

Summary of feedback on Pt Chevalier to Westmere cycling and walking improvements

Part 2: Design suggestions



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Summary

Auckland Transport (AT) is progressing new cycling and walking facilities in Point Chevalier and Westmere. We consulted on this proposal from 27 March to 23 April 2017 and received a total of 1221 public submissions.

Project information and key themes in feedback

Please see [part 1 of the Point Chevalier to Westmere improvements report \(PDF 1.3MB\)](#), or visit the [project webpage](#) for information about the project, consultation and for details on the themes identified in your feedback.

Design suggestions in feedback

Submitters suggested a wide range of changes to the proposal. In this report, we have collated and responded to all design suggestions identified in the feedback, and organised them based on the questions we asked into the following theme groups:

- Cycle lanes
- Intersection designs
- Parking
- Other themes.

Changes to proposal

We received a number of design suggestions relating to specific locations along the route. We will consider these suggestions now as we move into the next phase of the project which is called the 'detailed design phase'. With no significant changes identified, the design plans consulted on remain unchanged at this stage, but refinements will be made, as explained in the "Next Steps" section.

The full design plans for the current proposal are [available online \(PDF 4.5MB\)](#). These will be updated during the detailed design phase, and the new plans made available on the project webpage prior to construction.

Next steps

We are progressing the cycling and walking facilities, and expect construction to begin in early 2018, and be completed by mid-2019.

We are now beginning work on the detailed design phase of the project, which involves investigating and finalising all aspects of the design. We will continue to work with key stakeholders to refine the proposed designs and incorporate suggestions raised during consultation where possible.

As decisions are made and designs progress, updates will be made available via the project webpage.

Design suggestions and AT responses

Design suggestion in feedback	AT response
1. Cycle lanes	
1.1 Road separation	
<p>1.11 Increase separation</p> <ul style="list-style-type: none"> • Need physical separation on Garnet Rd, not just painted lines • Need more separation at east end of Meola Rd because cyclists going slow uphill, cyclists often walk • Concerns cars could drive over proposed separators 	<p>We will provide physical separation as much as practicably possible along the route.</p> <p>Along Garnet Rd, the cycle lane will be protected from traffic by parked cars. We are also investigating physical separation options, including a possible platform for car passengers to step out onto, dependent on available space.</p> <p>There is not enough space along Meola Rd east to increase physical separation here. Cyclists who dismount going uphill will be able to use the footpath along the north side.</p> <p>Where they cross driveways, separators will need to be mountable by cars. Details of the separators will be confirmed during the detailed design phase.</p>
<p>1.12 Separator type</p> <ul style="list-style-type: none"> • Don't/do use St Lukes Rd-style separators • Use more attractive separators than proposed, appropriate to Pt Chevalier community aesthetics <ul style="list-style-type: none"> - suggest lower frequency posts with strong 'ground element' • Suggest higher frequency raised posts than shown in 3D cross-sections • Suggest types of separators: <ul style="list-style-type: none"> - planters (e.g. Quay St); trees; concrete kerbs (e.g. Nelson St/Whenuapai Rd; Carlton Gore Rd); rumble strips; height differentiation (raised cycle lanes) - should be tall; continuous; durable; easily visible; illuminated/reflective; narrow to keep as much space as possible for cycling; wide to provide distance from buses • Need gaps in separators to allow movement in and out of cycle lanes 	<p>Details of the separators to be used along the route will be confirmed at the detailed design stage, taking feedback into account. Aesthetic values and safety for all users will be considered.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Concern that large number of driveways along Pt Chevalier Rd will mean lots of unattractive gaps in separators 	
1.2 Alternative road configuration	
<p>1.21 Off-road cycle lanes and shared paths (along whole or sections of route)</p> <ul style="list-style-type: none"> Put cycleway on berms Put cycleway on footpath - either fully shared or delineated; widen footpath Reduce footpath width and use space for cycleway Meola Rd, reserve section: <ul style="list-style-type: none"> replace footpath on one side of Meola Rd with cycleway (don't need footpath both sides) put cycleway through Meola Reef Reserve 	<p>Alternative road configurations were explored at the project concept stage. A combination of both on-road cycle and off-road facilities yielded the most balanced results along the route.</p> <p>Extended use of shared paths was discounted due to safety concerns at the many driveways along the route.</p> <p>Continuous off-road cycle lanes were discounted due to limited space and requirements for excessive tree removals, undergrounding services (especially on Meola Road) and land purchase.</p> <p>Along the Meola Rd reserve section, available space for the cycleway is limited on the northern side by the Meola Reef Reserve boundary and contaminated land, and on the southern side by the MOTAT Aviation boundary. Where space is available, we propose an off-road shared path facility along the berm.</p>
<p>1.22 Two-way cycle lane on one side of road</p> <ul style="list-style-type: none"> General/whole route: <ul style="list-style-type: none"> on-road two-way cycleway on one side of road (more space-efficient, more room for fast cyclists to overtake slow ones) Pt Chevalier Rd: <ul style="list-style-type: none"> on-road two-way cycleway on east side wider bidirectional cycleway down centre of Pt Chevalier Rd Meola Rd: <ul style="list-style-type: none"> convert footpath/shared path on north side to bidirectional cycleway or to full shared path put two-way cycleway next to footpath on north side, remove trees put two-way cycleway next to footpath on south side, use berm/space on south side of footpath 	<p>Options involving a two-way cycleway on one side of the road were discounted because they require more space and create issues in providing continuous connections at intersections. They are also considered unsafe along routes with large numbers of driveways, because motorists tend to expect, and therefore check for, traffic from one direction only when entering and exiting driveways. The risk is greater where there is a steep gradient as people on bikes going downhill will be going faster and have less time to react or stop if a vehicle does turn across the lane.</p>
<p>1.23 Share vehicle lanes</p> <ul style="list-style-type: none"> Cyclists should share road as they do currently, Pt Chevalier Rd wide enough 	<p>The project objective is to create a safe and continuous cycle facility from Pt Chevalier to Westmere to cater for a wide range of</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Suggest shared bus/cycle lanes • Suggest lanes for different users at different times of day (e.g. bikes day time, cars night time) • Suggest alternative road configurations because physically separated cycle lanes unsafe 	<p>user groups. Sharing the road with general traffic and buses is not a safe and favourable option for many users, especially children and less confident cyclists.</p> <p>Alternative lane configurations were explored during the design. Cyclist safety is best achieved with separation from live traffic due to the travelling speed differential.</p>
1.3 Parked car/cyclist conflict	
<p>1.31 Cycle lanes between parked cars and road (proposed parking bays on Meola Road west)</p> <ul style="list-style-type: none"> • Move parking to be in between cycle lane and traffic lane (suggest parking-protected cycle lanes); cycle lane could weave if necessary <ul style="list-style-type: none"> - consider whether cycle lane could be routed around parking in some parts (e.g. outside 272 Meola Rd) without removing trees • Don't change design to make cyclists weave around parked cars • Widen car parking bays to reduce dooring risk • Suggest raised bike lanes (e.g. Franklin Rd), 'lengthwise speed' (e.g. Beach Rd driveways), rumble strips, barrier between cycle lane and parking: <ul style="list-style-type: none"> - to increase awareness of cyclists as cars pull out of parking bays - prevent cars from parking over cycleway • Concerns around cars turning shallowly across cycle lanes to access parking • Dooring risk worse on driver side because driver door more used and cyclist would fall into traffic if hit 	<p>Alternative arrangements along Meola Rd west were assessed, but yielded excessive tree, berm, or parking loss.</p> <p>Door opening concerns are considered as part of the design process. Alongside parked cars, we are providing extra cycle lane width beyond the design standard in order to reduce this risk.</p> <p>During the detailed design phase, we will consider additional measures to reduce the risk of 'dooring' and conflict between cyclists and cars pulling in and out of parking bays. This includes encouraging awareness of other road users and highlighting potential conflict points.</p>
<p>1.32 Parking-protected cycle lanes (proposed along sections of Pt Chevalier, Meola and Garnet Roads)</p> <ul style="list-style-type: none"> • Move parking to be in between cycle lane and kerb (suggest cycle lanes next to traffic lane) • Concerns motorists won't see cyclists behind parked cars, motorists can't see traffic when exiting driveways • Concerns around children getting out of cars (less likely to look for cyclists than drivers are, particularly on Meola Rd heading to sports games) 	<p>AT research, from NZ, and abroad shows that separation from traffic is the most important aspect to get more people making more trips by bike. Where parking is retained on a street with cycle lanes, the parking itself works as a buffer to create a barrier between people on bikes and moving cars. This is an efficient use of space and allows parking to be retained.</p> <p>Sightlines are key safety considerations in the design and will be taken into account in the final design.</p>

Design suggestion in feedback	AT response
	Where we propose parking-protected cycle lanes, there will be space on the cycle lane separator where passengers can exit the car before crossing the cycle lane.
<p>1.33 General</p> <ul style="list-style-type: none"> • Suggest wide cycle lanes next to parked cars or a buffer zone to reduce dooring risk • Increase separation between parked cars and cycle lanes on Meola Rd, on Garnet Rd (e.g. with physical barrier) • Suggest clear differentiation between cycle lanes and car parking • Suggest car parking signage warning people to look before opening doors 	<p>Separation of cyclists and parked cars is provided as much as practicably possible along the route. Alongside parked cars, we are providing extra cycle lane width beyond the design standard to reduce 'dooring' risks.</p> <p>During the detailed design phase, we will consider additional measures to reduce the risk of 'dooring' and conflict between cyclists and cars pulling in and out of parking bays. This includes encouraging awareness of other road users and highlighting potential conflict points.</p>
1.4 Shared path conflict	
<ul style="list-style-type: none"> • Put cycleway on-road (remove parking), or on berm in Meola Park to Seddon Fields section • Cyclists travel too fast for sharing on Meola Rd Reserve section • Slow cyclists down on shared paths • Widen shared path to 3.5-4m • Increase separation on shared paths: <ul style="list-style-type: none"> - suggest cat's eyes, plants, kerb, slope or surface differences to separate pedestrians and cyclists • Educate: <ul style="list-style-type: none"> - pedestrians to keep to the side; listen for bells on shared paths - cyclists to use bells 	<p>The proposed cycle facilities are mostly on-road, with short sections of shared path. Shared paths are proposed due to the severely constrained road corridor width along parts of Meola Rd. Confident cyclists can continue to use the road if they prefer.</p> <p>Where possible, the proposed sections of shared path are wider than the minimum requirement of 3 metres. Widening the shared path beyond this would require diversion of utility services, possible land purchase, and would significantly increase construction costs.</p> <p>Additional separation on the proposed shared paths would reduce the space available for pedestrians and cyclists, in some cases below the minimum width requirements.</p> <p>Cyclists and pedestrians are encouraged to use shared paths courteously, for example, through our 'Share the paths' campaign. Signage and other measures to reduce conflict will be considered during the detailed design phase.</p>

Design suggestion in feedback	AT response
1.5 Other cycling	
<p>1.51 Increase cycle lane width</p> <ul style="list-style-type: none"> • Make wider: <ul style="list-style-type: none"> - to allow for differing cyclist speeds (including e-bikes) and overtaking - next to parallel parking - to accommodate growth in cycling numbers - at eastern end Meola Rd (section 6) because difficult to maintain straight line cycling uphill - to allow for control points at pedestrian crossings • Ensure lanes wide enough for bike trailers (for children), particularly at entrances and exits • Need to be minimum 1.8m/2m wide • Separators should not encroach on allocated cycle lane space (minimum 1.8m) 	<p>There is limited space available along the route to share between traffic, parking, pedestrians, people on bikes, and public transport. The proposed cycle lane widths are for the most part above the minimum requirements and should be wide enough for a standard bike trailer.</p> <p>We will refine the proposed cycle lane width along the corridor during the detailed design phase, with the aim of maximising available space.</p> <p>Separators are generally placed within the allocated cycle lane width and will be confirmed during the detailed design phase.</p>
<p>1.52 Reduce cycle lane width</p> <ul style="list-style-type: none"> • 1.5m/1.2m sufficient • Reduce width on Pt Chevalier Rd, sections 2 and 3 • Need to accommodate trees, car parking 	<p>A person on a bike takes up a width of roughly 1.1m. Cycle lanes with widths of 1.5m or less are very tight and unpleasant to ride in. It leaves little room for 'wobble space' – the extra space less confident riders need, particularly on hills, or to avoid obstacles. A number of variables are taken into account in designing cycle lane widths, including vehicle speeds, parallel parking along the cycleway, and minimising impact on other road users.</p> <p>We have taken care throughout the design process to provide safe facilities for all road users while minimising tree removal and car parking loss.</p>
<p>1.53 Cycle lane consistency</p> <ul style="list-style-type: none"> • Should have either all shared path or all on-road cycleways (inconsistent layout confusing/unsafe) • Parking should always be on same side of cycle lanes • Ensure smooth transitions between different road/cycleway layouts 	<p>Varying corridor widths and uses, and the location of existing services along the route mean that a uniform design along the entire route is not possible; we need to provide cycle lane solutions appropriate to each section. While consistency is not always possible, continuity is key. We will ensure safe transitions between these different treatments along the route through treatments such as signage and surfacing.</p>
<p>1.54 Materials, markings and maintenance</p> <ul style="list-style-type: none"> • Paint cycle lane green to keep cars and pedestrians off, pink to make fun 	<p>Cycle lane materials and marking will be developed as part of the detailed design phase, taking these points into account.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Use less paint (environmental and aesthetic reasons) • Use asphalt (smooth, quiet); don't use asphalt (environmental and aesthetic reasons) • Ensure gutters and man holes safe for cycling over • Ensure access for road sweepers and other maintenance 	<p>Maintenance and service access are included in the design considerations.</p>
<p>1.55 Bike parking</p> <ul style="list-style-type: none"> • Install more (safe) bike parking in general or at: <ul style="list-style-type: none"> - shops on Pt Chevalier Rd (section 3) - all shops along route - Seddon Fields - TAPAC 	<p>Bike parking locations will be developed in discussion with the local community. These will be investigated in the detailed design phase.</p>
<p>1.56 Other</p> <ul style="list-style-type: none"> • Consider in the design: <ul style="list-style-type: none"> - children on bikes and school routes - cyclist visibility; e-bikes and mopeds - mobility access and usage - priority of cyclists and pedestrians over motorists • Suggest flexible design that can be adjusted as need, monitor effectiveness • Minimise pinch points (don't force cyclists in front of cars) and gaps in separation • Pedestrian-cyclist separation: <ul style="list-style-type: none"> - increase separation along whole route - suggest kerb to footpath is chamfered (mountable) • Continue shared path on south side Meola Rd between MOTAT entrance and MOTAT maintenance road instead of transitioning back to on-road cycle lane just before bus stop 	<p>The design has been developed with particular consideration given to children on bikes, visibility, mobility usage and general safety for all road users. The safety and use of all AT projects are monitored on an ongoing basis.</p> <p>Note that mopeds are not allowed in cycle lanes.</p> <p>In most places along the route, pedestrians will be physically separated from cyclists by a full height kerb. The existing kerb lines on Pt Chevalier Rd will remain largely as they are currently.</p> <p>A shared path on the south side Meola Rd is not possible, as this would require either the removal of existing trees, or additional land purchase in the area.</p>
2. Intersections and crossings	
2.1 General or all intersections	
<ul style="list-style-type: none"> • Cyclist-vehicle separation: <ul style="list-style-type: none"> - ensure cycle lanes are continuous through intersections (most dangerous parts of route) - minimise crossing of vehicle lanes 	<p>We received many suggestions for ways to improve intersections in general for people on bikes and pedestrians. A central purpose of this project is to improve safety and convenience for pedestrians and cyclists at intersections along the route. We will</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - suggest separated/protected cycle lanes or physical (tactile) separation (e.g. rumble strips; cars tend to ignore green paint alone (e.g. on Quay St) • Traffic signal phases: <ul style="list-style-type: none"> - improve signal phasings for pedestrians (more regular crossing phases, encourages pedestrians to use controlled crossings) - improve signal phasings for cyclists i.e. Don't make them wait longer than vehicles or they will just cycle on road - provide dedicated bike signals (makes cyclists feel cared for, improves right turns) • Bike sensors: <ul style="list-style-type: none"> - install bike sensors; ensure vehicle sensors detect cyclists (currently they don't) - suggest traffic light buttons at cyclist height - suggest sensors that sense when a cyclist is approaching the intersection and a light comes on stopping vehicles until the cyclist has gone through • Advanced stop boxes: <ul style="list-style-type: none"> - add at all signalised intersections to show cyclists deserve space on the road; don't do advanced stop boxes - only work for confident cyclists; prefer hook turns • Cyclist turns: <ul style="list-style-type: none"> - consider how cyclists turn left (dangerous to be on left hand side of left turning vehicles) - ensure provision is made for cyclists turning right - suggest hook turns for all cyclist right turns - ensure all turning lanes are separated from straight through lanes so cyclists do not need to mix with left or right-turning cars in order to go straight through and vice versa • Pedestrian movements: <ul style="list-style-type: none"> - give pedestrians right of way at all 'stop' intersections - install pedestrian crossings on both/all sides of major intersections • Cyclist-pedestrian separation: <ul style="list-style-type: none"> - bikes should be on footpaths around intersections - keep bikes and pedestrians separate (dangerous to mix) • Traffic calming: <ul style="list-style-type: none"> - slow vehicles down at intersections - use speed humps (these don't affect cyclists) 	<p>take your suggestions into consideration while refining the designs for each intersection at the detailed design stage.</p> <p>We aim to provide separation of cyclists from traffic at major intersections, however, this is not always possible. The type of separation will be based on the operational, contextual and physical characteristics of each individual intersection.</p> <p>Your suggestions for traffic signal phase improvement, bike sensors and signal buttons, advanced stop boxes, enhanced pedestrian movements, and other feedback will be considered during the detailed design phase.</p> <p>The provision of artwork and new place-making features is not a driver of this project and there is currently no budget available for this. However, aesthetics and general streetscape improvements will be taken into consideration in refining the design, particularly around the cycleway separators and relocation of 12 pōhutukawa trees on Pt Chevalier Rd. We will ensure the proposal integrates well with the look of the neighbourhood and streetscape.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - don't slow traffic down (needs to keep people moving) • Other design considerations <ul style="list-style-type: none"> - ensure pedestrians and cyclists are visible to motorists - proposed intersections unsafe for children and new cyclists (want something like http://www.i.imgur.com/um2gwbc.jpg) - design intersections for pedestrians, people on bikes, people with mobility requirements, children, prams, animals first/design for less confident cyclists; give cyclists priority/right of way over cars, trucks, buses; improve pedestrian priority at intersections - follow 'CROW' guidelines where possible • Add 'no stopping at all times' road markings at intersections (to leave for space for cars turning across lines of waiting vehicles) • Prefer roundabouts with slightly raised cycle lanes to slow traffic over traffic signals • Consider placemaking: add colour and public art 	
2.2 Great North Road/Point Chevalier Road intersection	
<ul style="list-style-type: none"> • Slip lane from Pt Chevalier Rd into Great North Rd east: <ul style="list-style-type: none"> - remove (dangerous for pedestrians), library building blocks sightlines, is too short anyway - add (raised) zebra crossing if can't remove slip lane - lengthen slip lane instead of removing (not very effective during peak traffic currently because left-turning lane isn't long enough) • Slip lane from (west) Great North Rd into Pt Chevalier Rd: <ul style="list-style-type: none"> - remove (unsafe, many children cross here, poor sightlines, vehicles moving fast) • Ensure traffic light sensors for right-hand turn from Great North Rd into Pt Chevalier Rd sense cyclists (currently don't) • Improve cycling link to Carrington Rd • Wait till Waterview tunnel opens to assess impact • Rat-running concerns 	<p>We will investigate removal of the city-bound slip lane from Pt Chevalier Rd into Great North Rd east (by the Pt Chevalier Library) at the detailed design stage.</p> <p>A zebra crossing over the slip lane will be considered if we are unable to remove the slip lane.</p> <p>Improvements to the north-bound slip lane from Great North Rd west into Pt Chevalier Rd are being investigating as part of a separate project.</p> <p>We have raised the issue of right turning cyclists not being picked up by signals with our signals team.</p> <p>Cycleway links along Carrington Rd have been identified in the AT walking and cycling programme and will be investigated further once resources become available. The zebra crossing on Carrington Road, part of the Northwestern Cycleway, will soon be upgraded to allow people on bikes to cross without dismounting.</p>

Design suggestion in feedback	AT response
	Any changes in traffic flows due to the recent Waterview tunnel opening will be taken into account in refining the design of this intersection.
2.3 Point Chevalier Road/Meola Road intersection	
<ul style="list-style-type: none"> • Cycle lane continuity: <ul style="list-style-type: none"> - cycle lanes should continue through intersection - Meola Rd cycle lane going east should start at intersection - add missing section of cycleway on Meola Rd approaching Pt Chevalier Rd intersection (outside #278) - cycle lane should continue around corner from Meola Rd left into Pt Chevalier Rd south (avoid cyclists getting cut off) • Phasing of lights important (to minimise congestion; prioritise buses/cyclists): <ul style="list-style-type: none"> - don't make cyclists wait too long for a dedicated signal phase or they will just use vehicle right-turn lane - suggest advance signal phase for cyclists and/or buses - suggest cyclists able to turn during pedestrian phase • Left-hand turn from Meola Rd into Pt Chevalier Rd south: <ul style="list-style-type: none"> - free left-hand turn for cyclists/vehicles exiting Meola Rd - slip lane (cyclist and/or vehicle) - cyclists could shortcut over footpath - address pinch point for cyclists turning left from Meola Rd into Pt Chevalier Rd (proposed lane width allocations not detailed) • Cyclist right-hand turns: <ul style="list-style-type: none"> - suggest protected right-hand turn for cyclists into Meola/out of Meola - queries how bikes will turn right - suggest hook turns - hold left-turning vehicles from Pt Chevalier Rd north into Meola Rd to allow for cyclist right turn into Meola Rd - safer for cyclists to remain on left of all traffic when turning right into Meola Rd (but should not have to contend with straight through traffic) • Suggest free right turn (not requiring green arrow) for vehicles from Pt Chevalier Rd into Meola Rd • Cycling connections from north Pt Chevalier Rd: <ul style="list-style-type: none"> - suggest advanced stop boxes for cyclists heading south 	<p>The final design of this intersection will be refined during the detailed design phase.</p> <p>The current cycle facility markings are proposed due to the constrained width of certain road intersections. Emphasis is placed on maximising safety outcomes for all users.</p> <p>We will try to achieve continuous lanes through the intersection as much as possible, taking into account cyclist safety, however, road width constraints mean this may not always be possible.</p> <p>Traffic signal phasing is under investigation. We aim to optimise safety and traffic operations for all road users.</p> <p>While plans currently show on-road facilities for cyclists turning left from Meola Rd into Pt Chevalier Road south, we will also be investigating off-road options during the detailed design phase.</p> <p>There is not enough space to install a slip lane for left turns from Meola Rd into Pt Chevalier Rd.</p> <p>We are currently proposing advanced stop boxes for confident cyclists turning right at this intersection, while less confident cyclists are encouraged to ride up the cycle ramp onto the footpath and use the signalised pedestrian crossings.</p> <p>Changing right of ways to prioritise traffic between Pt Chevalier Rd south and Meola Rd (free right turn) would not improve the intersection for pedestrians and cyclists, which is a key purpose of this project.</p> <p>We will consider advanced stop boxes for cyclists travelling from Pt Chevalier Rd north, as well as options for a safe left-turn into Meola Rd, as we refine the intersection design.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - ensure cyclists heading south along Pt Chevalier Rd are accommodated (currently very tricky; unsafe) - reduce number of vehicle lanes exiting Meola to one and install cycleway from Pt Chevalier Rd north turning left into Meola Rd (avoid cyclists going on footpaths here) • Cycling connections to north Pt Chevalier Rd: <ul style="list-style-type: none"> - how will cyclists continuing northbound along Pt Chevalier Rd be accommodated • Want more information on how intersection will work for cyclists • Cyclists do/should use existing Walker Rd pedestrian crossing • Pedestrian movements: <ul style="list-style-type: none"> - suggest pedestrian crossings on all sides - address poor visibility for pedestrians on southeast/both Meola Rd corners due to overgrown hedge and sharp corner on fence • Suggest land acquisition to make space for bike and bus lanes/make safer: <ul style="list-style-type: none"> - remove state houses on either side of Meola Rd at intersection - retake public land occupied by private fence on south eastern corner of intersection • Property access: <ul style="list-style-type: none"> - concerns about access at intersection - prioritise residents leaving their properties • Concerns that traffic signals will increase rat-running through side streets, along Walford Rd • Suggest alternatives to signalised intersection: <ul style="list-style-type: none"> - roundabout (reduce wait time outside of peak hours; reduce fuel consumption/air pollution; minimise rat-running), could have mountable island to allow buses - change right of way to prioritise traffic moving between Meola Rd and Pt Chevalier Rd south - ban right turns from Meola Rd into Pt Chevalier Rd north - cyclist overpass - traffic islands and priority for turning buses - signalised crossing north of intersection; raised table pedestrian crossing; zebra crossing just south of intersection - improve visibility (remove parking spaces and widen streets) • Signage and road markings: <ul style="list-style-type: none"> - clear signs and road markings for cyclists (increase safety and confidence) - add road markings to accommodate turning 	<p>Cyclists heading north along Pt Chevalier Rd will be able to use the proposed cycle lanes through this intersection. Improvements to Pt Chevalier Rd north of this intersection are not part of this project, but will be considered in future walking and cycling programmes.</p> <p>We have investigated a pedestrian crossing leg on the southern side of the intersection, but have discounted this option as the resulting traffic queues would have an adverse impact on bus and car travel times. We propose pedestrian crossing facilities on the north and east sides of this intersection. Pedestrians wanting to cross Pt Chevalier Rd south of the intersection will be able to use the existing zebra crossing close to Walker Rd (100m south of intersection).</p> <p>Sightlines at the Meola Rd intersection will be assessed as we refine the design.</p> <p>Property access will be maintained across the entire route. We will relocate some access locations to minimise disruption to cyclists due to the low frequency private driveway use.</p> <p>Raised speed tables proposed at the entrance to side streets should help to slow traffic and reduce rat-running through these side streets.</p> <p>Alternative intersection designs were explored and discounted during the project concept phase. A roundabout would not be appropriate as bus movements in and out would require more space than is available here. Traffic modelling shows that the proposal would have a minor impact on traffic flows at peak times.</p> <p>Signage and road markings will be finalised in the detailed design phase.</p>

Design suggestion in feedback	AT response
2.4 Meola Road/Garnet Road intersection	
<ul style="list-style-type: none"> • Maintain two lanes entering roundabout at Garnet Rd north and south (reduced lanes will increase congestion) <ul style="list-style-type: none"> - briefly reduced (painted) to one lane in past on Garnet Rd north entrance and traffic deteriorated - need slip lane from Garnet Rd south into Meola Rd • William Denny Ave raised crossing: <ul style="list-style-type: none"> - too close to roundabout (dangerous; will congest roundabout; cars won't see pedestrians; cars won't stop) - suggest move further along William Denny Ave - suggest includes pedestrian refuge (i.e. as proposed) • Suggest additional crossings: <ul style="list-style-type: none"> - add zebra crossing at top of Meola - shift pedestrian crossing from William Denny Ave to Meola Rd side (many people, particularly children, walk along and cross on this side of Garnet Rd, Meola Rd is very busy and dangerous to cross here) - add zebra crossing on Garnet Rd south side to facilitate cyclist right turns from Garnet Rd north into Meola Rd - add zebra crossings on other three sides of roundabout (many children cross at this roundabout; helps encourage walking or cycling to football; improve mobility access) - pedestrian/cyclist crossings on all sides (one car-length from intersection to reduce travel distance; to allow right hook turns) • Raised tables (mistakenly shown in brochure on Meola Rd and Garnet Rd north entrances to roundabout – actual proposal is for flush red surfacing at these two entrances): <ul style="list-style-type: none"> - dangerous for cyclists near intersections; would increase congestion; no need as cars travel slow through roundabouts anyway - too steep for raised table on Meola Rd - suggest raised table on Garnet Rd north side to slow main traffic flow (improve safety for cyclists and pedestrians) - suggest raised tables on all four sides - suggest replace proposed flush red surfacing on Meola Rd and Garnet Rd south entrances with raised tables - suggest rubber speed cushions (that buses can straddle) just before crossings to slow vehicles down • Cycling movements: 	<p>The final design of this intersection will be refined during the detailed design phase.</p> <p>We propose a single lane roundabout at this intersection to improve safety for pedestrians and cyclists. The existing roundabout operates as an informal single lane roundabout because the two-lane entries on Garnet Road are not full width lanes, meaning that large vehicles, including buses, currently take up both lanes when turning. The main traffic flow between Meola Road and Garnet Road is expected to operate at an acceptable level of service.</p> <p>The design of the proposed William Denny Ave crossing needs to balance safety and convenience, including pedestrian desire lines. The final location will be audited to ensure it is safe for different road users.</p> <p>A steep gradient when approaching the Meola Road roundabout limits visibility, meaning a zebra crossing on the Meola Rd side would not be safe. A raised speed table with a zebra crossing is proposed at William Denny Avenue, as this is an area with a flat gradient, low traffic volume traffic volume and provides access from/to Westmere School.</p> <p>On the Meola Rd and Garnet Rd north sides of the roundabout, flush red surfacing and refuge crossings are intended to slow traffic and encourage greater awareness of people who continue to cross here. Reduced lanes and a traffic island at the Garnet Rd north entrance will improve pedestrian crossing safety on this side.</p> <p>Please note that we propose red surfacing flush with the road height at the Garnet Road south and Meola Road access points, not raised tables as were shown in the consultation materials.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - how will cyclists turn right (e.g. from Meola Rd into Garnet Rd south; from Garnet Rd north into Meola); won't be good for cyclists turning right? - how will cyclists go straight ahead (e.g. from Garnet Rd south into Garnet Rd north)? - allow cyclists free left turns (i.e. as proposed); suggest on-road left-turning cycle lane from Meola Rd into Garnet Rd north - would like more detail on roundabout; how will roundabout work for cyclists - consider difficulty merging with traffic when cycling up Meola Rd hill - roundabouts too dangerous for cyclists (cars travel too fast and don't look for cyclists; difficult to circle roundabout while signalling right-hand turn; cars don't indicate reliably) • Shared paths: <ul style="list-style-type: none"> - suggest angled and tapered entry and exit between shared paths and on-road cycle lanes - suggest rumble strips to prevent cyclists taking corners at speed and endangering pedestrians • Need to be clear who has priority (vehicles on road vs pedestrians and cyclists on shared paths): <ul style="list-style-type: none"> - suggest cyclists have right of way on shared paths around intersection • Traffic flow and calming: <ul style="list-style-type: none"> - enhance morning traffic flow from Meola Rd into Garnet Rd north - slow traffic to enable cyclists to share traffic lanes (currently cars don't slow down through roundabout; very difficult on a bike) • Suggest alternatives: <ul style="list-style-type: none"> - make roundabout smaller/larger - make roundabout more attractive (without compromising visibility) - copy Triangle Rd/Waimumu Rd roundabout - Dutch four-way roundabout - traffic signals (proposed improvements insufficient; would improve right turn from Meola Rd into Garnet Rd south; would improve priority for high volume of cars exiting Meola Rd) 	<p>Raised tables have been discounted, as they are difficult for buses to cross so would not be appropriate here.</p> <p>Cyclists will be able to use either the road or the shared paths around the periphery of the roundabout. Slower traffic will make it safer for cyclists who choose to use the road, while less confident cyclists can use the shared paths to move around the roundabout.</p> <p>Appropriate transitions between on-road cycle lanes and shared paths will be refined at the detailed design phase.</p> <p>Cyclists and pedestrians using the shared paths around the intersection will need to share the space and give consideration to other users. Confident cyclists can use the road.</p> <p>The proposed single lane entries and kerb build-outs slow vehicles approaching the roundabout. Traffic modelling showed that traffic would continue to flow similarly to the current layout.</p> <p>Alternative intersection designs were explored and discounted during the project concept phase. The proposed roundabout provides increased safety for pedestrians and cyclists with no major adverse impact on traffic flow. We are investigating the design of this intersection but expect that a Dutch four-way roundabout would not be possible here due to space constraints.</p>
2.5 Side streets, pedestrian and vehicle crossings (general/along whole route)	
<p>2.51 Side street treatments</p> <ul style="list-style-type: none"> • Priority and visibility at raised crossings: <ul style="list-style-type: none"> - raised table crossing cause confusion over who has right of way; suggest remove or add zebra crossings 	<p>We are proposing raised speed tables at the entrance to side streets along the route to reduce the speed of vehicles entering the main road and crossing the cycle facilities, as well as to facilitate pedestrian crossings. In addition, they signal to vehicles</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - pedestrians already don't watch for cyclists turning into side streets: suggest install signage telling pedestrians to give way - shift raised crossings and cycle lanes further back from main roads (so vehicles reach crossings at 90-degree angle) - treatments will make turning out of side streets difficult; ensure good visibility • Suggest formal pedestrian crossings: <ul style="list-style-type: none"> - add zebra crossings to all side street treatments • Cycleway separation <ul style="list-style-type: none"> - suggest raised or texturally delineated cycle lanes across side street entrances (increase motorist awareness of crossing cycle lanes) - concern around left-turning motorists needing to cross cycle lane so need to be aware of cyclists heading along cycle lane in same direction - ensure cyclists can turn right from cycle lanes into side streets e.g. gap in separators and waiting bay • Speed tables: <ul style="list-style-type: none"> - don't put in speed tables (speed humps/tables damage cars even travelling at lower speeds than recommended; many motorists speed up over them; uncomfortable for cyclists to ride over, especially with children) - speed tables distract turning motorists from other obstacles; cause motorists to turn into side streets slower than expected by motorists behind them (so increases risk of accidents); cars turn slowly already - suggest speed cushions instead of speed tables (cyclists can go around; less annoying for motorists but still slow them down) - ensure speed tables aren't too steep - suggest more severe side street treatments such as speed humps and chicanes to reduce rat-running; prevent cars using side streets at high speeds - make kerb lines curved; narrow side street entrances (slow traffic further; make crossing safer) • Drainage concerns; raised speed tables worsen flooding in heavy rain (e.g. as with Alberton Avenue) • Restrict right turns into and out of (most) side streets along Pt Chevalier Rd (dangerous, lots of near misses) 	<p>turning into these streets that they are entering a slower speed zone.</p> <p>As per the road rules, vehicles using the road retain priority at raised speed table crossings, however, the treatments are designed to slow vehicles down and encourage awareness of pedestrians and cyclists in the cycle lanes, increasing safety for all users. The edge of the footpath will be visually delineated to indicate to pedestrians that they are entering the road environment and do not have right of way.</p> <p>Zebra crossings are most appropriate where there is reasonable pedestrian demand. Where zebra crossings are seldom used, regular drivers of the route can become complacent, coupled with the increased perception of safety by pedestrians, this increases the risk of collisions.</p> <p>Visual and/or physical cycleway separation at side streets will be refined at the detailed design stage, taking cyclist visibility and safety into account.</p> <p>Cyclists turning right from cycle lanes into side streets along the route will need to either mount the footpath and cross using pedestrian facilities or merge into the traffic at a safe point and use the vehicle lanes.</p> <p>Alternative treatments were explored and discounted during the project concept phase. Speed cushions or chicanes would not be appropriate as they would not create a safe crossing facility for pedestrians, including those with specific mobility needs.</p> <p>Details of the treatment design, including exact location, gradient, colour, surfacing, road markings and drainage management will be refined at the detailed design stage.</p> <p>Restricting right turns into and out of Pt Chevalier Rd side streets is not being considered as it would have a major adverse impact</p>

Design suggestion in feedback	AT response
	on resident access. We expect that the proposed treatments will slow traffic at side street entrances, reducing the risk of accidents.
<p>2.52 Pedestrian crossings</p> <ul style="list-style-type: none"> • Suggest more (zebra/refuge) crossings along route in general • Proposed crossings will impede traffic flow, increase congestion • Some pedestrian refuges (along Meola Rd) too narrow for prams and bikes • Consider mobility access at crossings, including over cycleways • Pedestrian crossings should be raised over cycleways to show pedestrians have priority; need to ensure cyclists are aware of and stop for pedestrians at crossings 	<p>Pedestrian crossings and refuges are proposed where safety outcomes can be improved.</p> <p>We will consider pram and cyclist access in the design of new pedestrian refuges installed along the route.</p> <p>New crossings installed along the route will have smooth transitions to ensure a high level of accessibility.</p> <p>The proposed signalisation of the zebra crossing on Pt Chevalier Rd near Tui St will include cyclists (they will have to stop at the lights when pedestrians are crossing). Pedestrians will have priority at zebra crossings, and cyclists will have to give way accordingly.</p>
<p>2.53 Driveway access</p> <ul style="list-style-type: none"> • Cars will need to slow substantially to enter driveways (annoying for residents) • Concern that vehicles will block cycle lanes as they wait for a break in the traffic to exit • Sightlines from driveways on Meola Rd/in general obscured by cars parking close to driveways, rubbish bins and utility poles • Priority: <ul style="list-style-type: none"> - who has priority where cars cross cycle lanes; how will separation work across driveways? • Meola Rd concerns around cyclist safety at driveway crossings: <ul style="list-style-type: none"> - south side Meola Rd east where cyclists maybe riding downhill at speed - driveway crossings at west end Meola Rd where lots of children will cycle to school 	<p>Safety of all road users is key when designing facilities on streets with frequent driveways. Sightlines, vehicle turning circles, and the transition from road to driveway will be carefully considered during the detailed design phase.</p> <p>Cyclists have right of way over other vehicles where vehicles cross dedicated cycle lanes.</p>
2.6 Individual side streets and crossings	
<p>2.601 Countdown and taxi rank intersection with Pt Chevalier Rd</p> <ul style="list-style-type: none"> • Ensure safety for cyclists passing this intersection, taxi drivers not very careful around bikes 	<p>The final design at this location will include a mix of physical and spatial separation and will be finalised through detailed design.</p>
<p>2.601 Tui St/Pt Chevalier Rd intersection</p> <ul style="list-style-type: none"> • Suggest side street treatment on Tui St (as proposed, mistakenly not shown in brochure) • Need to improve pedestrian safety crossing Tui St 	<p>We are proposing a side street treatment at this intersection. This was in the consultation materials.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - add zebra/signalised crossing - dangerous to cross currently; busy with lots of rat-running from Great North Rd • Suggest fully signalise intersection or install judder bars (slow rat-running traffic) • Suggest 'no stopping' road markings across intersection 	<p>The proposed signalisation of the zebra crossing on Pt Chevalier Rd near Tui St and the raised speed table across the Tui St entrance will slow vehicles entering and exiting Tui St. This will improve crossing safety and discourage rat-running.</p> <p>Road marking will be developed during detailed design.</p>
<p>2.602 Proposed signalised crossing over Pt Chevalier Rd between Tui St and Alberta St</p> <ul style="list-style-type: none"> • Will help to calm traffic currently using Tui St as a shortcut/school traffic from Montrose St • Suggest move crossing: <ul style="list-style-type: none"> - south of Tui St so is closer to school (and still close to community centre) - south of Montrose St as many pedestrians cross here from school, walkways and parking to the shops and back, people don't use current crossing because it's not in the right place (suggest sightline issues for motorists coming from Great North Rd be managed by removing slip lane and putting up warning signage about crossing) • Current pedestrian crossing works well; cars respond better to zebra crossings • Will pedestrians need to press button to activate? <ul style="list-style-type: none"> - ensure pedestrians don't have long wait time or they won't use it (i.e. like at Pt Chevalier mall entrance on Great North Rd) • Traffic lights will increase congestion along Pt Chevalier Rd 	<p>The location and the signal phasing will be refined at the detailed design stage and will be closely tied with the intersection design at Pt Chevalier Rd / Great North Rd.</p> <p>The feasibility of moving the pedestrian crossing location was assessed during the investigation stage of this project, but was discounted given its close proximity to the Pt Chev Rd/ Great North road intersection. Moving the crossing was assessed to have limited benefit to pedestrians and may cause queues that impact on safety and efficiency at the Pt Chevalier Rd/ Great North Road intersection.</p> <p>Signalised crossings provide the most safety for pedestrians, especially at night.</p> <p>The crossing signal will be manually activated by pedestrians, so it will be mostly green for vehicles unless activated.</p>
<p>2.603 Proposed zebra crossing over Pt Chevalier Rd south of Wakatipu St and Formby Ave</p> <ul style="list-style-type: none"> • Needed because currently dangerous to cross here, many people do, supports access to bus stop and side streets, hall on Formby Ave • Unnecessary, will make dangerous intersection worse for motorists 	<p>We propose a new zebra crossing at this location because there are currently a lot of informal pedestrian crossings over Pt Chevalier Rd at this point. A formalised crossing will make these crossings safer and easier. The exact location will be confirmed at the detailed design stage.</p>
<p>2.604 Formby Ave/Wakatipu St/Pt Chevalier Rd intersection</p> <ul style="list-style-type: none"> • Consider traffic management: <ul style="list-style-type: none"> - used as rat-run, lots of accidents and nearly-accidents, someone died there • Visibility: <ul style="list-style-type: none"> - extend yellow lines by one car length 	<p>The side street treatments proposed at the intersections of Formby Ave and Wakatipu St with Pt Chevalier Rd will slow traffic turning into and out of these streets, encouraging greater awareness of people on bikes and pedestrians. The treatments discourage rat-running and will improve safety for all road users.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - enforce no parking outside cafe on Pt Chevalier Rd at corner of Wakatipu St - currently dangerous, cars exiting Wakatipu St can't see past cars parked on Pt Chevalier Rd, often parked over yellow lines 	<p>We propose 'no stopping at all times' on Pt Chevalier Rd on both sides of this intersection. The proposed side street speed table treatments will prevent cars from parking close to the intersection on Formby Ave and Wakatipu St.</p> <p>Road markings and sightlines will be optimised at the detailed design stage to ensure the safe operation of the treatments.</p>
<p>2.605 Walker Rd/Pt Chevalier Rd intersection</p> <ul style="list-style-type: none"> • Suggest change intersection: <ul style="list-style-type: none"> - traffic lights (allow southbound cars to turn right into Walker Rd when congested) - 'no stopping' road markings (parking on both sides of Walker Rd means passing is difficult, especially for buses) • Add zebra crossings to Walker Rd side street treatments (safer for children, people with mobility issues, busy and currently dangerous to cross) 	<p>We are not considering a signalised intersection at the intersection of Walker Rd and Pt Chevalier Rd because we propose signalisation of the Meola Rd/Pt Chevalier Rd intersection nearby. The close proximity of two signalised intersections would adversely impact on safety and network traffic flow.</p> <p>The proposed side street speed table treatments will prevent cars from parking close to the intersection on Walker Rd.</p> <p>The proposal retains the existing zebra crossing and refuge islands on Pt Chevalier Rd just north of Walker Rd.</p>
<p>2.606 Existing zebra crossing over Meola Rd west of Walford Rd</p> <ul style="list-style-type: none"> • Suggest upgrade crossing: <ul style="list-style-type: none"> - raise or signalise - re-level to remove dent • Visibility: <ul style="list-style-type: none"> - cars often don't see pedestrians on crossing, lots of children cross here - remove large tree next to crossing as reduces visibility of traffic and people on crossing - add warning lights to show motorists when pedestrians are crossing • Cycle lane should not need ramps over zebra crossing unless motorists do too (i.e. raised zebra crossing) 	<p>The existing zebra crossing on Meola Rd just west of Walford Rd will be retained with minor adjustments to accommodate the cycle lanes.</p> <p>We propose removing parking on both sides of Meola Rd around the crossing, which will significantly improve sight lines. Signage and road marking details will be developed further as part of the detailed design phase.</p> <p>We are investigating cycle lane ramps at this crossing as a footpath extension, to improve pedestrian sightlines.</p>
<p>2.607 Walford Rd/Meola Rd intersection</p> <ul style="list-style-type: none"> • Suggest change intersection: <ul style="list-style-type: none"> - signalise - cars turning right from Meola Rd into Walford Rd block eastbound Meola Rd traffic 	<p>We are not considering signalising this intersection because we propose signalisation of the Meola Rd/Pt Chevalier Rd intersection nearby. The close proximity of two signalised intersections would adversely impact on safety and network traffic flow. It could also encourage rat-running along Walford Rd. We</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - westbound motorists currently undertake cars waiting to turn right into Walford and nearly hit people on pedestrian crossing 	<p>propose a side street raised speed table treatment, at the entrance to Walford Rd.</p> <p>We propose removing parking on both sides of Meola Rd at Walford St, which will improve sight lines and safety at this intersection. The proposed physical separators on the southern side will narrow the road, preventing cars travelling west from undertaking cars waiting to turn right into Walford St.</p>
<p>2.608 Moa Rd/Meola Rd intersection</p> <ul style="list-style-type: none"> • Suggest change intersection: <ul style="list-style-type: none"> - signalise - put in roundabout - add flush median on Meola Rd (facilitate turning into Moa Rd) - widen entrance to Moa St to provide two lanes for cars exiting onto Meola Rd (so cars turning left don't have to wait for those turning right) 	<p>We propose a side street raised speed table treatment, at the intersection of Moa Rd with Meola Rd. We are not considering signalisation or a roundabout at this intersection as it requires significant tree removal, services relocation and land purchase.</p> <p>There is not enough space on Meola Rd to add in a flush median.</p> <p>Widening the entrance to Moa St would reduce safety by increasing the pedestrian crossing distance. Improving pedestrian crossing safety is a key objective of this project.</p>
<p>2.609 MOTAT, Seddon Fields, Meola Reef Reserve intersections with Meola Rd</p> <ul style="list-style-type: none"> • Cyclist access: <ul style="list-style-type: none"> - consider cyclist access (turning) into Meola Reef Reserve - enable cyclists to turn right from Meola Rd into MOTAT entrance - add cycle lanes into and out of Seddon Fields; MOTAT through to Motions Rd (access to schools and zoo) • Intersection and traffic calming suggestions at MOTAT and Seddon Fields: <ul style="list-style-type: none"> - signalise MOTAT entrance (would improve vehicle movements in and out of both MOTAT and Seddon Fields) - signalise Seddon Fields entrance - put in roundabout at Seddon Fields entrance (to slow traffic, currently very difficult to turn right out of Seddon Fields onto Meola Rd) - put in roundabouts at both Seddon Fields and MOTAT entrances; including pedestrian crossings - suggest speed table on Meola Rd at Seddon Fields entrance - improve sightlines for cars exiting Seddon Fields; ensure parked cars along Meola Rd don't obscure • Meola Reef Reserve and dog park: 	<p>We will investigate right-turn access for cyclists into MOTAT Aviation, Seddon Fields and Meola Reef Reserve during the detailed design stage. An additional crossing near the entrance to Meola Reef Reserve (opposite MOTAT Aviation) will be considered and developed during the detailed design phase.</p> <p>Major intersection improvements at the entrances to Seddon Fields and MOTAT Aviation would require major road widening on Meola Rd and potentially property purchase, and are not part of this project.</p> <p>Sight lines along Meola Rd at public facility entrances will be checked at the detailed design stage. We will pass your request to remove vegetation west of Meola Reef Reserve onto the Parks team at Auckland Council.</p> <p>We are proposing red surfacing flush with the driveway height across the entrances to MOTAT Aviation, Seddon Fields and</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - improve sightlines for cars exiting Meola Reef Reserve; clear some of the vegetation west of the entrance • Pedestrian and cyclist crossings across MOTAT and Seddon Fields entrances: <ul style="list-style-type: none"> - suggest raised crossing (i.e. proposed side street treatment) at Seddon Fields entrance - add pedestrian crossings across MOTAT and Seddon Fields entrances - divert shared path slightly south at MOTAT and Seddon Fields entrances and make a raised crossing (would give cars space to enter and exit entrance, reduce risk of accidents as cars turn into entrances, avoid pedestrians and cyclists having to weave through cars waiting to exit across the footpath) 	<p>Meola Reef Reserve. This is intended to slow traffic and encourage greater awareness of pedestrians crossing here.</p>
<p>2.610 Pedestrian crossings over Meola Rd in reserve section</p> <ul style="list-style-type: none"> • Existing refuge crossing west of MOTAT maintenance entrance <ul style="list-style-type: none"> - shift further east and widen/make a zebra crossing - dangerous as pedestrians waiting to cross here block the footpath and refuge too narrow • Suggest crossing at or near Meola Reef Reserve: <ul style="list-style-type: none"> - concerns about pedestrians and dogs crossing road at Meola Reef - parking located on south side only so users will need to cross road - may need to widen road locally or remove car parking to accommodate • Suggest crossing outside MOTAT/Seddon Fields entrances: <ul style="list-style-type: none"> - zebra; signalised; raised; pedestrian refuge crossings; pedestrian overbridge or underpass - for pedestrians and cyclists, particularly bus users and children going to the football club and Western Springs College - zebra crossing at 21 Meola Rd is too far away • Upgrade existing pedestrian refuge crossing west of MOTAT <ul style="list-style-type: none"> - doesn't connect to the footpath; unsafe; too narrow for bikes and prams • Suggest pedestrian crossing between MOTAT and Meola Rd bridge or next to Meola Rd bridge 	<p>The locations of the proposed crossings have been optimised taking into account pedestrian desire lines and the narrow road width along this section.</p> <p>We will investigate installation of an additional pedestrian crossing facility near the entrance to Meola Reef Reserve (opposite MOTAT Aviation) during the detailed design phase. We will also assess the usage of the existing crossing west of the MOTAT maintenance entrance.</p> <p>We will retain the existing pedestrian refuge crossing west of MOTAT Aviation. Bus users, cyclists and people visiting facilities on Meolua Road can use this crossing.</p> <p>The final locations of new crossing facilities will be audited to ensure the safety of different users.</p>
<p>2.611 Proposed zebra crossing over Meola Rd at 21 Meola Rd (upgrade from pedestrian refuge crossing)</p> <ul style="list-style-type: none"> • Provides good access between Jaggars Bush and Lemington Reserve, Wyona Walkway • Concerns about cyclists coming fast downhill (heading west) over this crossing • Existing crossing works well even in heavy traffic <ul style="list-style-type: none"> - inappropriate position for a zebra crossing - will increase congestion along Meola Rd 	<p>We propose upgrading this crossing to a zebra crossing to improve safety for pedestrians and enhance access to the reserves on either side of Meola Rd in this section. We do not expect any adverse impacts on traffic flow.</p> <p>We will consider appropriate signage at the detailed design stage to ensure it is clearly identifiable by all road users.</p>

Design suggestion in feedback	AT response
<p>2.612 Garnet Rd side streets and crossings</p> <ul style="list-style-type: none"> • Add raised speed table at Lemington Rd entrance • Suggest pedestrian refuge crossings at entrances to Lemington Rd, Oban Rd and Westmere Cres <ul style="list-style-type: none"> - many children walk to school across these roads • Existing crossing at Westmere shops dangerous: <ul style="list-style-type: none"> - motorists drive too fast, poor visibility exiting side streets 	<p>We propose side street raised speed table treatments at the entrances to Westmere Cres, Faulder Ave and Oban Rd, which will slow traffic and facilitate pedestrian crossings.</p> <p>Changes to Lemington Rd are not part of this project, however, we have noted your suggestion for consideration once resources become available.</p> <p>The existing zebra crossing over Garnet Rd near the Westmere shops will be retained with minor adjustments proposed to improve visibility of pedestrians on the crossing for cars coming around the corner from West End Rd. The refuge island and median strip will be removed. We will monitor the operation of this crossing.</p>
3. Parking	
3.1 General or all parking	
<ul style="list-style-type: none"> • Provide more parking: <ul style="list-style-type: none"> - concerns around availability of residential parking under unitary plan densification - parking requirements will increase with time so provide more space now - for scooters and motorbikes; electric cars • Remove or reduce on-street parking along route or all main roads in general • Angle parking and parking bays: <ul style="list-style-type: none"> - suggest angle parking or (more) parking bays along route to maximise number of parks - use berm space to provide - safer for cyclists - don't want angle parking • Parking restrictions: <ul style="list-style-type: none"> - short-term parking (e.g. P10) near businesses - longer time-restricted parking (e.g. P120) further away from businesses - don't want time-restricted parking - residential parking zone 	<p>We have developed the proposal with the aim to create a safe and effective cycle facility while retaining as much on-street parking as possible.</p> <p>There is not enough space along the corridor to provide angle parking or parking bays without shifting kerb lines, which would significantly increase construction costs. Angle parking is not usually appropriate on arterial roads as it can impact on safety and efficiency for many road users.</p> <p>We will investigate making some P30 or P60 car parking spaces close to the shops along Pt Chevalier Rd. All other parking will remain unrestricted.</p> <p>We are aiming to retain as much parking as possible on the eastern side of Pt Chevalier Rd, as this area serves many local businesses. Parking removal will be assessed on a case-by-case basis.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Remove the 2-3 off-peak parking spaces proposed outside 39 Pt Chevalier Rd to improve safety for cyclists Consider visibility around parked cars (in parking bays) for motorists exiting driveways on Meola Rd west 	<p>Sightlines are key safety considerations and will be taken into account in designing the Meola Rd west parking bays.</p>
3.2 Point Chevalier Road parking	
<ul style="list-style-type: none"> Provide on-street parking for small businesses <ul style="list-style-type: none"> especially those between Meola and Walker Rds suggest short-term parking in side streets close by suggest angle parking in side streets close by provide signage telling customers where they can park Need more on-street parking for residents and visitors <ul style="list-style-type: none"> lack of off-street parking due to infill housing in area hard to find on-street parking as it is, some families will need to cross busy road to reach parked car Concerns around spill-over of parking into already busy side streets <ul style="list-style-type: none"> will further narrow side streets crime concerns Maximise remaining parking on eastern side Pt Chevalier Rd <ul style="list-style-type: none"> provide parking spaces outside numbers 77-99, 109-111 and 129-131 	<p>We will investigate the provision of P30 or P60 car parking spaces in side streets close to the shops along Pt Chevalier Rd near to Meola Road. We will also consider parking signage strategies to encourage utilisation of side street parking (e.g. Walker Rd, Wakatipu St) during the detailed design phase.</p> <p>Providing angle parking in side streets is not a part of this project, as it is not a desirable parking solution. Angle parking on one side of a road generally means major parking removal on the opposite side, and limited visibility when reversing creates a safety risk.</p> <p>This project aims to provide safe facilities for pedestrians and people on bikes, while removing as little parking as possible.</p> <p>We are proposing broken yellow lines outside numbers 77-99, 109-111 and 129-131 Pt Chevalier Rd to create space for a safe manoeuvre to overtake cars waiting to turn right into side streets opposite these properties.</p>
3.3 Meola Road parking	
<ul style="list-style-type: none"> Need more on-street parking for residents and their visitors <ul style="list-style-type: none"> limited off-street parking, several properties sharing driveways Need parking for dog park and football field users <ul style="list-style-type: none"> don't remove parking along reserve section of Meola Rd provide angle parking on Meola Rd; on Motions Rd provide parking bays through reserve section of route Suggest provide (more) off-street parking at Seddon Fields, MOTAT, Meola Reef Reserve <ul style="list-style-type: none"> increase capacity of existing car parks convert empty land or reserve space into parking use shared path space near Meola Reef for car park with one-way entry and exit work with key stakeholders on a parking management plan for the area 	<p>We are proposing indented parking bays at the western end of Meola Road to minimise residential parking loss while retaining trees and some berm space. Parking on adjacent side streets such as Kiwi Road, Huia Road and Walford Road provide alternatives within a close vicinity. The size and locations of the parking bays will be finalised during the detailed design phase.</p> <p>We are not proposing indented parking bays at the eastern end of Meola Road as this would require tree removal, and the narrow road width and steep gradients in this section create safety concerns.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Remove all on-street parking or parking on one side of road <ul style="list-style-type: none"> - too narrow to fit parking; buses can't get through; dangerous • Parking should be on north side <ul style="list-style-type: none"> - near Meola Reef/along whole reserve section - dangerous for people and dogs to cross Meola Rd • Change use of proposed/existing parking: <ul style="list-style-type: none"> - mobility parking at Meola Reef Reserve - encourage Seddon Fields users to park on Old Mill Rd - suggest signage at Seddon Fields entrance stating number of available parking spaces available to reduce redundant vehicle trips in and out of car park - mark individual car parking spaces so motorists don't take up multiple parks - paid parking - drop-off zones • Offer travel management advice and support to football club members 	<p>In the Meola Road reserve section (Meola Reef Reserve, MOTAT Aviation, Seddon Fields) we propose retaining the majority of parking on the southern side of the road and removing all parking on the northern side.</p> <p>There is not enough space along Meola Rd to provide angle parking or parking bays because the road corridor is limited on the northern side by the Meola Reef Reserve boundary and contaminated land, and on the southern side by the MOTAT Aviation boundary.</p> <p>We will pass suggestions about mobility parking at Meola Reef Reserve on to Auckland Council.</p> <p>Wider parking issues in the area (including the provision of off-street parking) will be considered separately from this project. AT is participating in ongoing discussions on the development of a precinct-wide strategy for Western Springs.</p> <p>We propose to retain the majority of parking on the southern side because it reduces the need to cross the road for children and other visitors arriving in cars to Seddon Fields and MOTAT Aviation. We will investigate installation of an additional pedestrian crossing facility near the entrance to Meola Reef Reserve during the detailed design phase.</p> <p>We are not considering paid parking in this area as part of this project, as demand is only high at specific times.</p> <p>We will investigate adding drop-off zones during the detailed design phase.</p>
3.4 Garnet Road parking	
<ul style="list-style-type: none"> • Concern that medical centre patients will need to cross cycle lane to access parking • Suggest widen berms so residents can park in driveways • Provide off-street parking • Concerns about commuter parking near butcher 	<p>Where we propose parking-protected cycle lanes, including outside the medical centre, there will be space on the cycle lane separator where passengers can exit the car before crossing the cycle lane.</p>

Design suggestion in feedback	AT response
	<p>Widening berms would require expensive adjustments to kerb lines and is not a part of this project, nor is providing off-street parking.</p> <p>West End Rd is not within the area addressed by this project, however, we will consider this as part of Stage 2 works. Garnet Rd/West End Rd intersection will be delivered as part of the Stage 2 work in this area, for which design is underway and consultation will be held in the near future.</p>
4. Other	
4.1 Road width, congestion, safety	
<p>4.11 General or all</p> <ul style="list-style-type: none"> • Emergency vehicle access • Rubbish vehicles access to bins on kerb • Reduce rat-running traffic through Pt Chevalier: <ul style="list-style-type: none"> - suggest signage ("no through roads") - suggest one-way sections of road 	<p>Access for emergency vehicles and maintenance services is an important consideration and will be assessed as part of the detailed design phase.</p> <p>We propose side street raised speed table treatments along the route, which will reduce the speed of vehicles entering and exiting these side streets and signal to motorists turning into them that they are entering a slower speed zone. Changing traffic flows through Pt Chevalier is not an objective of this project.</p>
<p>4.12 Point Chevalier Road</p> <ul style="list-style-type: none"> • Remove median: <ul style="list-style-type: none"> - cars use it to overtake; don't need; more important to have bus lane • Don't remove median: <ul style="list-style-type: none"> - will make turning into and out of side streets along Pt Chevalier Rd very difficult; will increase congestion as traffic is held up behind cars waiting to turn; contribute to more accidents as motorists get impatient - turning issues due to median removal will be exacerbated by cycleways and raised speed tables at side street entrances - congestion on side streets was terrible before median was put in many years ago - retain at Tui St and Montrose St as many cars traverse Pt Chevalier Rd via these streets - retain at Alberta St 	<p>Alternative road configurations and kerb relocations were explored at the concept stage. The turning frequency of vehicles entering side streets from Pt Chevalier Road was studied and a trade-off was identified to optimise the use of the existing road space. The proposed median across the route results in the best safety outcomes for all users.</p> <p>Removal of the median strip along parts of Point Chevalier Road is necessary to create space for the cycle lane and a possible bus/off-peak parking lane. We are proposing broken yellow lines on the eastern side of Pt Chevalier Rd opposite side streets where there is no flush median (Alberta, Miller and Smale Sts), to create space for a safe manoeuvre to overtake right-turning cars.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - retain at more side streets in general - concern that traffic lanes will need to zigzag around remaining sections of median strip • Pedestrian refuge islands near Walker St: <ul style="list-style-type: none"> - remove as they block traffic - retain (i.e. as proposed) as they prevent collisions between cars turning right into Walker Rd and those turning right into Meola Rd • Road width and general congestion: <ul style="list-style-type: none"> - widen road - road is too congested/narrow to put in a cycleway or bus lane - road is wide enough to share with cyclists as is - concern about road narrowing; cramming too much in - increase number of lanes - road narrowing will help to slow traffic 	<p>We propose to retain the pedestrian refuge islands on the flush median just north of Walker St as they enhance road safety and are not expected to disrupt traffic operations.</p> <p>Widening Pt Chevalier Rd is not feasible, as it would require expensive adjustments to the kerb lines and requires significant land purchase to maintain pedestrian/footpath level of service. The proposal retains most of the existing kerb lines to ensure value for money.</p> <p>The existing kerb lines on Pt Chevalier Rd will remain largely as they are currently. Changing traffic flows through Pt Chevalier is not an objective of this project.</p>
<p>4.13 Meola Road</p> <ul style="list-style-type: none"> • Turning concerns, west Meola Rd (residential section): <ul style="list-style-type: none"> - suggest right turn lane/median strip on Meola Rd at Moa Rd intersection/all "bird street" entrances • Meola Rd very congested during evenings and weekends due to sports events, MOTAT and dog park users <ul style="list-style-type: none"> - parking removal will increase congestion - causes safety issues, particularly for pedestrians and cyclists, people crossing the road - on-road cycleway will not be safe - suggest signage warning motorists/car passengers to be aware of cyclists • Road width: <ul style="list-style-type: none"> - buses won't be able to pass one another when cars are parked along south side of road - car parking spaces not wide enough for modern cars/SUVs; narrows road further - widen carriageway - remove all on-street parking in reserve section or have parking on one side only and no (on-road) cycleway - create merging/pulling over bays at Seddon Fields and MOTAT entrances • Traffic calming: <ul style="list-style-type: none"> - suggest calming treatments along Meola Rd - restrict through traffic (allow buses, pedestrians and cyclists only) 	<p>There is not enough space on Meola Rd west to add in a flush median. Allowing vehicles to make free right turns while minimising delays would require compromises to user safety.</p> <p>The proposed road width along the reserve section of Meola Rd provides the same amount of space as the existing road. We anticipate that Meola Rd will function similarly to its current layout, with minimal parking and free flowing traffic at peak times, while traffic at evenings and weekends will be slowed to a safe speed by high parking use along the southern side. The proposed removal of parking on the northern side will also improve safety and reduce the risk of conflict between traffic and car passengers crossing the road between parked vehicles. The sections of on-road cycleway along here will be physically separated from cars, providing a high level of safety for cyclists.</p> <p>Changes to the street such as removing the flush median, cycle lanes, and improved pedestrian crossing facilities will help reduce vehicle speeds on Meola Road. At this stage we will not be implementing additional traffic calming on Meola Rd as it would negatively impact bus operation. With limited other north-south</p>

Design suggestion in feedback	AT response
	connections in the area, Meola Road will always remain a busy route for traffic, particularly in peak times. As a result, this project instead provides separated cycling facilities to offer maximum safety to people on bikes.
<p>4.14 Garnet Road</p> <ul style="list-style-type: none"> • Median removal: <ul style="list-style-type: none"> - will make turning into and out of Faulder Ave, Oban Rd, and Westmere Cres difficult and dangerous for both motorists and cyclists • Road width: <ul style="list-style-type: none"> - wide enough to share with cyclists as is - concerns buses will not be able to get through • Concerns around speeding/motorist aggression along this section 	<p>The frequencies of vehicles turning into Faulder Ave, Oban Rd and Westmere Cres were assessed during the investigation phase and are relatively low. Median removal is necessary to create space for the cycleway, however proposed kerb build-outs on Garnet Rd will improve visibility for cars turning out of these side streets.</p> <p>The proposal maintains the required traffic lane width for bus movements, so they will not be disrupted.</p> <p>We are proposing narrower lanes that will encourage motorists to travel at a slower speed through this section of Garnet Rd.</p>
4.2 Bus lanes, bus stops, bus shelters	
<p>4.21 Bus lanes</p> <ul style="list-style-type: none"> • Bus lane under investigation along Pt Chevalier Rd southbound (Great North Rd to Wakatipu St): <ul style="list-style-type: none"> - not enough buses along here to warrant a dedicated bus lane; will increase congestion; want to retain peak hour parking; would prefer trams or trains; insufficient to reduce bus delays through area - extend to Meola Rd intersection - extend bus lane hours to include after school; be permanent (remove parking) - combine bus lane with cycle lane - make it a T2 or T3 lane • Suggest bus lanes: <ul style="list-style-type: none"> - on Garnet Rd (replace parking) - on Meola Rd east from Garnet Rd to Seddon Fields • Increase bus priority generally 	<p>Investigation of a possible bus lane along Pt Chevalier Rd is being carried out as part of a separate project. If confirmed and timing permits, the bus lane may be delivered as part of this project.</p> <p>We will pass on your bus lane suggestions to the AT Metro team for their consideration.</p>
<p>4.22 Floating bus stops</p> <ul style="list-style-type: none"> • Concerns will hold up traffic and/or cyclists; cause pedestrian-cyclist conflicts • Need minimum 1m wide island between bus stop (at kerb) and cycleway for bus users 	<p>We will investigate and finalise the configuration of bus stops along the route during the detailed design phase, taking into account safety and traffic operations.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - raise cycleway to slow bikes and, if necessary, narrowed to 1.5m or less • Suggest 'bus borders' at bus stops along route • Want more information; need to show design before progressing 	<p>Bus stop details including landing platforms and cycle lanes will be developed further at the detailed design phase, with input from cycling advocacy group Bike Auckland.</p>
<p>4.23 Other bus stops and shelters</p> <ul style="list-style-type: none"> • Bus stops along route will cause congestion in peak hour traffic • Review bus stop locations: <ul style="list-style-type: none"> - along Meola Rd to best serve football club, MOTAT Aviation and Meola Reef Reserve - along Pt Chevalier Rd: assess necessity of two bus stops in each direction between Smale St and Meola Rd; could combine and provide more parking (would also need to reduce flush median) • Bus stops on west side of Pt Chevalier Rd: <ul style="list-style-type: none"> - how they will be accommodated - suggest indented bays - concern around private school bus services (e.g. Kiwi coaches) using bus stops for five minute periods during school terms • Pt Chevalier library bus stop: <ul style="list-style-type: none"> - currently causing delays; preventing vehicles from getting through lights • 245 Meola Rd bus stop: <ul style="list-style-type: none"> - suggest indented bay - suggest real-time information panel • 181 Garnet Rd/Westmere shops bus stop: <ul style="list-style-type: none"> - unsafe because obscures view of traffic for cars coming out of Faulder Ave (bus often doesn't use bay/not enough space for multiple buses) • Suggest bus shelters: <ul style="list-style-type: none"> - on Meola Rd; all/those near Walford Rd - on Pt Chevalier Rd 	<p>We are proposing floating bus stops (not indented) at most stops along the route, the detail of which will be developed and finalised at the detailed design stage. Traffic operations and safety will be taken into account, including ensuring adequate sight lines for road users.</p> <p>The Pt Chevalier library bus stop location has been confirmed as it is close to the town centre and many local facilities.</p> <p>We will assess and finalise the location of bus stops at the detailed design stage, noting your feedback.</p> <p>Bus shelter improvements are not included as part of this project. The indent (bus stop bay) at the 181 Garnet Rd bus stop will be removed, and kerb buildouts added, which will improve visibility for traffic exiting Faulder Ave.</p>
4.3 Trees and vegetation	
<p>4.31 Pt Chevalier pōhutukawa trees</p> <ul style="list-style-type: none"> • Avoid relocation: <ul style="list-style-type: none"> - suggest cycleway goes around trees or over tree pits 	<p>We have taken great care in developing the proposal to maintain streetscape features and minimise tree removals. The majority of trees along the route will not be affected.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - concerns around Myrtle rust outbreak, shouldn't disturb healthy pōhutukawa trees • Relocation concerns: <ul style="list-style-type: none"> - ensure relocated, not removed - relocate on Pt Chevalier Rd - don't obstruct footpath - if need to remove, replace with similar, large trees • Need more trees: <ul style="list-style-type: none"> - Pt Chevalier Rd already barren-looking - trees provide shade and other health and environmental benefits 	<p>Unfortunately, on Pt Chevalier Rd, the existing 12 pōhutukawa trees create pinch points and make improvements to this road difficult. As such, we are investigating relocation of these 12 trees, depending on their condition. We are in discussions with Auckland Council arborists, the Local Board and iwi to confirm the relocations and establish the best new places for these trees.</p>
<p>4.32 Other trees and vegetation</p> <ul style="list-style-type: none"> • Plant more trees/shrubs/greenery: <ul style="list-style-type: none"> - provide shade - plant native trees on berms • Meola Rd: <ul style="list-style-type: none"> - remove trees to make space for parking/off-road cycleway - remove/replace gum trees along Meola Rd eastern end because reduce visibility from driveways and leaves block drains - replace Meola Rd trees with natives - consider opportunities to plant more trees and minimise storm water run-off 	<p>The proposal has been developed with great consideration given to maintaining streetscape features such as trees, wherever possible, and most trees in the project area will not be affected.</p> <p>Unfortunately, on Pt Chevalier Rd, the existing 12 pōhutukawa trees create pinch points and make improvements to this road difficult. As such, we are investigating relocation of these 12 trees, depending on their condition. We are in discussions with Auckland Council arborists, the Local Board and iwi to confirm the relocations and establish the best new places for these trees.</p>
4.4 Footpaths, lighting, services	
<ul style="list-style-type: none"> • Pt Chevalier Rd footpaths: <ul style="list-style-type: none"> - widen them as they're very busy - widen western side by 0.2m by reducing width of second (non-bus) lane southbound to 3.0m - narrow them as they're under-used • Meola Rd footpaths: <ul style="list-style-type: none"> - widen in general - too narrow over Meola Rd bridge (next to Jagers Bush Reserve); dangerous • Footpath surfaces need to be smooth and suitable for motorised chairs, particularly between Selwyn Village and Pt Chevalier Rd shops • Suggest install lighting along cycleway/side streets 	<p>We propose retaining the existing kerb lines on Pt Chevalier Rd largely as they are to ensure value for money for this project.</p> <p>The proposed 3m wide shared paths over the Meola Rd bridge will provide more space for pedestrians on the bridge than currently.</p> <p>Footpath surfaces will be determined during the detailed design phase, with consideration given to ensuring a smooth surface for all users. The footpath between Selwyn Village and the Pt Chevalier Rd shops is not part of this project, however, we will pass your comments onto the AT Maintenance team.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - Meola Rd reserve section feels unsafe because no houses; suggest lighting; CCTV • Services: <ul style="list-style-type: none"> - concerns that lighting and power services will obstruct footpaths - use opportunity to underground power; install fibre - consider storm water management, reduce waterway pollution • Suggest street furniture along route 	<p>Lighting design, storm water management and changes to the locations of services (e.g. electricity) along the route will be considered during the detailed design phase and optimised for the safety of all users.</p> <p>Major street furniture improvements are not part of this project and no funding has been allocated for this purpose.</p>
4.5 Links and extensions	
<ul style="list-style-type: none"> • Cycleway links: <ul style="list-style-type: none"> - to schools near route (Pt Chevalier School, Pasadena Intermediate, Western Springs College, kindy near Walmer Rd) via Pt Chevalier Rd, Te Ra Rd, Walford Rd, Motions Rd etc - up Pt Chevalier Rd to Coyle Park - continue along West End Rd, Garnet Rd/Surrey Crescent, Carrington Rd, Great North Rd, Jervois Rd, Sarsfield Rd - to Northwestern Cycleway via Carrington Rd or Motions Rd - to zoo, TAPAC, Chamberlain Park, Lemington Reserve, local parks, coastal walkways, Skypath - to Avondale, Ponsonby, Freemans Bay, CBD, Kohimarama, western suburbs • Install wayfinding signage to NW Cycleway and other routes • Suggest shared path from Sutherland Rd to Tui St along Carrington Rd east, Parr Rd North and Great North Rd • Extend side street intersection improvements up Pt Chevalier Rd to Coyle Park • Connect local walkways: <ul style="list-style-type: none"> - Meola Reef to Wainui Ave and Dignan St, Coyle Park to St Michaels Ave - end of Maryland St with walkway from Eric Armishaw Park 	<p>The proposal provides a direct connection to the Waitemata Safe Routes project along Garnet Rd south of Meola Rd (under construction), as well as to the existing Northwestern Cycleway along State Highway 16.</p> <p>Cycleway links along Carrington Rd and Pt Chevalier Rd north of Meola Rd will be looked at as funding becomes available.</p> <p>Wayfinding signage will be considered during the detailed design phase.</p> <p>We will pass your comments regarding improvements to reserves and parks onto the Parks team at Auckland Council.</p>
4.6 Alternative routes	
<ul style="list-style-type: none"> • Use side streets <ul style="list-style-type: none"> - cyclists shouldn't be on main arterials; side streets safer; need car parking on main roads; cyclists could have right of way; could signpost from NW Cycleway; avoid Pt Chevalier Rd bus stops and intersections • Suggest route cycleway down "bird streets": <ul style="list-style-type: none"> - along Huia Rd/Kiwi Rd/Moa Rd 	<p>Alternative routes were explored during the initial design phase. Safety outcomes for cyclists are best achieved with separation from live traffic, where practicable, due to the travelling speed differential.</p> <p>We aim to integrate the cycle route into a connected network across the region. A trade-off has been made favouring the route</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - one-way up one street and one-way down another - shared greenway spaces with reduced speed limits • Suggest route along Motions Rd <ul style="list-style-type: none"> - connect to Pasadena Intermediate • Use Great North Rd and Motions Rd to bypass Pt Chevalier Rd <ul style="list-style-type: none"> - could extend through Stations Rd, Jagers Bush Reserve, Weona Reserve, mangroves from end of Motions Rd then around point to Cox's Bay - Great North Rd is wider and safer for cyclists 	<p>with the highest patronage over multiple cycling facilities along side streets.</p> <p>The proposed route follows cyclist desire lines and will be further assessed against safety, traffic operations, rules and regulations, and design standards during the detailed design phase.</p>
4.7 Road user behaviour and enforcement	
<ul style="list-style-type: none"> • Lower speed limits: <ul style="list-style-type: none"> - along route/on side streets/throughout Pt Chevalier - to 30 or 40 km/h - permanently/on weekends/during school hours - in addition to/instead of installing cycleway - suggest speed cameras or policing of speeds • Parking: <ul style="list-style-type: none"> - enforce no parking on yellow lines - police street garaging in side streets e.g. Walker Rd, Formby Ave, Neville St, Smale St, Humariri St • Cyclist behaviour: <ul style="list-style-type: none"> - will continue to ride on footpath/road despite cycleways, particularly families and children - allow child and elderly cyclists to ride on footpath - require cyclists to use cycleways when available - get rid of law requiring cyclists to wear helmets - cyclists should have and use bells when passing pedestrians - cyclists ride several abreast and ignore road rules • Educate motorists: <ul style="list-style-type: none"> - be more considerate to cyclists and pedestrians; less aggressive; don't honk at pedestrians on Meola Rd median strip; install signage - give 1m clearance to cyclists when overtaking 	<p>The proposed design will likely help reduce the operating speed on Pt Chevalier Road, however we are not currently planning on reviewing the posted speed limit.</p> <p>Designing slow speed environments is preferred to introducing a speed limit in isolation. The side street raised speed table treatments proposed along this route will slow vehicles and signal to them that they are entering a slower speed zone on the local residential streets.</p> <p>Speed camera programmes are funded by NZTA and run by the Police. We have only limited input into the sites selected. The programme for static camera sites is prioritised nationwide based primarily on speed-related crash risk. Mobile speed camera enforcement is prioritised by the Police at district level and is also generally targeted to where there is a combination of speed-related crash risk and poor compliance with the posted limits.</p> <p>We will pass your comments regarding parking enforcement onto the Parking Enforcement team.</p> <p>Law changes scheduled for later in 2017 will mean that children under the age of 14 will be allowed to ride on the footpath. We are aware that road user education is key to the safe and effective use of these facilities. In addition to our infrastructure programme, we have an education programme aimed at all road users,</p>

Design suggestion in feedback	AT response
	<p>encouraging compliance for road rules and consideration for others.</p> <p>Signage will be developed during the detailed design phase.</p>
4.8 Similar treatments on other streets or areas	
<ul style="list-style-type: none"> • Traffic calming treatments (slow vehicles; discourage rat-running): <ul style="list-style-type: none"> - on Walker Rd - on "bird streets"; on Tui St and Riro St; along side street routes to schools; along Tui St near Walmer Rd intersection; along Kiwi Rd and Huia Rd; Kiwi and Moa Rd (have contours encouraging speeding); along Moa Rd (lots of accidents here); at Pasadena Ave; Tui St intersection and Pasadena Ave/Premier Ave intersection - at both ends of/halfway down William Denny Ave; install stop/give way sign and road markings at William Denny Ave/Warnock St intersection (dangerous as car turning right into Warnock St cut across the lanes) - along Old Mill Rd; at Old Mill Rd/Garnet Rd intersection (improve safety for many children crossing road here; Old Mill Rd/Wellpark Rd intersection currently very dangerous) - throughout Westmere (extend area of raised table crossings) • Close off Walford Rd just north of Newell St or at Meola Rd end (discourage rat-running) • Make "bird streets" pedestrian only • Fix road surface on Walker Rd (has bumps, ditches, is uneven) • Make streets one-way: <ul style="list-style-type: none"> - Bullock Track going downhill/prefer uphill only - Livingston St from Warnock St to Kingsley St (contra flow on Peel St) - some Westmere and Grey Lynn side streets (too narrow) • Pedestrian crossings: <ul style="list-style-type: none"> - suggest install on Walker Rd at Walker Park; improve access for children to Walker Park - suggest zebra crossing at Garnet Rd kindergarten; at top end Garnet Rd • Intersections: <ul style="list-style-type: none"> - suggest traffic signals/roundabout at Garnet Rd/Lemington Rd/West End Rd intersection (cars need to check in all directions at this intersection; lots of congestion at shops; motorists speed along Garnet Rd; currently very dangerous for cyclists) 	<p>Traffic calming treatments on the "bird streets" are not part of this project. The proposed side street treatments along the route are expected to create a 'gateway' from the arterial to the residential streets which slows vehicles and signals to them that they are entering a slower speed zone. Performance will be monitored post-implementation, and further improvements to slow traffic on the "bird streets" implemented as necessary.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - suggest traffic signals at Bullock Track/Great North Rd intersection - address intersection of Great North Rd/Williamson Ave/Surrey Cres • Parking: <ul style="list-style-type: none"> - restrict parking to one side on Tui St; Wakatipu St; Humariri St; Walmer Rd; Zoo Hill - suggest short-term parking (e.g. P10) near Westmere school - concerns about street garaging of cars on side streets e.g. Walker Rd 	
4.9 Other general issues	
<ul style="list-style-type: none"> • Concerns about traffic and parking spillover into side streets or neighbouring suburbs • Concern about impact of construction; of Waterview tunnel opening • Consultation concerns: not long enough; AT will proceed regardless of what residents want • Improve public transport in area: suggest trams; trains; more frequent buses; free buses for children, etc • Suggestions to improve cycling and walking facilities in other parts of Auckland or develop bike loan schemes • Larger initiatives e.g. e-bike incentives; car-free streets; ban diesel vehicles • Non-transport suggestions e.g. cut down Coyle Park pine trees; encourage residents to trim hedges; create more off-leash dog walking parks; keep chamberlain park as 18-hole golf course; suggest town square on corner West End Rd/Garnet Rd; fix sewerage issues; consider public toilet at Westmere shops. 	<p>The wider traffic impact on local roads in the area will be investigated and monitored further now that the Waterview Tunnel has opened, once traffic patterns have normalised. The findings will be taken into account during the detailed design phase and technical stakeholders consulted.</p> <p>AT consulted on the proposal for four weeks, with consultation materials distributed widely throughout the project area as well as available online. AT also held two open days to discuss the project with locals in person. Public consultation feedback has been carefully considered and design improvements will be made with safety, design standards, cost and regulatory compliance in mind.</p> <p>The remaining suggestions are not being considered as part of this project, however, they will be passed onto the relevant AT or Auckland Council departments where appropriate.</p>