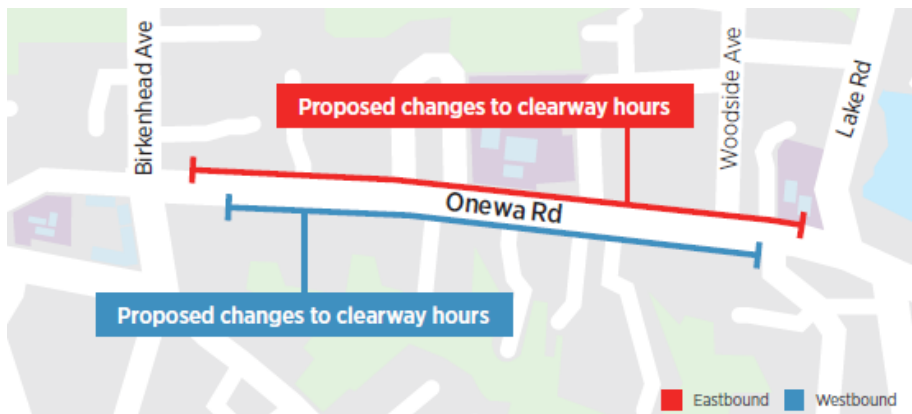


Public feedback on Onewa Road clearway proposal



Total submissions = **1794**

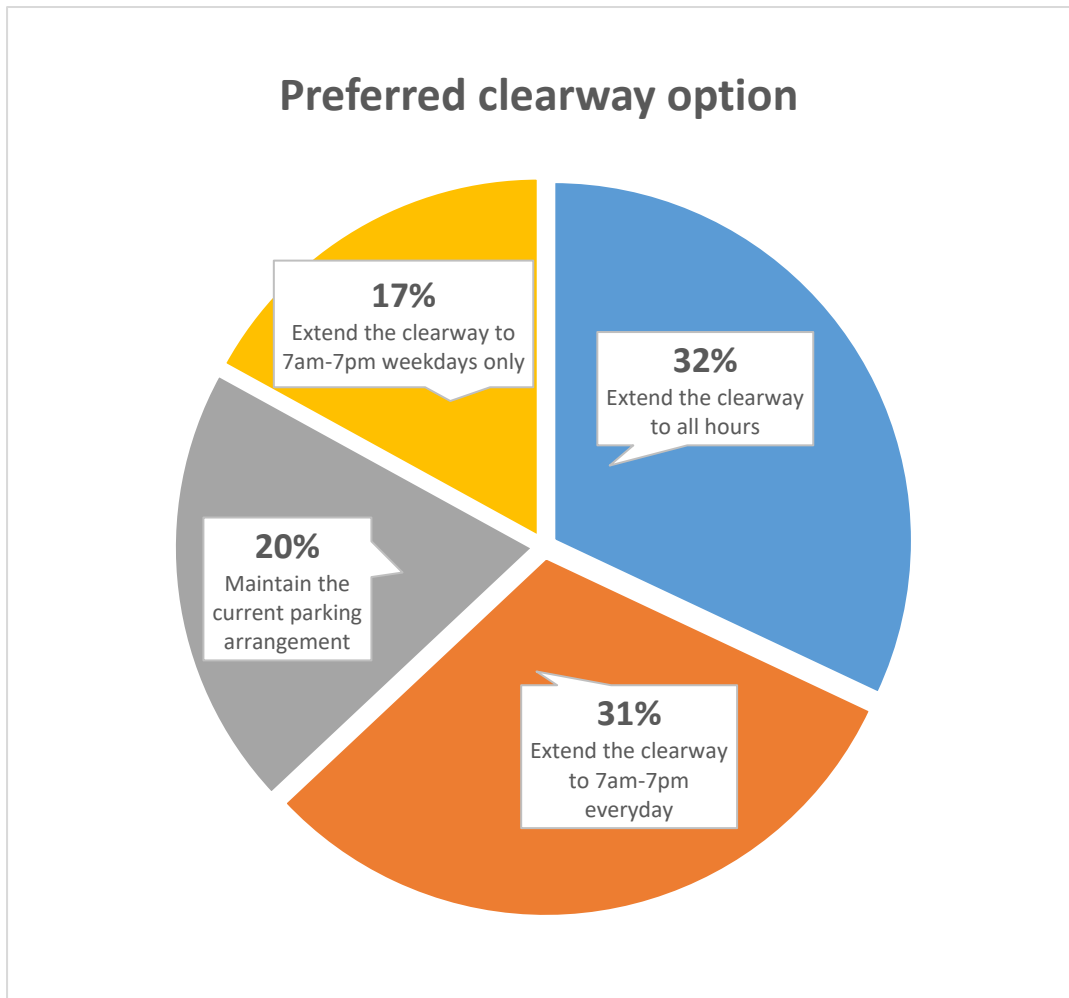
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Summary

From 28 November - 13 December 2020, people were invited to provide feedback on new clearway options along Onewa Road. In total 1794 submissions were received.

The feedback results, themes, and Auckland Transport's (AT's) response to the feedback themes are outlined in the [Feedback received](#) section of this report. Below is a summary of the feedback.



Key themes in feedback

**Submissions may have included in more than one theme*

Extending the clearway to all hours

569 submissions (32%) wanted to see the clearway extended to all hours. This was the most popular option by a small margin.

The main reasons people specified this option included:

1. 74% of submissions thought car parking disrupts traffic flow especially when turning right and increases safety risks, this proposal will improve lane safety, pedestrian safety and traffic flow all times.
2. 21% of submissions replied, it's not just within 7am-7pm that the traffic parking is an issue, weekends are busy - it needs to be this option proposed to include weekends
3. 13% of submissions supported this option without specifying a reason.

Extending the clearway from 7am – 7pm every day.

555 submissions (31%) wanted to see the clearway extended from 7am – 7pm everyday. This was close to the most popular option.

The main reasons people specified this option included:

1. 72% of submissions replied car parking disrupts traffic flow especially when turning right and increases safety risks
2. 42% of submissions replied it's not just weekdays 7am-7pm that the traffic parking is an issue, weekends are busy too.
3. 17% of submissions supported Option 4 without giving a reason.
4. 11% of submissions replied it's a fair compromise. It allows some parking off peak but will hopefully let more people through peak times.

Maintain the current parking arrangement.

354 submissions (20%) wanted no changes to the clearway and to leave it as is. This was the third most popular option.

The main reasons people specified wanting this option included:

1. 59% of submissions replied residents, businesses, schools & churches need the parking – and reducing it will increase traffic on side streets.
2. 19% of submissions replied traffic flows very well outside peak times on Onewa Road and cars merge well even during peak times. This proposal would not make any measurable difference.
3. 15% of submissions replied Onewa Road works well as it is - including improving traffic flow will lead to speeding & will impact on safety.
4. 14% of submissions supported this option without giving a reason.

Extend the clearway from 7am – 7pm during weekdays only.

311 submissions (17%) wanted to see the clearway extended from 7am – 7pm on weekdays. This was the least popular option specified out of the four options.

The main reasons people specified wanting this option included:

1. 52% of submissions replied car parking disrupts traffic flow especially when turning right and increases safety risks.
2. 26% of submissions supported Option 3 without giving a reason.
3. 18% of submissions replied it's a fair compromise, it allows some parking off peak but will hopefully let more people through peak times.
4. 11% of submissions replied residents, businesses & schools need the parking and reducing it will increase traffic on side streets.

Additional feedback themes

585 submissions replied to this question – (33%)

We asked whether people had any additional feedback. 33% of people answered this question with the following key themes:

1. 21% of people suggested T2 lanes rather than T3.
2. 20% of people thought parked cars disrupts traffic flow especially when turning right and increases safety risks
3. 18% of people had different suggestions including different clearway times & need for a second harbour bridge.
4. 6% of people thought other safety measures could be considered such as better pathways, crossings or slower speeds.

**Submissions may have included more than one theme in the above question*

Background

What are we seeking feedback on?

Auckland Transport (AT) proposed new clearway options along Onewa Road. This was in response to recent local feedback which included a petition from Northcote's former local MP Dan Bidois.

Project overview

The proposal aims to improve traffic flow outside of peak hours by removing parking on Onewa Road, by extending the clearway hours. We wanted to hear feedback on this before considering any changes.

We asked feedback on whether we keep clearway hours the same, extend the clearway to no parking at all times, extend the clearway to cover 7am to 7pm on weekdays, or extend the clearway to cover 7am to 7pm every day.

With each option, the T3 lanes would remain unaffected with no change to operational hours.

Timeline

We asked for feedback from the 26 November 2020 - 13 December 2020.



Consultation

We consulted on the proposed new clearway options along Onewa Road which may offer improved traffic flow from the 28 November 2020 to the 13 December 2020.

What we asked you

We can consider four options for parking changes on Onewa Road. Which do you prefer?

Option 1 - Maintain the current parking arrangement on Onewa Road parking would still be available outside of peak hours when the T3 lanes aren't operational.

Option 2 - Extend the Onewa Road clearway to all hours. No vehicles would be able to park on Onewa Road at any time.

Option 3 - Extend the clearway hours to run from 7am - 7pm. Vehicles would no longer be able to park on Onewa Road unless it's after hours or during weekends.

Option 4 - Extend the clearway hours to run from 7am - 7pm every day. Vehicles would no longer be able to park on Onewa Road unless it is after hours.

Why did you choose this option?

Do you have any further feedback?

Activities to raise awareness

To let you know about our consultation, we:

- Mailed 2310 letters with freepost feedback forms to property owners and occupiers in the area.
- Engaged with Kaipātiki Local Board
- Sent an email to our stakeholder database
- Set up a project webpage and an online feedback form on our website.
- Posted about the proposal on our social media channels.
- Put up information boards around the area

How people provided feedback

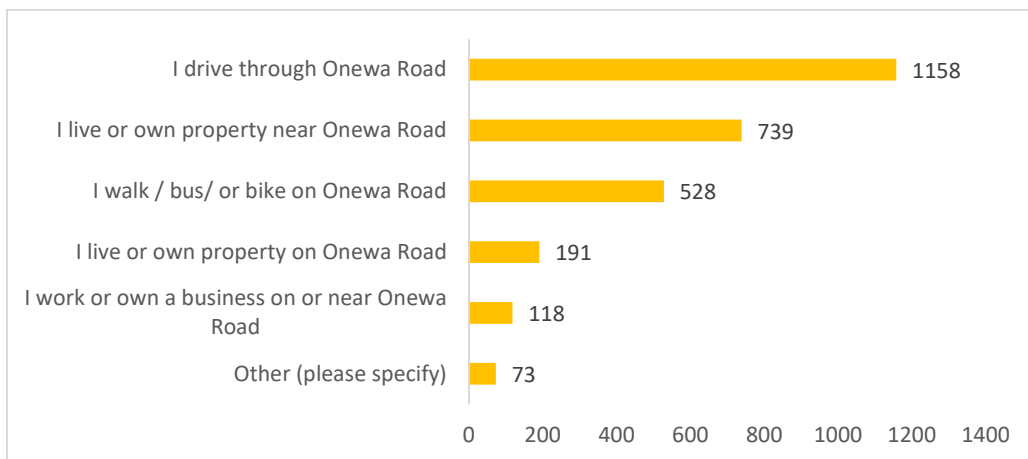
You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See <https://at.govt.nz/projects-roadworks/onewa-road-clearway-changes/>

Your feedback

Overview

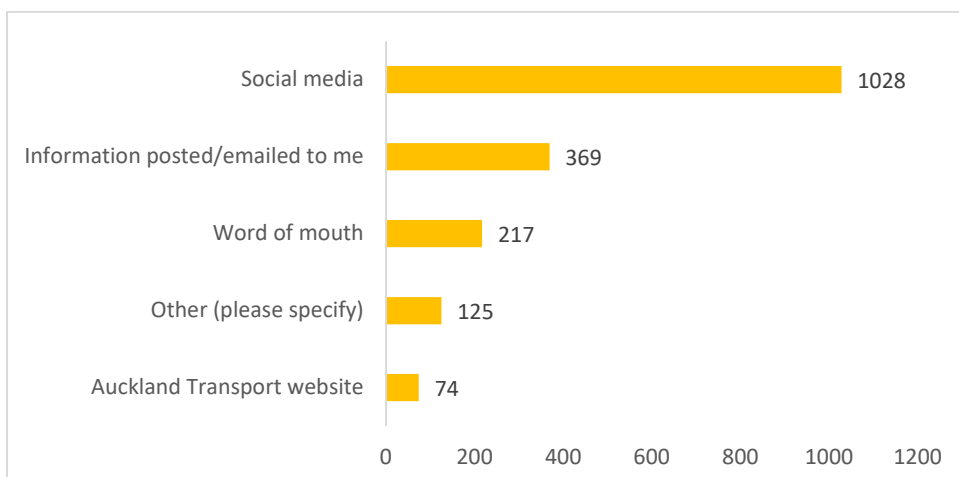
We received public feedback on the proposal from 1794 submissions. 1562 submissions on-line and 232 submissions on the hard copy feedback forms.

What best describes your interest in this proposal?

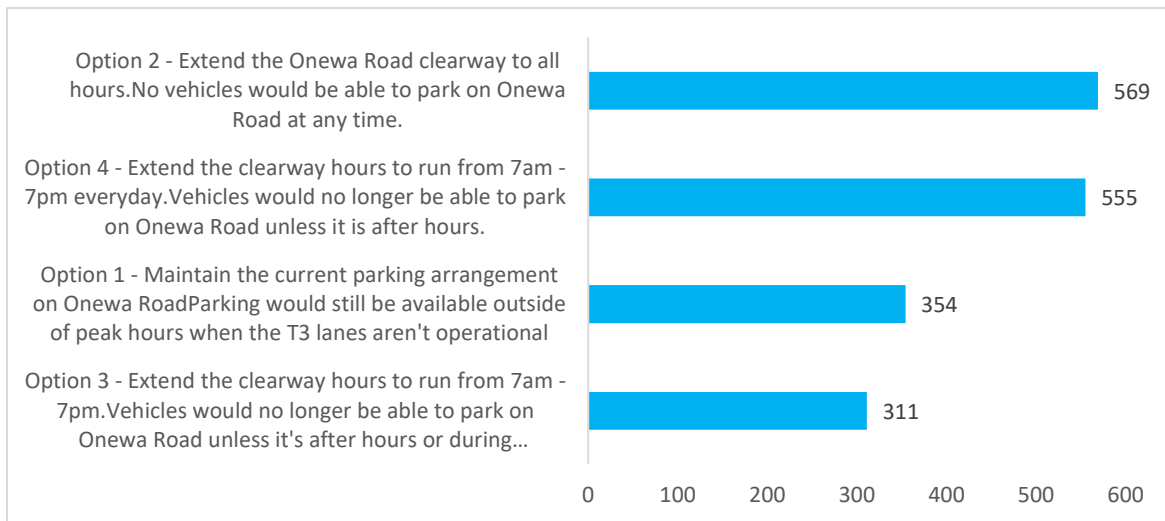


Submissions may have included more than one theme

How did you hear about this project?



Feedback on clearway options



1789 submissions replied to this question

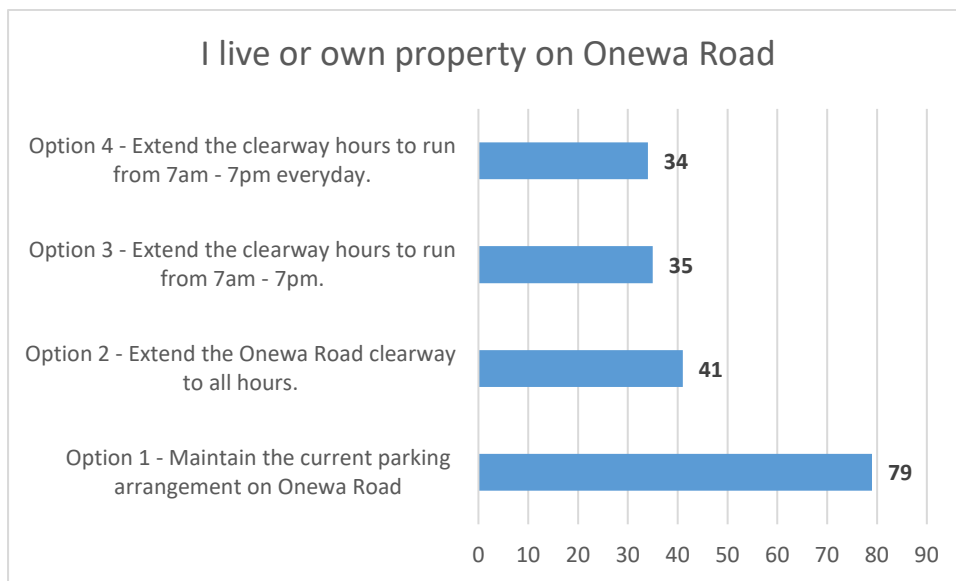
569 submissions selected Option 2: Extend the Onewa Road clearway to all-hours. No vehicles would be able to park on Onewa Road at any time. (32%)

555 submissions selected Option 4: Extend the clearway hours to run from 7am - 7pm every day. Vehicles would no longer be able to park on Onewa Road unless it is after hours. (31%)

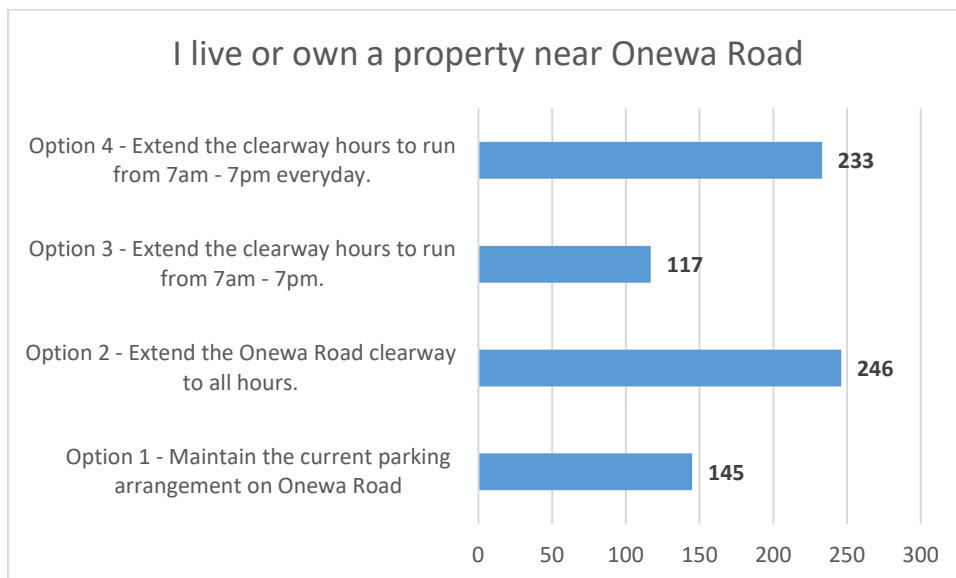
354 submissions selected Option 1: Maintain the current parking arrangement on Onewa Road. Parking would still be available outside of peak hours when the T3 lanes aren't operational (20%)

311 submissions selected Option 3: Extend the clearway hours to run from 7am - 7pm. Vehicles would no longer be able to park on Onewa Road unless it's after hours or during weekends. (17%)

Feedback from those who live on Onewa Road

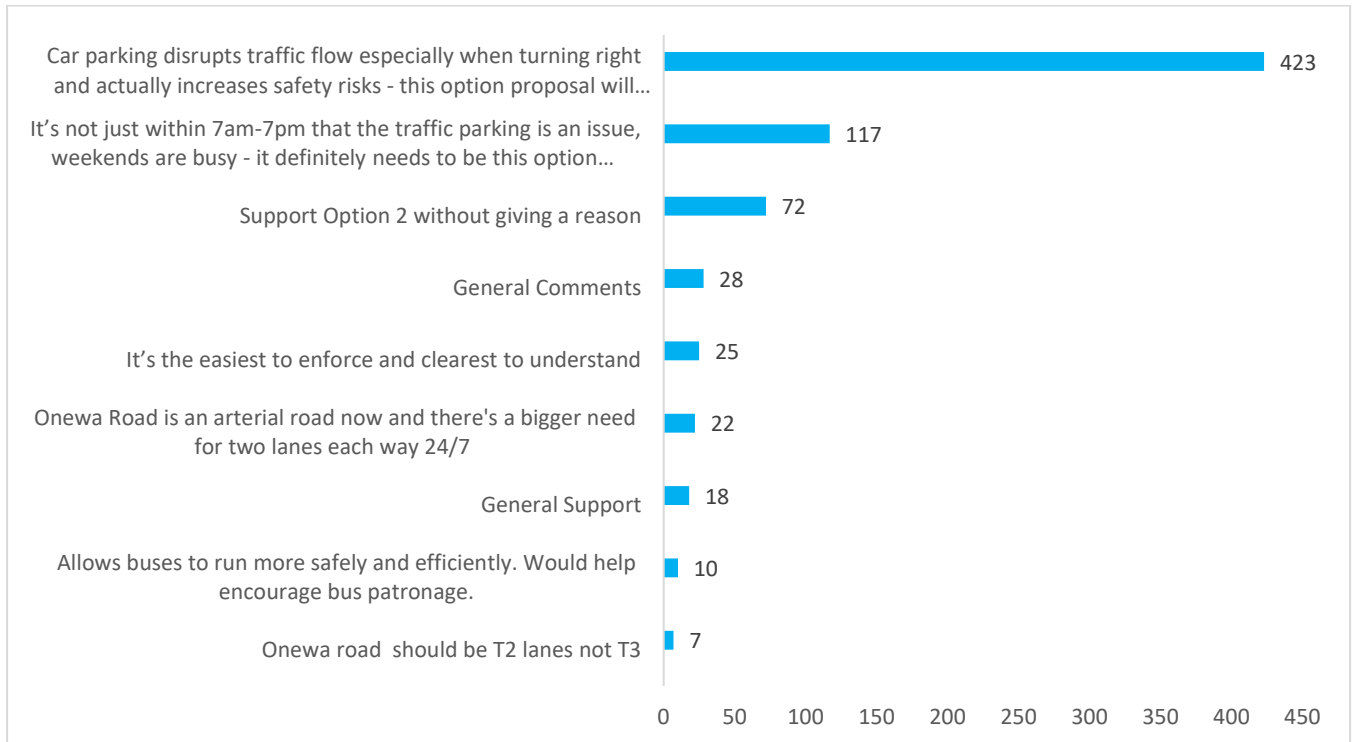


Feedback from those who live near Onewa Road



Option 2

569 submissions selected - Option 2 - Extend the Onewa Road clearway to all-hours. No vehicles would be able to park on Onewa Road at any time. **(32%)**



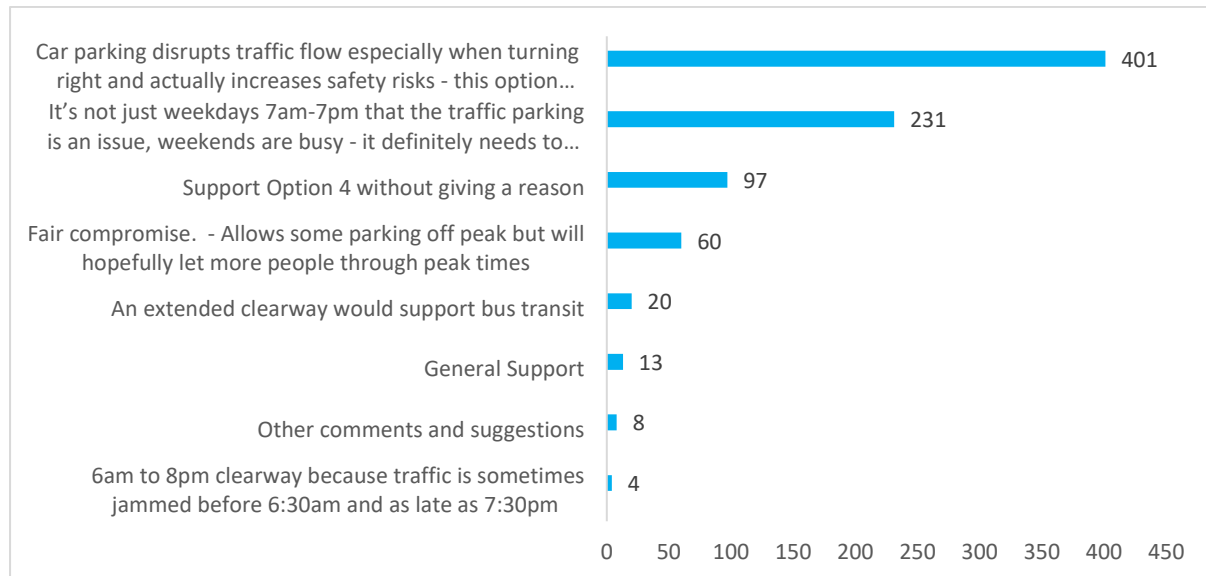
507 submissions replied to this question

Option 2: Key Themes

- 423 Submissions replied car parking disrupts traffic flow especially when turning right and increases safety risks, this proposal will improve lane safety, pedestrian safety and traffic flow at all times.
- 117 Submissions replied, it's not just within 7am-7pm that the traffic parking is an issue, weekends are busy - it needs to be this option proposed to include weekends
- 72 Submissions supported Option 2 without giving a reason.
- 28 Submissions replied with general comments and suggestions.
- 25 Submissions replied this option is the easiest to enforce and clearest to understand.
- 22 Submissions replied Onewa Road is an arterial road now and there's a bigger need for two lanes each way 24/7.
- 18 Submissions replied with general support for this option.
- 10 Submissions replied this option allows buses to run more safely and efficiently and would help encourage bus patronage.
- 7 Submissions replied Onewa road should have T2 lanes not T3.

Option 4

555 submissions selected - Option 4 - Extend the clearway hours to run from 7am - 7pm every day. Vehicles would no longer be able to park on Onewa Road unless it is after hours. (31%)



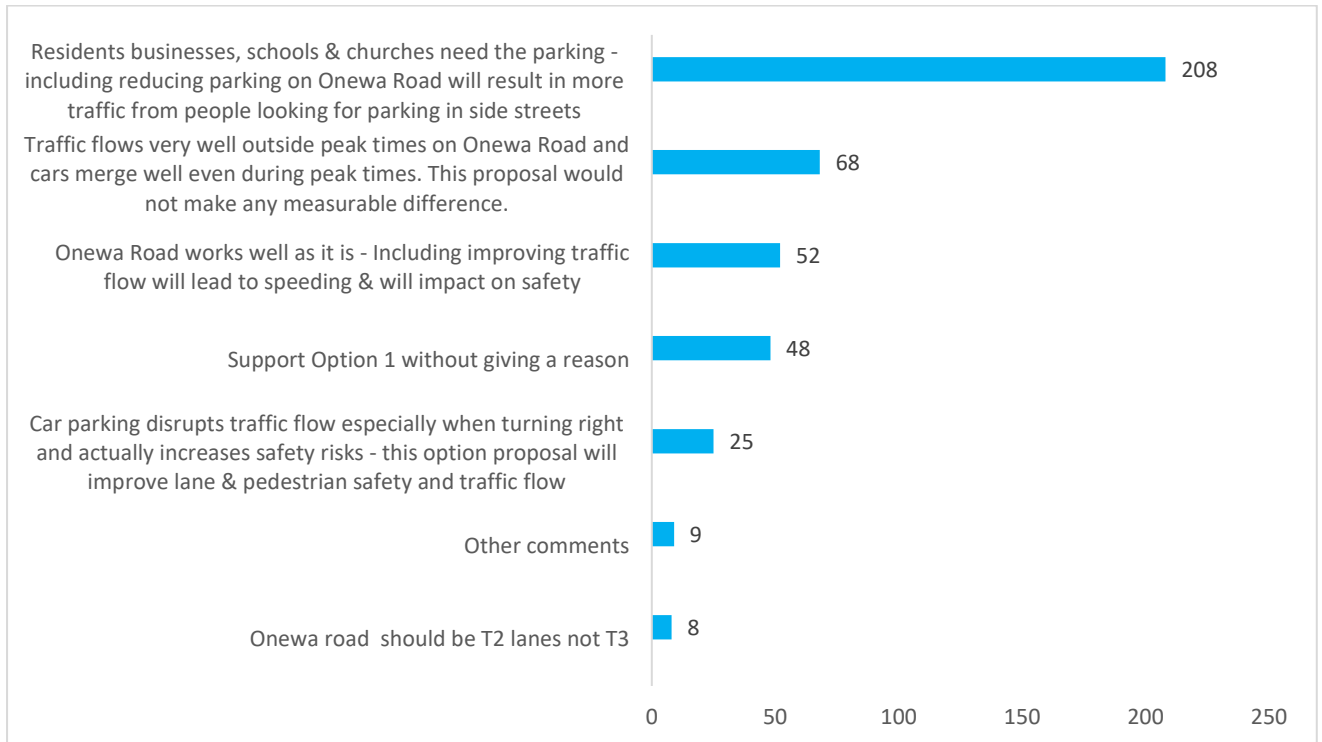
458 submissions replied to this question

Option 4: Key Themes

- 401 Submissions replied car parking disrupts traffic flow especially when turning right and increases safety risks, this option proposal will improve lane & pedestrian safety and traffic flow.
- 231 Submissions replied it's not just weekdays 7am-7pm that the traffic parking is an issue, weekends are busy - it needs to be this proposed option to include weekends.
- 97 Submissions supported Option 4 without giving a reason.
- 60 Submissions replied it's a fair compromise. It allows some parking off peak but will hopefully let more people through peak times.
- 20 Submissions replied that an extended clearway would support bus transit.
- 13 Submissions replied with a general support.
- 8 Submissions replied with general comments and suggestions.
- 4 Submissions replied a 6am to 8pm clearway because traffic is sometimes jammed before 6:30am and as late as 7:30pm.

Option 1

354 submissions selected - Option 1 - Maintain the current parking arrangement on Onewa Road parking would still be available outside of peak hours when the T3 lanes aren't operational (20%).



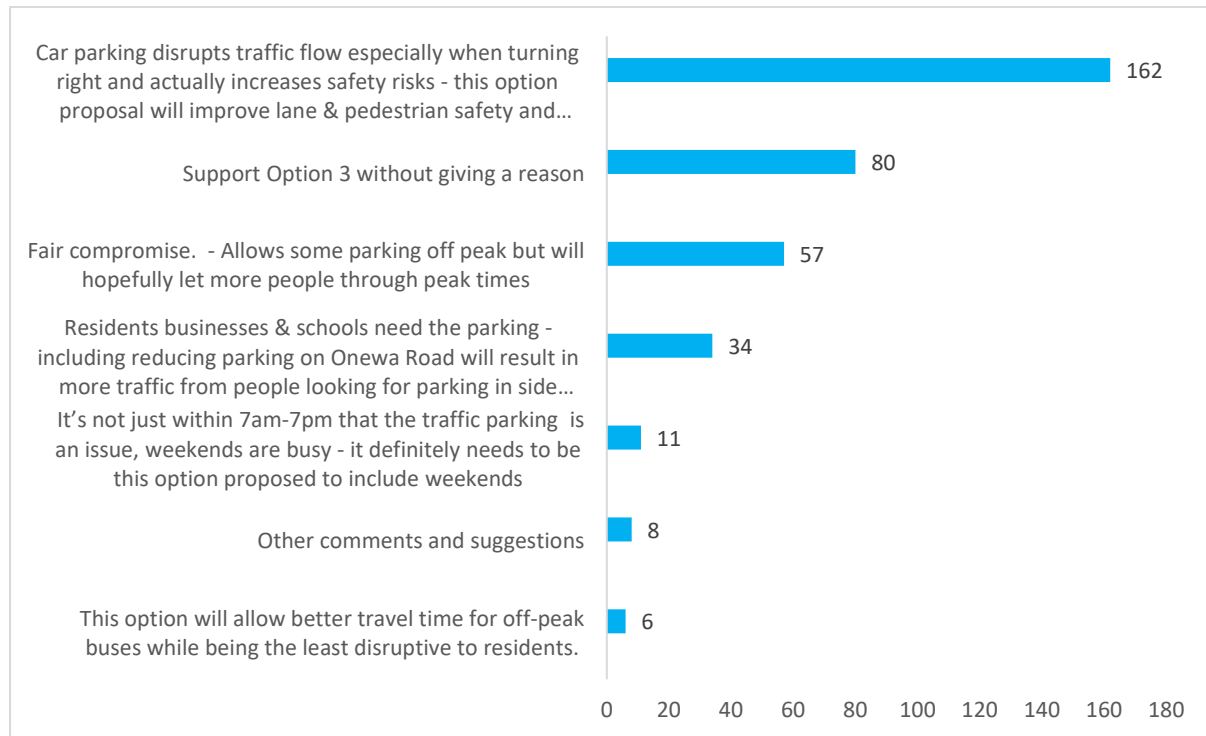
306 submissions replied to this question

Option 1: Key Themes

- 208 Submissions replied Residents businesses, schools & churches need the parking - including reducing parking on Onewa Road will result in more traffic from people looking for parking in side streets.
- 68 Submissions replied traffic flows very well outside peak times on Onewa Road and cars merge well even during peak times. This proposal would not make any measurable difference.
- 52 Submissions replied Onewa Road works well as it is - Including improving traffic flow will lead to speeding & will impact on safety.
- 48 Submissions replied supported Option 1 without giving a reason.
- 25 Submissions replied car parking disrupts traffic flow especially when turning right and increases safety risks - this option proposal will improve lane & pedestrian safety and traffic flow.
- 9 Submissions replied with other comments and suggestions.
- 8 Submissions replied Onewa road should be T2 lanes not T3.

Option 3

311 submissions selected - Option 3 - Extend the clearway hours to run from 7am - 7pm. Vehicles would no longer be able to park on Onewa Road unless it's after hours or during weekends. (17%).

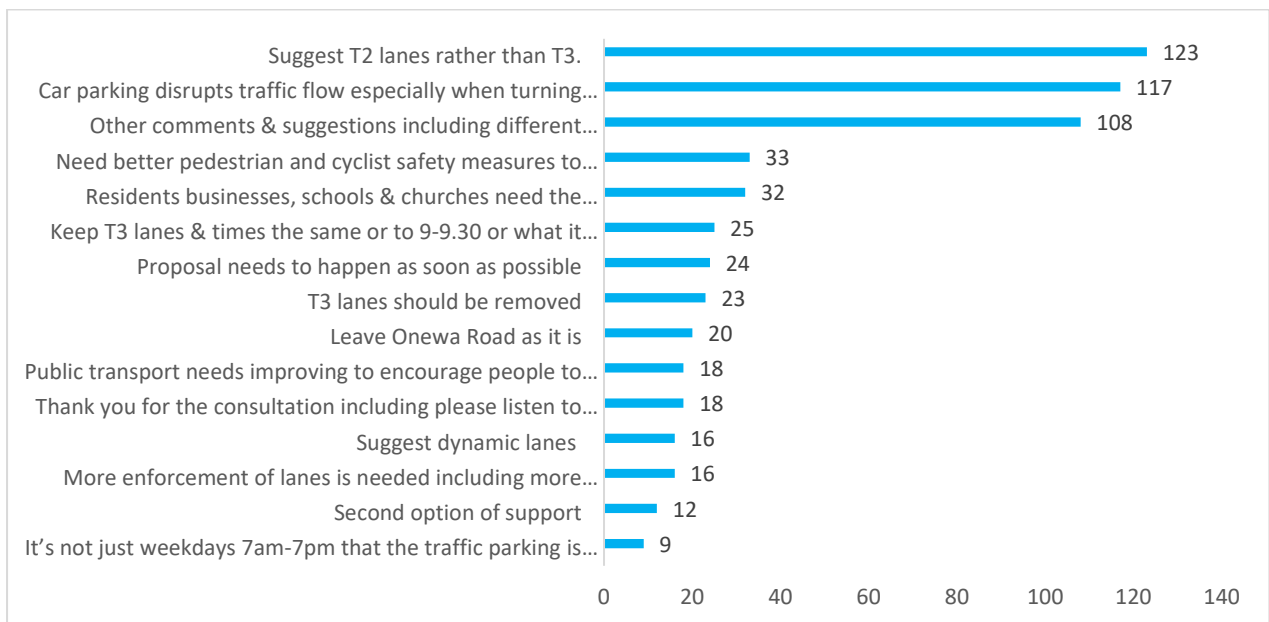


231 submissions replied to this question

Option 3: Key themes

- 162 Submissions replied car parking disrupts traffic flow especially when turning right and increases safety risks - this option proposal will improve lane & pedestrian safety and traffic flow.
- 80 Submissions replied supported Option 3 without giving a reason.
- 57 Submissions replied it's a fair compromise, it allows some parking off peak but will hopefully let more people through peak times.
- 34 Submissions replied Residents businesses & schools need the parking - including reducing parking on Onewa Road will result in more traffic from people looking for parking in side streets.
- 11 Submissions replied, it's not just within 7am-7pm that the traffic parking is an issue, weekends are busy - it needs to be this option proposed to include weekends.
- 8 Submissions replied with comments and suggestions.
- 6 Submissions replied this option will allow better travel time for off-peak buses while being the least disruptive to residents.

Further feedback



585 submissions replied to this question

Key Themes in further feedback

- 123 Submissions replied suggested that should have T2 lanes rather than T3.
- 117 Submissions replied car parking disrupts traffic flow especially when turning right and increases safety risks - proposal will improve lane & pedestrian safety and traffic flow including should be extended.
- 108 Submissions replied other comments & suggestions including different clearway times & need for a second harbour bridge.
- 33 Submissions replied need better pedestrian and cyclist safety measures to include pathways, crossings & slower speeds.
- 32 Submissions replied Residents businesses, schools & churches need the parking - including reducing parking on Onewa Road will result in more traffic from people looking for parking in side streets.
- 25 Submissions replied keep T3 lanes & times the same or to 9-9.30 or what it currently is including extending the length.
- 24 Submissions replied Proposal needs to happen as soon as possible.
- 23 Submissions replied T3 lanes should be removed.
- 20 Submissions replied leave Onewa Road as it is.
- 18 Submissions replied public transport needs improving.
- 18 Submissions replied thank you for the consultation including please listen to the community.
- 16 Submissions suggested dynamic lanes on Onewa Road.
- 16 Submissions suggested better enforcement of lanes is needed including more speed cameras.
- 12 Submissions suggested a second option of support.

Other submissions

In addition to public feedback, we also received submissions from;

Bike Auckland

With regards to Auckland's commitment to address climate change and congestion we applaud initiatives to allow busses and public transport to move more freely. We ask that when allocation of spaces on key corridors (particularly arterials such as Onewa Road) is being considered, thought is given to active modes. Many of Auckland's most popular corridors follow original routes used first by bikes and horse and cart then by trams. These routes were chosen as they are the easiest way to negotiate the terrain. Roads through the urban landscape and suburban neighbourhoods connect residents to retail opportunities, schools, employment, and community services. In this environment it is vital that a vision zero approach is adhered to including providing sufficient safe crossing points and a safe system for vulnerable road users. Preferred clear way option.

Bike Auckland supports 24/7 clear ways to provide better access for public transport on Onewa Road. Consideration should be given to making the outside (left) lanes permanent transit or bus lanes given the high level of service provided by public transport in the area. This better meets the goals of promoting mode shift and avoids bikes using these lanes having to mix with general traffic. Average traffic speed. We are concerned that outside peak hours the clearways may promote an increase in traffic speeds. We request that before any clearway is put in place speeds are measured across the day to be compared with speeds across the day once clearway operation has begun. Should the speed be beyond 50kph speed limit interventions must be taken to reduce these speeds again. Better crossing opportunities for pedestrian safety. Depending on parking and the time of day Onewa Road currently fluctuates between 2, 3 and 4 lanes of traffic. There is no central median nor pedestrian refuges. Current crossing points are spaced out every 500m, this is significantly lower service than offered on College Hill Road and Ponsonby Road as examples. With clearways in operation Onewa Road will become a 4-lane road all day long. This will promote significant separation between the north and south side of the road and does not provide connection between eastbound and westbound bus services at all stops. On any given weekday there are currently pedestrians ducking through traffic. Northern shared path. Onewa Road currently has a shared path on the south side. As identified above crossing points are few and far between. With Northcote College, St Mary's Primary and various businesses assessed from the northern side of Onewa Road shared path facilities should be provided particularly as the space provided by parked cars will not be available to east bound cyclists when a clearway is in operation. Extending the T3 lane west of the Birkenhead Ave intersection. During the morning peak cars queue across the Onewa Road intersection blocking busses turning out of Birkenhead Ave and Glenfield Road as they cross the intersection from the Highbury Bypass in the left-hand lane then merge east of the intersection. Significant improvement was had while the Harbour Bridge was restricted by closing off the lane on the west side of the intersection. Closing this permanently or providing this lane as a bus or transit lane should be considered. In summary. While we support a 24/7 clearway, we expect monitoring of speeds and improvements to safety on Onewa Road. We

recommend considering a 24/7 bus or transit lanes instead of general traffic and extending this west across the intersection with Birkenhead Ave. We require work is undertaken to improve connectivity and safety through additional safe crossing points and to provide a northern shared path and provide more transport choice around Northcote College.

Generation Zero

With both local and national climate emergencies now, Auckland must reduce its transport emissions in order to reach its obligations under the Auckland Climate Plan. A large component of this is moving away from Auckland's long-standing model of single-occupant car trips.

To address this, AT must provide widespread transit lanes which are regularly active. This allows for more reliable public transport, incentivises carpooling, and results in fewer emissions.

Action against the climate crisis is urgently needed; providing private motor vehicles with more general traffic lanes (as proposed by this project) is inconsistent with this and should not be considered. In fact, doing so threatens to induce greater traffic and worsen congestion.

With this in mind, Generation Zero supports Option 4 - but with changes. These lanes should indeed be clearways from 7am-7pm every day, however they must also remain active T3 lanes during the same periods.

Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by themes.

Design suggestion in feedback	AT response
Car parking disrupts traffic flow especially when turning right and increases safety risks - these proposals will improve lane & pedestrian safety and traffic-flow	
That portion of Onewa Road is way too busy to allow parking, at any time of the day. Furthermore, with vehicles parked along that 'part' of Onewa Rd (irrespective of whatever time in the day), it slows traffic flow & results in vehicles weaving 'in and out' to get past vehicles waiting to turn right (into side streets) off Onewa Road. Very dangerous & accident prone!!	We measure travel times along Onewa Rd and travel times outside of the peaks are not much higher when compared to free flow conditions. This indicates that most of the time, traffic is flowing well when parking is present.
Less dangerous with no parked cars & therefore no requirement to shift level. Flow of traffic improved.	Removal of parking will result in pedestrians trying to cross 4 live lanes instead of two. This is a significant safety risk. Increased speeds along 4 live lanes is also a significant safety risk for cyclists. Safety risks are increased for drivers wanting to turn right and increased risks of crashes due to sudden lane changing.
It is dangerous for cyclists to have cars parked on the very busy Onewa Road at any time.	We acknowledge the existing safety risks. Implementing a clearway is expected to increase vehicle speeds which increases safety risks for all road users.
As a frequent daily bus user of Onewa Road, I often notice that parked cars often create problems with the flow of traffic and therefore buses, even off-peak. Removing the option of parking would make for smoother and less frustrating journeys.	We measure travel times of traffic along Onewa Rd and outside of peak times there is little indication of congestion or delays to buses or the flow of traffic. Most delays are incurred at traffic signals which is to be expected.
It's not just within 7am-7pm that the traffic parking is an issue, weekends are busy - it needs to be this option proposed to include weekends	
Congestion and traffic is bad on Onewa on all days of the week. At weekends it is due to vehicles being parked on Onewa restricting traffic flow and visibility of pedestrians and cyclists.	We measure travel times of traffic along Onewa Rd and outside of peak times there is little indication of delays to buses or the flow of traffic. Most delays are incurred at traffic signals which is to be expected.

Design suggestion in feedback	AT response
Traffic is congested through the weekend and evening with parked cars causing merging traffic and delays.	We collect data daily and it doesn't indicate significant congestion outside of weekday peaks.
Traffic down onewa Road is blocked up after 7pm also and weekend da- time is ridicules, almost like rush hour Monday to Friday. I've thought for a long time you shouldn't be able to park at all on onewa. Would really help with this congestion.	We collect data daily and it doesn't indicate significant congestion outside of weekday peaks.
I get the bus to work, one parked car can cause so many issues for everyone's journey, same effect also on weekend - stops the flow.	We measure bus travel times to identify problem points on the network and there is no indication of a problem out of peak times.
Residents businesses, schools & churches need the parking - including reducing parking on Onewa Road will result in more traffic from people looking for parking in side streets	
It would not be fair on people who live on Onewa Rd, schools, churches, businesses. Where are people to park?	Parking surveys were undertaken and determined there is sufficient short-term parking in nearby side streets for most times of the day.
It is unrealistic, to close off parking for most of Onewa Road at all times, or even during the daytime. There are schools and businesses that will be impacted greatly by having no parking at all on the side of the road. It is hard enough to find somewhere to park, even for a short time.	Parking surveys were undertaken and determined there is sufficient short-term parking in nearby side streets for most times of the day.
I believe that the other options may be helpful to those who use Onewa Rd as a thoroughfare, there are many businesses, schools and people who live on Onewa Rd itself who are being ignored. The impact to those who live in the off-shoot streets, who will then pick up the extra parking.	Parking surveys were undertaken and determined there is sufficient short-term parking in nearby side streets for most times of the day.
Traffic flows very well outside peak times on Onewa Road and cars merge well even during peak times. These proposals would not make any measurable difference.	
The current hours cover the peak times. Outside peak times the road has sufficient capacity to allow traffic to flow and locals to park.	Based on our traffic data, traffic flow is at acceptable levels outside of peak times.
I do not see a significant benefit to changing what is currently in place. It is beneficial for Onewa Rd residents to have some parking outside of T3 times to park on the road.	We understand that Onewa Rd residents value on-street parking and this is one factor that we need to balance against other public needs along a major arterial road.

Design suggestion in feedback	AT response
Onewa Road is an arterial road now and there's a bigger need for two lanes each way 24/7	
High traffic volume doesn't disappear outside of the hours of 7-7. As there is no median, all it takes is a car to turn right - while they're waiting for a gap if there are cars in the left lane the entire flow of traffic in one direction is stopped. Having 2 lanes always clear should drastically improve flow.	The lack of a flush median is due to lack of road space. We know from similar roads crash risks would increase with two lanes due to higher speeds and swerving vehicles. This is a safety risk that must be considered against potential traffic delays.
Fair compromise - Allows some parking off peak but will hopefully let more people through peak times	
Viable option and fair to everyone. Allows some parking but will hopefully let more people through peak times	Thank-you for your feedback.
Suggest T2 lanes rather than T3.	
It is very difficult finding 3 people to travel to the same destination at the same time. I don't believe the T3 lane works and would be better as a T2 lane.	At peak times, most people using Onewa Rd are in a bus. A T2 lane would slow down all these people. So overall, changing to a T2 would make things worse for everyone.
More enforcement of lanes is needed including more speed cameras	
More enforcement of lanes is needed including more speed cameras	AT is working on improving enforcement along our transit lanes and bus lanes. However, only the NZ Police are authorised to enforce speed limits.
Better enforcement with the existing T3 will make evening travel times better	AT is working on improving enforcement along our transit lanes and bus lanes.
Proposal needs to happen as soon as possible	
It would be good to make a decision finally this debating has gone on far too long.	AT agreed to gather feedback on potential options. However, there are safety risks that need to be addressed that would require a more than changing parking along Onewa Rd.
Please make the change quickly. It should have been done years ago.	AT agreed to gather feedback on potential options. However, there are safety risks that need to be

Design suggestion in feedback	AT response
	addressed that would require a more than changing parking along Onewa Rd.
Need better pedestrian and cyclist safety measures to include pathways, crossings & slower speeds	
There needs to be an improvement in cycling options for going from Birkenhead and Birkdale etc down Onewa road especially when the cycle way alongside the motorway is built.	We are not looking beyond Onewa Rd, but we acknowledge the need for improving cycling links along this arterial.
Because of the increased traffic speeds the clearway will create, footpaths on both sides should be made shared cycle/pedestrian paths, every non-signal controlled side road should have raised table pedestrian/cycle priority crossing, and more signal controlled cycle/pedestrian crossing sited should be put in place along the clearway section of Onewa Rd itself.	This is something that we will take into consideration. Given the restricted widths along this corridor, some of these options may not fit. However, improving walking and cycling safety would need to be a key component of any future design being developed.
Please consider ways to keep pedestrians, bus riders and cyclists safe along this stretch of road. School children are at risk crossing to and from school	AT is aware that implementing a clearway will increase the safety risks to people walking and using bikes along Onewa Rd. These safety risks require us to look at a broader solution for Onewa Rd that goes beyond parking removal.

Attachment 1: Feedback form

Have your say...



Proposed clearway changes to Onewa Road

Please complete this freepost form and return it to us by **Sunday 13 December 2020**.

If you need assistance completing the form, please call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

1. We can consider four options for parking changes on Onewa Road.

Which is your preference? (please tick)

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Option 1
Maintain the current parking arrangement on Onewa Road.
<i>Parking would still be available outside of peak hours when the T3 lanes aren't operational.</i> | <input type="checkbox"/> Option 2
Extend the Onewa Road clearway to all hours.
<i>No vehicles would be able to park on Onewa Road at any time.</i> | <input type="checkbox"/> Option 3
Extend the clearway hours to run from 7am – 7pm on weekdays.
<i>Vehicles would no longer be able to park on Onewa Road unless it's after hours or during weekends.</i> | <input type="checkbox"/> Option 4
Extend the clearway hours to run from 7am – 7pm everyday.
<i>Vehicles would no longer be able to park on Onewa Road unless it is after hours.</i> |
|---|--|--|---|

With each option, the T3 lanes would remain unaffected with no change to operational hours.

Why did you choose this option?

.....

.....

.....

.....

2. Do you have any further feedback?

.....

.....

.....

What best describes your interest in this proposal?

- I live or own property on Onewa Road
 - I live or own property near Onewa Road
 - I work or own a business on or near Onewa Road
 - I walk/ bike/ or bus on Onewa Road
 - I drive through Onewa Road
 - Other (please specify)
-
-

How did you first hear about this project?

- Information posted/emailed to me
- Auckland Transport website
- Word of mouth
- Media article (radio, paper or online)
- Paid advertisement e.g. newspaper, radio, TV, online
- Blog e.g. Bike Auckland, Greater Auckland
- Social media e.g Facebook, Neighbourly
- Other (please specify)

Please note: this information is for statistics purposes only, and does not affect your feedback.