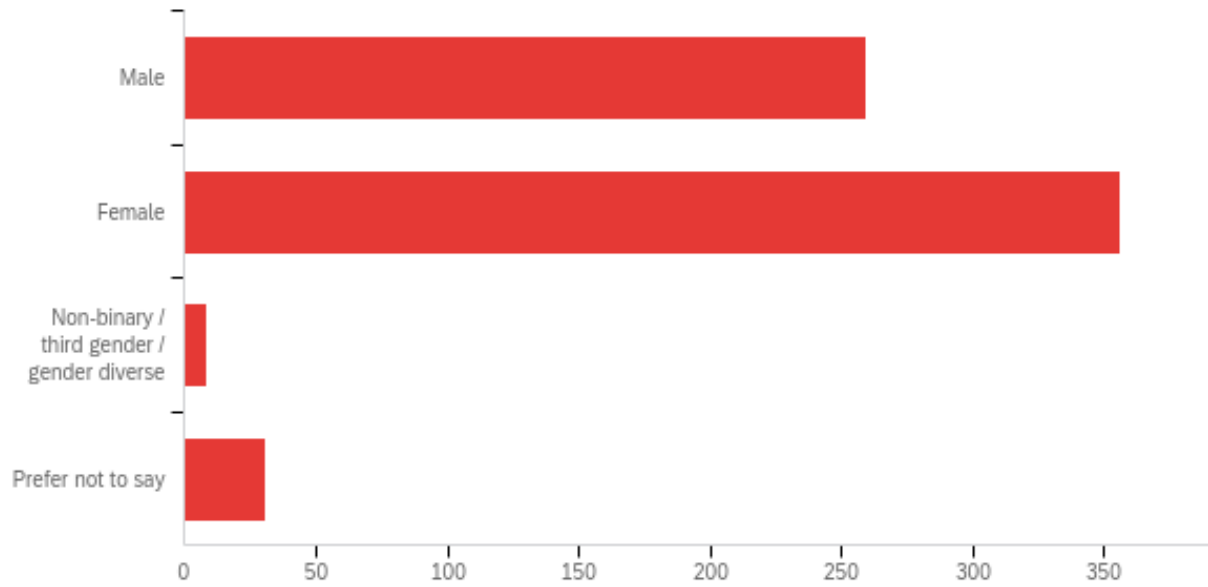
Data source misconfigured for this visualization

#	Answer	%	Count
1	under 16	0.15%	1
2	16-24	4.28%	28
3	25-34	16.36%	107
4	35-44	27.22%	178
5	45-54	26.61%	174
6	55-64	13.46%	88
7	65+	9.02%	59

Appendix 4 – Perceptions Survey

8	prefer not to say	2.91%	19
	Total	100%	654

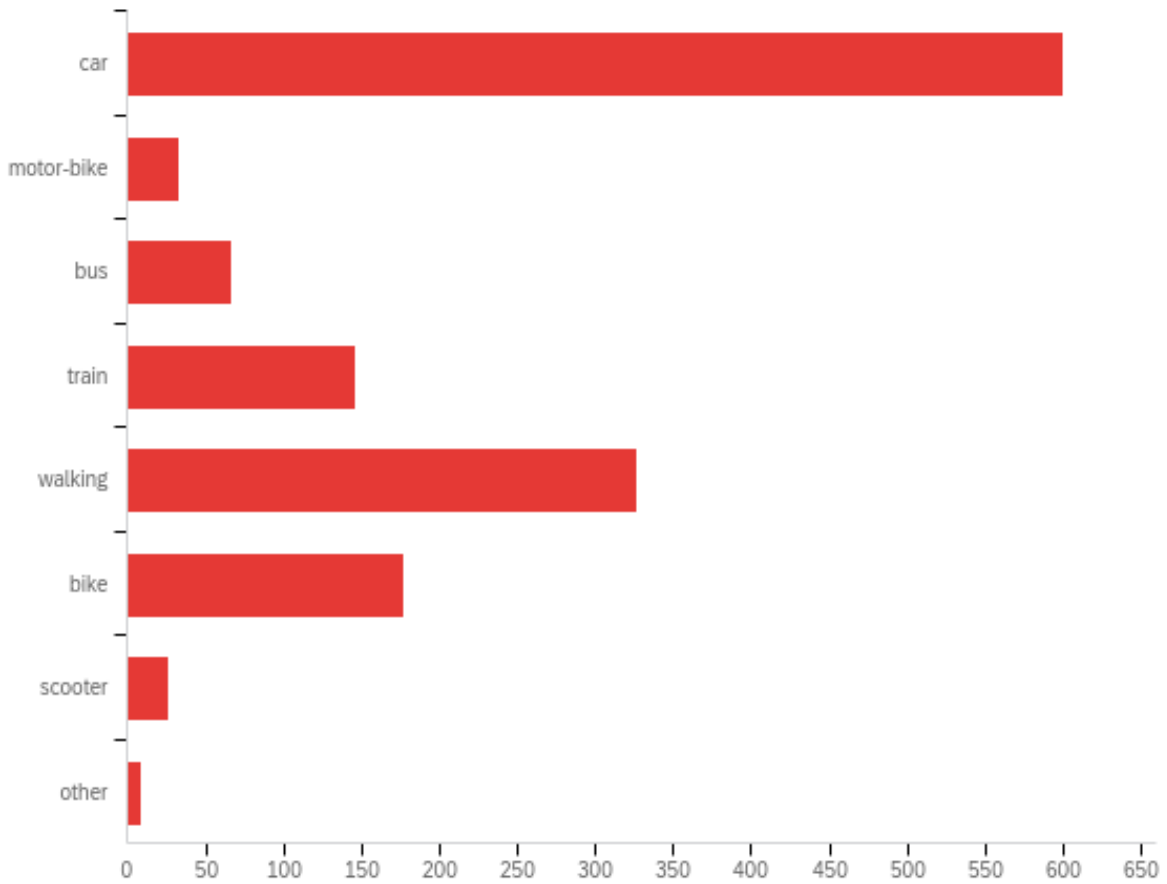
Q18 - What is your gender



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	What is your gender	1.00	4.00	1.71	0.72	0.51	654

#	Answer	%	Count
1	Male	39.60%	259
2	Female	54.43%	356
3	Non-binary / third gender / gender diverse	1.22%	8
4	Prefer not to say	4.74%	31
	Total	100%	654

Q3 - How do you like to travel in the Glen Eden area? (tick all that apply)



Data source misconfigured for this visualization

#	Answer	%	Count
1	car	43.35%	600
2	motor-bike	2.38%	33
3	bus	4.77%	66
4	train	10.55%	146
5	walking	23.63%	327
6	bike	12.79%	177
7	scooter	1.88%	26

Appendix 4 – Perceptions Survey

8	other	0.65%	9
	Total	100%	1384

Q3_8_TEXT - other

other - Text

Running

Van

Prefer not too with all the ridiculous humps and changes, on a busy morning lucky to get 3 cars out the lights with that giant hump, I go the back way thru glengarry/titirangi now

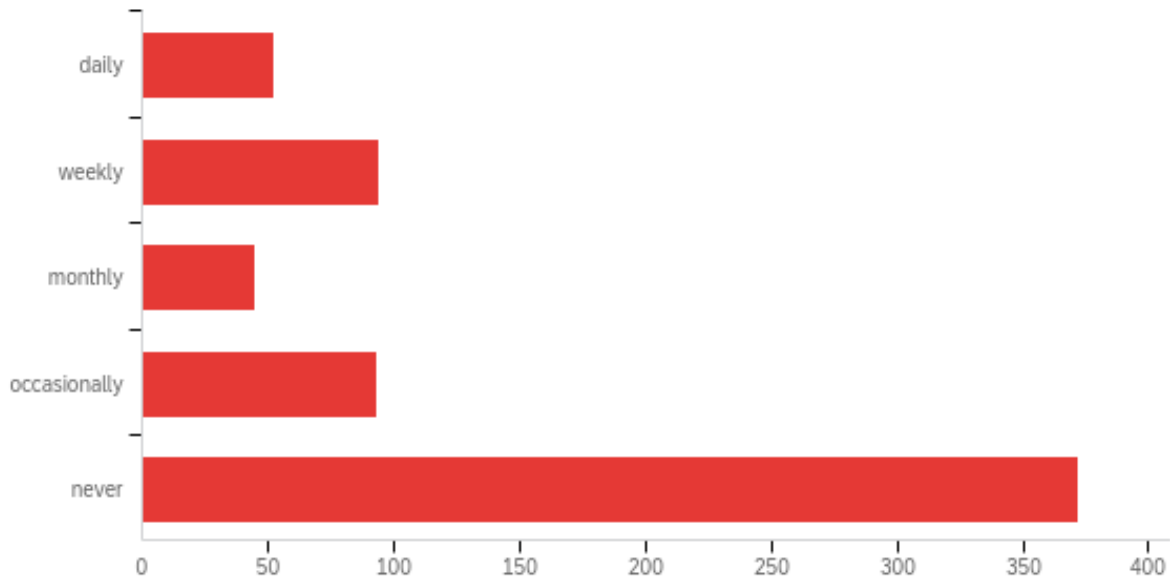
Jogging

Often towing a trailer for landscape work.

Walk

I avoid it like the plague now because of speed bumps causing congestion . If I do. Car

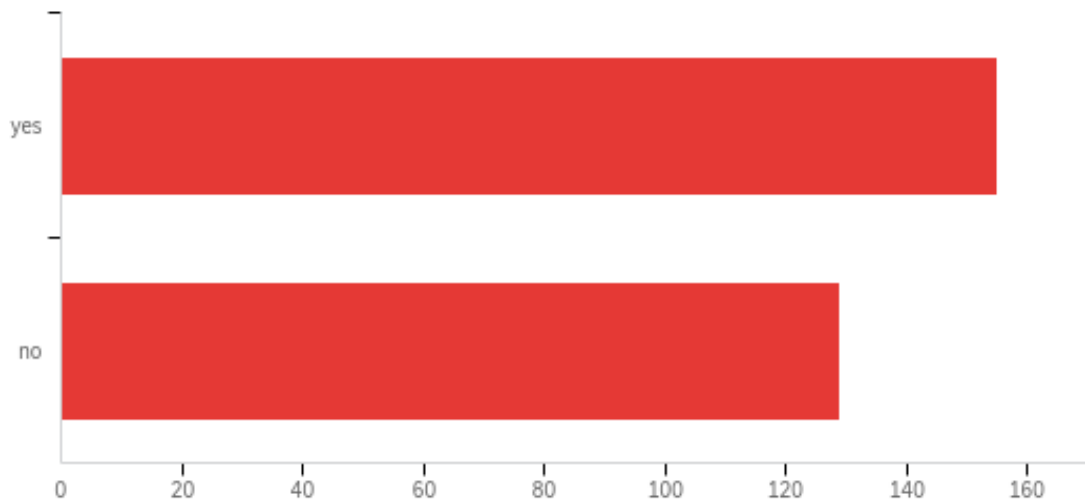
Q4 - How often have you cycled or used a scooter in the past six months?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	How often have you cycled or used a scooter in the past six months?	1.00	5.00	3.97	1.39	1.92	656

#	Answer	%	Count
1	daily	7.93%	52
2	weekly	14.33%	94
3	monthly	6.86%	45
4	occasionally	14.18%	93
5	never	56.71%	372
	Total	100%	656

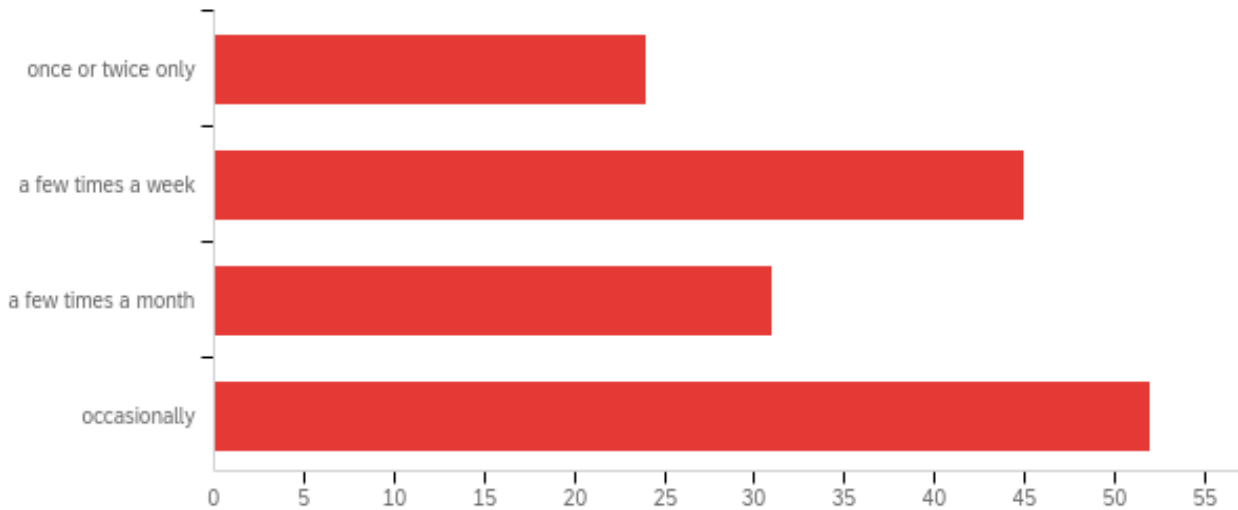
Q5 - Have you used the separated cycleway on Captain Scott Road?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Have you used the separated cycleway on Captain Scott Road?	1.00	2.00	1.45	0.50	0.25	284

#	Answer	%	Count
1	yes	54.58%	155
2	no	45.42%	129
	Total	100%	284

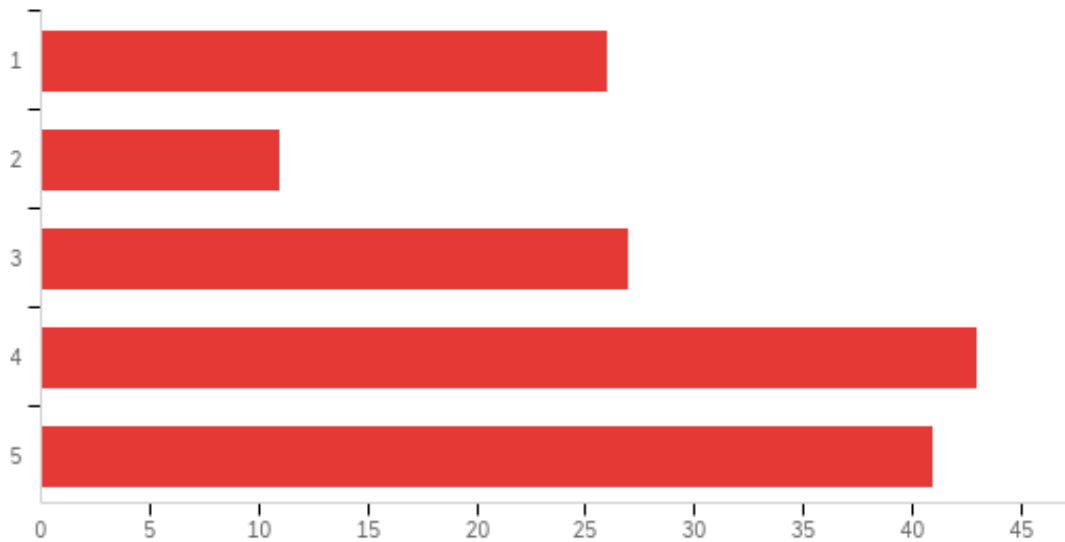
Q6 - Please tell us about your experience using the cycleway. How often did you use it?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Please tell us about your experience using the cycleway. How often did you use it?	1.00	4.00	2.73	1.09	1.20	152

#	Answer	%	Count
1	once or twice only	15.79%	24
2	a few times a week	29.61%	45
3	a few times a month	20.39%	31
4	occasionally	34.21%	52
	Total	100%	152

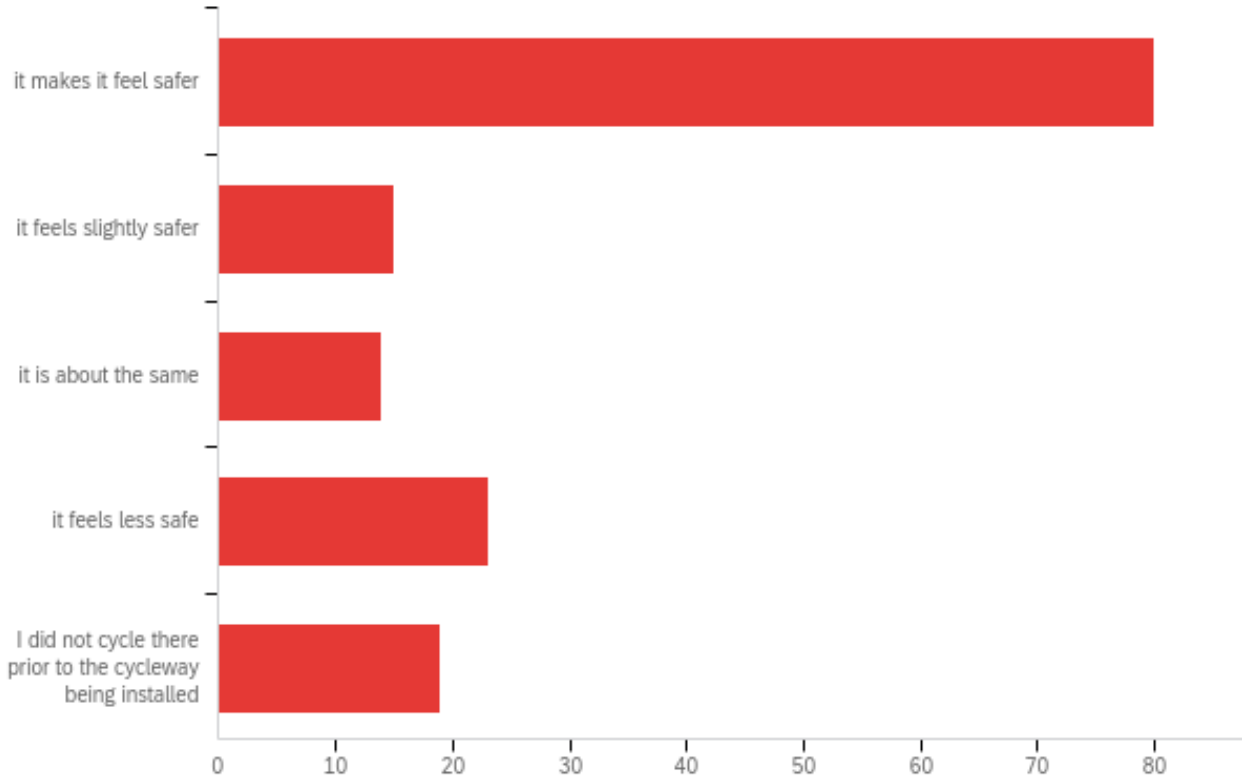
Q7 - How safe did it feel to use the cycleway? (1= unsafe to 5 = very safe)



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	How safe did it feel to use the cycleway? (1= unsafe to 5 = very safe)	1.00	5.00	3.42	1.41	2.00	148

#	Answer	%	Count
1	1	17.57%	26
2	2	7.43%	11
3	3	18.24%	27
4	4	29.05%	43
5	5	27.70%	41
	Total	100%	148

Q8 - How does it compare to cycling on Captain Scott Road prior to the pop-up cycleway being installed?



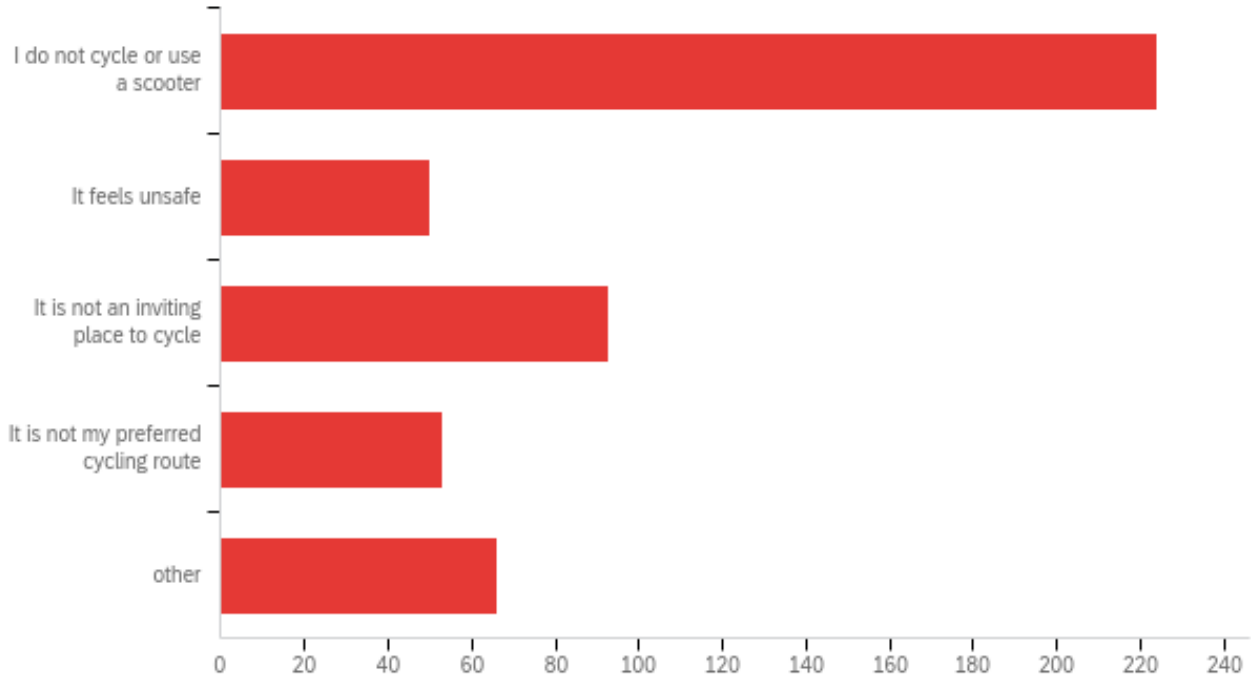
#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	How does it compare to cycling on Captain Scott Road prior to the pop-up cycleway being installed?	1.00	5.00	2.25	1.52	2.30	151

#	Answer	%	Count
1	it makes it feel safer	52.98%	80
2	it feels slightly safer	9.93%	15
3	it is about the same	9.27%	14
4	it feels less safe	15.23%	23

Appendix 4 – Perceptions Survey

5	I did not cycle there prior to the cycleway being installed	12.58%	19
	Total	100%	151

Q9 - If you have not used the cycleway, what best describes your reason (tick all that apply):



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	If you have not used the cycleway, what best describes your reason (tick all that apply): - Selected Choice	1.00	5.00	2.36	1.48	2.18	486

#	Answer	%	Count
1	I do not cycle or use a scooter	46.09%	224
2	It feels unsafe	10.29%	50
3	It is not an inviting place to cycle	19.14%	93
4	It is not my preferred cycling route	10.91%	53
5	other	13.58%	66

Total	100%	486
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Q9_5_TEXT - other

other - Text

haven't been thru Glen Eden lately

It is a waste of time and money, a project driven by ideologues

I bike with young children so prefer the footpath. Appreciate the buffer zone though

haven't been in Glen Eden since

Cannot tick all that apply. Only allowing 1 tick. It's not my preferred route, feels unsafe and not inviting

It is a complete waste of space and if people (cyclists) followed the road code they wouldn't need a cycle way.

It's too steep

You can't tick all that apply. This is both uninviting and an unsafe cycle track.

To old

i ride on the footpath as its safer

There is a lot of debris in the cycle way which could cause punctures but has caused me to fall off

I don't have access to a cycleway from my house to pick up the new cycle way and it is too dangerous

It wouldn't let me select all that apply - please add not preferred cycling route

i havent been cycling as there are not enough cycle ways in Auckland

Totally unneeded and isolating residents.

I prefer to walk as I live close enough to the train station to walk and then don't need to worry about taking a bike to and fro on the train

Never seen a bike use it once. I drive that road on the school run and during the day

It is impossible for me to travel to school by bike.

It's not on my way to anywhere useful, I live by the Glen Eden shops and have no need to cycle back into the suburb.

Complete waste of rate payers money see many emails have sent.

I dont have a bike, but my roads to get to GE are not safe for cycling.

Need secure bike storage at train station

Appendix 4 – Perceptions Survey

This wont let me select more than one option. This is also not an inviting place to cycle

It is very short and unusual

I have a husband who cannot walk to far, and I am not interested at my age in a scooter, maybe a cycle but to far to work, so would not use it probably

Glen Eden has become abhorrent to "travel" through.

I am 80 so am past it now

I didn't know it was there. And, there's not a connected system of cycle safe routes to get to it from the CBD

It doesn't link Glen Eden to New Lynn and the rest of the cycle network. We are ringed in by busy roads

It's fucking horrible you've fucked up the road big time

It's absolutely useless totally unnecessary as not 1 cyclist has used it in the 21 years I've here.

Not very practical

We like too walk

Haven't had a need to cycle to GE

I drive because I need to transport my children from an urban rural area with no safe cycleways

Footpath is unusually empty. That space is better used for residents to park their cars.

It doesn't go anywhere I want to go and is hazardous

Too old!

Drive my car, but will be happy to see bikes...etc have their own space rather than coming too close to cars, hope it saves on accidents from happening.

I love too far away to make use of it, prefer to drive.

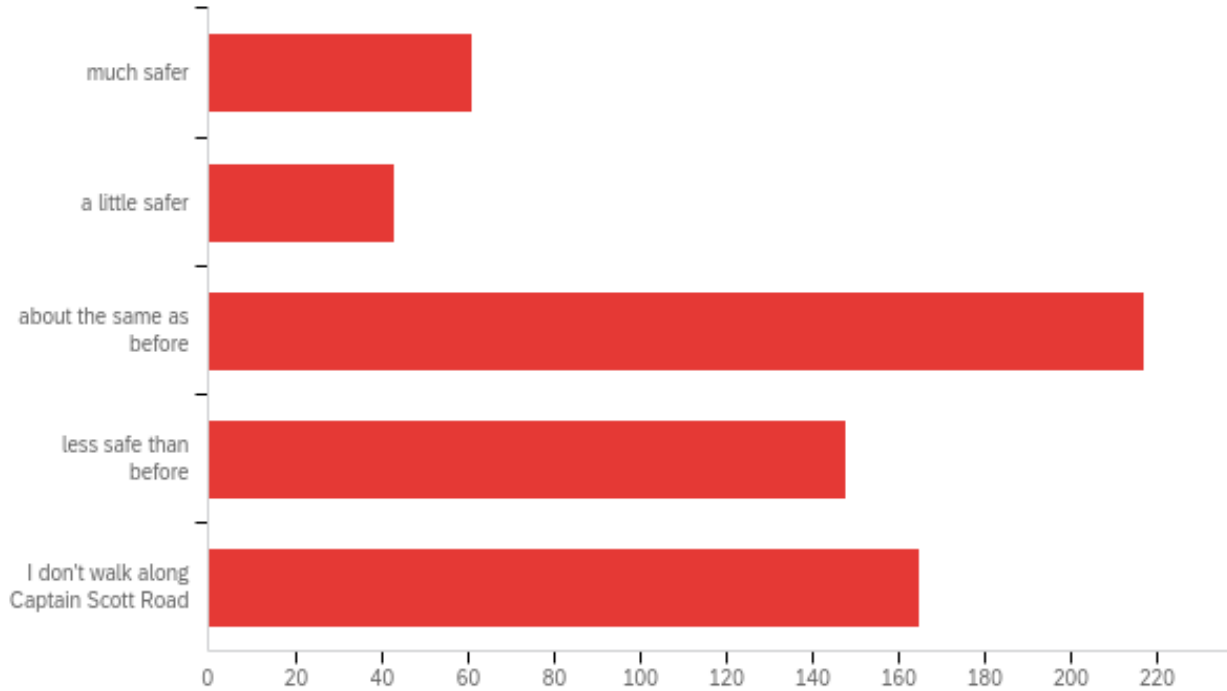
It's a inconvenience I bike now and then but it's a mess it takes up off-street parking it's also a danger

It is full of debris that could puncture tyres

I have no intent to ever cycle.

Surplus to requirements

Q10 - Have the changes made a difference to how safe you feel when WALKING on Captain Scott Road?



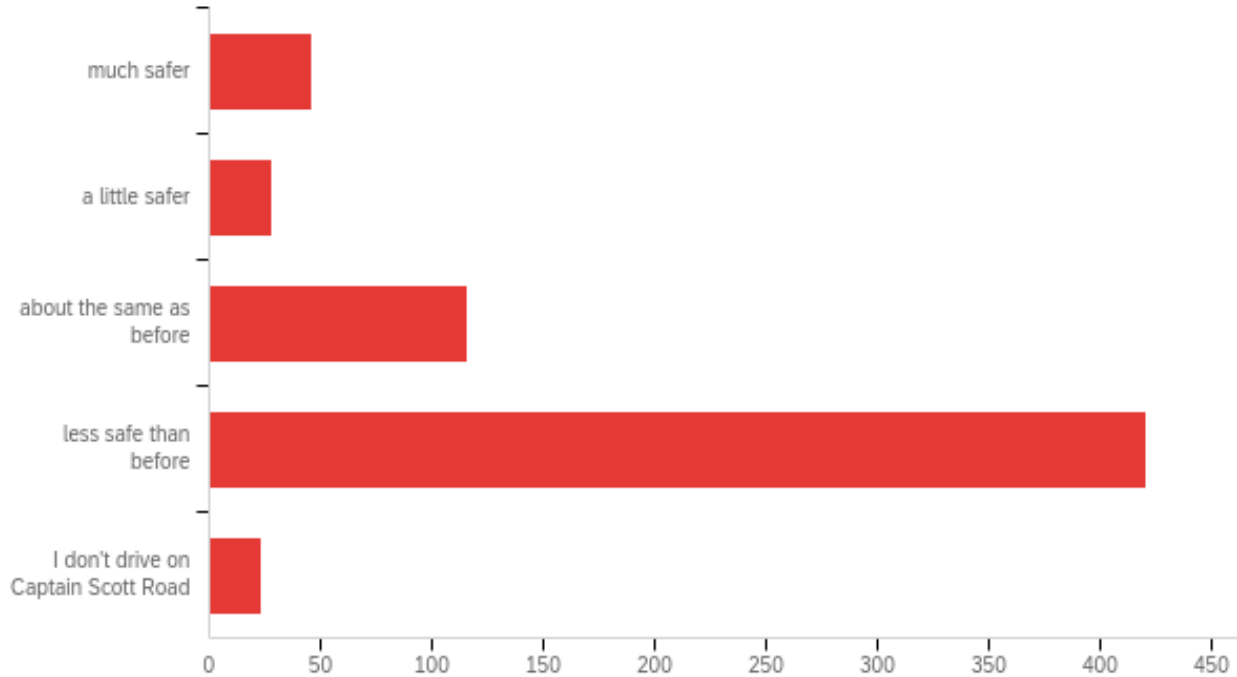
#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Have the changes made a difference to how safe you feel when WALKING on Captain Scott Road?	1.00	5.00	3.49	1.22	1.48	634

#	Answer	%	Count
1	much safer	9.62%	61
2	a little safer	6.78%	43
3	about the same as before	34.23%	217
4	less safe than before	23.34%	148
5	I don't walk along Captain Scott Road	26.03%	165

Appendix 4 – Perceptions Survey

	Total		100%		634
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Q20 - Have the changes made a difference to how safe you feel when DRIVING on Captain Scott Road?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Have the changes made a difference to how safe you feel when DRIVING on Captain Scott Road?	1.00	5.00	3.55	0.92	0.84	634

#	Answer	%	Count
1	much safer	7.26%	46
2	a little safer	4.42%	28
3	about the same as before	18.30%	116
4	less safe than before	66.40%	421
5	I don't drive on Captain Scott Road	3.63%	23

Appendix 4 – Perceptions Survey

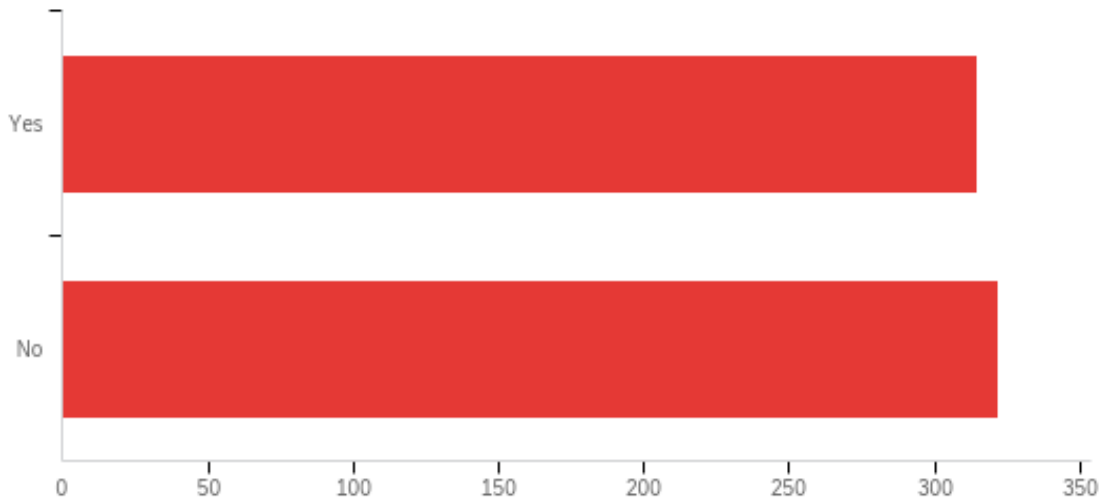
|

Total |

100% |

634

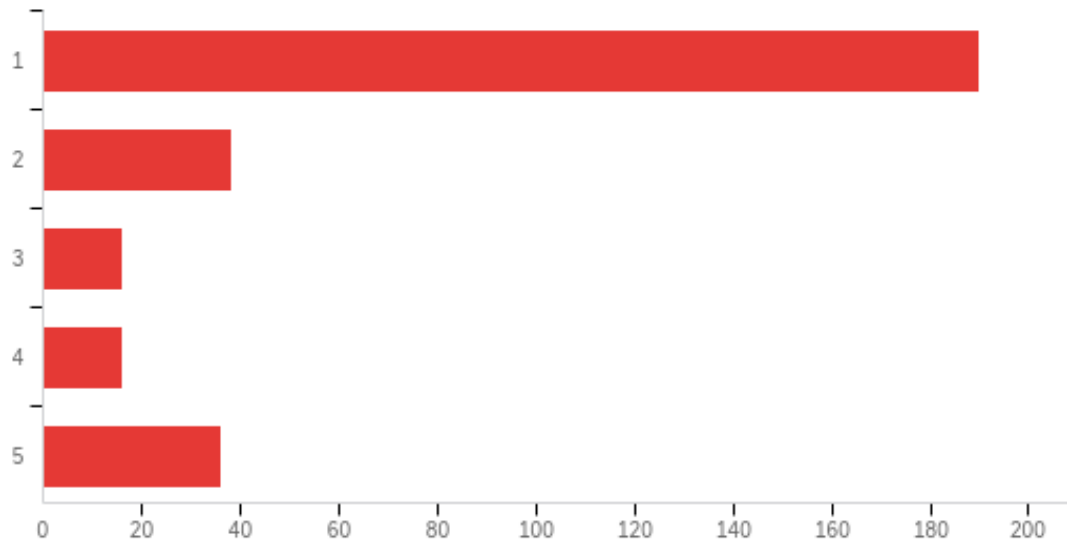
Q16 - Do you live on or near the cycleway on Captain Scott Road?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Do you live on or near the cycleway on Captain Scott Road?	1.00	2.00	1.51	0.50	0.25	637

#	Answer	%	Count
1	Yes	49.45%	315
2	No	50.55%	322
	Total	100%	637

Q12 - What is your experience of the cycleway? (1 - Negative to 5 - Positive)



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	What is your experience of the cycleway? (1 - Negative to 5 - Positive)	1.00	5.00	1.89	1.41	1.99	296

#	Answer	%	Count
1	1	64.19%	190
2	2	12.84%	38
3	3	5.41%	16
4	4	5.41%	16
5	5	12.16%	36
	Total	100%	296

Q13 - The trial cycleway links up the Twin Streams shared path to shops, services, and public transport in Glen Eden town centre. It features temporary traffic calming to lower car speeds; upright delineators to create separated cycle lanes; as well as cycling chevrons for on-road cycling in parts where car speeds are slower. Thinking about the changes: What do you like about the cycleway?

The trial cycleway links up the Twin Streams shared path to shops, services, and public transport in Glen Eden town centre. It features temporary traffic calming to lower car speeds; upright delineators to create separated cycle lanes; as well as cycling chevrons for on-road cycling in parts where car speeds are slower. Thinking about the changes: What do you like about the cycleway?

Makes it safer to cycle

that it exists

Have nothing overallly positive to say about the cycle way. After 6 months I have seen in total about 5 people use it

If had been done correctly, it would provide a better cycling experience

It provides people freedom to safely travel by various modes. Previously the dangers of this street and surrounding topography meant that this area was effectively inaccessible to people on bikes. Good to see that cycleways along routes to train stations and local shops are being prioritized, particularly when they unlock existing infrastructure as this does. Its also great to see a 'pop-up' cycleway - these are how to roll out networks quickly to rapidly transform cycling modeshare in cities, as we need to do to fix climate, road safety and congestion crises. The success of networks of pop up cycleways has has been proven recently all over the world, but not in Auckland. The network has to grow and connect swiftly to get the benefits, so please roll out more pop up cycleways urgently to connect this!

It's late but it's timely. We're in the beginning of a climate crisis. Glen Eden and surrounds are poorly served by cycle ways. We need to step this up. I want safe ways for the small children and adults that cycle to be able to move around the area. I've been hugely disappointed at the changes that place to roading that haven't included cycle ways. It's time.

I dont like it I am 78 years old I visit my daughter once acweek and have to park a long way from her house she lives at ... so I ca t park outside her place I have a very bad knee so by time I get there it has nade it very sore I hate tge cycle way and never see anyone using it

It links to the Project Twin Streams path at Ceramco, it links schools, town centre and railway station - so it is actually useful in getting to places people need to visit

Speed humps. The current design of the speed humps works wonderfully well to calm traffic down. I have live near captain scott road for over 5 yrs now and have never seen traffic go this calm. We need to keep existing speed humps and install more of them throughout captain scott road to ensure safety for everyone. More density housing is coming and more people are on captain scott road driving, walking, kids going to school, cycling etc. Existing speed humps and more of it throughout captain scott will ensure safety for all

I like that I am able to use bit of infrastructure to access the shared paths safely. It facilitates a rand of bike trips. It is great to see peoples safety being put above car parking.

Gives additional sense of safety when travelling between the shopping area and Twin Stream path. Is separated from vehicles. No need to share the path with pedestrians.

it is separated physically from the road so much safer to use.

It makes non-cycling road users more aware of the presence of bicycles

I'm not a confident cyclist but strongly support non driving options and making the neighbourhood more walkable. I would feel a lot safer using a dedicated cycleway and when I have children would like them to have safe spaces to ride their bikes.

I feel a lot safer on a bike being separated from the traffic. It felt too dangerous to cycle on the road at some times of day before the cycleway.

It's good but unnecessary at this time or make only closer to town somewhere near evens road

encourages cycling by improving safety

Nothing it's less safe and an eyesore

Narrows road up so slows traffic down

That there is that option for those who do cycle

Provides protection for cyclists

Encourages people to ride bikes when they can do so safely

Nothing. It is pointless and a waste of money.

Nothing

Nothing, poor job.

That it's separated from cars, which feels safer. It also slows down traffic in general

Temporary speed humps are working so good in regards to slowing down the traffic. In last 7 years living here I have not felt so safe to walk and feel more secure when my boys going for walk. I would strongly suggest to have permanent humps on caption Scott rd. This road is widely used by kids for walking as well as pick up and dropped. I am a real estate agent and I know some of the properties on evens road, savoy rd and Routly rd are going to subdivide in multiple units and there will be a lot more traffic than even now. Without humps it's unsafe now and it will be absolutely unsafe after some time.

You gave it a go but you should have designed things like this with a diverse bunch of locals and tested ideas before you leapt straight to a pilot that cost heaps and pissed everyone off.. AT need to radically change the way they do the design process.

separate area for cyclists

That it exists.

I like that Waka Kotahi is TRYING to bring in more cycleways.....however....

It is great to have a safer way to walk and cycle from the G E Cycleway (Project Twin Streams) at the bottom of Savoy to get to the Glen Eden Shops and the Trainstation and bus services. Slowing down the traffic makes it safer and more enjoyable to walk, cycle and scoot the Captain Scott section. I would like this cycleway to be extended to New Lynn, Henderson, Titirangi and other areas.

Appendix 4 – Perceptions Survey

The cycle way up until you get on Captain Scott road is great, the moment you move from Savoy road onto Captain Scott it's a different story. Its off the main road, the greenery is kept beautiful, its nice to walk, the paths are well made and wide for both cyclists and walkers to enjoy.

Auckland

How it obviously delineates cyclists from cars.

Nothing

Nothing

It was separated from large vehicle traffic using physical structures; It connected town with the existing streamside cycleway; It reminded car drivers that cycling could be an option for them in the future; It slowed large vehicle traffic; It removed car parks, therefore incentivising alternate forms of transport.

Buffer between pedestrians and traffic

NOTHING. ITS A CLEAR SIGN THAT MONEY IS BEING WASTED ON UNNECESSARY BS!

Love how it creates a safer space for cyclists, encourages biking over driving short distances, forces drivers to share the road in a safe way, great way for kids and families to make their way around, so much healthier.

Allows pedestrians and cyclists to feel safe

Nothing. Its a nice idea but it doesnt work

Nothing

Nuisance

Safer as a driver

I don't. Poorly thought out and dangerous.

Absolutely nothing

Nothing at all

Not a lot

Great for providing safer passage on the bike with kids in tow.

It is just waste of money. Nothing to like about.

Nothing it's ugly and no one uses it I've only seen one person and he was disabled even the kids still use the footpath

more bikes less cars

Nothing

Good idea.. Poor planning

Nothing

Nothing

Nothing

Absolutely nothing

The speed humps is the best thing that could have happened. It has calmed the traffic to no end and the speed humps should stay to make captain scott road safer.

Not much it gives some protection to cyclists

That there is an initiative to encourage cycling.

Our patients are happy to cycle to our destination, will be good to have less cars in the mall parking areas

Nothing

Very convenient

I have lived on Evans Road for many year, coming out onto Captain Scott when driving has always been a challenge, it is much easier now without cars lining both sides of the road. Also my young grandchildren use the cycleway to ride to our house in the weekends instead of coming in the car, it is a safe way for them to get exercise and fresh air. They are too scared to ride on the road without the cycle way and would be a menace on the footpath otherwise

It was better made than the St Lukes cycleway. At least it hasn't been broken down.

Provides a useful connection

Nothing

Good for bikes

It makes cycling safer

Links to the shops and removed parked cars making the street much safer. It's been great seeing people and kids using the cycleway whereas before, it was just too dangerous due to cars.

I know where the cyclists are and they're more visible. It makes it easier as a driver.

I like the idea of a cycle way in this area

It's nice to have some cycleway infrastructure in Waitakere

It is a great extension to the existing trail from Atkinson road and will be better when traffic calming measures are complete on West Coast Road.

It clearly demarcates a safe travel zone for cyclists - and allows me (as a cyclist) to enjoy my trip

auckland

Nothing

Nothing

Actually it is also about how it makes people drive slower by narrowing the road. I feel safer as a driver!

Appendix 4 – Perceptions Survey

Separates cyclists from cars, so I can now cycle to Glen Eden town centre & train station with my young kids which I didn't feel safe doing before

Nothing

nothing. it has NOT been done PROPERLY. any cycleway needs to be on lower side of C.scott rd where footpath is now so cyclists are removed from road completely. this should be a shared pedestrian/cycleway. its an obvious answer and why upset the road by introducing 4x Rage Bumps in 200m?

Before using the cycle way I was skeptical about need for the bollards, after using it they made me feel significantly safer than a road with no separation from the vehicle lane. I like that it gives a link to the path by the stream. I like that I don't have to worry about car doors being opened in my path. That it prioritises transport over the storage of private assets on public land. That when driving it has almost no negative impact whatsoever.

Auckland

nothing .

It has slowed some of the traffic

Anything to make biking safer

Nothing

Nil. It needs to be elsewhere

Nothing.

Nothing

The facilities for cyclists about Titirangi to Glen Eden and New Lynn is minimal. I like that this cycleway is on trial but I don't feel protected while riding within its confines, I feel particularly confined between traffic and footpath curb edge.

It tried to provide a safe cycle lane

nothing

Agree would make cycling to school safer for children who cycle to/from school along Capt Scott Rd. Road calming measures have probably been less effective than desired, refer to comments below.

maybe one side of Captain Scott Road can be used for cycles, or do away with the grass berms and create a pedestrian/cycle safe zone, which would be a permanent and long term solution as it's a very short distance.

Nothing, it makes the road unsafe, no where to park and no one uses it

Nothing - its ridiculous both from a usability and visual perspective

Nothing

Absolutely nothing; it is a completely horrendous and dangerous change that AT have made, with no common sense used at all

Nothing as below

Nothing

Nothing

That it is being aspirational

Looks impressive

Nothing, shouldn't be there.

Not much really

so much better for cycling. feels much safer even if it is only really a flimsy temporary job.

Nothing

I dont like it

Raises awareness of cycling as a transport option

the safety and ease of getting in and out of savoy. my wife use it daily and my children feel safer when riding to grandparents in Evans road. i would not feel safe them not having it and would need to go back to the footpath

Hate it

Slows down cars on Captain Scott Rd, feels safer to walk or bike with my 5 year old

The problem is it stops and then u have to go back on the main road. Problem is its making cycling in side streets harder as people are parked all through them

Nothing

Not a fan

Nothing

Can see a bit better when coming out of drive.

This street environment was previously a very car dominant environment, offering unsafe cycling conditions. The cycleway has introduced a safe and convenient megod of cycling along this road, and has also reduced car speeds. linking ceramco park to the GE shops is valuable. Traffic has slowed around critical intersections on Capt Scott where the road narrows and speed bumps were added. This road is very wide straight and fast and car regularly speed long well above the speed limit.

Don't like anything about it, waste of resource

It is a good use of a road that doesn't need to be that wide for just cars to travel

Auckland

Waste of money

It creates a safe place for me to cycle, I feel safe merging back with the traffic due to the bumps that slow the cars before we merge, I never felt safe cycling along Captain Scott Rd with my children before and would ride the footpath as there wasn't enough space to ride safely with cars parked along there, now I ride everyday to work safely on the road, I allow my children to ride along there in the weekends and even feel safe enough for the baby

Appendix 4 – Perceptions Survey

to be on the back of my bike with the cycle way, without it we would go back to using the car just to drop her off safely to daycare.

Separation from cars .

nothing

The slower speeds by the rubber road bumps

Nothing.

Nothing

Nothing

Nothing

Nothing

Nothing

I don't

It provides good separation of cyclists and cars, it feels much safer

Not a good use of resources due to main transportation being cars

Nothing

It give an oppourtunity for people to use cycling as a mode of transport

Nothing

definitely feel safer when cycling. The shared path and then cycleway is now my preferred route when heading towards CBD

Nothing really

Please remove as this is just a hazard and someone is going to get hurt with all the rubbish in in cycle way

absolutely nothing!

Nothing

Encourages more cycling.

Nothing

Na

Nothing

Connecting cycle way to town

Obviously a trick question. Zero to like

Appendix 4 – Perceptions Survey

It's great to run in when going for a jog at the weekend, much easier than running on the pavement

nothing

nothing

I like cycle ways in general, but this one is not used and make the road unsafe for all users.

That it has made cycling safer.

Nothing

Nothing

I dont like it

Cyclists are protected - especially young children

Nothing

My husband regularly cycles around Glen Eden and I think it's incredibly important that there are more separated cycle ways to ensure the safety of cyclists. Cars can be very aggressive and he has been clipped by a passing car before.

The option to ride bikes around West Auckland is great but not this location!

Nothing

Nothing. Its a complete waste of money

I don't like anything about it.

It is unsafe, reduces visibility, narrows the road substantially and is an accident waiting to happen for all that use it.

It's safer for all road users

Nothing

Useless

Not much

Titirangi

I like the intent

Auckland

Nothing

Nothing I hate it

The concept of wider network of cycleways around glen eden in theory is great. A safe way to cycle around without fear of motorists.

Appendix 4 – Perceptions Survey

Nothing - it is hazardous

I havent heard anything good about them. Apparently they are a pain for most people especially the rubbish truck and people living on that street

Provides a space for cyclists and pisses off Karen car drivers

Nothing

Nothing

Nothing.

Absolute rubbish, causing congestion and parking issues

Nothing

cycleways generally are a good idea, just not when they are this badly implemented!

Nothing

Nothing

The upright delineators / designated space for cycles separate from the cars on the road corridor, although the upright things have all been ruined and are looking a bit tatty now.

Nothing

Nothing

Nothing

Nothing

Nothing

Absolutely nothing

It feels safer than it did before

Nothing I think it's waste of money

Nothing

I support public transport and sustainable transport options however this was poorly designed and executed.

Nothing

It does give cyclists a speicific place to go

Nothing absolutely pointless

I like that there is a link up to the shops and it does give an option for people to cycle to the train or even families to safely go on bike rides without taking up space on either the road or footpath

Nothing

Appendix 4 – Perceptions Survey

It attempts to make cycling safer

Bike lanes are fine

Nothing at all

Nothing

I do not believe that the cycle lane is used enough. I have only seen 1 cyclist use it since it has been installed

I dont! I think its yet another a waste of time and money by AT

Nothing

Nothing it is an absolute waste of time and rate payer money

Not much

Separates me from dangerous drivers.

Safer for all cyclists

I like the idea of creating a safe place for people to cycle.

I dont like it

That's it's always empty

I hate the cycle way

Nothing

Nothing

I don't like it at all

Very little

Nothing

That they are trying to encourage cycling

Nothing

Absolutely nothing

nothing

Nothing

Nothing

Nothing

Appendix 4 – Perceptions Survey

I don't like the cycleway at all. It actually makes it more dangerous for walking and crossing the road. Also, I am yet to see a cyclist using it, any cyclist we have seen have been using the footpath - where we walk.

Nothing

Nothing is likeable about the cycleway.

Excercise mainly, freedom and cheap travel. It takes my car off the road

Nothing

Nothing it's dangerous

Absolutely nothing

Nothing

Nothing!!!!

Nothing. It's dangerous.

Nothing

Nothing

absolutely nothing

Nothing

Waste of money

N/A

Absolutely nothing

Nothing

Nothing at all

I like that there's now more space between cars and pedestrians on the footpath

Safety for cyclists. I have seen 2 cyclists in the time the road has been changed to suit cyclists.

Another transport option, the traffic calming is good as it has reduced speeding cars

Nothing

nothing

I dont.

Nothing , no one uses it. Its hazard to cars and annoying waste of money

That it is a trial and not permanent

Appendix 4 – Perceptions Survey

Nothing

Not much

i like the idea that it may slow the traffic down

nothing

I like cycle paths, when done properly - this doesn't work here.

Nothing. It's an abortion and was much safer for me cycling before. Restore it please.

Separation from cars

Nothing

Stop random people from just parking out my house

Biggest waste of time/money/resources ive seen in a while. Literally no need and no point. Id rather ride on the bloody footpath pull your heads in

Nothing, total waste of money.

It encourages a culture change away from cars

There is nothing to like. The only small positive is the speedhumps that are there now are better than the original although now people drive in the middle of the road to avoid them. The speedhumps may have helped with speed at the beginning however once over those speedhumps the speed in the cars driving down Captain Scott has worsened. As if to make up time.

Nothing. It's an eyesore, it is dangerous for other road users, no one uses it and reduces parking for visitors and users to the league club

Nothing I don't like it

Nothing

Provides safe passage for all people and ages on bikes, scooters. I especially feel safer walking as traffic has slowed down a lot.

Nothing

Nothing

Nothing

Nothing.

Nothing, it turns a wide road, into a narrow dangerous street, with pinch points where the cycle lane begins/ends. If you want to make it safer for cyclists, put yellow lines so cars can't park in that area. This keeps the road open and wide, and cyclists are easier to see, rather than all the visual pollution and obstacles to navigate for drivers.

Nothing. This is a complete waste of ratepayers money. Very rarely do I see anyone using it. Kids still ride their bikes on the footpath!

Nothing apart Gromit being a hazard

Lower car speeds due to speed humps

Give people other modes of transport safety

Nothing.

I don't like it

nothing

Nothing.

Nothing

Nothing

Whats there to like?

Nothing, it looks hideous.

Nothing

Nothing

Nothing its a waste of money

its good for kids, but alot still use the road or pathways

Nothing

Nothing

It will be safer for bicycles that actually use it but do not see much users

Nothing

It slows down traffic enough so people with kids can walk etc more safely and cyclists can use it

Nothing

Nothing it's more of a hindrance

It feels a lot safer

upright delineators that separate the cycle way from traffic is great. Lower car speeds in general are really good

Safer for kids

I love being able to cycle with my family. My 7 year old son can now ride a bike and being able to ride together safely, even just for a few dozen metres is fantastic. My husband and I used to cycle commute when we lived in central Auckland but after moving to Glen Eden 5 years ago we are both too nervous to bike in the traffic here. Way too narrow on the roads without cycleways. If there were cycle paths that connected up to the existing ones we could cycle safely every day, not just for recreation but for commuting.

Nothing at all

Any separated cycleways or even marked cycle lanes are great for encouraging cycling and walking

Nothing.

Painted and visible

Nothing.

Nothing

Nothing

Nothing

Auckland

Separation

I liked the separation and the traffic calming just before where bikes had to merge or where crossings were.

Nothing

There is now a level of safety for riders that did not exist before

Some modicum of respect for sustainable mobility

Cycle way is great barrier between cars, have used it for running over lockdown to separate from pedestrians. Feels safer being further away from cars. Definitely needed as a route to exit GE on bikes, it's too unsafe to use Glendale on a bike. It is important that AT is thinking about bike and pedestrians in GE, it needs to be on the radar, for too long it has been heavily car focused.

I like the idea, but the execution and cost is ridiculous.

Separate from cars, speed-calming measures for cars

Nothing

It's rubbish

It's a waste of money

That it somehow cost 400k? What a joke

The separation is good for safety, and I love that it connects with the track from Ceramco Park.

Nothing

Good connection from stream path to glen eden

Nothing, it's in the wrong place

Nothing

Appendix 4 – Perceptions Survey

I can't say I'm a big fan of this cycleway. Apart from it, we also had toad bumps installed in the lower section of captain Scott road. These bumps do work for speed control, but I don't think that cycleway (without the bumps) would have done the same, that is helped in reducing the speed. Me and my kids used a cycleway only a few times, to travel from Oates road where we live to ceramco park. To be honest I didn't let my girls scoot or bike within the cycleway, it's right by the road and I found it was still not safe enough for my primary school aged kids. I asked my kids to use the pathway. But maybe it's all good for the adults. Overall, I found it was a worthy trial but I do not think the cycle way works to fulfil its expectations.

Its a decent idea but very poorly executed

i dont have to use it evry day

Good idea to have a connected cycleway in Auckland

It feels much safer cycling with my children where the cycle lane is

Absolutely nothing. Such a waste of money as no one uses is. Instead it has created dangerous situations especially for residents trying top get in and out of the drive ways. The yellow markers are rubbish.

Pointless

Safety

that it brings awareness to car drivers that they are not the only ones on the road

Safer separation from cars whilst walking with my child. Safer whilst riding my bike

I don't like it at all

That it links to shops

Well separated, traffic drives slower due to narrow lanes making everyone safer on the roads

Nothing

Separated lane essential, paint is not infrastructure

Safety

is detrimental to the look of the area ,Glen Eden not suited for cycling certainly no advantage to aged population

It makes it safe to get to where I want to go and has encouraged other people to try cycling to their destination

Nothing

Dedicated cycle ways are the way forwards. We need way more of them.

I like the idea of having a dedicated cycle lane but this doesn't necessarily make it safer. It just makes you feel like it's safer.

Nothing

Nothing

Nothing at all

Appendix 4 – Perceptions Survey

At least it's there

Nothing. I have never seen a cyclist on it. Yet I go along captain Scott quite often

Turning right out of Evans Road is easier/safer as the speed bumps on Captain Scott force drivers on Captain Scott to slow down and there's no cars parked on Captain Scott blocking the view to the left

It's a good idea 'in theory' - that's all.

absolutely nothing

Provides a relatively safe route when heading to or from the town centre (compared to the rest of Glen Eden). Mostly well respected by drivers despite a vocal minority on Facebook.

New Lynn, Auckland

Nothing

Great for summer afternoon walks, cycles gives a alternative to driving

Keeps bikers out the way

It's a dedicated cycle sace and drivers have more awareness

Nothing

Nothing

Glen Eden, Auckland, New Zealand

Nothin

NOTHING. ITS WASTE OF MONEY. NO ONE USES IT AND IT MAKES THE ROAD MORE NARROW AND UNSAFE. STUPID IDEA

Nothing

Unmitigated disaster, waste of money that very, very few people use

Nothing.

Nothing

Nothing

Convenient for my family who have scooters

Nothing

Nothing - travel this way everyday several times a day. No one uses.

Helps to slow traffic down as well as providing extra space for walkers and runners where needed.

Nothing

Absolutely nothing

Appendix 4 – Perceptions Survey

Not a great deal

Nothing waste of money

It's rubbish

Nothing

Clear path without cyclists having to go around cars. Keeps them in their lane

Nothing, waste of money and is never used.

Nothing. The poles are ugly and unsafe for all. We need road parking back.

The pedestrian crossings at the roundabout are better.

It people parking along the side of the road

Seperates bikes from cars

Nothing

Nothing

Nothing

Nothing, it's ugly and causes traffic and parking issues in GE. Also the design is dangerous for cyclists

Nothing

Not much really

Nothing. It is poorly conceived, and executed.

Absolutely nothing

Nothing

It provides a place for cyclists

Nothing just a waste of taxpayers money

It is clearly defined

That you've tried

Nothing.

Not a thing given the very very few cyists in area complete and utter waste of money

Seperated cycle path is great and it offers a good connection to the town centre. Feels much safer than before and have seen an increase in people using the cycle way. Would have been fantastic if the stream shared path could have been extended through Duck park. Looking forward to more cycling infrastructure in the area. A connection from Glen Eden to New Lynn is now the major missing link

Appendix 4 – Perceptions Survey

Auckland needs more cycleways and this is a good start.

I like that it aims to connect GE with Kaurilands

Nothing, total waste of our rates./taxes. You lot have got rocks in your head if you think this will ever be used. y

Such a waste of taxpayers money Ge could do with money spent cleaning the shit up

Nothing

That it's only a trial

Nothing

Notjing

Nothing

Stop removing car space to make a dangerous space for cyclists and vehicles

Nothing

It could be useful in separating cycles from cars.

Nothing

Nothing

Giving people an option to cycle safer

Nothing its an eyesore

The traffic calming

I think we need more cycle ways all over west Auckland. My partner rides his bike from Parker road to blockhouse bay. Glen Eden is so dangerous for bikes and drivers are impatient and show no mercy. If you want people to bike there needs to be safe biking ways.

Nothing as it discourages people from using the train as they can no longer park on Captain Scott Road

Nothing

Nothing

It provides a safer area to ride - with less hazards such as parked cars.

Slows traffic down and makes people drive more consideratly. Separation from cars while scooting. Calmer feel to the footpaths when I walk my dog from duck park to Savoy road

N/A

Nothing

Nothing

Appendix 4 – Perceptions Survey

Separated from vehicles when e-scooting. Slows traffic so walking on footpaths is far more pleasant, quieter and feels safer

Captain scott road is a dumb idea

Nothing

Nothing, it's the worst thing in the world

Nothing

It's a nuscene and

Nothing.

Nothing

Nothing

Hope it makes safer travels in general

Nice to prioritise bikes, but it's pretty sketchy, and must merge anyways heading north at the roundabout.

NOTHING

Don't

Nothing

Nothing

nothing

That we finally made one and we are finally caring about cyclists. I like that it creates extra space when walking on the footpaths with my kids as well. I like that we attempted to do traffic calming.

Nothing much really

Nothing

Nothing

Nothing

With car drivers behaviour towards cyclist and the very limited space for cars to safely overtake (which they do regardless of the danger they put cyclists in, they don't care), it makes me feel a lot safer not being another victim of reckless driving or a near hit.

nothing.

Not much, I agree that there needs to be better non car transport links through glen eden but this is not the correct way, better bus services feeding the train station nfrom surroding areas are needed not half arsed cycleways

Not a lot

Appendix 4 – Perceptions Survey

The idea of a cycleway is great (would be better on west coast road)

Don't like it at all

I dont have to worry about being hit by a speeding car ot a bus.

Nothing

Nothing

That it provides bikes a safe place to ride

Nothing

I live on part of Captain Scott Road where the cycleway is an I think it is excellent. It has slowed traffic down heaps.

not much, it is out of my way and I would likely take an alternative route

Not alot, waste of time and money

I like it because you can drive a bike without fear that someone woth car will reverse in you from driveway or hit you while driving on the road.

It makes car traffic aware of other road users as they approach the town centre at speed and need to slow.

i dont like it at all. no one uses it. people use either the road or the foot path.

Nothing

Nothing, a hideous eyesore never used

I hadn't realised that was what it was for, but know I do I guess it may make cyclists feel safer.

nothing

Not a lot

Nothing at all.

Absolutely nothing

Nothing

Nothing

It's a mess . It's a inconvenience to locals . For people who need parking or visiting very crammed up

Nothing

It's too narrow. Gets filled with road waste eg gravel stones as it's not actually used that much. So feel's unsafe

You guys gave it a try

Creates connections to interesting places to visit and see

Appendix 4 – Perceptions Survey

Nothing

Nothing

Nothing

I like the idea of a cycle way WITHOUT upright delineators, but only if use warrants it.

Nothing

Nothing

Nothing

Nothing

The pedestrian crossings at rhw roundabout

Unfortunately there isn't a single aspect of the cycle way I like

The concept of a cycleway is great

It's visible and a good division between cars and cycles/walkers

Absolutely nothing

Absolutely NOTHING

Connects other cycleways and allows me to go exploring the neighbourhood more

I can see it has benefits for some

Nothing

Nothing

protection from cars

Nothing

The only good thing is the introduction of speed bumps, but even then they weren't good ones and caused issues.

Its just not needed

Nothing

Nothing. Remove the plastic bollards

Safer for bikes. More awareness

Feeling safe enough to cycle to the train station

Protects cyclists and links up to twin streams

Nothing

I like that it has removed carparking, so there is no risk of being car doored on this section of road now. It feels safe to have a clear separation from cars instead of just painted lines. I hope it's the start of more cycleways in this neighbourhood.

Safer for kids on the footpaths

not much

Nothing

Nothing

Nothing, its crap. It looks ugly, is never used and has taken away vital parking for people using the train at Glen Eden

Nothing

Provides a clear link into Glen Eden town centre through the busy roundabout. I don't have to watch out for car doors on the downward slope into roundabout. Going up the opposite side to West Coast Road feels much safer also.

slower cars; makes it slightly safer

Q14 - What do you dislike about the cycleway?

What do you dislike about the cycleway?

That it is not (currently) connected to other network. Best practice is full separation current setup (hopefully temporary solution only) is easily damaged. Separation stops at speed bumps making it unsafe.

Why does this need to be on both sides of the road, why actually use the road at all, there is enough verge to extend the footpath for a walking and cycle path. This current option is cheap and lacks vision.

it is a mess of speed humps and poles, takes up way too much of the road and creates a hazard to other drivers, removed on road parking, ugly and all I see is continued maintenance to keep poles in place

Flexi-posts tend to not last long. Many complain about the aesthetics too but that is a non-argument when weighed up against safety/risk to life. The cycleway is relatively disconnected from the network, and I imagine many dont know about it, both combining to it not getting anywhere near as much usage as it will when connected better. People need to stop putting rubbish bins on this cycleway (or footpath for that matter). Further work needs to be undertaken to make cycling safe through the roundabout

Nothing.

It makes it too far for me to wlk to my daughters house at ... I visit her once a week as I am 78 will be 79 soon a d have a bad knee find walking very hard on my knee I hate the cycle wayk

Occasionally has bins left in it. Needs to connect to more safe cycle infrastructure

Nothing to dislike. Please keep existing speed hump design and make them a bit bigger so it can really slow the traffic down

That it's so short and that it is not part of a bigger network.

The surface quality is a bit variable.

it is taking up all the parking on both sides of the street

Some drivers see the pillars as a barrier that will "protect"cyclists and travel at higher speeds than they used to. The transition from the cycle lane to std road when continuing on Capt Scoot Rd is very abrupt and often cars are parked there forcing cyclists into the full stream of fast moving motor vehicles.

It is a bit difficult to turn in and out of savoy road in a car. It is a shame to have to come up from the beautiful cycleway that runs up to Savoy Road onto a busy road. Why can't the cycleway continue through the parkland all the way to Glen Eden Centre?

It occupied the width of the road unsafe to drive

-

It's hideous and completely unsafe

Very poor connection to Savoy path - heading from shops it suddenly ends and you have to cross the road. Would have been much better extending Savoy path to Duck Park and cycleway from Duck Park to West Coat Rd all on one side of Cpt Scott. Also on road bits should have proper physical barrier from road i.e. curb

They take up most of the lane, i haven't ever seen anyone use the lanes, and they are ugly

Appendix 4 – Perceptions Survey

Everything. Poor design. Haven't seen anyone using it. Integration with the crossings and speed humps is poor and increases the hazards for drivers. Poor design, poor concept, has frustrated 95 per cent of locals and seems like the money should have been spent in an area with greater priority.

Everything

Its a horrible waste of taxpayer money and the engineering is terrible. The project should be rolled back.

I would prefer a wider off road cycleway like others in the city

Nothing

It's ugly. Not safe due to people's entitlement to the road. It would have been better to go thru Glenora.

the cycle way is fine. The additional traffic-calming measures, particularly the temporary speed bumps added in the same area have made the road much less safe. people drive down the centre of both lanes to avoid the bumps, which to be fair are very steep. If the speed bumps are going to stay, they need to go across the entire road to stop this dangerous behaviour. At least 2 of the bumps are over the peak of a hill and essentially blind, so the possibility for crashing into someone driving like an idiot is concerning. Obviously these people shouldn't be driving like this to avoid the bumps, but they are, somif they're going to be permanent they need to be redesigned.

That it is on the road instead of just being entirely off road

It is in the WRONG PLACE ! It should be continued on from the cycleway at the bottom of Savoy road - through the greenspace.

That the cycleway is not long and interconnected enough and I would like it to be extended to New Lynn, Henderson, Titirangi and other areas.

The temporary cycle way that comes out of Savoy Road. I do not feel safe using this part, the buses look like they don't fit the road in some parts. I tend to still use the footpath when cycling and will not let my children use this part at all either. I have almost seen too many near crashes and cars coming into the cycle way because of the bumps, some even drive in the middle of them to avoid them. I also feel for the club players that use to be able to utilize the parking on Captain Scott to enter Duck Park, Savoy road is over packed now because of this as well as Evans Road making it hard for residents to navigate out of them safety. Also the people who use to use this space to park when catching the train have lost out and the residents who can no long have guest park outside their houses, its just a shambles

I have never seen anyone use it and I travel that way regularly

I wish their was a cycleway that could continue through to Titirangi from Ceramco Park.

It allows children to stand in the cycle way when they cross the road. When I have driven next to the cycleway I feel unsafe. Children play around. A child just needs to trip and they can fall into a passing car. Without the cycleway the children remain behind the curb until it is safe to cross. The plastic things put up to discourage drivers from driving on the cycleway are a waste of money. I find these are always damaged. Driving and turning the corner from Capt Scott Rd onto Savoy Road is now a really sharp turn. It's harder to control your car if kids run across the road on that intersection. That has happened when I was turning onto Savoy Rd.

Distracting when trying to turn onto Captain Scott, bever seen anyone use it, clearly costly to maintain as several bits already had to be replaced

Cyclists need to climb steep Savoy to get from the end of the permanent streamside cycleway to use the new temp cycleway.

Appendix 4 – Perceptions Survey

It's on the road. Would much prefer an extension to the twin streams bikeway all the way to the village.

how completely out of touch the people making these decisions really are

Nothing

Nothing

Narrows the road making it dangerous for drivers. Noisy. Not safe when turning out of Capt Scott into side streets and vice versa. Never seen cyclists use it

I feel unsafe, with uneven surfaces. Its poorly designed and planned. I

Nothing

All of it.

There is no need for it

Absolutely everything. It is an inefficient use of space with little reasoning.

A number of things: 1. lack of well-advertised initial consultation by public invitation (since it's been said it supported by the community): when was this advertised? via what channels? for how long? how many actually gave the thumbs up to the proposed idea? 2. the reduced road width with the silly (resource-saving?) speed reducers actually creates a problem because certain drivers perform 'manoeuvres' to avoid them, some passing on the other side of the road regardless of the proximity of oncoming cars; 3. I have NEVER EVER seen it used by those for whom it is supposedly built. I've seen walkers (& teenagers abreast in a line), rubbish tins out on collection days, pushchairs ... but scooters & cycles, nope; 4. it's way too short to be effective in any sense of the word for cyclists or for encouraging cycling ... where do you go from there? 5. the end of the cycle road at Savoy road causes a safety issue re pedestrians & turning vehicles - I've seen near misses through poor judgement of both parties; 6. I will not ever use a cycle or scooter because of my age plus I have a back problem plus I perform support duties for my working daughter by carrying her baby & toddler to daycare & back as often as needed so she can earn a living & contribute to the economy

It is not used and it is taking up parking space

Would be nice if it continued on along the stream from bottom of Savoy instead of going up to Captain Scott

Havernt seen a single bike on it

The project that was first delivered to the public offered alternative car spots I noticed the alternative car spots are only for 5 minutes or else you'll get tickets at this looks like a lucrative reward for Auckland transport where one third of the non-timed, Car Parks on Captain Scott were free from this ordeal. No one uses it it's cause more traffic than necessary totally failed project which I dare say looks only to enhance the wealth and line the bottom pocket of Auckland transport

should make it paved and integrated into sidewalk, no room for cars at all

Nobody uses it the bumps in road keep us awake at night when big trucks pass. We have a shared driveway and cannot park on front lawn due to risk of being ticketed AGAIN

It's not safe for cycling

It's never used, vehicle's go wide when turning into side roads, no parking

Everything

Seems completely unnecessary. I have never seen a cyclist or someone on a scooter use it. Thankfully my resident parking is not affected by this, but the poor people who live along the road must be having a nightmare if they have guests or additional cars. I walk along captain Scott road every day with my dog, and I don't see how it helps my safety at all. Waste of money and time.

The added speed bumps for no good reason, lack of parking, total inconvenience, the list goes on. Then we get to the complete disaster of the speed bumps in Glen Eden town center, why on earth are they still there??

Nothing to dislike

It is too steep, it is on the wrong road and it must be very inconvenient to residents. It has unnecessary speed humps

It is not on a level through route that people would use for cycling between town hubs as it is a lot up and down, it is not being used, It is way too hard-made, there should be more sharing possible with parking place for residents, it is impossible now for them to get their cars out of their driveways to swap them round.

There should be more in Glen Eden

It takes up too much space. Having two cycle lanes is completely unjustified given their usage.

N/A

nothing

It has made it more difficult to drive on Captain Scott Road. I have seen one person use it in the last year.

It's an eyesore. The small amount of use it gets does not warrant the money that has been wasted on it. It's difficult to get in and out of driveways. Turning out of Savoy Road is dangerous as you have to swing out past the poles then try and keep in your lane. No one uses it. Following rubbish trucks is a nightmare because you can not go past them. Vehicles are driving down the centre line of the road or driving on the wrong side of the road to avoid going over the speed humps which is going to cause a major accident at some stage.

Massive reduction in parking, narrow

Sometimes there are lots of rubbish bins and also roadworks signs left on the cycleway. I'm not sure how to exit the cycleway at the roundabout and which path to take through the village.

Not safe enough. Car drivers crush upright delineators, park in the lane, cross the centreline to avoid the speed bumps. All this makes the cycleway feel unsafe. If it was build up with a proper kerb and bollards with street trees this would be so awesome.

I dislike The white plastic posts, A reduced speed limit to 30, yellow lines and a painted bike path on the road might work well?

The temporary traffic calming is not sufficient to make the cycleway feel safe. Cars speed along this road, and the delineators are not sufficient to feel protected.

Merging when coming from Atkinson Rd end at roundabout in Glen eden

It is not visually linked in to other places - offroad trails in nearby reserves - that I want to visit or connect into.

further to my already answered questions ; i have seen and have a pic of a cyclist on the road side of white pickets. that indicates to me what he thought of the road surface of your cycleway. i also have a pic of a police car parked 1/2 on cycleway, 1/2 on footpath in the execution of his duty, because there was NOWHERE ELSE TO PARK ! my advice go look at seabrook ave. it has 2way cycleway combined with foopath on ONE side if road. THAT

WORKS. it is the only arrangement that does. to upset ALL traffic for the sake of a FEW cyclist reeks of brainlessness.

1. It was installed with no warning 2. It affords little protection for cyclists 3. It's a small and quite ineffective nod to cycling. Why not do the whole of Captain Scott Rd? Why not do other roads? 4. Providing this small section of cycle way will not of itself encourage more people to cycle. The whole time that this experiment has been in place I have seen 2 people cycling in it, and I use C S Rd several times a week.

The amount of space taken on the road. Perhaps would be better if it were a widened footpath on one side rather than sticks separating cycle way on two sides of the road which removes parking on both sides.

That it doesn't go the whole way and that we don't have them all through Glen Eden especially on Glendale red which is AWFUL for speeding and dangerous for people on foot or bikes. Bikeways everywhere for the kids getting to school and everyone trying to get to the town centre for takeaways and the train

It is not long enough, and would be great if it extended Seabrook Ave cycleway to Glen Eden links to New Lynn

In all the times I have driven along Captain Scott since the cycleway was instituted I have seen 1 cyclist. I have seen cars swerving on to the wrong side of the road to avoid the road bumps. It is an eyesore and must be very hard to negotiate for the residents of that part of Captain Scott Rd. Lots of money spent - did anybody do any data gathering of how many cyclists used that road before the cycleway was installed?

road surface is not suitable for cycling. its too rough. need to completely re-seal c.scott rd for what you have done there, it removes parking especially saturday rugby league for kids. 4 rage bumps in 200m. surely your joking. i see they were reduced in height. then narrowed. cars avoid them by crossing double lines. thats 3 goes at getting something wright. why Rage bumps at all? it annoys drivers. is it the "fashionable" answer to all woes? i also hate the middle of GE rage bumps. i have to COMPLETELY stop for them. Front and Rear axels! every intersection. its madness to upset all drivers to appease a few cyclist. i have not spoken to any driver who likes those Rage bumps. drive over them yourself. do you like the jarring on your car and back? there is No Alternative route that can be taken. if there was you might have a case. i cant see the point of having a protected cycleway when cyclists must enter c.scott rd and travel thru the La Rosa roundabout. if they must be protected on part of c.scott rd, they still have to enter again on the most dangerous part. if cyclists need protecting on that part of c.scott rd why do they Not need protecting all along c.scott rd? you guys are wasting money on 1/2 a job. DO it Properly 1st Time !

That it just stops, creating the need to cross the road and head down the hill to the shared path, this is not a barrier to use. As with all paths of this nature debris collects. That the design of the humps encourages people to swerve into the middle of the road. I see traffic counters have been installed, I would hate the data collected by these devices to be used as an excuse to return an area that is used for active transport to be returned to a place to park private cars. The cycle way has uphill sections in both directions, it would be more advantageous if a flatter route could be found.

The judderbars on the road contribute to Co2 emissions by slowing cars, which then accelerate and slow, accelerate and slow. I hardly see any cyclists on that section of the road, and honestly wonder whether it is worth the enormous amounts of funds being pumped into the project. The cycle lane has reduced the ability for cars to park on the road, which ordinarily would be fine if surrounding streets could accommodate, and did not have such hostile residents. Also, the apartments being built have less parking for cars, meaning more people competing for road parking. It all looks like blue sky thinking, with little planning and real world thinking.

ever thing.

It's huge and bulky, dangerous when turning into and out of Savoy from Both sides as there isn't enough room to turn, when cyclists want to turn down into savoy from captain Scott to link to the pathway, they have to wait in the middle of the road and there is no room for cars to go around the outside causing drivers to be annoyed at cyclists more, parking for the rugby club during winter is horrific and so dangerous with people parking all over

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the show, the speed humps have split our lounge roof and there is a huge crack, I complained and no one ever got back to me, the humps have now been changed but not good enough, I live on Savoy on the dead end part, for the amount of people who use the lanes it hardly seems worth all the nightmare.

Feel for residents losing parking, it seems somewhat weird with the rudder bars in the roadway for cars

I have not seen one cyclist use it. Taking so much street parking away is just appalling overreach by AT.

Narrowed the road for turning onto Captain Scott road

Coming out of Evans Road onto Captain Scott. I have to drive over the bike lane to get a better view to turn Right - its very distracting esp stopping there

I forces vehicular traffic closer to the centre line. I have had several near misses as a result.

Takes up parking esp when kids play rugby at park. Never seen a bike on it speed bumps ruin suspension of car. Expensive and ugly. The council have more important things to spend money on. No parking for visitors

I fell restricted between the vehicle flow and the footpath curb edge. I feel exposed and not safe on the Capt Scott Rd edge.

It is not being used, i was excited that school kids might use it but they dont. It impacted on street parking for residents. It makes using capt Scott road feel narrow, turning in to savoy rd is harder, it feels like a big waste of money and space

waste of ratepayers money, haven't seen any bikers on it - maybe 5-7 in a whole year!

Unable to pull to LHS of Capt Scott Rd (in either direction) if in a car, have experienced impatient drivers unable to pass cars who have paused to let oncoming traffic pass in order to safely turn into my driveway. Have seen a number of drivers pull to the centre of road (over double yellow lines) in order to avoid the rubber speed bumps that replaced the smaller bumps installed at the start of the trial that ran the full width of the road. Drivers also then speed up on section of the road which then defeats road calming efforts.

There is no warning of the posts when turning left into Capt Scott Rd from Bowers Rd. It feels unsafe to use the road with the posts. One would know if there was a cyclist going up but when those posts face you it is to sudden. Have you given any thought to the residents or do they just have to put up with it. Where are their visitors supposed to park?

There are very few bikes using the cycleway, people using the train now park in narrow side streets. There's no visitor parking available; which is anti social. Also the speed cushions are ineffective as many cars drive over the yellow lines into the centre of the road to avoid the speed cushions.

Complete waste of money, I have seen 4 people use it since it's been there

Its ugly and dangerous. Causes other drivers to swerve into the middle lane where possible to avoid speed bumps. Visually distracting. No matter how many times per day I drive through it, i have only seen one cyclist using it.

From driving, the cones make life harder to concentrate/travel safely - no too close to the cones or to the Center. The hump is not practical even at low speed. as a user of the cycle way, I would use the footpath. I feel less safe than when there was no cycle way.

Everything! There is no street parking for residents and their visitors (who are ratepayers and pay your salaries!), it causes difficulty for the rubbish trucks, cars get so fed up with the ridiculous speed bumps and coned areas that they then speed off as soon as they are through it all. The list goes on!

Stupid waste of money I drive through daily at different times and have never seen any bikes. Also reduces parking for locals and the sports field

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I don't like anything about it, I bike around Glen Eden and drive and can say the bicycle lane installed feels very unsafe on bike and in car, it takes up too much of the road which makes it harder for two cars going opposite ways to pass each other, the bike lane itself is too narrow and shouldn't be on such a busy road to start with the amount of times I've come close to being knocked off my bike using this lane is ridiculous

Dangerous for cars and pedestrians .poorly constructed.waste of money .poorly used .inconvenient for nearby houses

No parking, we live in Glen eden which is far away from motorway and city, Most people have cars due to this reason. It's a waste of space and most importantly of parking space.

That it created a polarising effect on the community

Waste of our money. Number of cycleway users per day: less than 5

It is an inconvenience for the vast majority of road users. Is unnecessary.

It takes up a lot of room, the installed bumps don't do anything except cause traffic to back up, it's ugly, I never see anyone using it

It is doing no good. People driving swerve to hit the white poles.. and go across the road when going round corner to savoy road. It is dangerous.

kit in the road is much too lightweight and flimsy. not real protection, only suitable for a temporary trial

Everything

It slows down traffic and stops parking

It's a pointless path to nowhere when priority should have been given to creating a safe cycling space for riders along West Coast Road. It removed parking for train users and moved them to streets not designed to have cars parked along both sides of the road, thus creating more dangerous situations for walkers, riders and car users.

nothing

No one uses it. makes driving more dangerous. Takes parking away

Should have more solid barriers between cars and bikes

That it ends

No one wants to use it, the speed humps are too sharp and people are doing dangerous things to avoid driving over them.

Bulky, confusing and in the way

waste of money/effort. Fills up with debris and not maintained.

Everything. All our off street parking is gone which was used by many. The cycle way remains unused with cyclists preferring to ride on the road or footpath. The poles are so close to the drive you hit them coming in and out. They are an eyesore and a waste of money since they don't get used.

Nothing. Would be good to see the temporary separators made permanent to provide further protection

I am a cyclist and support cycleways, but in this instance claiming both sides of the road seems excessive. There is a ballance to be had between providing excellent cycling infrastructure and making people who hate bikes become more vocal and recruit more haters. I think a extra wide shared path - especially as the footpaths are already too narrow on the duck park side of the road would be a better solution here. Being a cyclist in GE is

Appendix 4 – Perceptions Survey

already life risking, and galvanising peoples hatred of cyclists has not made it safer to ride from GE to new lynn via west coast road (which my most common route)

Minority get to waste over 200K, poor consultation as idea went ahead despite overwhelming public rejection to this

it seems to end abruptly; I didn't know it actually is supposed to lead to the twin streams pathway!

I have never seen a cyclist on it - its just another obstacle for drivers to contend with and has narrowed the road somewhat for sure - the only real bonus out of them is that it has stopped cars from parking on the side of the road

it has removed road side parking

Well, the road surface itself is a bit rough - but realistically not going to complain about that!

It should only be on one side . The low side of Captain Scot RD

It stops people parking on the street when visiting people that live on that stretch of road. Also rubbish trucks have a hard time emptying bins and they block traffic.

the upright delineators, creates a hazard with car parking, rubbish bin collections, frustration in drivers

It stops people parking outside their houses. And visitors are unable to park. It makes me picking up my children who walk home from school that way very difficult and dangerous. Many people stop blocking traffic to pick children up.

Looks awful, has taken away parking/value to all the home owners on the street.

It is impractical, causing endless problems on the roads and is hardly used. You have destroyed Glen Eden!

I never see anyone using it, and there is now no parking on the road, and the judder bars achieve nothing

Encourages bad driving. Have yet to see any cyclist use captain scott roadi. Ive lived here 17 years

The fact that you have taken away a majority of easily accessible and safe carparks for residents and people who work in the area and take the train. We now have to park and walk a lot further in the rains, not to mention a lot of the side streets are very unsafe, we have had staff members threatened, vehicles threatened to have their tyres slashed and staff being followed.

Waste of money, never seen it being used on my to and from work yet..

The lack of infrastructure for cyclists around the cycle way

Too big both sides of the road

It puts more pressure on other roads just to its

Badly designed and dangerous

its temporary

The poles at the side are off putting and makes the road look smaller. I have seen 1 cyclist only and they were cycling in the middle of the road, not even using the cycle lane. The bumps are annoying and there is a lack of parking for residents

the left turn from Savoy into Cptn Scott Rd. The abrupt end when heading to Savoy Rd from Glen Eden.

Everything

The whole lot

It should not be there!! Waste of \$\$\$. An abomination that has no place there, even cyclists have advised its dangerous.k it's dangerous

Everything

Nothing.

Everything! It narrows the road for vehicles significantly esp with the white poles. There is no on street parking, the poles are placed right by side streets making it very unsafe for vehicles turning in and out. The humps are tiny and wreck your car. The whole road is a mess. I now avoid Glen Eden and drive through Kelston insted. This used to be my main route for school drop and pick up everyday as well as work travel, I now stay well away.

Safety for cyclists and pedestrians

Its terrible for visitors who have family on captain scott. Cars pull over into the oncoming traffic lane because the road is smaller.

Everything

The speedbumps can be driven around into the area of walkers and cyclists. Its plain dangerous. Youve removed parking for those to catvh the train, when you want people catching the train. That's just stupid and a barrier.

Ugly, piece of plastic everywhere, car driving middle of the road to avoid speed bumps, removed most parks for people willing to take train

Creating congestion, and whenever I have driven down there have not seen any cyclists.

You're using hundreds of plastic, landfill, upright poles, which seems like a totally deaf plan given the enviromental focus you should be having. It's also too wide for the average bike in quite wide roads that perhaps don't need it, these are fairly safe roads for a cyclist anyway, clearly marking cycleways on the tarmac would be sufficient.

The cycle way has taken away a substantial amount of parking that was used by people to park and catch the train. These cars have now started to park on other residential streets, making the narrow and dangerous to navigate.

Never seen it used. Road feels very narrow bumpers unsafe. goes no where pointless

everything

The cones set up made me feels unsafe driving on Captain Scott Road. Even if that is removed, the road became too narrow to drive with cyclist

Waste of space as anyone uses (never seen a single using it!). And it is unsafe for drivers turning into roads and properties.

Upright delineators.

No words - EVERYTHING never seen a single soul on it

It is dangerous and I have not yet seen one cyclist use it. The barriers are dangerous with one currently broken which could easily cause punctured tyre or worse

This road was already tricky to navigate without the cycleway, this has compounded rhe problem.

Traffic congestion

It's made turning into the side streets dangerous

I am dumbfounded that you put a cycle way in without cameras to show the amount of use it gets. You have blocked off parking from the local league park. Just dumb

The plastic sticks are ugly and I've only ever seen 1 cyclist on it. It takes away car parks from the train station. Not enough free parking in the area for the train. Makes driving more dangerous, people drive on the yellow line between the speed bumps into oncoming traffic. Discourages me from using public transport due to lack of parking. Hard to turn out of side roads and driveway as the sticks are a bad location and design.

It is not totally separated from the road and so cars can physically (illegally) park in the cycleway area defeating its purpose

It takes up so much of the road. The residents have lost their on road parking. The white posts are intimidating when driving. It looks an eye sore

It is seldom used by cyclists and narrows the road.

No parking, the white poles sticking out from the road

It is a cycleway to no-where from no-where. There is no point to it, I've never seen anyone use it. Takes parking away from the area.

Doesn't appear to be used much by cyclists and takes up car parking

Reduces parking so people are parking illegally, visibility is reduced for people coming out of side roads, narrows road and this creates massive problems being a bus route, speed bumps are causing damage as they are high and uneven, since it being in place I have NEVER seen a cyclist using it

That it's wasn't committed to fully and the pop up option is ugly, proper cycle lanes need to be installed, and shouldn't be stopped at the beginning and halfway down the street

The posts on the road make it dangerous turning into Savoy Road. I drive and walk along Captain Scott Rd daily and have only ever seen one cycle using the cycleway. It is a total waste of our money.

I couldn't pull my car on side when something went to my breakpad, all traffic stuck in pick hours just because i couldn't pull car on side because of cycleway

With the delineators in place the road is now very narrow, and with the speed bumps cars are now driving down the middle of the road to avoid the speed bump, therefore not making the road safe at all

No one uses it its pointless and I feel sorry for the people that live on that rd.

The cycle lane has reduced the ability of residents to park on the road on both sides, those without large driveways don't have anywhere for family or friends to park. There is an already existing twin streams large foot path that is much safer and flatter to cycle on and from Kaurilands takes less time

It makes the road unsafe for drivers, people use it as a path to walk on zig zagging between the posts. Has limited/taken away car parks for the residents along the road. I have not ever seen it used as a cycle way.

Everything! It's an obstruction it causes more traffic where there is more housing going up it's horrible idea

The lane is far too small to be of any real use to enough people to make it worth while. To be practical it would have to be much larger, however I feel there is not feasible as it would take away too much parking that is sorely needed with denser housing. It also makes the road a bit narrow for driving. The theory is good, in practice, there are some problems that I think make the project somewhat unfeasible.

It is hazardous, creates blind spots and seems to be distracting to drivers. I have never seen a cyclist use Captain Scott Road while the cycleway has been in place.

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Waste of money, never seen anyone use them

No one cycles in it. People park there.

It takes away parking for no benefit. Hardly anybody uses the cycleway.

Everything

No one uses it! I drive Captain Scott on average 3-4 days a week, morning and afternoon, a waste of council money!

Narrows the road, takes away parking, makes pulling out of driveways difficult and causes congestion

Waste of space on road and a big waste of rate payers money.

The segregation plastic posts make the cycleway difficult to keep clean/tidy (and therefore it isn't) so riding there isn't a good idea if you like your bike and bones intact! The addition of the speedbumps was also not appreciated, especially version 1! Also where are people who live there and visit them supposed to park?

It's so stupid, there is next to no cycle traffic anyway, it backs up traffic esp on rubbish pick up days where now you go around the trucks as there isn't space, they are an ugly eyesore that does nothing for the area

Everything

All of the speed humps. At first they were temporary judder bars that made my whole house shake, now multiple speed humps that a lot of locals drive between instead of over creating a new hazard. I would argue that there's not enough cycle traffic to warrant a cycle way on the weird little stretch of road to basically nowhere.

It's dangerous, ugly, and I've never seen anyone use it

Doesn't seem well thought out and ends randomly

No parking outside people's houses on Captain Scott

It's more unsafe, causes blindspots & is hazardous for cyclists, drivers, residents & pedestrians

Everything

Makes it hard to see cars coming out of driveways, distracting. I have never seen it being used by cyclists

It's dangerous for cars especially dodging those poxy speed humps. 7 of these from lights West Coast Rd to Savoy St for what - you very rarely see a pedestrian and to date seen only 3 cyclists using this ridiculous waste of money you call a cycle way. Get rid of it or supply 4 wheel drive vehicles to navigate the dangerous heights of the pedestrian crossing. The idiots that passed the plans for this abortion should foot the cost of having them removed

Takes up car parks needed for commuters who use public transport making them park further away which is discouraging Further congesting side roads

Cars park on it or across it in their driveways.

Everything waste of money. Speed bumps all over Glen Eden have wrecked my car suspension

The road is too narrow. It was a total waste of money. Nobody uses it ... I have never ever seen a cyclist using it. It is another contributing factor to the disastrous traffic situation in Glen Eden.

Appendix 4 – Perceptions Survey

It's visually distracting for drivers. When you're driving to GE town centre along CS Road the cycleway begins in a really unexpected and unintuitive place. The white markers have been poorly placed on the corners

More cars are parking on the foot path / grass berm making walking difficult

Removal of off street parking, never seen any cyclists or otherwise employing it

1). It has created unnecessary points of unsafety at certain intersections onto side roads. 2). I feel like there is no leeway to be able to move left and right otherwise I'll go into a pole. 3). It creates a sense of inconsistency as this one street has a weird half cycle lane and no others do

It is absolutely ridiculous and a waste of time !!

It is an eye sore

It takes away parking for the train station making people less likely to catch public transport, it makes it unsafe for cars/buses/trucks that use that road due to the narrow lanes that are left. It also feels extremely unsafe turning in and out of roads such as Savoy or Evans even after the small changes have been made with taking out one of the poles. It also looks unsightly due to the constant wear and tear of the barriers with some being knocked down and never fixed. In addition to this when it is rubbish day the truck takes up so much room for such an extended length of road that there is no opportunity to safely pass.

Everything. I have lived off Captain Scott road for 46 plus years. I have seen it all. The cycle way has only made the road more narrow. It has not helped with speeding, if anything it has been utilised as a speeding track. People who live on Captain Scott are limited to friends and family visiting. That has not been their choice. That choice was taken away from them. I rarely see people using the cycle way. Perhaps 1 or 2 if that.

I dislike the lack of parking, the narrow road is now dangerous. I have the speed bumps very annoying, because people slow to an unreasonable slow speed when going over them. Braking at each one. I also find coming out of Savoy turning left to be dangerous.

It makes little difference and doesn't link up well with the existing cycleway or to the station

Plastic poles are unnecessary, distracting and, in some places VERY DANGEROUS

Everything it's a waste of tax payers money

Everything. It's useless and no one really cycles here. Neither is it a preferred route

I think it looks terrible, inconvenient for motorists and has made the street and side streets unsafe

The fact that you thought it was a good idea to do this.

Serves no purpose. It's not being

Everything it's an absolute abomination and should be removed at [names removed] expense

Unnecessary and not used

It's too short. Extend it please.

Nothing

It looks terrible and I feel so sorry for people living on that street. Where do their visitors park???

No one uses it. Those poles make the road too narrow

The money spent on a thoughtless project using other peoples \$

It restricts the road use, it takes away any chance of using the road for parking, in the time it has been there I have never seen one bike on it so it is a waste of space and money

It has stopped residents, commuters and people visiting/ using Duck part parking on Captain Scott rd and forced them to park on side streets obstructing traffic flow and stopping those residents/ visitors from parking. It is now forcing young children to cross Captain Scott rd. The a lot of road users are crossing the double yellow lines along Captain Scott rd to avoid the speed bumps. I have witnessed near misses between on coming cars. Rubbish trucks now block the road as they cannot park next to the curbside to pick up bins I have only witnessed only a few cyclists using this cycle way while I have been driving or walking my dog along Captain Scott rd

This is a rural area whete people live. Driving to work and living here becomes a nightmare with all these mutilation of the streets. Slowing down the traffic is equivalent with more time in traffic, more frustration. Auckland is not a place for cyclong. Bed weather and heally. New streets in mew developement areas can have cycleways for local cycling but nobody cares.

The whole cycle way, makes it a pain to pull into my street on savoy road, no parking for anyone working in the area or people that have to catch the train and what not, difficult to pull into some driveways also, just overall stupid idea and would like to see it removed some day soon

It creates limited sight, visibility and conflicting traffic including cyclists at all the intersections

Have had 6 diffierent occasions cars pulling out onto the road more than they have too from their driveway, its ridiculous.never has that happened before

It's still not very safe for cyclists, while at the same time making it less safe and more difficult for cars plus preventing street parking in that area for people who are trying to use the train but have to drive to get there because it's too far to walk and the buses are too infrequent and/ or it's too far or too difficult to cycle from their home

Cannot park and visit friends, dangerous for cyclists and motorists

Hinders cars hinders buses etc very dangerous for all..

i cant park on the side of the road

Waste of time and rate payer money. Not used

Takes away car parks for people commuting by trains and visiting residents

Everything

Everything. The white bollards are an eye saw and they are especially off-putting when driving at night. They also impede vision when turning from and into the side roads, because of how far they stick out, it means you have to go onto he other side of the road to turn the corner onto Captain Scott Road.

Eye sore and dangerous for cars. Waste of tax payer. Less parking for people who work in area.

Creates more car movements as people search for parking. Residential parking has been lost. Workers are having to walk further to get parking in streets where angry and hostile residents residents are over Glen Edens parking issues.

No parking on captain scott, take's up yo muchk

Appendix 4 – Perceptions Survey

Glen Eden's West Coast road is not safe for cyclists. Too many near misses. We need a safe connection to the new New Lynn bike path for cyclists like myself heading that way. This would make a big difference to people wanting to cycle.

It's unsafe, with holes and weeds on it, also a proper cycleway would be well separated from the road. Too close to cars. And it looks ugly with the sticks everywhere. I feel sorry for the people who live on Captain Scott Road when they have visitors, as there's nowhere for them to park. Not everyone is young enough or mobile enough to ride a bicycle. There are some people who need to use a car because of age or disability. please consider long time residents when you instigate this sort of project again. Also some people are crossing the yellow lines to avoid the speed bumps which is very dangerous for both cars and bicycles. I live in Glen Eden and drive through it every day but have only ever seen one person use the cycleway.

Everything

Besides being visually abhorrent, I deem it dangerous, unnecessary and from what I've seen, not even used . It is an absolute waste of taxpayer money at the expense of the other majority of road users

It's not fit for purpose

It is ugly and takes up space and parking! The judder bars slow everyone down unnecessarily. It is an ABSOLUTE WASTE OF TAX PAYER MONEY!!

Everything

Too much to look our when driving. Distracted by cycleway

It is an eye sore and incongruous with setting

It's ugly, full of debris, overgrown with weeds, poorly maintained tarseal, obscures vision from traffic when crossing intersections, removes valuable on-street parking, is not a suitable location, does not connect to another cycle way.

unsafe for motorists and pedestrians and residents

Eye sore, never used, wastes carparks, weeds, rubbish, traffic build up

Narrow. Rubbish and debris all through it.

Takes space away from an already busy and narrow road

No one really uses it and taking up space on the road

It is hardly used. The few cyclists still mostly use the road. Removal of parking means visitors to properties on Capt Scott Road are out of luck. Tradesmens access is near impossible. A total waste of money. Disabled and old people severely negatively affected. Taxi pick up and drop off made really difficult as they have no where to stop.

It is visual pollution. The road feels narrow. It does not feel like a residential area.

You taken away car parks for local residents and visitors

That as a driver in the road some cars cross the centre line as they don't know how to stay in their lane

The cycleway should not be on both sides of the street. I will support one way but two-way deters people from catching the train & makes access terrible. It has become difficult turning into side streets off captain Scott road. The pipe things in the middle of the road are ridiculous and do not improve the street or the safety in fact I find them irritating and feel unsafe when I have to stop near them to turn. Glen Eden town has become a very

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uninviting place to visit and I used to go to various shops there three times a week. Now I go once every two months. I have taken my custom elsewhere, where access is less onerous. The main road is a traffic nightmare to be avoided at all cost.

Will be good when more permanent

Waste of money, not used, disruptive to traffic.

everything

Constricting yet more traffic flow and barely used.

Taken a fair share of road that was well used by residents for parking. Now Captain Scott Rd feels cramped.

Have never seen anyone using it, there is less parking available now, I just don't feel good about it

Spend the money getting the roading in and around Glen Eden in a workable manner. I have to drive because I live in Piha and shop in GE. Also use the train to Britomart and drive through to other areas and businesses.

Cars swerving into cycle way or middle of road to avoid bumps, cycleway not kept clear of debris. Posts make it feel narrower than it is.

nothing

it waste of tax payers money

Nothing, I feel for the people living on this street. I've cycled the twin streams path that runs at the bottom of the street and feel like the negative impacts on the main road far out way the benefits.

It takes up too much of the road.

Debris on cycleway Restricted sideways. Unsafe design in several places.

Should only be down one side of the road .

Everything

No on street parking

It is unsafe for all users. The money could have put to better use fixing footpath and road issues.

nothing

Just about everything. To turn in and out of the side roads is now dangerous as you have to go on the other side of the road to turn safely. There is always litter in them including glass. I have only seen maybe 2 cyclists use it many more still on the road or footpath.

All of the above. It looks cheap, it's dangerous and is totally unused

It's on the wrong road and not used.

It creates additional problems for cars and larger vehicles due to the narrow area and restricted turning into the side streets. The speed bumps make it worse and I see people driving into the cycle way to avoid them.

Ugly, restrictive, inconvenient. A weak local board decision.

Narrows the road

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Feel less safe both as pedestrian and driver.

nobody uses it we can no longer park on road, we have a shared driveway if we park on our lawn which isn't that big AT will give us a ticket and the added speed bumps are noisy and dangerous as people cross the centre line down the middle just to avoid it

The fact it takes up parking spots for when I want to visit my friends house on captain scott. The speed bumps are unnecessary and whenever my partner needs to park and go catch the train, she has to park a very long way down captain scott and then walk from there to the trainstation, which when she returns at night and its dark then has to walk very far to her car which makes her feel unsafe. The Cycleway is a nuisance and not once have I seen it used. Its like the mountainous speedbumps in Glen Eden, just a terrible idea and shouldn't be there.

Everything. What an absolute waste of space. You refuse to acknowledge that car parking is still a necessity for many to access public transport, visit friends, go shopping, and access other local businesses. You have significantly reduced the amount of street parking for a lane in an inconvenient location for a minority of people to use. I feel very sorry for those who live in the area and have had all of their street parking removed from them, where are their friends and family supposed to park when they come to visit?! Auckland is not flat like Amsterdam, no matter how much you try and force it on us, cycling is not an appropriate option for many. I suggest you also actually make public transport more appealing before you try and force it down our throats also.

Everything.....It is confusing, the road is now too narrow for cars, it's now dangerous for both cyclists and drivers, it's very difficult trying to turn into and out of side streets, it creates another hazard for drivers to try and navigate. Drivers are too busy avoiding the bollards, and trying not to hit any poles, and they end up not looking for cyclists

Speed bumps. Lack of street parking. Limited access to driveways. Difficult to pass rubbish trucks when they are collecting rubbish from the properties on Captain Scott Road

Everything, it is a hazard, there will be a nasty accident one day

Removed parking on both sides of road and is not required - especially on both sides but not needed at all and virtually no families use it from savoy road so did not fit its purpose

Hardly gets used.

No parking.

Ugly and not being used by cyclists

cars still travel fast along the road, I cycle down there with my young children and I much prefer them to be on the path than have cars whizzing past them. There is nowhere for residents to park on the road and the road now feels very narrow. I see cars speed down the road and then swerving into the left to avoid the road bumps. Really badly designed.

The lack of street parking that I have at my house and the inconvenience of it.

Less parking for train station

Everything

The inconvenient and unsafe speed humps, and the ugly bollards.

It's dangerous and looks disgusting.

Takes up parking spaces!

Waste of road space

People dont even use it

traffic congestion, cycle people still riding on the road not the cycleway, also I do not see alot using the captain scott side and I see cars all the time driving between the judder bars to avoid them

blocks residents turning. makes exiting roads worse as have to pull further into the main road to get on to captain springs road which is a hazard as well

It doesn't function..isn't used..creates traffic issues ...invites drivers to try to partially avoid the speed bump..looks terrible and is an eyesore on what was a street gradually improving .

It prevents parking for when I take the train

The speed humps cause extremely dangerous driving down the middle of the road. I also travel on that road multiple times on a daily basis and never see it used by cyclists.

Is not being used

Nobody uses it as very few people cycle in this area. People do however want to be able to drive and park so that they can catch a train. The cycle way does not serve the needs of the local community. I drive down Captain Scott Rd multiple times a day/evening. I have only seen one cyclist EVER on the cycle way. The speed bumps are ridiculously huge and somewhat dangerous.

It's an eyesore, no one uses it and it's dangerous as people drive on to the other side of the road to miss the speed bumps.

It prevents cars from parking, meaning children walk further to sports games, the road is narrower, people drive in the middle of the road to avoid speed bumps making it more dangerous and its more difficult to turn out of driveways. I have also seen only 2 people riding on it, despite travelling on that road a couple of times per week. Lastly, it looks like a dump as traffic companies leave leave signs and cones in it and there is always rubbish which wasn't there before.

I visit friends and family on Captain Scott and I'm fearful each time I need to back out their driveway

I have seen motorists driving over the plastic pillars and inside the cycle lane which is highly danger

It is difficult to exit the cycleway when it meets the roundabout when there is quite a bit of traffic, this part feels quite unsafe. Road works signs were often placed in the middle of the cycle way which meant I had to swerve out into the road to avoid them. I couldn't figure out where the cycle way continued after the roundabout in order to get to the Glen Eden train station This could have been more clearly marked or signposted. I would cycle on the footpath, but I wasn't sure whether I was officially allowed to do so. It would be great to have more cycleways through the Glen Eden village, connecting to Waikumete cemetery and further afield to Henderson.

Too short. Maybe temporary. Needs to be 100 times longer

Overpriced, underused and dangerous.

Could be wider in places. The periodic grates make the cycle way narrower in places. A better design for those would be safer

Cyclists have always used roads carefully and people are generally quite accomodating for cyclists. This cycleway is just a waste pf tax payers funds as it hasn't made it any easier or safer for riders to use. Waste pf time and money.

It does not have concrete separation barriers

Appendix 4 – Perceptions Survey

Everything. It's ugly. It's restrictive. It's seldom used. Have you had someone sit there and do a head count for a week? Think you'll be shocked at how little it's used.

It is ugly, not used by cyclists and took away well used parking

Wish someone from AT would stand for a day and count the number of cyclists using it - waste of money for the number of people who use it and it has not encouraged more people to cycle

It is full of weeds and debris, some of the poles are broken, it looks untidy. Hardly anyone uses it that I have seen. It causes narrowing in the road, which effects the side roads. Major traffic jams during peak times. I am a volunteer firefighter, and avoid the road where possible if responding in a truck. It has inconvenienced local residents, some house now have no parking outside their house for visitors. Absolute shambles

I do not like the white markers. They make the road narrow

Flimsy separation and the most dangerous part is the intersection and side street crossing nad that is where there is little infrastructure

The protection was limited at side streets and it felt like turning traffic needed to be slowed further before crossing the cycleway by adding speed bumps and tightening the turning radius with further protection across the side street

It's confusing/ scary especially the intersection

That it is not permanent, and the separation is relatively "weak", a more permanent and robust solution would be better

shared routes are not suitable for travel. They are for recreational (slow, not sport) use. Travel/commuting requires fast direct routes.

While I think it is important to have, I think the placement is wrong and divisive within the community. It would be a huge improvement to forge on with extending the stream path from the end of Savoy up to the shops. As a regular walker in GE it makes such a difference to be able to have these extra crossings and safe routes, we used to have to plan where we crossed well in advance to get to the shops. Any pedestrian or cycle safety improvements to GE are a plus, you will get backlash from driver but they are not people that ever walk or ride in GE – if they did they would see how important these new crossings and paths are.

How can you seriously justify half a million dollars on this? It is poorly thought out.

It could be wider and have permanent barriers, more separation from motor vehicles

Makes the roadway very narrow, turn into Savoy is very sharp

Why is it on both sides of the Rd? I have never seen any cyclists use it. It reduces parking near the train station. Speed bumps are too high. It's a bloody eyesore.

The high costs

As mentioned, it works in isolation

Everything essentially. Speed bump fucked my CV

I feel sorry for people who have lost parking. I would like to see a two way path on the western side of the road. I think the connection to Ceramco park bike path could be clearer.

Its an eyesaw, makes crossing the road difficult and I feel sorey for the peoples who live on the road and now cant park outside their houses! And the only option given to them was to park in paid parking up in Glen Eden!

Eyesore and waste of time really

Appendix 4 – Perceptions Survey

The cycleway doesn't make sense, it needs to link to the end of the cycleway on Savoy Road. The speed bumps I have noticed encourages motorists to drive over the double yellow lines and cross the centre line to avoid them, have witnessed a number of near misses. Cycleway has street signs stored on it long term over a number of weeks now, this can cause death to cyclists if they don't see them and hit the huge tripod poles and fall onto the road.

Wrong road for it

There's no point in it being there as no one uses it cause it feels unsafe

Please see above

The horrible bumps (people drive in the middle to avoid them) the narrow roads and lack of parking with no alternatives provided

I have never seen a cyclist on it.

Dangerous for turning cars in/out of Savoy/Evans, never seems to be used by cyclists, no need to have two sides of the road dedicated to cycle lane, incomplete route at Glen Eden Town, does not seem to be good value for money

It makes the road too narrow - it feels especially unsafe when there is a truck or bus on the opposing side of the road.

It doesn't go the full length of Captain Scott Road

Everything. No one uses the cycle way. Have not seen one cyclist in all this time using it. You should have used the money for better walkways.

Dirty, often blocked by contractor signs or trees and leaves.

used by pedestrians

The upright posts make it feel claustrophobic, especially when you have to move around manholes / water grids, rubbish bins or debris. Going towards the town centre the cycle lane stops and cyclists are supposed to merge and move into the lane of cars without a lot of room. The speed bump at the end of the cycle path near the roundabout has only a triangle painted in the middle making that it is not clear it is much wider and caused me to fall when hitting this bump on my e-bike the first time I passed. I have now learned a painful lesson. The cycleway should be all along Captain Scott Road. It may be OK for leisure biking to join up with the Twin Streams path but this is totally unsuitable for commuting. This cycle path may work for students travelling to and from school IF there would also be SAFE pedestrian crossings on Captain Scott Road for the cyclists to join the side streets on the opposite side of the road. This cycleway would serve a much bigger purpose if it were located on a real busy road i.e. West Coast Rd. The design is terrible; an elevation/kerb would have been better aesthetically and even for cyclists as it would take away the feeling of narrowness. The design is poor and that hasn't helped the non-biking community accepting this cycleway. Glen Eden is a very hilly suburb. I do not support this as I feel the tax/ratepayers \$\$ could be spent on a cycleway in a better location. This cycleway trial feels like as if AT pretends to care for cyclists. There has been a lot of negative feedback from the community on social media. It feels as if AT does it poorly on purpose so that they then have the mandate from wider community to not do anything at all. Do it properly or don't do it at all. And please consult with cyclists prior trials. I would love to be involved in a wider kōrero around biking in and around Glen Eden. There are some areas crying out for safety improvements.

Cars sometimes park inside it.

No one uses it, it's a waste of space and goes nowhere.

The road being too narrow to drive on and ugly white sticks

More separation

I've only seen 1 cyclist and 2 scooter users on it. Also lack of parking for the houses along the route

It is burning public money and making roads more congested while traffic jams are at an all time high.

Would rather a better barrier than the current sticks.

Needs to be extended and linked to others

creates more community using the area when it is already challenged with the roundabout and crossings all close together. same for area around rail station and school

That it is only a trial - please make it permanent

Everything

Looks temporary and messy with the poles.

ugly

The road is now much narrower than before and there are two cycle lanes, one on either side. As a driver there is now far too much happening on the road itself with all the barriers and signs etc too distracting. It's not a good design, in fact I am so worried about parked cars etc that my mind isn't on the cyclists at all.

Never seen a single cyclist use it. Makes the road dangerously narrow.

The poles sticking up everywhere and around the corners are terrible. The parking spaces should be restored. The speed bumps and crosswalks at every exit from the roundabout is such a shit idea also.

That it's part of the road and uses up potential off street parking. Overseas cycleways are mainly separate from the road and much safer. The Captain Scott Road cycleway is only protected from motorists by thin sticks. Also a lot of vehicles drive down the centre of the road to avoid the speed bumps

I travel the road every day and have seen no more than 6 people use it in the time it has been there. Traffic coming from Savoy road and not knowing the street have been seen running into the barriers

It's a terrible design- no way to park for residents or visiting residents on the street.

No parking for residents. No one appears to use cycle lane. It looks a shambles. Jumps and markers for nothing. What a waste of money

Makes the road narrower, drivers are being unsafe by driving in the middle of the road to avoid the speed bumps, more people park on Evans Road now, you can't pull over if necessary, hardly being used or the cyclists are still cycling on the actual road or footpath instead

1) there's now no parking when visiting friends that live on this road. 2) I have NEVER seen one bike on it in all this time. 3) it makes our street look ugly and confusing. 4) I have no idea why so many speed bumps are on main road streets. This just causes annoyance - especially when towing my trailer down there. To get from home to Henderson I now have speed bumps, raised crossings & raised intersections to navigate - even at 9pm at night when there is no traffic on the roads & no pedestrians either. This was all soooo unnecessary & probably because one idiot got bowled over crossing the road.

dangerous for drivers, have only seen one cyclist in all the time the lane has been in place

Appendix 4 – Perceptions Survey

Starts and ends abruptly, especially on southern end which feels very dangerous if you're continuing on from that point. Connections to Twin Streams down Routley / Savoy need to be better signposted so people know how to use the route. The lanes are narrow and lean into the gutter & storm drains. Chip seal surface unpleasant to ride on. Needs matching improvements on other surrounding roads or usage will remain low and minority complaints will gain traction.

There needs to be more education for cyclists when on the road.

It's never used, it reduces the road width, speed bumps require frequent braking and acceleration which increases harmful emissions, There is no on street parking which makes it hard to visit residents.

Nobody uses it, waste of money, takes away parking from people working and shopping at Glen Mall

It's a bit confusing and unsafe at the two roundabouts, by the playhouse theatre and heading at the pedestrian crossing. I would be good to have these more cycle safe, one side is ok but nothing on the other side.

It's completely under-utilised and unnecessary. I drive along there every day sometimes 2-3 x a day and I have never seen a cyclist. It has made driving along Captain Scott Road and especially the turn into Savoy road much more dangerous as the road is so much narrower.

Makes it impossible for residents to park on their own street, the plastic poles are unattractive and damaging to cars, no parking for visitors to Glen Eden, makes it dangerous to turn into side streets as makes the road too narrow

It's a waste of money and the comments I have read about it and spoken to cyclists they are not impressed with it as it's an uphill cycle way nothing

It makes traffic so much slower and like 4 people a day use it, I know you're trying to incentivise not driving but this ain't the way to go about it

EVERYTHING. It makes the road less safe for cars, turning down the side streets are harder with all the stupid poles from the bike lane. Whoever designed this is an idiot.

Cars are closer together. There is never anyone using the cycle lanes. Ever! When I drive or walk I've only ever seen one child riding a bike. The speed humps cars drive through the middle of, crossed the centre line. It's a messy looking hazard. The poles/reflective posts look horrendous. Messy.

It compromises safety, visual amenity, vehicle practicality and safety

Everything

people Don't use it. Also with the speed bumps people drive in the middle of road to avoid them. Also people still drive up the wrong way at WCR end where it is one way. From Glenmall to West Coast Road

Less parking available, too many unnecessary speedbumps, the upright delimiters make it more dangerous to drive as cars are forced into the middle of the road. Even with the cycleway, nobody bikes along there anyway

It is pointless, never seen anyone use it and has taken away valuable parking space for locals, shoppers, workers, commuters and visitors

Takes away valuable parking outside the houses, Glen Eden Township has become terrible since the introduction on the worst speed bumps in history. Need to concentrate on enhancing the traffic flow, not making it more congested.

Not enough of them in the area!

It is dangerous as it narrows the road making it hazardous when encountering larger vehicles. The speed bumps are distracting. The stormwater drains are hazardous to cyclists. Having cycleways on both sides is overkill. I have yet to see a cyclist using it. It would be better served by widening the footpath into a shared path on the berm on one side. I now consciously avoid this route if possible.

Appendix 4 – Perceptions Survey

Every single aspect - complete waste of time and unnecessary hindrance ; NOBODY USES IT - EVER !!!

under used. Have still had to avoid cyclists on the footpath. Rubbish days a lot of bins in the cycleway. Kerb channels aren't being swept. Removes parking for the local soccer field. Speed bumps create traffic noise engine revs and trucks etc.

Waste of ratepayers money hardly anyone uses it

Not needed, under utilised. Makes turning onto captain Scott road dangerous as you have reduced space to turn

It is a hazard for both cars, pedestrians and bikers.

Speed humps, no parking for residents and visitors

It was an absolute waste of money and time, just created a major parking issue for surrounding streets and local residents who can't park outside their houses. Makes no sense to have it where it is and everyone can't wait for it to be gone. I have seen multiple cyclists not using the lane, they stay on the road.

Driving is too narrow. No one cycles in glen Eden.

It removed a lot of parking spaces. It is now difficult for me to find a park in the morning and have to walk a lot further from my car to the train station. This can be very scary as it's so early and still dark.

Feels unsafe driving especially if there is a bus in the oncoming lane. Looks tacky. Fewer options to park and ride for the train, I have actually stopped using GE station since the trial and use new Lynn station.

The cycle lanes do not go anywhere

Not much use by anyone, car parking removal a bigger pain and dumping into savoy means only a third of the job! Prefer effort on Titirangi to waterview cycle way.

Has made the road too narrow and used valuable on street parking

Speed humps too abrupt, no kerb parking road lane too narrow. It is largely being avoided by users, haven't seen a single cyclist using it

Turning onto savoy by car there is not enough room to turn if there is a car at the intersection

Everything- the layout will cause a cyclist to lose their life. I wonder if the people who dreamed this up have tried riding on it through GE?

The paint used is terrible for bikes it's slippery & dangerous, cyclists are seen using the footpath instead of the cycle lane, there isn't much cyclists travelling Captain Scott road !!, west coast road is a road with a lot of cyclists, cycle lane is terrible for vehicles being pushed closer together, rubbish trucks are causing more traffic than needed as well as a danger to cyclists in cycle lane if being used, there is enough unwanted speed bumps in glen Eden that is a hazard to emergency vehicles,

Road feels narrow when driving in a car, and I almost never see anyone cycling unfortunately

It's visually appalling. It makes parking impossible. It forces vehicle traffic closer together. It reduces public transport accessibility by removing parking. It takes up roading space and is virtually unused by cyclists. speed humps are dangerous, particularly those that are less than a car wide, made from black tar seal, and not well made for visibility at night or in rain .

looks vile, cheap n nasty, orange plastic ruins the environment of the area, cyclists receive no protection from plastic strips. Absolute eyesore.

Everything. It's pointless and a waste of money.

Appendix 4 – Perceptions Survey

There isn't ample space to implement a cycleway on Captain Scott Road. A better design would be a widened footpath with two lanes for cyclists and pedestrians

Hardly ever used

No street parking for residents / terrible design / narrows the road considerably making the risk of collision high / the speed bumps are too high and not contoured for safe driving

It's ugly, cars hate cyclists even more because it's so dangerous at some intersections, and the paint used was slippery. There was no way i was going to ride on it. And since the speed bumps went in through Glen Eden, it's even harder to ride my bike. The speed bumps judder my bike so much that it is unsafe (i only have a standard bike, nothing flash, but it got me to work and back). The speed bumps have such harsh angles that it will wreck both myself and the bike while going downhill. On the way up, the speedbump just makes the gradient steeper for a few feet, so i go on the footpath so I'm not stopping traffic. I have cycled for years to and from work, and the improvements in Glen Eden have not improved the cycling experience.

The removal of the on-street parking and the in-fill subdividing the council is supporting, there is not enough parking so people are parking on the grass verges, obstructing visibility to driveways when using the footpath. The location of the white sticks obstructs turning left from Captain Scott Road into Savoy Road. It forces the turning vehicle to go wide, onto the wrong side of the road and into oncoming traffic. If there is a vehicle wanting to turn from Savoy Road onto Captain Scott Road, the vehicle on Captain Scott must wait for the other vehicle to move, as there is not enough space to turn. This very unsafe and a terrible design.

Only seen it used twice. Once late at night by someone running their dog and once by a family during lockdown.

ill conceived .access problems to houses.try following rubbish truck down there .waste of resources .we all see the daily problems the speed humps are causing

The cycleway ends quite abruptly at the roundabout on Oates/Wilson Rd and merges with traffic. People often leave bins in the cycleway which means going back onto the road to avoid. Some drivers enter the cycleway in order to go around the traffic calming speed bumps

It doesn't link up enough roads. It is dangerous cycling on the roads getting to the cycleway.

The road surface is bumpy to ride on. I prefer the concrete footpath as its smoother. I think a smarter move would be to increase the footpath size and paint a cycle lane on it or extend the fit for purpose cycle path from Ceramco park through Duck Park to GE. Bikes on roads should be a last resort. We rode with our kids and there's no way I'd let them ride on the road when there is a footpath option.

Almost everything. Where do I start. Forcing traffic into smaller spaces, eyesore, almost never used by cyclists/scooters. BTW electric scooters are really bad for the planet. You lot should read more.

The cycleway is not needed there are next to no cyclist that use it. I walk and drive this road multiple times a day everyday since it was done. The speed bumps are poorly made all around Glen Eden. Cars are suffering damages to the under bodies which are resulting in repairs being needed. Very poor use of money. Better off doing either a bridge for cars or tunnel for train to decrease the congestion. The bumps need to go or be fixed. People avoid going through Glen Eden due to these bumps and it will be the small businesses who suffer for it.

Waste of \$\$ barely anyone uses it. And you've taken away all that parking

The fact it's a waste of money and is almost never in use.

The asphalt speedbump heading into the roundabout is overly aggressive, the white Flexi cones unnecessarily narrow Savoy Road causing cars turning into Savoy to go onto the wrong side of the road and I've had a few near misses with cars turning in (a clear safety problem)

Everything.

Everything, its a crazy idea and out of touch with reality.

Ugly , poorly designed , useless , waste of money

It needs to be away for exisiting road space, sacrifice footpath and berm spaces

The fact tyat my rates have been waisted

I drive down this road several times a week but have never seen a cyclist riding along it. There is no room now to park a car and it has made the car lanes rather narrow.

Causes people to avoid the speedbumps and go into the middle of the Rd. I see it everyday and it's so annoying when your also approaching the speedbumps at the beginning of captain Scott(glen eden shops end)

Hard to turn left into savoy road (do this often as parents live on this road), very difficult to stop and pick someone up/drop someone off or stop to check phone etc

Proposed speed humps

It goes nowhere

The narrowing of the road and the irratic driving it is causing. The speed humps are being bypassed though the middle and large vehicles.s

I'd prefer more permanent biking structure like the new ones on kroad

The fact a lot of money was spent on something that is hardly used and is taking car park spaces

Everything

Dangerous and causes inconvenience to the community

I'd prefer a cycle way like the exsisting streams cycle way that is actually off of the road, more scenic etc. But this is an okay option to make the existing path more usable as it gives greater connectivity. It doesn't add much saftey from cars reversing out of their drive-ways etc.

Should be made to feel more permanent - planter boxes and a solid bariwr would be ideal

It goes no where helpful. cuts residents parking. There are big deep storm water drains in the cycle way (what could go wrong). now you have put the new speed bumps people come towards you driving in the middle of the road to miss the bumps

Makes the road feel narrow, the posts are in the way of people putting out their rubbish bins, I have never seen anyone cycling there, it takes away car parks for people catching the train so then decreases the amount of people wanting to catch the train

It makes the road narrow and removes parking spaces.

Hit sticks should be replaced with sturdier design

I've had 2 near accidents of people sweeping out further when reversing in drive, almost hit an uber driver who stopped in the middle of road road looking for an address

It is seldom used - since installation I have only seen 3 people using it! It is dangerous turning in & out of the sides roads, as there is insufficient space for 2 vehicles to pass whilst turning. There is often cars parked close to the intersections.

Everything, it's horrible, it's taken away everyones parking, there are barely any cyclists

It is dangerous

I live out in the Waitakere ranges, with no public transport when I want to go to the city I would catch a train from Glen Eden, this has taken away the area where I used to park my car, it is a very hilly area to cycle on!

Narrows the road and no parking.

It

It is never used. I walk the road every morning and have NEVER seen a cyclist on it.

Its ugly, dangerous to drive through, especially coming out of top of savoy rd turning left onto captain scott rd. Dislike the bumps and narrow road

Chevrons. I travel on Captain Scott almost every day. I havnt seen one cyclist. Total waste of money.

It is not suitable for cycles as it is uneven so cycles use the path instead

Who has to pay for this? Hope not extra on our already high rates bill...

Helps people hate cyclists as eveeyone complains so much. o reason to ride their. Far more important to put something similar on West Coast road where cyclists like me actually go. Too fast and narrow down hill. I feel safer on the road.

Can't park on the side of the road, even if you catch a train you cannot park. No one uses the cycle lane. I have never seen a cyclist using it.

I don't, the tall pylons separating the cycle way are annoying

Everything. It takes up to much of the road.

It is visually distracting, cars pull into the middle of the road to avoid the bumps. Also there is nowhere for visitors to park when they come to see someone who lives along the cycle route.

Unsafe corner on savoy, the barriers make cars turning left into Savoy almost collide with cars turning roght out ofnsavoy. There's monforeseeable reasin why they should stick out that far

the cycleway dividing barriers make driving and turning dangerous. I have never seen one cyclist using the cycle lane.

Makes turning out of side roads very difficult. Have not seen it used by any cycles. Takes away ability to park

The upright delineators aren't that reassuring of safety. The traffic calming is a token gesture that does absolutely nothing. The cycleway should be a bidirectional separated lane on the western side of the road.

As a cyclist it has not improved anything.

Too many speed bumps. I try to avoid Glen Eden whenever possible

When turning you are forced to the other side of the rd to miss posts.

Drive along Captain Scott Road daily and never seen a cyclist using the cycle way

It is wasted money a residential area which causes lack of space for all to share and travel safely

It's too short.

its a waste of money, wont be used and is part of a shortsighted left wing agenda to get people out of cars. please spend my tax dollars on something more useful you pencil pushing bureaucrat.

Appendix 4 – Perceptions Survey

Increased risk for kids going to duck park Glenora from cyclists, pushed cars parking for the train station closer to the intermediate school making it more dangerous for them, increased road noise from the speed humps, increased light pollution from all the reflective strips, the painted lines on the cycle path are slippery and it feels safer to ride on road or footpath

Lack parking for residents, way people drive around speed bumps. The fact I live on captain Scott road and have seen less people cycling in area than I did before the cycle lane trial was implemented. For the very very small number of users the return on investment is minimal to non existent

The temporary bike lane has been built in a way that it is unridable. I'm all for more cycleways, they they need to be built safe without barriers or drains or having to turn up every intersection. It needs to be kept clear of debris, which definitely hasn't been done here. Riding this lane, you will either get a puncture, clip your bars on the uprights, hit a drain, or all of the above.

Road is too narrow at certain points. The short uneven humps that must be affecting my suspension

It needs to continue to Ceramco park along Glendale road.

Goes nowhere. Impedes traffic flow. You are hemmed in so can't maneuver around cars pulling out of driveways. Don't feel as safe as the other cycleways in the area.

It has made the road too narrow and dangerous for cars. It is extremely difficult to turn

It's short, I don't see the point in it, it also makes it harder to turn off Evans Road onto Captain Scott. Also seen people park in stupid places because they can no longer park outside their homes. I've also only seen 3 people on bikes use this, the rest are on the actual road which slows traffic down in the mornings

Cars come out further from the side streets almost hit you now and makes it harder with rubbish Day

The sticks. Isn't there a better way of making it separate. Also you changed the sleepers, which are now narrower which means car drivers drive between them in the middle of the road to avoid going over them. Just make the wider to prevent this as it's dangerous.

the space it takes up relative to its use

Poorly designed and in the wrong place completely

Nothing. I wish I had something similar around my streets

Nothing at all and it's crazy to even consider removing it.

everything

The plastic barrier posts are dangerous as they impede turning out of intersecting roads

It's there

As a road user I think it makes the road a lot narrower and I have never actually seen anyone use it. I have a friend who has now lost all her street parking so we have stopped visiting her at home as there is nowhere to park close by. For the sake of the few that might use it it seems to impact a larger number of home owners.

It narrows the road, nobody uses it (cyclists still use the footpath), it removes parking for residents and caused parking congestion in surrounding streets, it's ugly and it connects to nothing

Cycle way has narrowed the road, no one uses it often. When I have I'm the only one, and when driving people still cycle on the footpath and road.

Appendix 4 – Perceptions Survey

Everything, it encroaches on to Savoy Rd and forces drivers turning in from Captain Scott, to veer on to the other side of the road. It is extremely dangerous and idiotic. It is also very ugly looking and is ruining cars. I've never seen anyone ever use the cycle lane. But I see cars getting ruined. Biggest waste of money ever!

There is no parking spaces for cars and I have no once seen anyone use the cycle line waste of money

It's in the worst spot. Who is cycling in that area? No one. Also has lead to many close calls in terms of car accidents as the roads are way thinner and it's hard to turn into the streets of captain Scott road. It really has no benefit to anything and it couldn't be in a worse spot.

It's a waste of money, no one uses it

As above get rid of it please.

It already looks crappy and unmaintained. Its an eyesore and its dangerous.

The amount of plastic used. Build it properly if you are going to do it. Like a shared footpath on one side of the road

It is a waste of money, i have only ever seen two cycling on it

the plastic Dividers dont allow for easy road sweaping so i just ride on the road as theres to much glass and other debre on the cycleway especially down by the roundabout its safer for me and my bike to ride on the road as punches at speed can cause me to have a accident

Everything

Everything

It has stopped visitors to all those houses being able to park outside, as well as many bus/train commuters

I drove along Captain Scott 2x/day during school terms last year and literally never once saw a cyclist or person on a scooter during this time. I do not like the upright delineators - it feels too narrow when driving and makes the turns into and out of side streets and driveways a lot sharper, meaning that traffic often stops unexpectedly. This must also be particularly frustrating for residents and their guests unable to park on the street.

I now have to take another way, it takes up road space and car parking space for people who need to use the train as well as taking the road parking away from those who live there. It's not a desirable place to cycle and it's an eyesore.

The plastic bollards are confusing and are unnecessary, car park spaces have been taken away, the turn out of Savoy feels dangerous,

Ridiculous, taking much needed car parks.

Cyclists aren't using it due to the debris that can't be swept by the sweeper truck. All roadside parking has been removed so cars park on the footpath. Cars cross the double yellow lines to avoid the speedbumps, causing several near misses. It has made it less safe for all road users.

Narrows the road. Removes parking. Nobody uses it and it makes the street look ugly. It doesn't actually connect to anything

Takes up parks. People drive in the middle of the road to avoid the speed bumps making it unsafe for other drivers. Its ugly

A distinct lack of users, it's an eyesore, it's unsafe for traffic due to an optical illusion created by the posts, it narrows the road, residents have been robbed of the ability to park on the road, it's ugly and looks 'half baked',

Appendix 4 – Perceptions Survey

the cost was excessive for what it delivered and because it's so poorly planned, it does nothing to encourage people to cycle or scooter on it or anywhere else

The location of the cycleway is horrendous

The turn from Captain Scott Road towards the shared cycle path isn't easy. It forces riders to cross the whole road from the left hand side rather than helping them move to the middle of the street

It is dangerous to both bikes and motorists

EVERYTHING about it. How it narrows the road, makes turning harder, heaps of accelerating and breaking and bumps all the way. All for not one single person that I have seen using it. Combine that with the speed table/humps in the centre itself, I drive over 7 speed humps in 1km road

If heading south I have to cross the road to get into sovey road

It doesn't encourage safe use of road space by younger users and the compression of space available to vehicles means you are constantly having to be really aware that your not too comfortable using all of the cycle lane...

I hardly ever see anyone using the cycleway and visually it is awful. Narrowing the road and taking away off street parking.

Everything. Clusters up the area and makes it hard to turn out of roads. Also noone uses it. Always empty

Pointless makes it difficult to turn out of Evans road and Savouy Road

the delineators

Everything

will end up just like tamaki drive spend millions on dollars on it and no one uses it

I've never seen it used by cyclists in Glen Eden. The speed bumps were terrible, and buses going over them created cracks in a family members ceiling in the area. The barrier sticks are either regularly cut off (making them a popping your tyres hazard), or are too close together, and you end up having near misses with other vehicles. They have also made the entry way to both evans and savoy roads narrow, and cause near misses regularly. I'm all for cycle ways and love them, but this one is pointless and makes the area worse.

Waste of space

It is unused, it is an eyesore, it has taken parking away from train commuters, sports fans and my family and friends when they visit.

Road debris gathers in the cycle lane making it not safe to ride in

It's pretty cheap and road not great condition. Often full of weeds and rubbish

Would like it to go further

The road humps are terrible, the cycle way takes up the road, causing a road hazard and I have never seen a cyclist on it

That it is on both sides of the road taking away all the parking

At the intersection with Wilson and Oates Road, the cycleway spits cyclists back out onto the road quite abruptly - this does not feel safe. It would be better if cyclists were guided to a combined pedestrian and cycle crossing at this point, similar to the ones in place on Seabrooke Ave. I don't like it when people leave their wheelie bins in the cycleway.

Appendix 4 – Perceptions Survey

The new speed humps allow for idiots to drive down the middle of the road to avoid having to slow down, while endangering on coming traffic

narrows,the road, have seen very few cyclists

It appears to be a cycle way that doesn't have a clear start or finish. It makes the road much narrower and therefore more unsafe for driving

It's disruptive for residents having visitors and makes it much less safe for driving as you have to move further to the centre of the road.

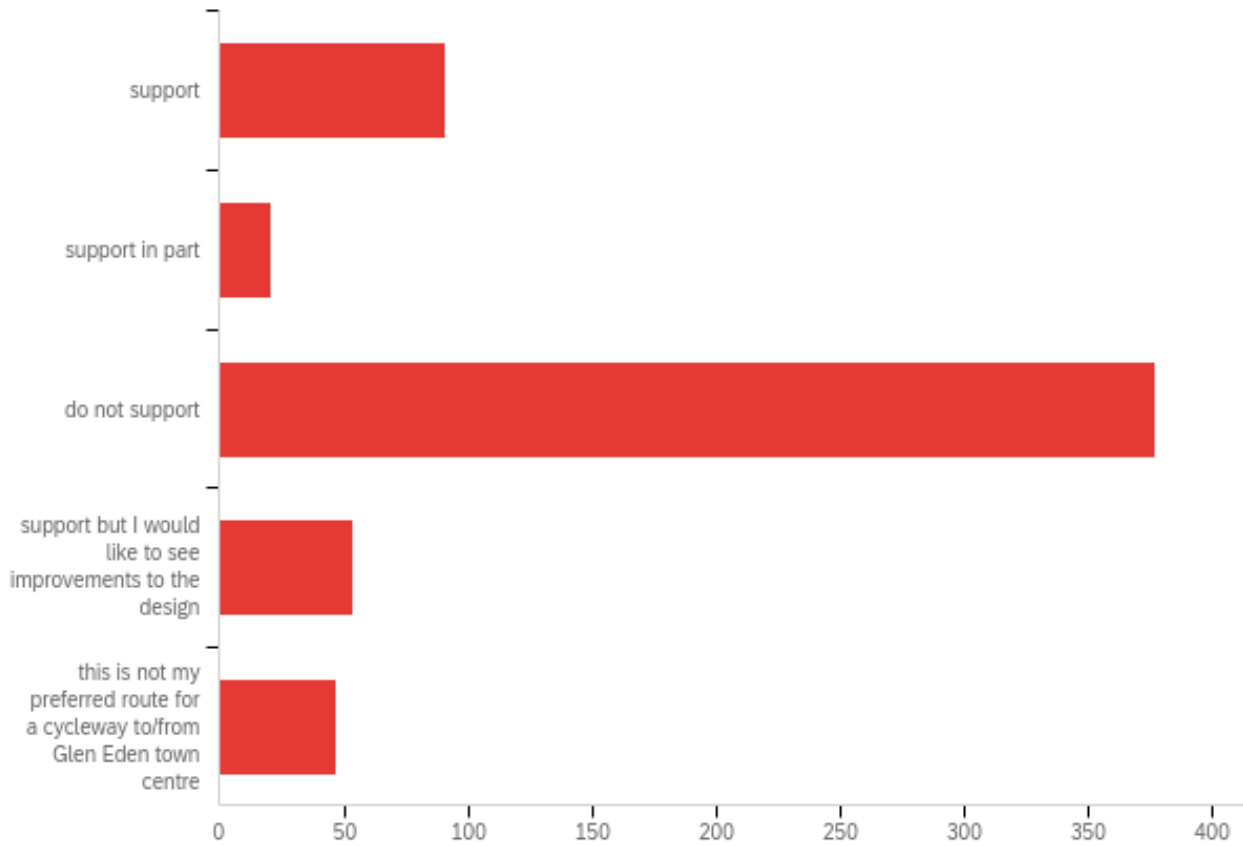
Everything. Its ugly. Its removed parking. Its made the road unsafe for drivers. Road gets blocked with rubbish trucks. I avoid going to Glen Eden now and go elsewhere

Lack of car parks and it's not user friendly

I'm not too fussed on the white markers, but I understand why they are there. The corner turn into Savoy Road could be improved. It is odd to be confronting a stick as a barrier which makes you swerve outward on the turn.

it makes the road narrow; there's no parking; side roads are getting parked up

Q15 - What is your overall view of the trial cycleway on Captain Scott Road?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	What is your overall view of the trial cycleway on Captain Scott Road?	2.00	18.00	15.27	2.40	5.78	591

#	Answer	%	Count
10	support	15.42%	91
15	support in part	3.56%	21
16	do not support	63.90%	377
17	support but I would like to see improvements to the design	9.15%	54

Appendix 4 – Perceptions Survey

18	this is not my preferred route for a cycleway to/from Glen Eden town centre	7.97%	47
	Total	100%	590

Appendix 4.1 – Perception Survey - Cycleway user comments

Appendix 4.1 - Cycleway users

This is what the people who used the cycleway said:

	What did you like	What did you dislike	Overall view
1	slower cars; makes it slightly safer	it makes the road narrow; there's no parking; side roads are getting parked up	
2	Provides a clear link into Glen Eden town centre through the busy roundabout. I don't have to watch out for car doors on the downward slope into roundabout. Going up the opposite side to West Coast Road feels much safer also.	I'm not too fussed on the white markers, but I understand why they are there. The corner turn into Savoy Road could be improved. It is odd to be confronting a stick as a barrier which makes you swerve outward on the turn.	support
3			support
4	I like that it has removed carparking, so there is no risk of being car doored on this section of road now. It feels safe to have a clear separation from cars instead of just painted lines. I hope it's the start of more cycleways in this neighbourhood.	At the intersection with Wilson and Oates Road, the cycleway spits cyclists back out onto the road quite abruptly - this does not feel safe. It would be better if cyclists were guided to a combined pedestrian and cycle crossing at this point, similar to the ones in place on Seabrooke Ave. I don't like it when people leave their wheelie bins in the cycleway.	support
5	Protects cyclists and links up to twin streams		support
6	Feeling safe enough to cycle to the train station	Would like it to go further	support but I would like to see improvements to the design
7	Safer for bikes. More awareness	It's pretty cheap and road not great condition. Often full of weeds and rubbish	support
8	protection from cars	the delineators	support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
9		It doesn't encourage safe use of road space by younger users and the compression of space available to vehicles means you are constantly having to be really aware that your not too comfortable using all of the cycle lane	do not support
10	Connects other cycleways and allows me to go exploring the neighbourhood more	If heading south I have to cross the road to get into sovey road	support
11	It's visible and a good division between cars and cycles/walkers	The turn from Captain Scott Road towards the shared cycle path isn't easy. It forces riders to cross the whole road from the left hand side rather than helping them move to the middle of the street	support
12			do not support
13	Creates connections to interesting places to visit and see		support
14	You guys gave it a try	the plastic Dividers dont allow for easy road sweaping so i just ride on the road as theres to much glass and other debre on the cycleway especially down by the roundabout its safer for me and my bike to ride on the road as punches at speed can cause me to have a accident	support in part
15	Not a lot	Cycle way has narrowed the road, no one uses it often. When I have I'm the only one, and when driving people still cycle on the foot path and road.	this is not my preferred route for a cycleway to/from Glen Eden town centre
16	It makes car traffic aware of other road users as they approach the town centre at speed and need to slow.	Nothing at all and it crazy to even consider removing it.	support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
17	not much, it is out of my way and I would likely take an alternative route	the space it takes up relative to its use	this is not my preferred route for a cycleway to/from Glen Eden town centre
18	I live on part of Captain Scott Road where the cycleway is an I think it is excellent. It has slowed traffic down heaps.	The sticks. Isn't there a better way of making it separate. Also you changed the sleepers, which are now narrower which means car drivers drive between them in the middle of the road to avoid going over them. Just make the wider to prevent this as its dangerous.	support but I would like to see improvements to the design
19	Nothing	Goes no where. Empedes traffic flow. You are hemed in so can't maneuver around cars pulling out of driveways. Don't feel as safe as the other cycleways in the area.	do not support
20	I dont have to worry about being hit by a speeding car ot a bus.	If needs to continue to Ceramco park slone Glendale road.	support
21	The idea of a cycleway is great (would be better on west coast road)	Thr temporary bike lane has built in a way that it is unridable. Im all for more cycleways, they thry need to be built safe without barriers or drains or having to turn up every intersection. It needs to be kept clear of debris, which definately hasnt been done here. Riding this lane, you will either get a puncture, clip your bars on the uprites, hit a drain, or all of the above.	
22	Not much, I agree that there needs to be better non car transport links through glen eden but this is not the correct way, better bus services feeding the train station nfrom surroding areas are needed not half arsed cycleways	Increased risk for kids going to duck park Glenora from cyclists, pushed cars parking for the train station closer to the intermediate school making it more dangerous for them, increased road noise from the speed humps, increased light pollution from all the reflective strips, the painted lines on	do not support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
		the cycle path are slippery and it feels safer to ride on road or footpath	
23	With car drivers behaviour towards cyclist and the very limited space for cars to safely overtake (which they do regardless of the danger they put cyclists in, they don't care), it makes me feel a lot safer not being another victim of reckless driving or a near hit.	It's too short.	support
24	Nothing much really	As a cyclist it has not improved anything.	do not support
25	That we finally made one and we are finally caring about cyclists. I like that it creates extra space when walking on the footpaths with my kids as well. I like that we attempted to do traffic calming.	The upright delineators aren't that reassuring of safety. The traffic calming is a token gesture that does absolutely nothing. The cycleway should be a bidirectional separated lane on the western side of the road.	support but I would like to see improvements to the design
26	Nice to prioritise bikes, but it's pretty sketchy, and must merge anyways heading north at the roundabout.	Helps people hate cyclists as everyone complains so much. No reason to ride there. Far more important to put something similar on West Coast road where cyclists like me actually go. Too fast and narrow down hill. I feel safer on the road.	this is not my preferred route for a cycleway to/from Glen Eden town centre
27	Separated from vehicles when e-scooting. Slows traffic so walking on footpaths is far more pleasant, quieter and feels safer	Hit sticks should be replaced with sturdier design	support
28	Slows traffic down and makes people drive more considerately. Separation from cars while scooting. Calmer feel to the footpaths when I walk my dog from duck park to Savoy road	Should be made to feel more permanent - planter boxes and a solid barrier would be ideal	support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
29	It provides a safer area to ride - with less hazards such as parked cars.	I'd prefer a cycle way like the existing streams cycle way that is actually off of the road, more scenic etc. But this is an okay option to make the existing path more usable as it gives greater connectivity. It doesn't add much safety from cars reversing out of their drive-ways etc.	support in part
30	Nothing	Everything	do not support
31			support
32	I like that it aims to connect GE with Kaurilands	The road surface is bumpy to ride on. I prefer the concrete footpath as its smoother. I think a smarter move would be to increase the footpath size and paint a cycle lane on it or extend the fit for purpose cycle path from ceramco park through duck park to GE. Bikes on roads should be a last resort. We rode with our kids and theres no way I'd let them ride on the road when there is a footpath option.	do not support
33	Separated cycle path is great and it offers a good connection to the town centre. Feels much safer than before and have seen an increase in people using the cycle way. Would have been fantastic if the stream shared path could have been extended through Duck park. Looking forward to more cycling infrastructure in the area. A connection from Glen Eden to New Lynn is now the major missing link	The cycleway ends quite abruptly at the roundabout on Oates/Wilson Rd and merges with traffic. People often leave bins in the cycleway which means going back onto the road to avoid. Some drivers enter the cycleway in order to go around the traffic calming speed bumps	support
34	Separates bikes from cars	Not much use by anyone, car parking removal a bigger pain and dumping into savoy means only a third of the job! Prefer effort on Titirangi to waterview cycle way.	do not support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
35	Helps to slow traffic down as well as providing extra space for walkers and runners where needed.	Not enough of them in the area!	support
36	It's a dedicated cycle sace and drivers have more awareness	It's a bit confusing and unsafe at the two roundabouts, by the playhouse theatre and heading at the pedestrian crossing. I would be good to have these more cycle safe, one side is ok but nothing on the other side.	support but I would like to see improvements to the design
37	Provides a relatively safe route when heading to or from the town centre (compared to the rest of Glen Eden). Mostly well respected by drivers despite a vocal minority on Facebook.	Starts and ends abruptly, especially on southern end which feels very dangerous if you're continuing on from that point. Connections to Twin Streams down Routley / Savoy need to be better signposted so people know how to use the route. The lanes are narrow and lean into the gutter & storm drains. Chip seal surface unpleasant to ride on. Needs matching improvements on other surrounding roads or usage will remain low and minority complaints will gain traction.	support but I would like to see improvements to the design
38	I like the idea of having a dedicated cycle lane but this doesn't necessarily make it safer. It just makes you feel like it's safer.	The road is now much narrower than before and there are two cycle lanes, one on either side. As a driver there is now far too much happening on the road itself with all the barriers and signs etc too distracting. It's not a good design, in fact I am so worried about parked cars etc that my mind isn't on the cyclists at all.	support but I would like to see improvements to the design
39		ugly	support in part
40	It makes it safe to get to where I want to go and has encouraged other people to try cycling to their destination	That it is only a trial - please make it permanent	support
41	Safety	Needs to be extended and linked to others	support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
42	Separated lane essential, paint is not infrastructure	Would rather a better barrier than the current sticks.	support
43	Well separated, traffic drives slower due to narrow lanes making everyone safer on the roads	More separation	support
44	Safer separation from cars whilst walking with my child. Safer whilst riding my bike	Cars sometimes park inside it.	support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
45	that it brings awareness to car drivers that they are not the only ones on the road	<p>The upright posts make it feel claustrofobic, especially when you have to move around manholes / water grids, rubbish bins or debris. Going towards the town centre the cycle lane stops and cyclists are supposed to merge and move into the lane of cars without a lot of room. the Speed bump at the end of the cycle path near the roundabout has only a triangle painted in the middle making that it is not clear it is much wider and caused me to fall when hitting this bump on my ebike the first time I passed. I have now learned a painful lesson. the cycleway should be all along Captain Scott road. It may be OK for leisure biking to join up with the Twin Streams path but this is totally unsuitable for commuting.. This cycle path may work for students travelling to and from school IF there would also be SAFE pedestrian crossings on Captain Scott road for the Cyclists to join the side streets on the opposite site of the road. This cycleway would serve a much bigger purpose if it were located on a real busy road ie West Coast rd. The design is terrible; an elevation/kerb would have been better aesthetically and even for cyclists as it would take away the feeling of narrowness. The design is poor and that hasn't helped the non biking community accepting this cycleway. Glen Eden is a very hilly suburb. I do not support this as I feel the tax/ratepayers \$\$ could be spend on a cycleway in a better location. This cycle way trial feels like as if AT pretends to care for cyclists. there has been a lot of negative feedback from the community on social media. It feels as if AT does it poorly on purpose so that they then have the mandate from wider community to not do anything at all. Do it properly or don't do it at all. And please</p>	do not support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
		consult with cyclists prior trials. I would love to be involved in a wider kāharo around biking in and around Glen Eden. There are some area's crying out for safety improvements.	
46	Safety	used by pedestrians	support
	Pointless	Dirty, often blocked by contractor signs or trees and leaves.	this is not my preferred route for a cycleway

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
			to/from Glen Eden town centre
47	It feels much safer cycling with my children where the cycle lane is	It doesn't go the full length of Captain Scott Road	support
48	I can't say I'm a big fan of this cycleway. Apart from it, we also had toad bumps installed in the lower section of captain Scott road. These bumps do work for speed control, but I don't think that cycleway (without the bumps) would have done the same, that is helped in reducing the speed. Me and my kids used a cycleway only a few times, to travel from Oates road where we live to ceramco park. To be honest I didn't let my girls scoot or bike within the cycleway, it's right by the road and I found it was still not safe enough for my primary school aged kids. I asked my kids to use the pathway. But maybe it's all good for the adults. Overall, I found it was a worthy trial but I do not think the cycle way works to fulfil its expectations.	Please see above	do not support
49	Good connection from stream path to glen eden		support
50	The separation is good for safety, and I love that it connects with the track from Ceramco Park.	I feel sorry for people who have lost parking. I would like to see a two way path on the western side of the road. I think the connection to Ceramco park bike path could be clearer.	support
51	Separate from cars, speed-calming measures for cars	It could be wider and have permanent barriers, more separation from motor vehicles	support
52	I like the idea, but the execution and cost is ridiculous.	How can you seriously justify half a million dollars on this? It is poorly thought out.	do not support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
53	There is now a level of safety for riders that did not exist before	That it is not permanent, and the separation is relatively "weak", a more permanent and robust solution would be better	support but I would like to see improvements to the design
54	I liked the separation and the traffic calming just before where bikes had to merge or where crossings were.	The protection was limited at side streets and it felt like turning traffic needed to be slowed further before crossing the cycleway by adding speed bumps and tightening the turning radius with further protection across the side street	support
55	Separation	Flimsy separation and the most dangerous part is the intersection and side street crossing nad that is where there is little infastructure	support
56	Painted and visible	It does not have concrete separation barriers	support
57	Nothing.	Cyclists have always used roads carefully and people are generally quite accomodating for cyclists. This cycleway is just a waste pf tax payers funds as it hasn't made it any easier or safer for riders to use. Waste pf time and money.	do not support
58	Any separated cycleways or even marked cycle lanes are great for encouraging cycling and walking	Could be wider in places. The periodic grates make the cycle way narrower in places. A better design for those would be safer	support
59	I love being able to cycle with my family. My 7 year old son can now ride a bike and being able to ride together safely, even just for a few dozen metres is fantastic. My husband and I used to cycle commute when we lived in central Auckland but after moving to Glen Eden 5 years ago we are both too nervous to bike in the traffic here. Way too narrow on the roads without cycleways. If there were cycle paths that connected up to the	Too short. Maybe temporary. Needs to be 100 times longer	support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
	existing ones we could cycle safely every day, not just for recreation but for commuting.		
60			support
61	upright delineators that separate the cycle way from traffic is great. Lower car speeds in general are really good	It is difficult to exit the cycleway when it meets the roundabout when there is quite a bit of traffic, this part feels quite unsafe. Road works signs were often placed in the middle of the cycle way which meant I had to swerve out into the road to avoid them. I couldn't figure out where the cycle way continued after the roundabout in order to get to the Glen Eden train station This could have been more clearly marked or signposted. I would cycle on the footpath, but I wasn't sure whether I was officially allowed to do so. It would be great to have more cycleways through the Glen Eden village, connecting to Waikumete cemetery and further afield to Henderson.	support but I would like to see improvements to the design
62	It feels a lot safer	I have seen motorists driving over the plastic pillars and inside the cycle lane which is highly danger	support
63	It slows down traffic enough so people with kids can walk etc more safely and cyclists can use it		support but I would like to see improvements to the design

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
64	Whats there to like?	The inconvient and unsafe speed humps, and the ugly bollards.	
65	nothing	cars still travel fast along the road, I cycle down there with my young children and I much prefer them to be on the path than have cars whizzing past them. There is nowhere for residents to park on the road and the road now feels very narrow. I see cars speed down the road and then swerving into the left to avoid the road bumps. Really badly designed.	do not support
66			support
67	Lower car speeds due to speed humps	Removed parking on both sides of road and is not required - especially on both sides but not needed at all and virtually no families use it from savoy road so did not fit its purpose	do not support
68	Provides safe passage for all people and ages on bikes, scooters. I especially feel safer walking as traffic has slowed down a lot.	Narrows the road	support in part
69	It encourages a culture change away from cars	nothing	support
70	Biggest waste of time/money/resources ive seen in a while. Literally no need and no point. Id rather ride on the bloody footpath pull your heads in		do not support
71	Separation from cars	Should only be down one side of the road .	support
72	Nothing. It's an abortion and was much safer for me cycling before. Restore it please.	Debris on cycleway Restricted sideways. Unsafe design in several places.	do not support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
73	Not much	Cars swerving into cycle way or middle of road to avoid bumps, cycleway not kept clear of debris. Posts make it feel narrower than it is.	this is not my preferred route for a cycleway to/from Glen Eden town centre
74			do not support
75		Narrow. Rubbish and debris all through it.	do not support
76	Nothing	It's ugly, full of debris, overgrown with weeds, poorly maintained tarseal, obscures vision from traffic when crossing intersections, removes valuable on-street parking, is not a suitable location, does not connect to another cycle way.	do not support
77	Excercise mainly, freedom and cheap travel. It takes my car off the road	Glen Eden's West Coast road is not safe for cyclists. Too many near misses. We need a safe connection to the new New Lynn bike path for cyclists like myself heading that way. This would make a big difference to people wanting to cycle.	this is not my preferred route for a cycleway to/from Glen Eden town centre
78	Safer for all cyclists	Nothing	support
79	Separates me from dangerous drivers.	It's too short. Extend it please.	support
80	It attempts to make cycling safer	It makes little difference and doesn't link up well with the existing cycleway or to the station	this is not my preferred route for a cycleway to/from Glen Eden town centre
81	It feels safer than it did before	Cars park on it or across it in their driveways.	support
82		doesnt seem well thought out and ends randomly	do not support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
83	It's safer for all road users	That it's wasn't committed to fully and the pop up option is ugly, proper cycle lanes need to be installed, and shouldn't be stopped at the beginning and halfway down the street	support
84	It's great to run in when going for a jog at the weekend, much easier than running on the pavement	You're using hundreds of plastic, landfill, upright poles, which seems like a totally deaf plan given the enviromental focus you should be having. It's also too wide for the average bike in quite wide roads that perhaps don't need it, these are fairly safe roads for a cyclist anyway, clearly marking cycleways on the tarmac would be sufficient.	do not support
85		Safety for cyclists and pedestrians	support in part
86	Please remove as this is just a hazard and someone is going to get hurt with all the rubbish in in cycle way	The whole lot	do not support
87	Nothing really	Everything	do not support
88	definitely feel safer when cycling. The shared path and then cycleway is now my preferred route when heading towards CBD	the left turn from Savoy into Cptn Scott Rd. The abrupt end when heading to Savoy Rd from Glen Eden.	support but I would like to see improvements to the design
89	Nothing	Badly designed and dangerous	do not support
90	Separation from cars .	It should only be on one side . The low side of Captain Scot RD	support but I would like to see improvements to the design

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
91	It creates a safe place for me to cycle, I feel safe merging back with the traffic due to the bumps that slow the cars before we merge, I never felt safe cycling along Captain Scott Rd with my children before and would ride the footpath as there wasn't enough space to ride safely with cars parked along there, now I ride everyday to work safely on the road, I allow my children to ride along there in the weekends and even feel safe enough for the baby to be on the back of my bike with the cycle way, without it we would go back to using the car just to drop her off safely to daycare.	Well, the road surface itself is a bit rough - but realistically not going to complain about that!	support
92	linking ceramco park to the GE shops is valuable. Traffic has slowed around critical intersections on Capt Scott where the road narrows and speed bumps were added. This road is very wide straight and fast and car regularly speed long well above the speed limit.	I am a cyclist and support cycleways, but in this instance claiming both sides of the road seems excessive. There is a ballance to be had between providing excellent cycling infrastructure and making people who hate bikes become more vocal and recruit more haters. I think a extra wide shared path - especially as the footpaths are already too narrow on the duck park side of the road would be a better solution here. Being a cyclist in GE is already life risking, and galvanising peoples hatred of cyclists has not made it safer to ride from GE to new lynn via west coast road (which my most common route)	support but I would like to see improvements to the design
93	This street environment was previously a very car dominant environment, offering unsafe cycling conditions. The cycleway has introduced a safe and convenient megod of cycling along this road, and has also reduced car speeds.	Nothing. Would be good to see the temporary separators made permanent to provide further protection	support
94	Nothing	waste of money/effort. Fills up with debris and not maintained.	do not support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
95	The problem is it stops and then u have to go back on the main road. Problem is its making cycling in side streets harder as people are parked all through them	That it ends	
96	Slows down cars on Captain Scott Rd, feels safer to walk or bike with my 5 year old	Should have more solid barriers between cars and bikes	support
97	the safety and ease of getting in and out of savoy. my wife use it daily and my children feel safer when riding to grandparents in Evans road. i would not feel safe them not having it and would need to go back to the footpath	nothing	support
98	so much better for cycling. feels much safer even if it is only really a flimsy temporary job.	kit in the road is much too lightweight and flimsy. not real protection, only suitable for a temporary trial	support
99	That it is being aspirational	That it created a polarising effect on the community	support but I would like to see improvements to the design
100	Nothing	From driving, the cones make life harder to concentrate/travel safely - no too close to the cones or to the Center. The hump is not practical even at low speed. as a user of the cycle way, I would use the footpath. I feel less safe than when there was no cycle way.	do not support
101		There is no warning of the posts whenturning left into Capt Scott Rd from Bowers Rd. It feels unsafe to use the road with the posts . One would know if there was a cyclist going up but when those posts face you it is to sudden. Have 6ou given any thought to the residents or do they just have to put up with it. Where are their visitors supposed to park?	do not support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
102	Agree would make cycling to school safer for children who cycle to/from school along Capt Scott Rd. Road calming measures have probably been less effective than desired, refer to comments below.	Unable to pull to LHS of Capt Scott Rd (in either direction) if in a car, have experienced impatient drivers unable to pass cars who have paused to let oncoming traffic pass in order to safely turn into my driveway. Have seen a number of drivers pull to the centre of road (over double yellow lines) in order to avoid the rubber speed bumps that replaced the smaller bumps installed at the start of the trial that ran the full width of the road. Drivers also then speed up on section of the road which then defeats road calming efforts.	support but I would like to see improvements to the design
103			
104			
105	The facilities for cyclists about Titirangi to Glen Eden and New Lynn is minimal. I like that this cycleway is on trial but I don't feel protected while riding within its confines, I feel particularly confined between traffic and footpath curb edge.	I fell restricted between the vehicle flow and the footpath curb edge. I feel exposed and not safe on the Capt Scott Rd edge.	support but I would like to see improvements to the design
106			
107	Before using the cycle way I was skeptical about need for the bollards, after using it they made me feel significantly safer than a road with no separation from the vehicle lane. I like that it gives a link to the path by the stream. I like that I don't have to worry about car doors being opened in my path. That it prioritises transport over the storage of private assets on public land. That when driving it has almost no negative impact whatsoever.	That it just stops, creating the need to cross the road and head down the hill to the shared path, this is not a barrier to use. As with all paths of this nature debris collects. That the design of the humps encourages people to swerve into the middle of the road. I see traffic counters have been installed, I would hate the data collected by these devices to be used as an excuse to return an area that is used for active transport to be returned to a place to park private cars. The cycle way has uphill sections in both directions, it would be more advantageous if a flatter route could be found.	support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
108	<p>nothing. it has NOT been done PROPERLY. any cycleway needs to be on lower side of C.scott rd where footpath is now so cyclists are removed from road completely. this should be a shared pedestrian/cycleway. its an obvious answer and why upset the road by introducing 4x Rage Bumps in 200m?</p>	<p>road surface is not suitable for cycling. its too rough. need to completely re-seal c.scott rd for what you have done there, it removes parking especially saturday rugby league for kids. 4 rage bumps in 200m. surely your joking. i see they were reduced in height. then narrowed. cars avoid them by crossing double lines. thats 3 goes at getting something wright. why Rage bumps at all? it annoys drivers. is it the "fashionable" answer to all woes? i also hate the middle ot GE rage bumps. i have to COMPLETELY stop for them. Front and Rear axels! every intersection. its maddness to upset all drivers to appease a few cyclist. i have not spoken to any driver who likes those Rage bumps. drive over them yourself. do you like the jarring on your car and back? there is No Alternative route that can be taken. if there was you might have a case. i cant see the point of having a protected cycleway when cyclists must enter c.scott rd and travel thru the La Rosa roundabout. if they must be protected on part of c.scott rd, they still have to enter again on the most dangerous part. if cyclists need protecting on that part of c.scott rd why do they Not need protecting all along c.scott rd? you guys are wasting money on 1/2 a job. DO it Properly 1st Time !</p>	do not support
109	<p>Separates cyclists from cars, so I can now cycle to Glen Eden town centre & train station with my young kids which I didn't feel safe doing before</p>	<p>It is not long enough, and would be great if it extended Seabrook Ave cycleway to Glen Eden links to New Lynn</p>	support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
110	Actually it is also about how it makes people drive slower by narrowing the road. I feel safer as a driver!	That it doesn't go the whole way and that we don't have them all through glen eden especially on Glendale red which is AWFUL for speeding and dangerous for people on foot or bikes. Bikeways everywhere for the kids getting to school and everyone trying to get to the town centre for takeaways and the train	support
111			
112	It clearly demarcates a safe travel zone for cyclists - and allows me (as a cyclist) to enjoy my trip	It is not visually linked in to other places - offroad trails in nearby reserves - that I want to visit or connect into.	support
113	It is a great extension to the existing trail from Atkinson road and will be better when traffic calming measures are complete on West Coast Road.	Merging when coming from Atkinson Rd end at roundabout in Glen eden	support
114			
115	Links to the shops and removed parked cars making the street much safer. It's been great seeing people and kids using the cycleway whereas before, it was just too dangerous due to cars.	Not safe enough. Car drivers crush upright delineators, park in the lane, cross the centreline to avoid the speed bumps. All this makes the cycleway feel unsafe. If it was build up with a proper kerb and bollards with street trees this would be so awesome.	support but I would like to see improvements to the design
116	It makes cycling safer	Sometimes there are lots of rubbish bins and also roadworks signs left on the cycleway. I'm not sure how to exit the cycleway at the roundabout and which path to take through the village.	support but I would like to see improvements to the design
117			
118			
119	Provides a useful connection		support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
120	I have lived on Evans Road for many year, coming out onto Captain Scott when driving has always been a challenge, it is much easier now without cars lining both sides of the road. Also my young grandchildren use the cycleway to ride to our house in the weekends instead of coming in the car, it is a safe way for them to get exercise and fresh air. They are too scared to ride on the road without the cycle way and would be a menace on the footpath otherwise	nothing	support
121	Very convenient	N/A	support
122	Our patients are happy to cycle to our destination, will be good to have less cars in the mall parking areas	There should be more in Glen Eden	support
123			
124	The speed humps is the best thing that could have happended. It has calmed the traffic to no end amd the speed humps should stay to make captain scott road safer.	Nothing to dislike	support
125			
126	more bikes less cars	should make it paved and integrated into sidewalk, no room for cars at all	support
127	Great for providing safer passage on the bike with kids in tow.	Would be nice if it continued on along the stream from bottom of Savoy instead of going up to Captain Scott	support
128	Safer as a driver		support
129	Nothing	I feel unsafe, wirh uneven surfaces. Its poorly designed and planned. I	do not support
130	Allows pedestrians and cyclists to feel safe	Nothing	support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
131	It was separated from large vehicle traffic using physical structures; It connected town with the existing streamside cycleway; It reminded car drivers that cycling could be an option for them in the future; It slowed large vehicle traffic; It removed car parks, therefore incentivising alternate forms of transport.	Cyclists need to climb steep Savoy to get from the end of the permanent streamside cycleway to use the new temp cycleway.	support in part
132	How it obviously delineates cyclists from cars.	I wish there was a cycleway that could continue through to Titirangi from Ceramco Park.	support
132	The cycle way up until you get on Captain Scott road is great, the moment you move from Savoy road onto Captain Scott it's a different story. Its off the main road, the greenery is kept beautiful, its nice to walk, the paths are well made and wide for both cyclists and walkers to enjoy.	The temporary cycle way that comes out of Savoy Road. I do not feel safe using this part, the buses look like they don't fit the road in some parts. I tend to still use the footpath when cycling and will not let my children use this part at all either. I have almost seen too many near crashes and cars coming into the cycle way because of the bumps, some even drive in the middle of them to avoid them. I also feel for the club players that use to be able to utilize the parking on Captain Scott to enter Duck Park, Savoy road is over packed now because of this as well as Evans Road making it hard for residents to navigate out of them safely. Also the people who use to use this space to park when catching the train have lost out and the residents who can no longer have guest park outside their houses, its just a shambles	do not support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
134	It is great to have a safer way to walk and cycle from the G E Cycleway (Project Twin Streams) at the bottom of Savoy to get to the Glen Eden Shops and the Trainstation and bus services. Slowing down the traffic makes it safer and more enjoyable to walk, cycle and scoot the Captain Scott section. I would like this cycleway to be extended to New Lynn, Henderson, Titirangi and other areas.	That the cycleway is not long and interconnected enough and I would like it to be extended to New Lynn, Henderson, Titirangi and other areas.	support
135	I like that Waka Kotahi is TRYING to bring in more cycleways.....however....	It is in the WRONG PLACE ! It should be continued on from the cycleway at the bottom of Savoy road - through the greenspace.	this is not my preferred route for a cycleway to/from Glen Eden town centre
136			this is not my preferred route for a cycleway to/from Glen Eden town centre
137	That it exists.	That it is on the road instead of just being entirely off road	this is not my preferred route for a cycleway to/from Glen Eden town centre

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
138	separate area for cyclists	the cycle way is fine. The additional traffic-calming measures, particularly the temporary speed bumps added in the same area have made the road much less safe. people drive down the centre of both lanes to avoid the bumps, which to be fair are very steep. If the speed bumps are going to stay, they need to go across the entire road to stop this dangerous behaviour. At least 2 of the bumps are over the peak of a hill and essentially blind, so the possibility for crashing into someone driving like an idiot is concerning. Obviously these people shouldn't be driving like this to avoid the bumps, but they are, somif they're going to be permanent they need to be redesigned.	support but I would like to see improvements to the design
139	You gave it a go but you should have designed things like this with a diverse bunch of locals and tested ideas before you leapt straight to a pilot that cost heaps and pissed everyone off.. AT need to radically change the way they do the design process.	It's ugly. Not safe due to people's entitlement to the road. It would have been better to go thru Glenora.	this is not my preferred route for a cycleway to/from Glen Eden town centre
140	That it's separated from cars, which feels safer. It also slows down traffic in general	I would prefer a wider off road cycleway like others in the city	support but I would like to see improvements to the design
141	Encourages people to ride bikes when they can do so safely		support
142	Narrows road up so slows traffic down	Very poor connection to Savoy path - heading from shops it suddenly ends and you have to cross the road. Would have been much better extending Savoy path to Duck Park and cycleway from Duck Park to West Coat Rd all on one side of Cpt Scott. Also on road bits should have proper physical barrier from road i.e. curb	support but I would like to see improvements to the design

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
143	Nothing it's less safe and an eyesore	It's hideous and completely unsafe	support but I would like to see improvements to the design
144	It's good but unnecessary at this time or make only closer to town somewhere near evens road	It occupied the width of the road unsafe to drive	do not support
145	I feel a lot safer on a bike being separated from the traffic. It felt too dangerous to cycle on the road at some times of day before the cycleway.	It is a bit difficult to turn in and out of savoy road in a car. It is a shame to have to come up from the beautiful cycleway that runs up to Savoy Road onto a busy road. Why can't the cycleway continue through the parkland all the way to Glen Eden Centre?	this is not my preferred route for a cycleway to/from Glen Eden town centre
146	It makes non-cycling road users more aware of the presence of bicycles	Some drivers see the pillars as a barrier that will "protect"cyclists and travel at higher speeds than they used to. The transition from the cycle lane to std road when continuing on Capt Scoot Rd is very abrupt and often cars are parked there forcing cyclists into the full stream of fast moving motor vehicles.	support but I would like to see improvements to the design
147	Gives additional sense of safety when travelling between the shopping area and Twin Stream path. Is separated from vehicles. No need to share the path with pedestrians.	The surface quality is a bit variable.	support
148	I like that I am able to use bit of infrastructure to access the shared paths safely. It facilitates a rand of bike trips. It is great to see peoples safety being put above car parking.	That it's so short and that it is not part of a bigger network.	support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
149	Speed humps. The current design of the speed humps works wonderfully well to calm traffic down. I have live near captain scott road for over 5 yrs now and have never seen traffic go this calm. We need to keep existing speed humps and install more of them throughout captain scott road to ensure safety for everyone. More density housing is coming and more prople are on captain scott road driving, walking, kids going to school, cycling etc. Existing speed humps and more of it throughout captain scott will ensure safety for all	Nothing to dislike. Please keep existing speed hump design and make them a bit bigger so it can really slow the traffic down	support
150	It links to the Project Twin Streams path at Ceramco, it links schools, town centre and railway station - so it is actually useful in getting to places people need to visit	Occasionally has bins left in it. Needs to connect to more safe cycle infrastructure	support
151	It provides people freedom to safely travel by various modes. Previously the dangers of this street and surrounding topography meant that this area was effectively inaccessible to people on bikes. Good to see that cycleways along routes to train stations and local shops are being prioritized, particularly when they unlock existing infrastructure as this does. Its also great to see a 'pop-up' cycleway - these are how to roll out networks quickly to rapidly transform cycling modeshare in cities, as we need to do to fix climate, road safety and congestion crises. The success of networks of pop up cycleways has has been proven recently all over the world, but not in Auckland. The network has to grow and connect swiftly to get the benefits, so please roll out more pop up cycleways urgently to connect this!	Flexi-posts tend to not last long. Many complain about the aesthetics too but that is a non-argument when weighed up against safety/risk to life. The cycleway is relatively disconnected from the network, and I imagine many dont know about it, both combining to it not getting anywhere near as much usage as it will when connected better. People need to stop putting rubbish bins on this cycleway (or footpath for that matter). Further work needs to be undertaken to make cycling safe through the roundabout	support

Appendix 4.1 – Perception Survey - Cycleway user comments

	What did you like	What did you dislike	Overall view
152	If had been done correctly, it would provide a better cycling experience	it is a mess of speed humps and poles, takes up way too much of the road and creates a hazard to other drivers, removed on road parking, ugly and all I see is continued maintenance to keep poles in place	support but I would like to see improvements to the design

Appendix 4.2 –community feedback received during trial

Over the course of the trial, feedback was received from just over 50 individuals. Many of those who provided email feedback also took part in the perception survey.

The emails have not been included in the report to avoid repetition given the overlap with views in the perception survey.

Feedback themes:

- support for cycleway
- request for more cycleways to create a network
- preference to have a cycleway connection through the park
- improvements to design needed
- directional signage needed at Savoy Road to link to Twin Streams path
- poor design, dislike of the materials used
- requests for cycleway to be removed
- concern over loss of parking for residents, visitors, park users and train commuters
- accessibility concerns for older family members visiting family who live in the area
- parking impacts on Evans Road with associated concern about driver behavior in the narrowed road
- lack of use by cyclists
- waste of resource
- consultation process – not enough done
- driveway exit issues
- road safety concerns - Savoy Road intersection unsafe for cars turning in / out
- traffic calming / speed bumps – vibrations, support for traffic calming, dislike of traffic calming, concern that drivers were going around them once changed to speed cushions; large vehicles not slowing down – larger speed bumps needed.
- household rubbish bin collection issues
- monitoring – interest in how it was going to be monitored



**Submission - Glen Eden: Town Centre Cycleway Trial
by Titirangi Residents & Ratepayers Association**

26 February 2022

From: Titirangi Residents & Ratepayers Association

Contact: Dr Mels Barton, Chair

Thank you for the opportunity to present the Titirangi Residents & Ratepayers Association (TRRA)'s submission on the **Glen Eden: Town Centre Cycleway Trial**.

This submission is made by The Titirangi Residents and Ratepayers Association, a non-profit incorporated society formed in 1987 to promote and represent the interests of ratepayers and residents in the Titirangi area. The Association can be traced back to the 1920s when an unincorporated society is recorded as lobbying Council regarding roads.

We wish to speak to our submission if that opportunity is provided.

Key Points:

1. We believe that if you build a separated cycleway then cyclists will use it, so we support the cycleway.

Appendix 4.2 – Summary of correspondence

2. It is vital that we encourage more cycling and walking and less car use.
3. Linking the train station and Glen Eden business centre to residential areas via the cycleway is exactly what is needed.
4. However, we do also think it could be improved as follows:
5. The cycleway needs to be physically separated from the roadway adjacent to the speed bumps for safety. Cars try to avoid the speed bumps by crossing into the cycleway and this could easily cause a car on bike accident that could be fatal. So the posts, or whatever is eventually used (low curbs?) must continue past the speed bumps, not leave a gap.
6. We agree that it is essential for the cycleway to be physically separated from the road, not just by a painted line, for safety.
7. We agree it is preferable for the cycleway to be separate from the pavement, but if there is a lack of space to accommodate both on both sides of the road then perhaps a shared path would be an acceptable alternative.
8. Having the cycleway on both sides of Captain Scott Rd has removed a lot of on-street parking used by people accessing the train. This may put people off using the train, which is contrary to the outcomes intended of increasing public transport use as well as walking & cycling. Given that there is very poor public transport for much of the Heritage Area Glen Eden is an important hub for those accessing the city by train.
9. Is it possible to expand the width of the cycleway so that it can be 2-way but only on one side of the road? This would enable on-street parking to occur on the other side again.
10. The Park & Ride carpark on Waikumete Rd was built with the intention of adding upper levels to provide more parking. If this was done now there would be less need for people to park on the street & the impact of the cycleway on on-street parking would be less important.

Appendix 5 – Parking Survey

Parking impacts – cars and bikes

The 'Monitoring and Evaluation Plan' included a measure to monitor parking impacts on the streets adjoining the Captain Scott Road (CSR) cycleway following the removal of on-street parking along a 300m section of CSR to create the separated cycleway.

Observations were taken on nine occasions from June 2021 to February 2022. While parking increased in Evans Road in the period after the cycleway was put in place, it had decreased by the end of trial. This is likely due to the impact of Covid restrictions from mid-August 2021 and subsequent changes in behavior with more people working from home, less people commuting and using public transport.

Day	Date	Time	Captain Scott Road cycleway	On-street car parking count				Bike parking count	
				Evans Road (from CSR to first bend, #19)	Savoy Road (east of CSR)	Savoy Road (to cycleway)	Captain Scott Road (Savoy to John F Kennedy)	Train Station bike parking	Library bike parking
Thu	24-Feb-22	7.15am	cycleway clear / no obstructions	5 (+2 on berm)	0	2	3	0	0
Fri	18-Feb-22	11.20	cycleway clear (2 cars parked on berm at lower end)	1	0	5	3	0	0
Tue	18-Jan-22	11.30	cycleway clear (2 cars parked on berm at lower end)	4 (+2 on berm)	0	4	1	0	0
Wed	7-Dec-21	11.30	cycleway clear / no obstructions	9 (+2 on berm)	6	3	1		
Thu	29-Jul-21	12.30	no obstructions	19	2	2	2		
Fri	23-Jul-21	15.00	SUV parked in cycleway	22	1	1	2	2	
Wed	21-Jul-21	NR	no obstructions	14	2	0	NR	2	

Appendix 5 – Parking Survey

Wed	2-Jun-21	12.30	cycleway clear of cars, bins obstructing o/s one address	29	1	3	6		
Tues	1-Jun-21	3.45	cycleway clear / no obstructions	24	2	4	NR		

Parking survey: prior to cycleway being installed

November – December 2020

Day	Date	Time	On-street car parking count			
			<i>Captain Scott Road (between Wilson and Savoy Road)</i>	<i>Evans Road (from CSR to first bend, #19)</i>	<i>Savoy Road (east of CSR)</i>	<i>Comments</i>
Wed	18 Nov 2020	9.30am	26	-	-	
Tues	8 Dec 2020	9.30am	28	19	1	
Wed	9 Dec 2020	11.00am	25	14	3	
Wed	9 Dec 2020	5.00pm	39	13	5	Training at Duck Park underway with most cars parked along the section around the Duck Park entrance
Sat	12 Dec 2020	10.30am	12	6	-	
Sun	13 Dec 2020	7.20pm	11	5	2	

Observations recorded by local resident – prior to cycleway being installed

Captain Scott Road, between Savoy and Oates/Wilson Roundabout, unless specified

The count is both sides of the Road

Date	Time	Cars Parked	Comments
2.12.20	9.00pm	37	Glenora Training night
3.12.20	5.45pm	17	
4.12.20	5.30pm	17	
6.12.20	1.45pm	12	
7.12.20	7pm	23	
9.12.20	10.30am	27	
9.12.20	10.30am	14	Top of Captain Scott after roundabout ⁱ
9.12.20	10.30am	47	Wilson Road from roundabout to Glendale Cnr
9.12.20	10.30am	34	Oates Road from roundabout to lights WC Road

Appendix 6 – Cycleway Design

Glen Eden Pop-up Cycleway – Design and Layout

Uni-Directional Cycleway:

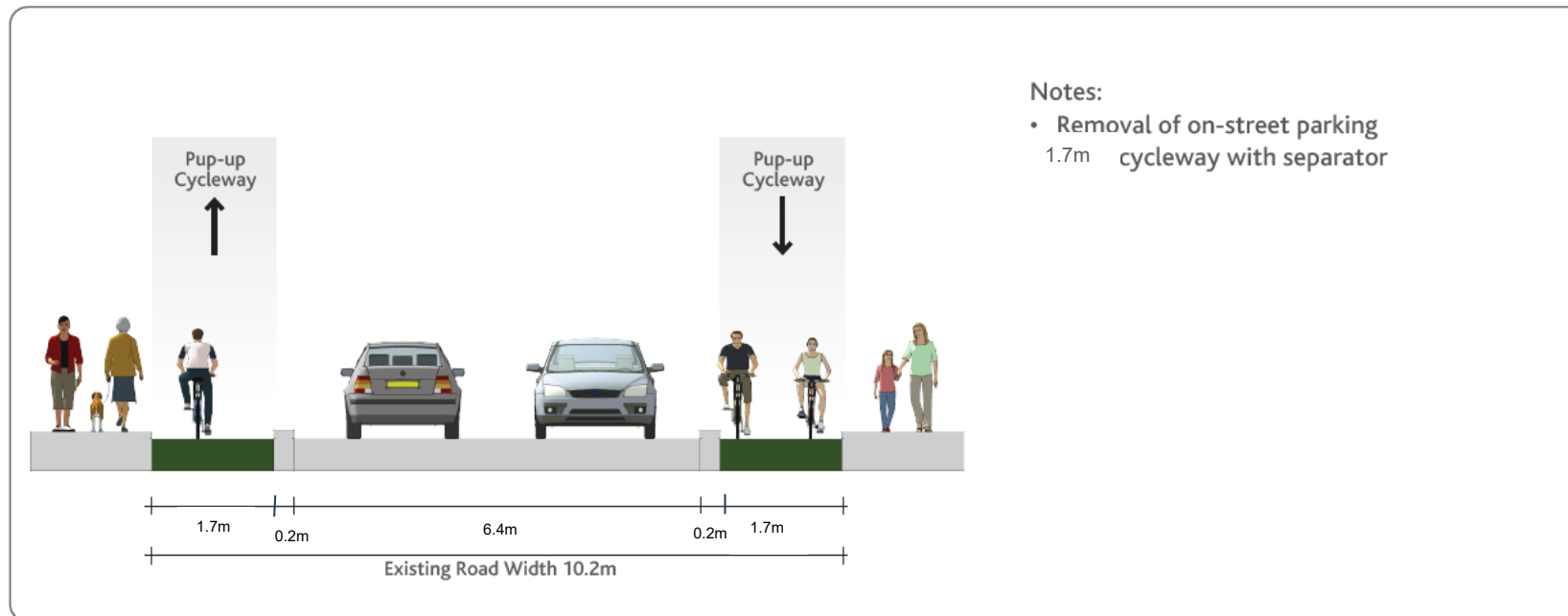


Figure 2: Glen Eden Pop-up Cycleway Uni-Direction Design

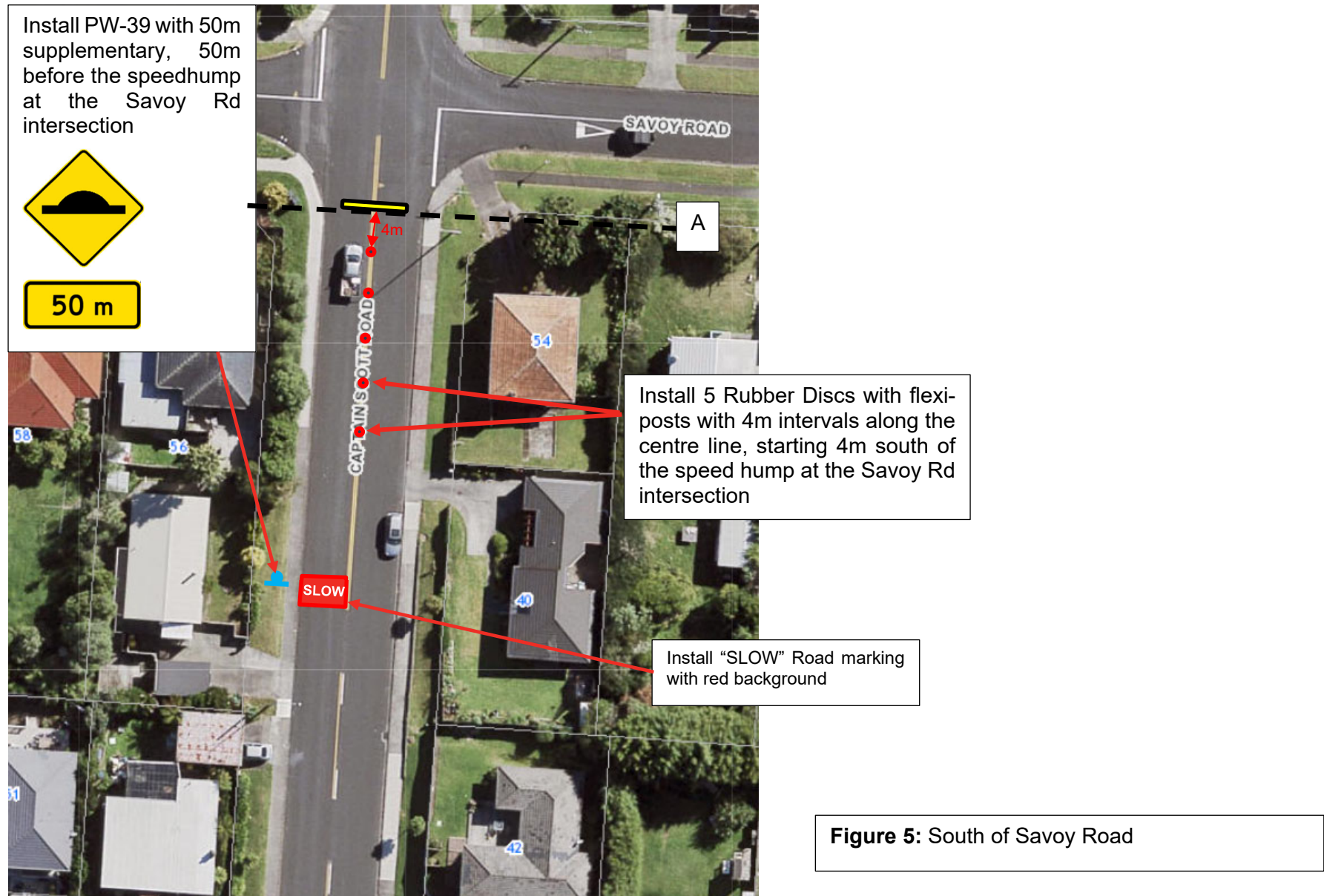
Glen Eden Pop-up Cycleway – Design and Layout



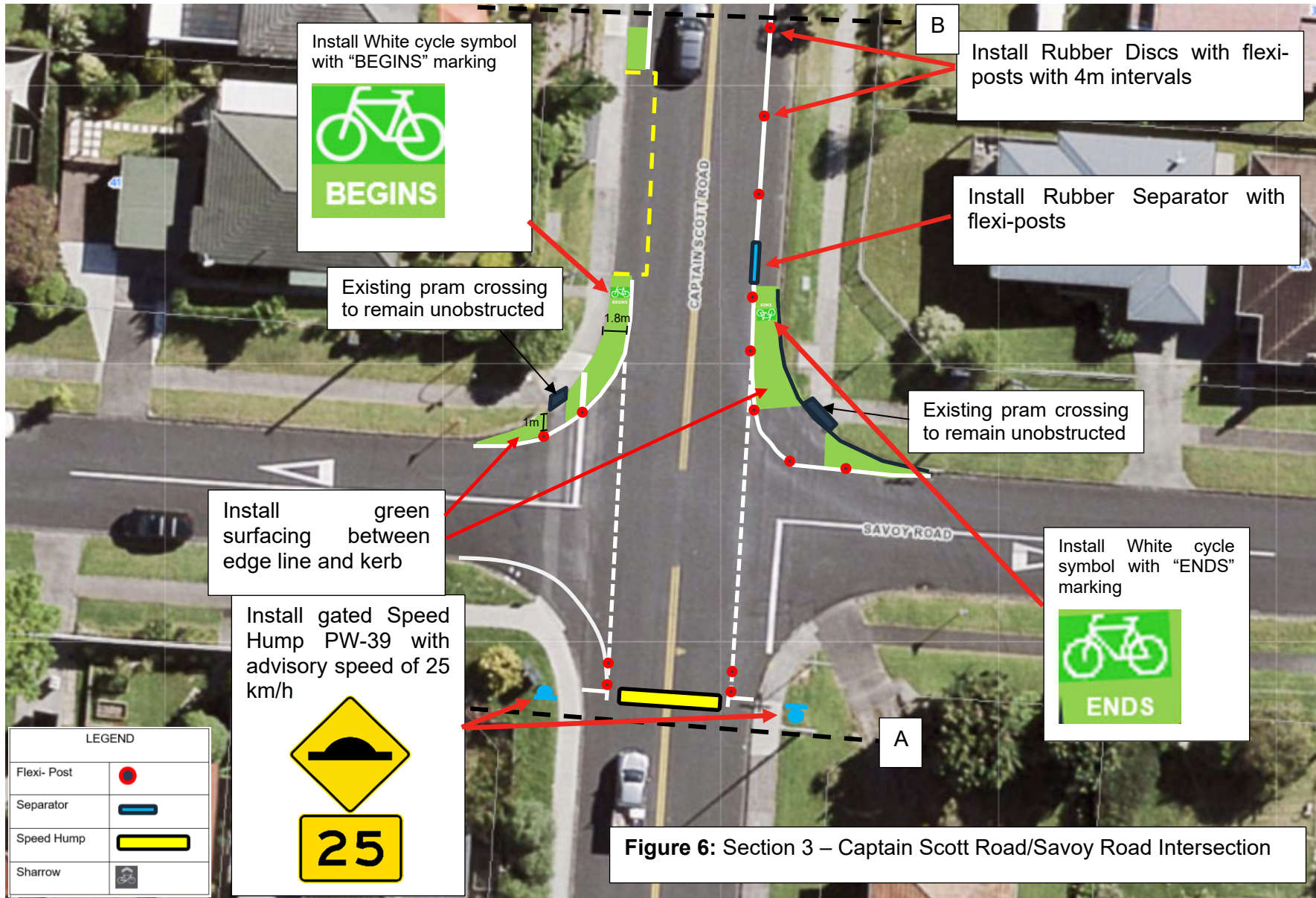
Figure 3: Section 4 – Savoy Road

LEGEND	
Flexi- Post	
Separator	
Speed Hump	
Sharrow	

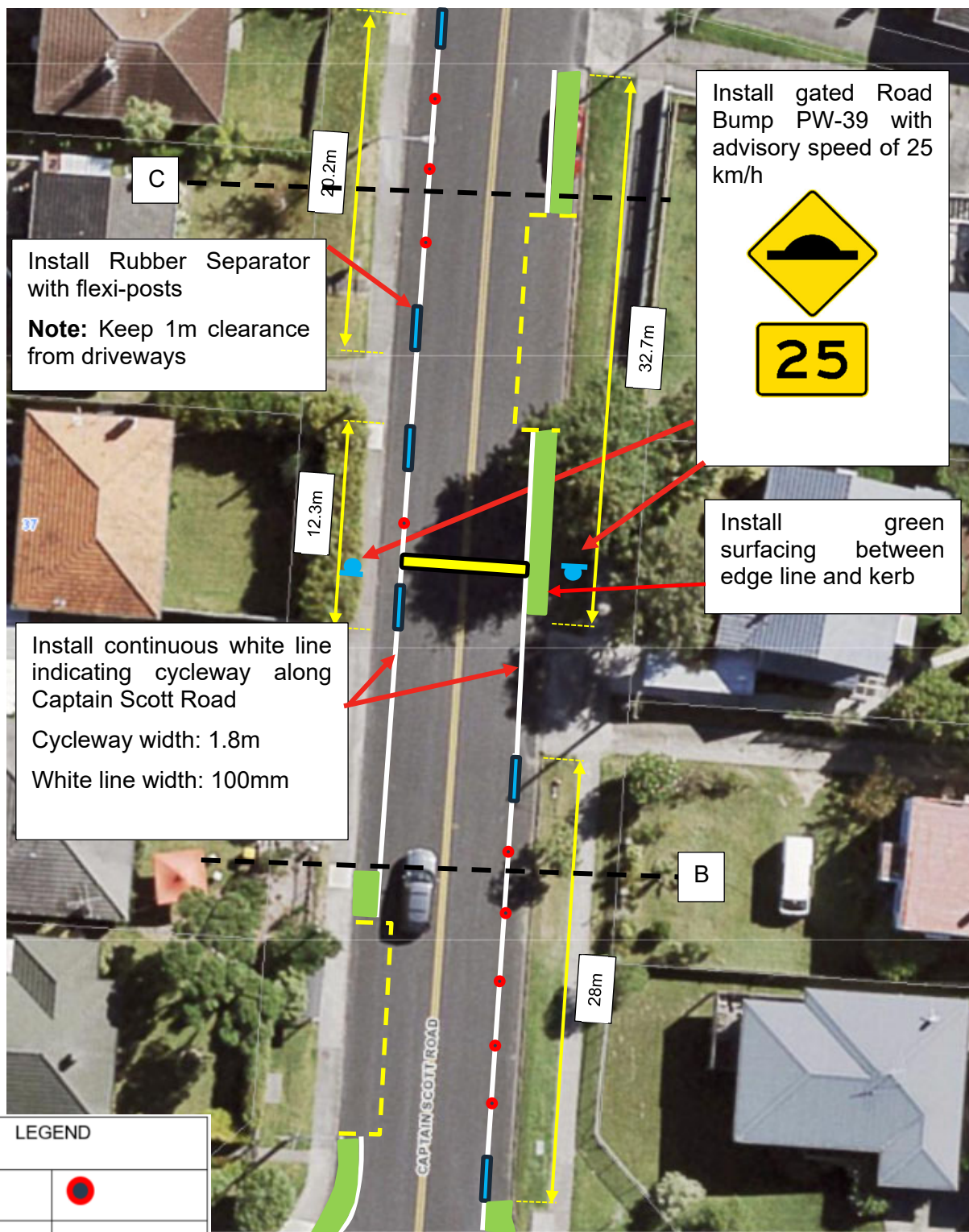
Glen Eden Pop-up Cycleway – Design and Layout



Glen Eden Pop-up Cycleway – Design and Layout



Glen Eden Pop-up Cycleway – Design and Layout



LEGEND	
Flexi- Post	
Separator	
Speed Hump	
Sharrow	

Figure 7: Section 3 – Captain Scott Road

Glen Eden Pop-up Cycleway – Design and Layout



LEGEND	
Flexi- Post	
Separator	
Speed Hump	
Sharrow	

Figure 8: Section 3 – Captain Scott Road

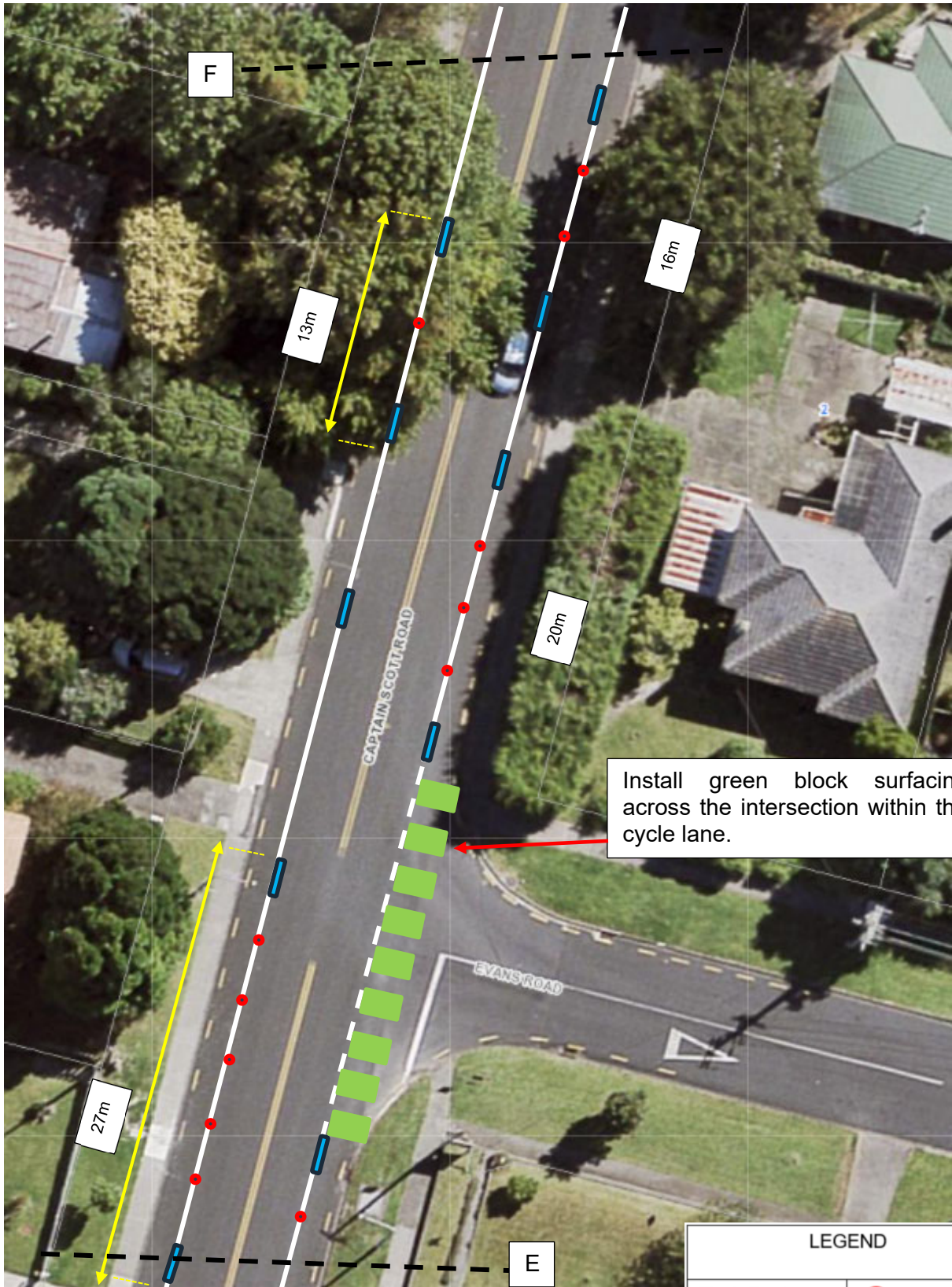
Glen Eden Pop-up Cycleway – Design and Layout



LEGEND	
Flexi- Post	
Separator	
Speed Hump	
Sharrows	

Figure 9: Section 3 – Captain Scott Road

Glen Eden Pop-up Cycleway – Design and Layout

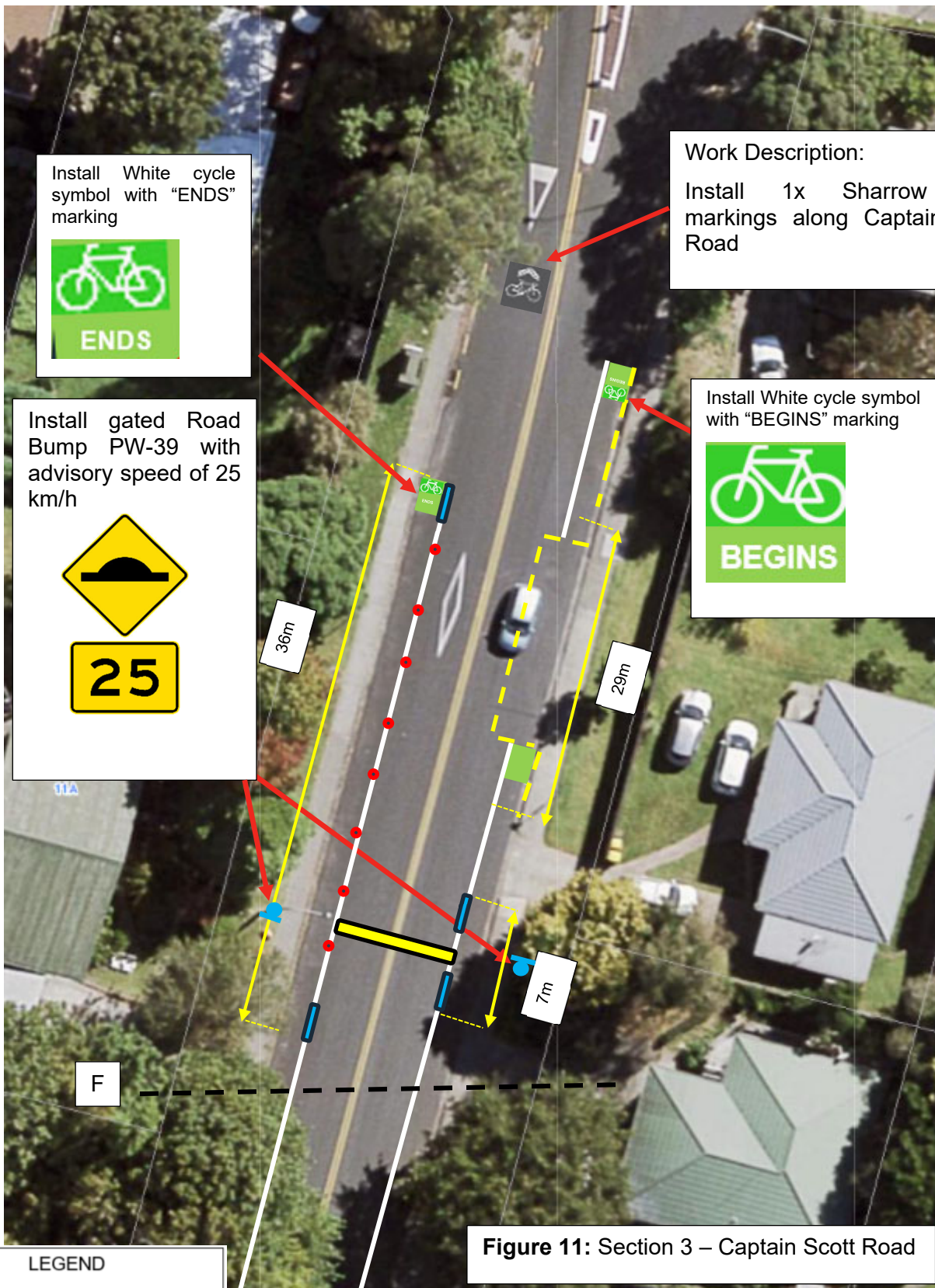


Install green block surfacing across the intersection within the cycle lane.


LEGEND	
Flexi- Post	
Separator	
Speed Hump	
Sharrow	

Figure 10: Section 3 – Captain Scott Road/Evans Road Intersection

Glen Eden Pop-up Cycleway – Design and Layout



Install White cycle symbol with "ENDS" marking



Work Description:
Install 1x Sharrow road markings along Captain Scott Road

Install gated Road Bump PW-39 with advisory speed of 25 km/h



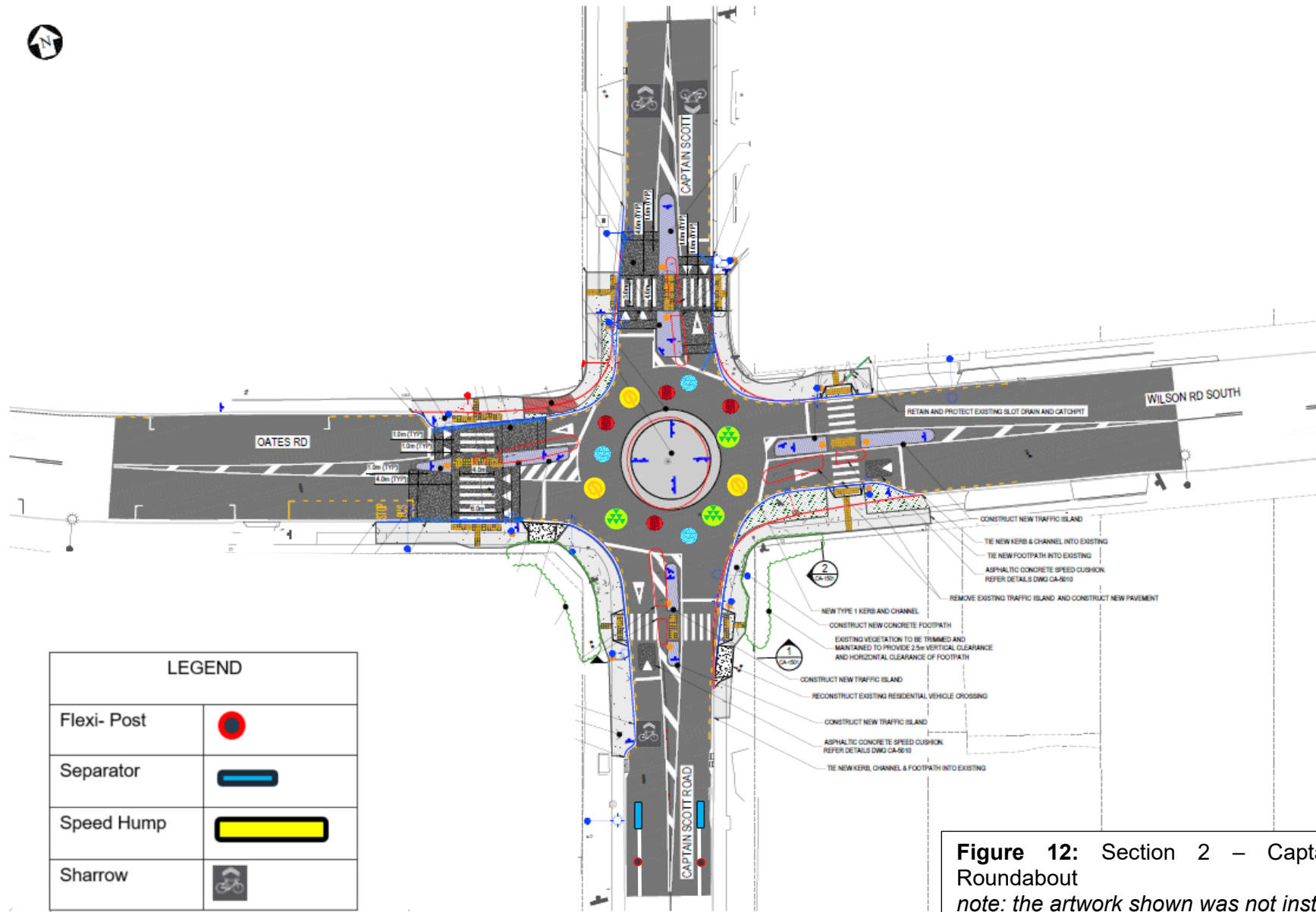
Install White cycle symbol with "BEGINS" marking



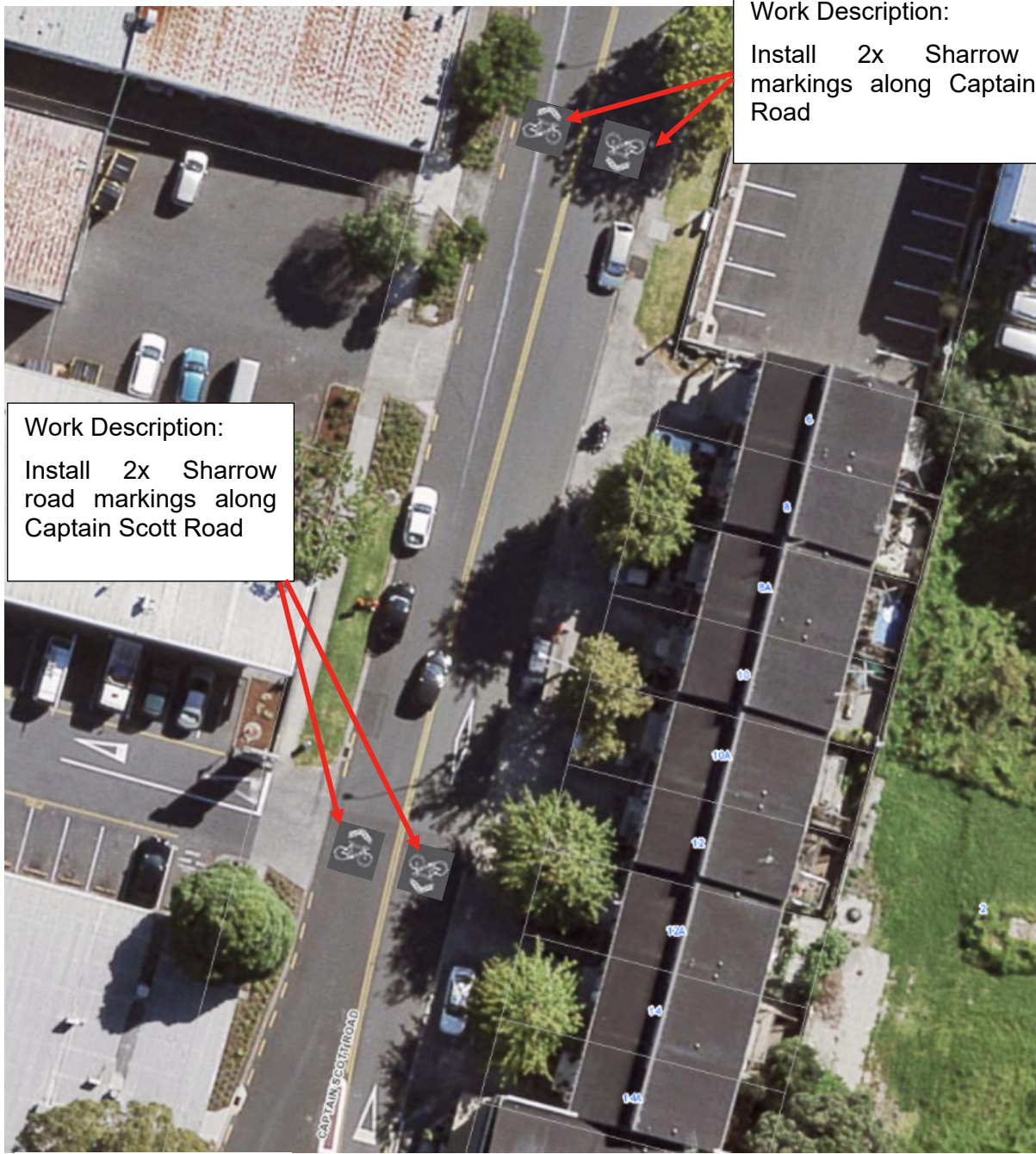
Figure 11: Section 3 – Captain Scott Road

LEGEND	
Flexi- Post	
Separator	
Speed Hump	
Sharrow	

Glen Eden Pop-up Cycleway – Design and Layout



Glen Eden Pop-up Cycleway – Design and Layout



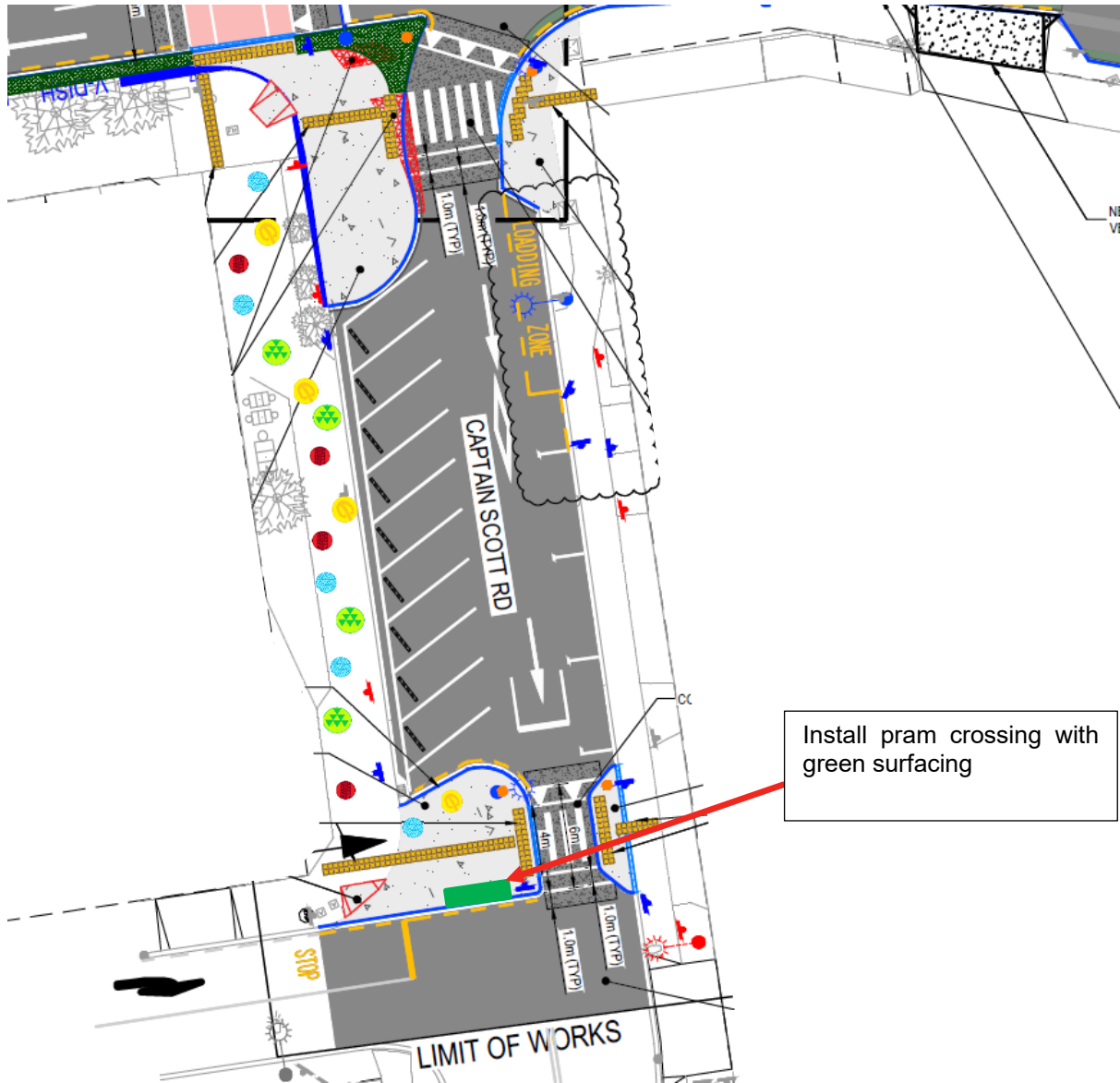
Work Description:
Install 2x Sharrow road markings along Captain Scott Road

Work Description:
Install 2x Sharrow road markings along Captain Scott Road

LEGEND	
Flexi- Post	
Separator	
Speed Hump	
Sharrow	
Artwork	

Figure 13: Section 1 – Captain Scott Road

Glen Eden Pop-up Cycleway – Design and Layout



Install pram crossing with green surfacing

LEGEND	
Flexi- Post	
Separator	
Speed Hump	
Sharrow	
Artwork	

Figure 14: Section 2 – Captain Scott Road
Note: the artwork shown was not installed