

Consultation feedback report: Lake Road Improvements



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Summary

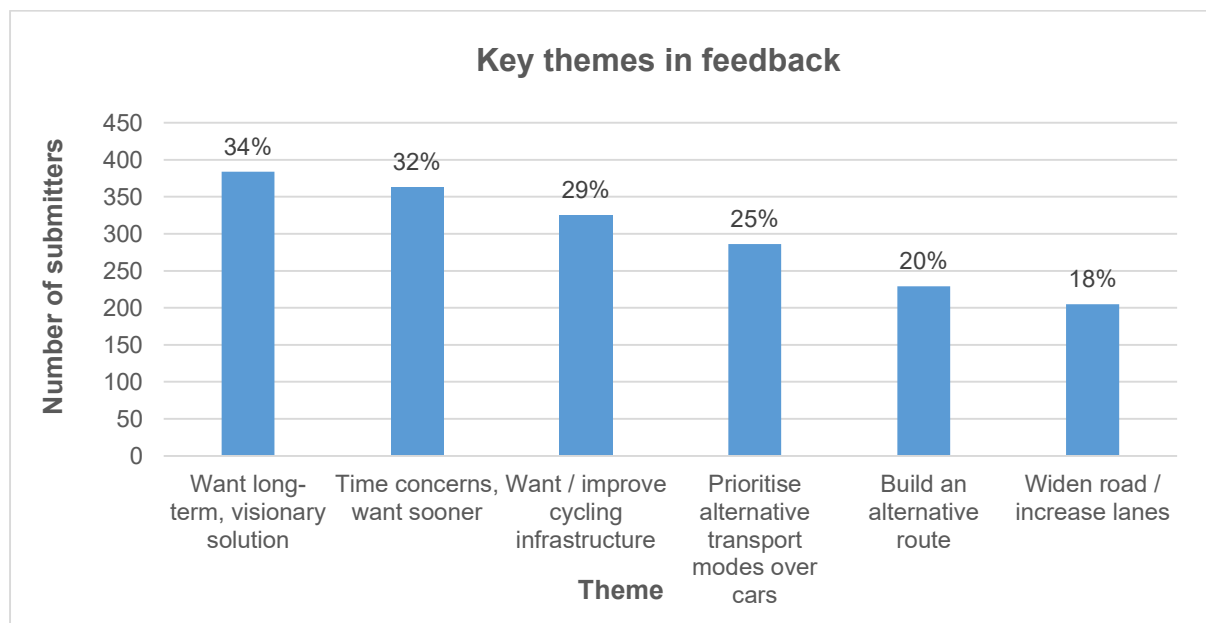
Auckland Transport (AT) is investigating how to improve the people throughput, efficiency and reliability of travel along Lake Road, between Takapuna and the Devonport peninsula.

We asked for feedback on our proposed approach including ranking the levels of investment as well as what would make you consider using alternative modes of transport to driving. Consultation was open from 10 June to 8 July 2017. We received 1131 public submissions, eight key interest group submissions and one petition.

Key themes in feedback

We identified six key themes in the public feedback:

- 34% want a long-term or visionary solution to Lake Road congestion (384 submitters)
- 32% are concerned that the improvements will take too long or are overdue (363)
- 29% want better cycling infrastructure (325)
- 25% want alternative transport modes to be prioritised over cars (286)
- 20% suggest building an alternative route to Lake Road (229)
- 18% want Lake Road widened or the number of lanes increased (205 submitters).



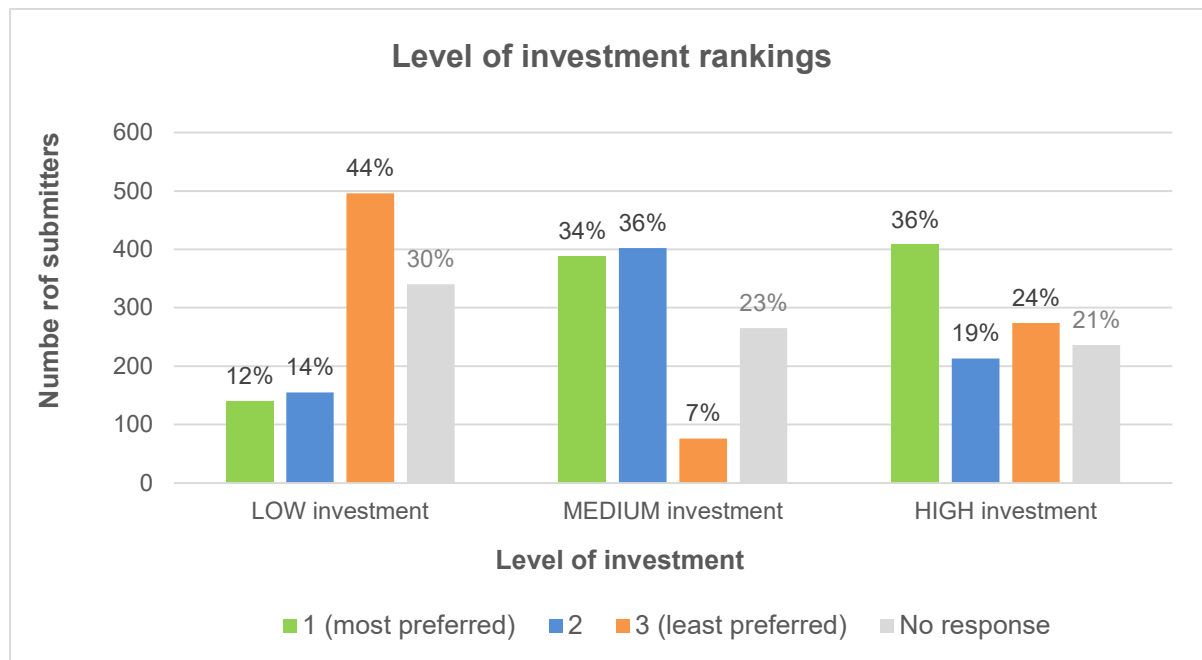
Submissions may be counted in more than one theme.

As part of the consultation, we asked submitters to rank options based on three levels of investment (low, medium and high).

The medium and high level investment options were most popular among submitters, with similar numbers selecting these as their first choice:

- 36% chose the high investment level as their preferred option (408 submitters)
- 34% preferred the medium level of investment (388)
- 12% preferred the low level of investment (140).

The medium investment was the most popular second choice (36%).



Outcome

After careful consideration of all public feedback and project constraints, our preferred option is for developing the medium investment approach further in the next phase, the Detailed Business Case (DBC). This phase will involve developing specific design proposals and more detailed costs and benefits. The proposals will most likely include:

- targeting specific locations for road widening, within budgetary and spatial constraints, recognising that a major road widening project is unlikely to be cost effective but targeted widening may be necessary.
- conversion of the existing bus lane along Esmonde Road to a transit lane to the ramp signals, as part of an existing investigation with NZTA
- targeted use of transit lanes along Lake Road (likely between Roberts Avenue and Napier Avenue)
- continuous cycle facilities (physically separated if possible) along Lake Road (between Seabreeze Road and Hurstmere Road), connecting to a supporting local network being investigated by AT's Cycling team
- physically separated cycle facilities along Bayswater Avenue (between Lake Road and the ferry terminal)
- technology to assist with real time journey information (e.g. real time journey planner apps and websites, traffic advisory apps, public transport tracking app) and investigating roadside variable message signs
- improved bus/ferry integration and roll out of the New Network for the North Shore

- continued delivery of Travel Plan programmes with local schools and key organisations, in particular the Navy
- intersection improvements.

Next steps

Specific suggestions from the public feedback will be further considered in the DBC phase. Please see the 'Detailed suggestions from feedback' section of this report for more detailed responses to themes and suggestions. We will consult further with the community once design proposals have been developed.

We expect to start the DBC shortly after completion of the current (IBC) phase - late 2017/early 2018.



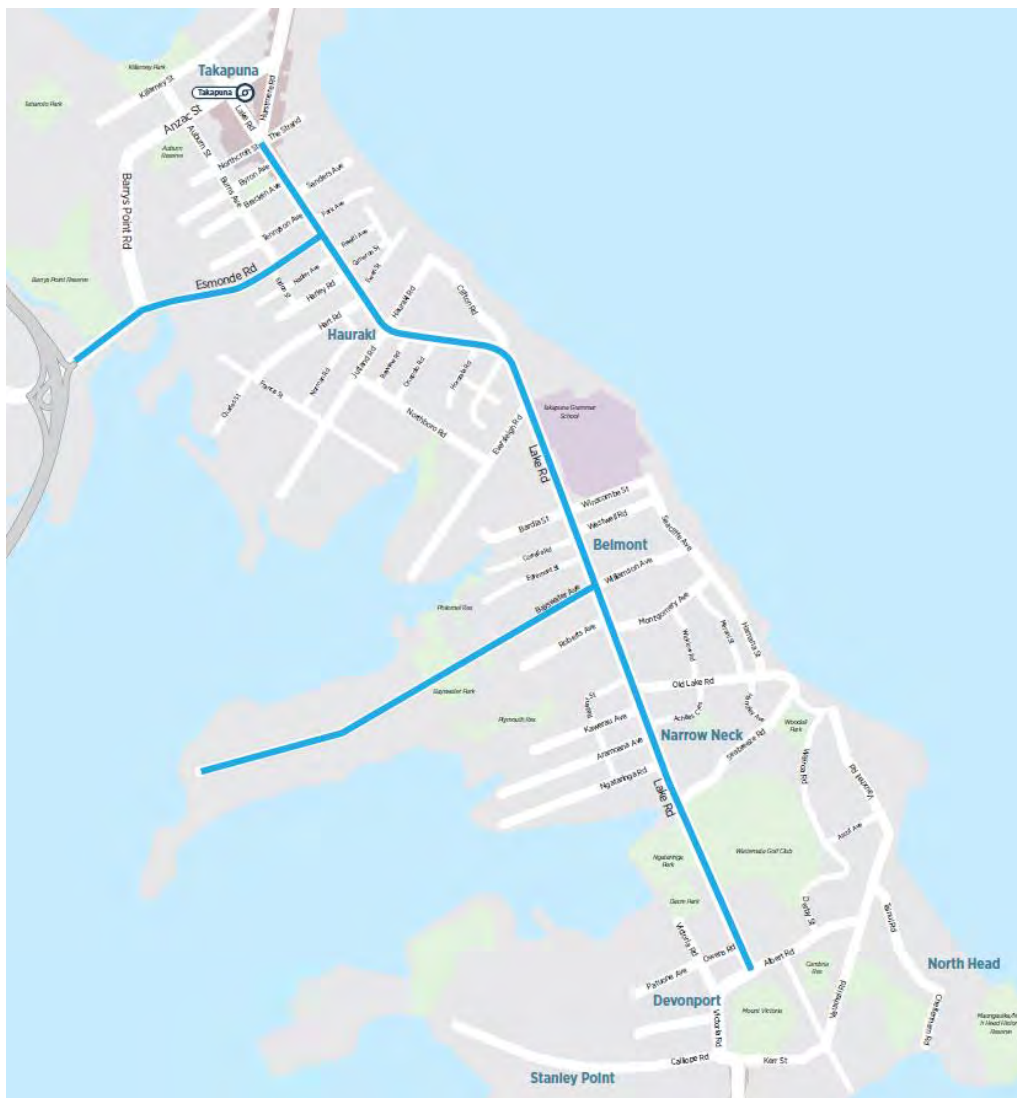
Background

Project information

The Lake Road corridor is experiencing unpredictable and unreliable travel times, not only on weekday peak periods but also on weekends. The community have raised concerns about these issues and that the ongoing and anticipated growth enabled by the Auckland Unitary Plan could exacerbate the current situation.

This project extends the work we have undertaken to develop a case to move forward; to improve travel time reliability along the corridor by improving people throughput, offering attractive alternatives and travel choices to and from the Devonport peninsula.

The map below illustrates the main focus area of the project with key roads highlighted in blue.



Proposed approach

We are investigating improvements to Lake Road, Esmonde Road, and Bayswater Avenue, including:

- transit lanes (for higher occupancy vehicles and public transport)
- improved walking and cycling facilities
- repurposing the existing bus lane on Esmonde Road to a transit lane, providing efficient access to the motorway for higher occupancy vehicles
- improved bus and ferry services and infrastructure within the peninsula
- greater use of technology to convey up to date travel information, so travellers can make the best choice before heading out. This could be through smartphone applications showing rideshare opportunities and travel conditions, and also electronic roadside signs with information on travel conditions.



Consultation considered three possible levels of investment: low, medium and high.

- **Low investment** - around \$10M, likely within 5 years
This would involve re-marking the road within the existing kerbs to create new segments of transit lanes, whilst retaining the existing cycle lanes.
- **Medium investment** - around \$30 to \$40M, likely 5 to 10 years
Some kerb lines would be shifted to create width for extended sections of transit lanes and cycle lanes along Lake Road. The changes would also enable improvements at a number of intersections along Lake Road to improve the traffic flow.

- **High investment** - more than \$70M, likely 10 or more years

This would involve widening Lake Road beyond the current property boundaries to achieve room for all transport modes.

Each investment level would result in different improvements in journey times, reliability, and walking and cycling facilities, as well as better integration of bus and ferry services. The use of travel demand tools such as journey planning, workplace and school travel plans would also be used to deliver more attractive travel choices and improve the people throughput of the corridor. Each investment level has different costs, benefits, disruptions, and timeframes for delivery.

All the investment levels will consider a transit lane on Esmonde Road, walking and cycling improvements along Bayswater Avenue, and a number of parallel work streams such as travel planning initiatives, bus/ferry improvements, and technology initiatives.



Consultation

Public consultation opened on 10 June and closed 8 July 2017.

Activities to raise awareness

Auckland Transport undertook a number of activities to publicise and gain the best exposure for the project. We were keen to receive feedback from everyone who wanted to have a say and get their views on our approach. To publicise the consultation, we:

- mailed brochures to 2932 property owners and occupiers on and near Lake Road
- hand-delivered brochures to key stakeholders, including residents, businesses and affected organisations along the route
- distributed brochures through Devonport Library, Takapuna Library, Devonport Business Association, Takapuna Grammar School and the Devonport-Takapuna Local Board office
- set up a detailed [project webpage](#) and an online feedback form on our website
- promoted the consultation through our social media channels, including Facebook, Twitter, Neighbourly and LinkedIn
- promoted the consultation in a story on Lake Road that appeared in the North Shore edition of Our Auckland in June
- displayed project posters at intersections along Lake Road
- placed advertisements in NZ Herald Online, Devonport Flagstaff, Channel Mag Online and North Shore Times
- held three public open days, at the Devonport-Takapuna Local Board drop in session on Saturday 10 June; at the Devonport Craft + Fine Food Market on Sunday 11 June; at the Takapuna Market on Saturday 18 June
- presented at a Bayswater Community meeting and to the Devonport Business Association.

Giving feedback

We asked what you thought about our approach in general, how you would rank the proposed levels of investment and why, and what would make you consider using alternative modes of transport. We also asked if you had any other comments or suggestions about improving Lake Road.

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a hard copy form included in the brochures. See [attachment 1](#) at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received public feedback on the proposal from 1131 submitters, which we have analysed to identify key themes in the responses to each question, as well as combining responses across all questions to establish overall themes and suggestions.

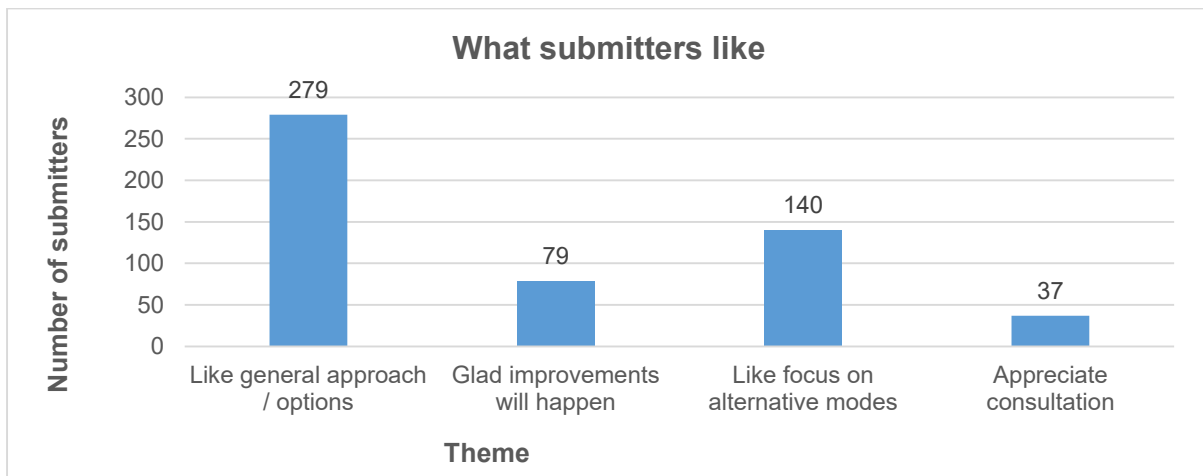
We also received informal feedback from local residents and business owners at the three open days. Suggestions from this feedback have been included in the list of [suggestions](#) at the end of this report.

In addition, we received submissions from a number of interest groups and local stakeholders along with a petition relating to the development of a Shoal Bay bypass road with 179 signatures. These are summarised in the '[Other submissions](#)' section and their suggestions included in the list of [suggestions](#).

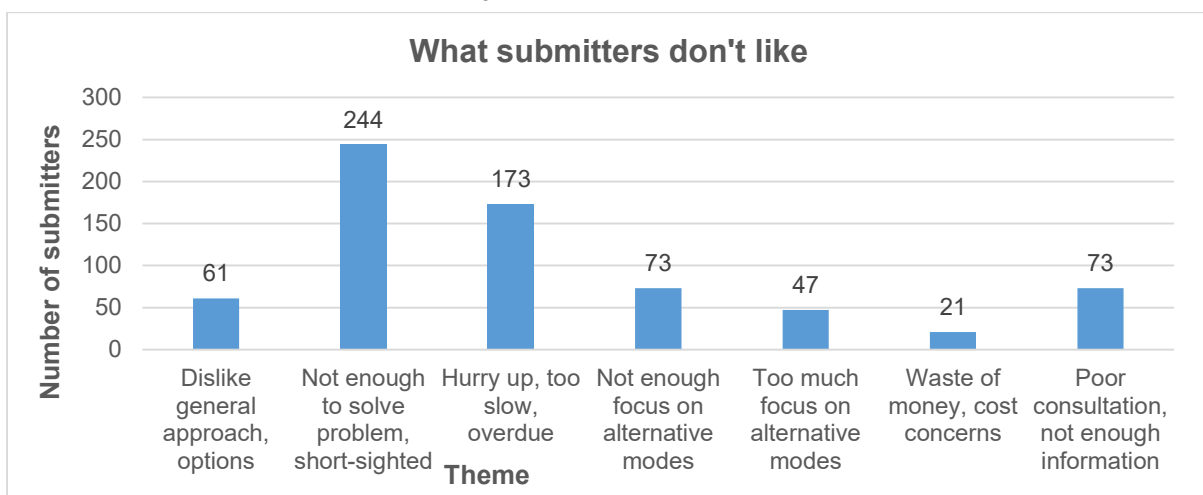


Themes by question

What do you think about our approach in general?



Submissions may be counted in more than one theme.



Submissions may be counted in more than one theme.

Feedback on this question was mixed, with 279 submitters (25%) generally liking our approach and 244 concerned that it is short-sighted or not enough to solve the problem (22%).

"You are on the right path."

"I think that your approach on improving Lake Rd is a great idea because it will make more people feel safe driving, biking or scootering."

"The standard short-sighted approaches that will have limited benefit in the long run."

"Think outside the box! Develop parallel routes."

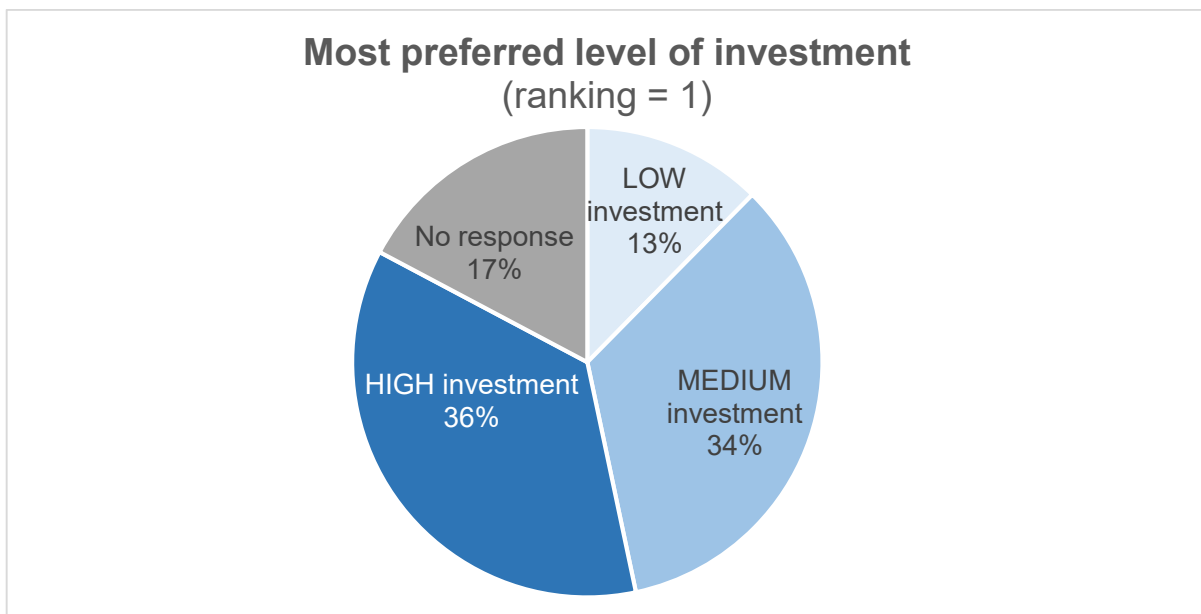
Other important themes identified include concerns around the improvements being too slow or too late (173 submitters; 15%) and support for a focus on alternative modes of transport to cars (140 submitters; 12%).

“The approach is not urgent enough. Given the population and density growth, we need an ambitious solution that achieves maximum benefits on an urgent timeline.”

“Good to see you’re focusing on solutions beyond simply putting in new lanes for cars – public transport is the key... and dedicated bike lanes are also fantastic.”

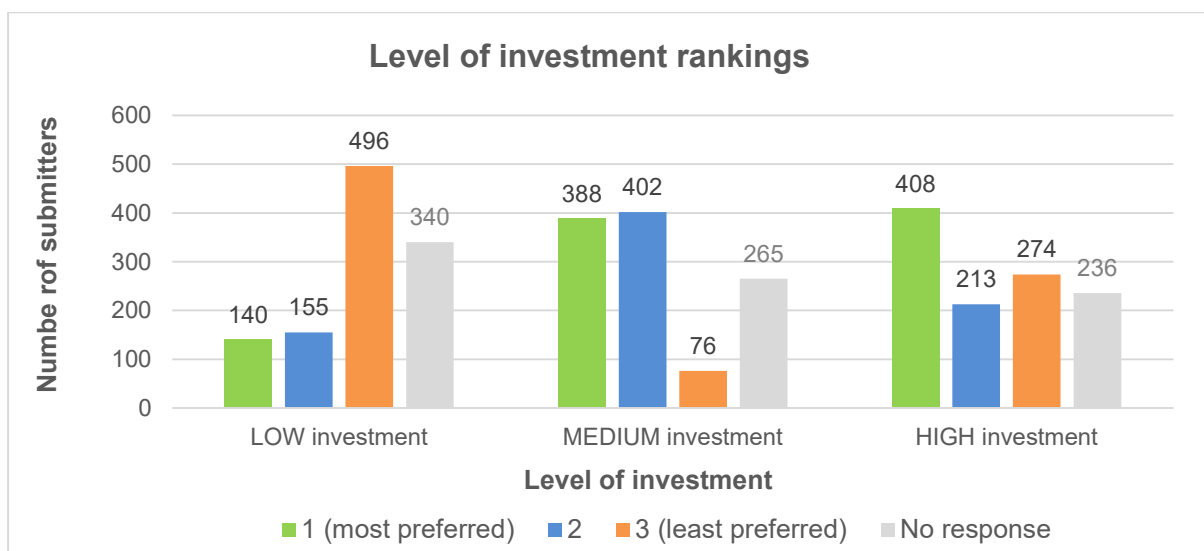
How would you rank the levels of investment and why?

Level of investment rankings



Submissions counted once only.

The most popular levels of investment were the high and medium levels. Similar numbers of submitters chose this as their first choice (36% high; 34% medium). The low level of investment was preferred by only 13% of submitters.

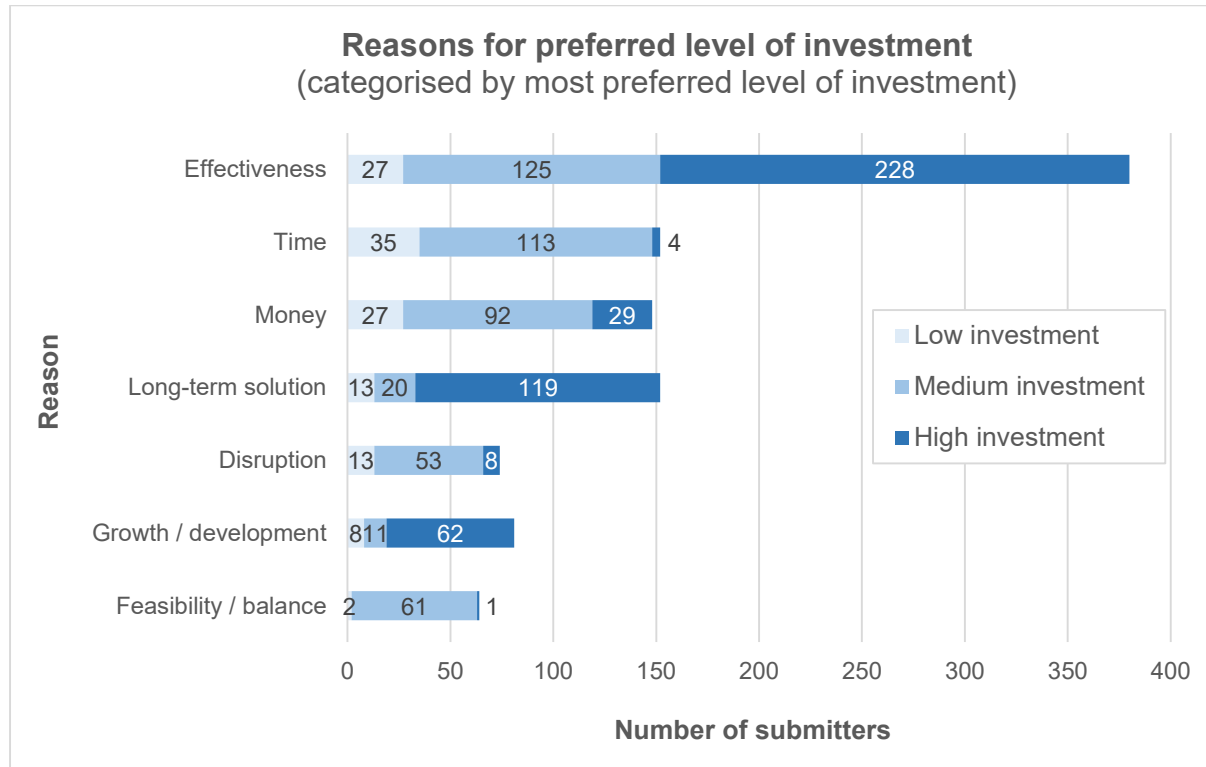


Submissions counted once only.

The most commonly chosen second option (ranking = 2) was the medium level of investment (36% of submitters).

The low level investment was clearly the least popular choice, with 44% of submitters ranking it least preferred (ranking = 3).

Reasons for preferred level of investment



Submissions may be counted in more than one theme.

The main justification for preferring the medium and high levels was ‘effectiveness’, identified in 439 responses (39%). Submitters want a solution that will alleviate the current congestion issues, and the low investment option is not seen as having much impact. Those who prefer the high level tend to believe that widening the road is necessary to alleviate current and future congestion issues. Those who prefer the medium level feel that it would be sufficient and are often concerned about minimising the time it takes to implement as well as the money spent.

“Do it once do it properly.” (Prefer high level of investment)

“Good balance between quality of service provided, cost and time.” (Prefer medium)

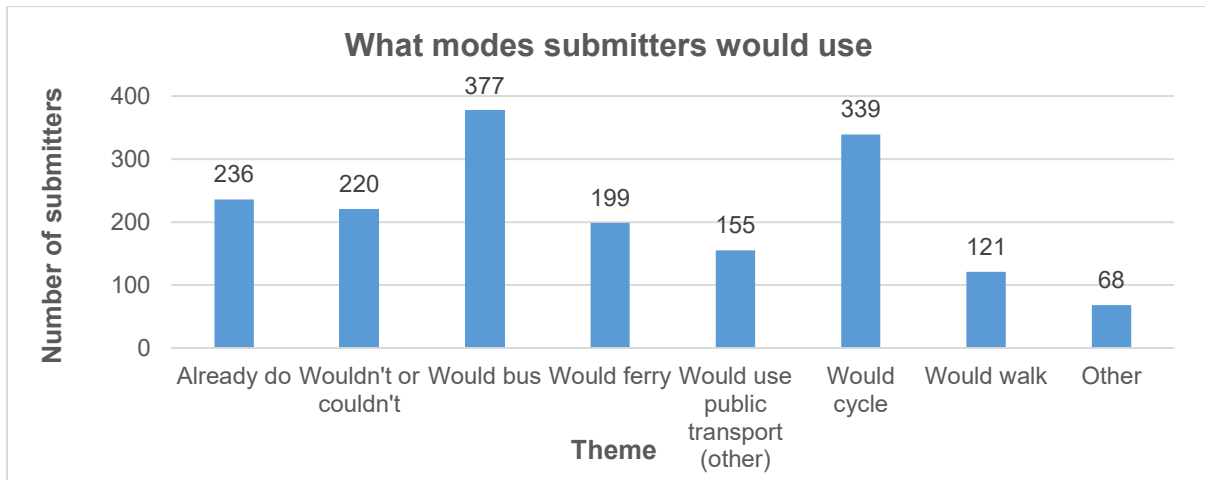
Many submitters emphasised the importance of a long term solution. There were also many concerns around future population growth and new developments approved for construction in Devonport.

“We need to think long term about Lake Rd and not waste money doing a bandaid fix.”

“The peninsula is scheduled for much higher density development under the Unitary Plan, so the solution needs to be as drastic as possible to future-proof Lake Road.”

What would make you consider using alternative modes of transport instead of driving?

Modes that submitters would consider



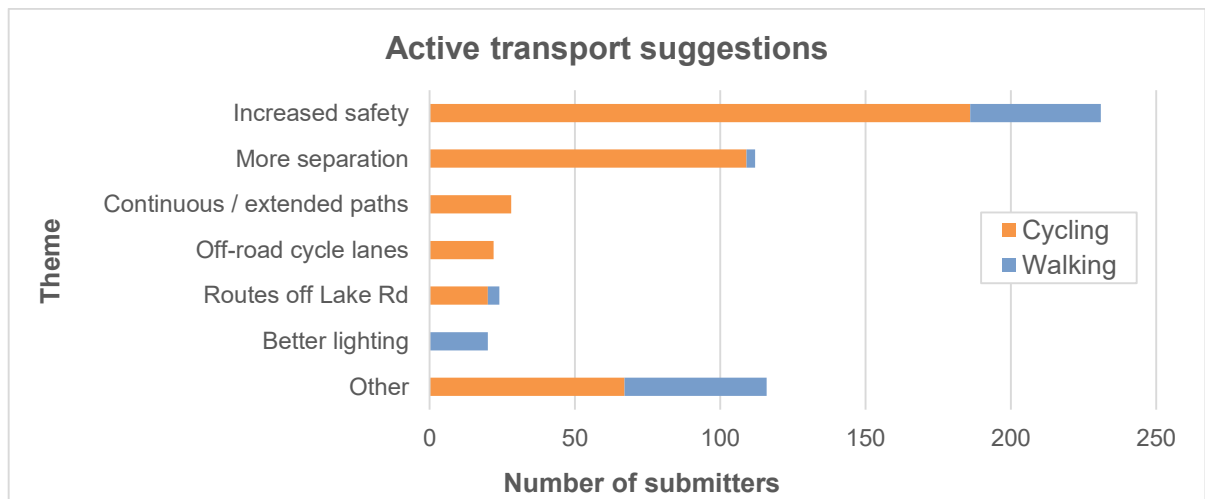
Submissions may be counted in more than one theme.

The two main alternative modes that submitters would consider instead of driving are catching the bus (33%; 377 submitters) and cycling (30%; 339 submitters).

What would make submitters use those modes

Submitter suggestions for what would make them consider alternative modes are also included in the [Overview of submitter suggestions](#) section.

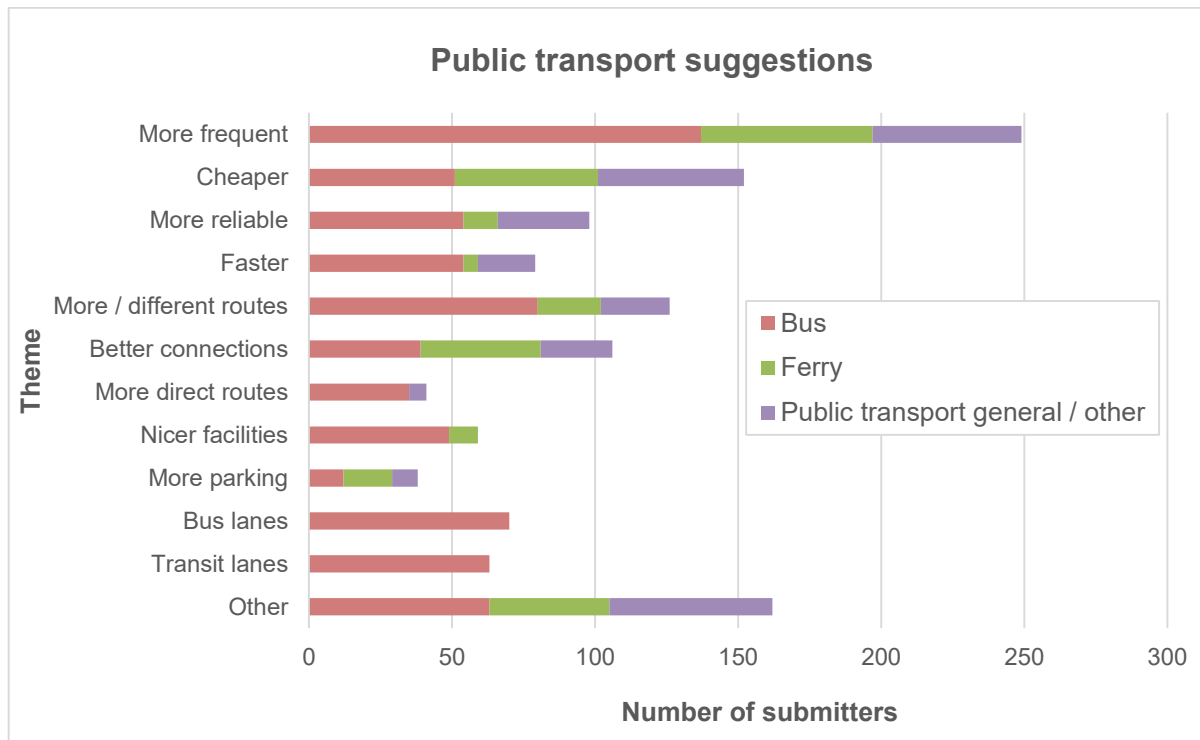
Active transport suggestions



Submissions may be counted in more than one theme.

Safety was the most commonly mentioned improvement for increasing both cycling and walking. Those who would consider cycling want to see increased separation (e.g. physical protection) of people on bikes from vehicles.

Public transport suggestions



Submissions may be counted in more than one theme.

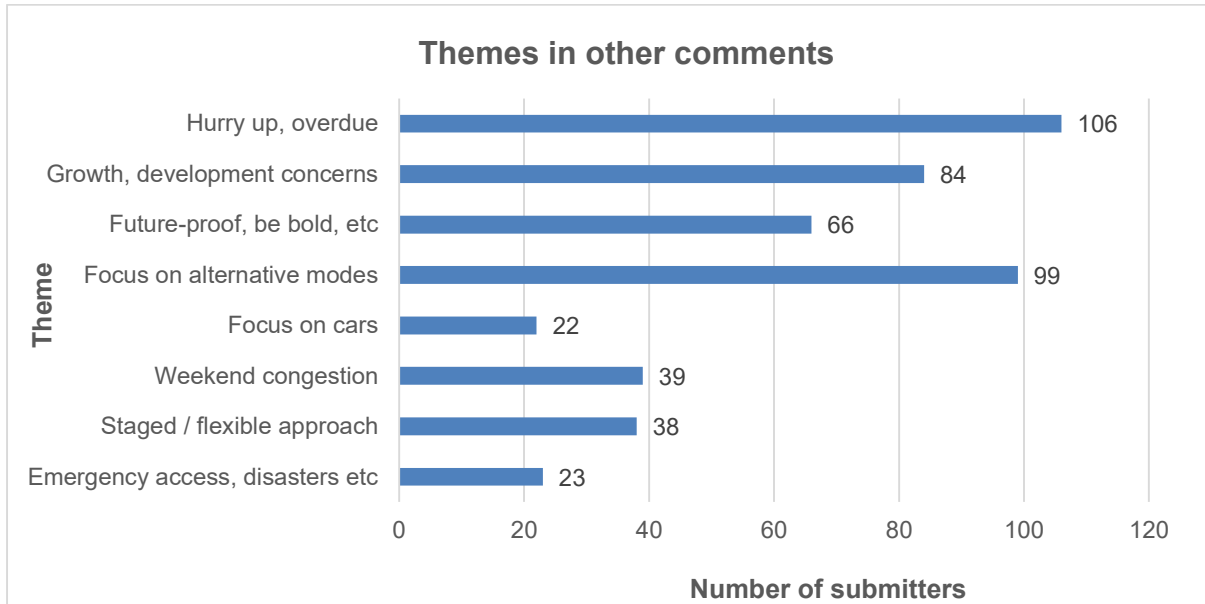
Increasing service frequencies and reducing costs were most commonly mentioned as incentives for considering using alternative modes of transport.

For buses, service reliability speed, routes and bus or transit lanes were also mentioned by many submitters.

Improved connections to buses and active transport modes, as well as fare integration, were key themes for potential ferry users.

Do you have any other comments and suggestions about improving Lake Road?

Submitters made a number of general comments and suggestions in the feedback on this question, which are summarised in the graph below. More specific suggestions relating to the improvements are addressed in the next section, in the [Overview of suggestions](#).



Submissions may be counted in more than one theme.

Themes in the feedback on this question are similar to those in the first question. Smaller numbers of submitters suggested using a staged or flexible approach, or are concerned about weekend congestion or emergency access to the area.

“Get on with the job!”

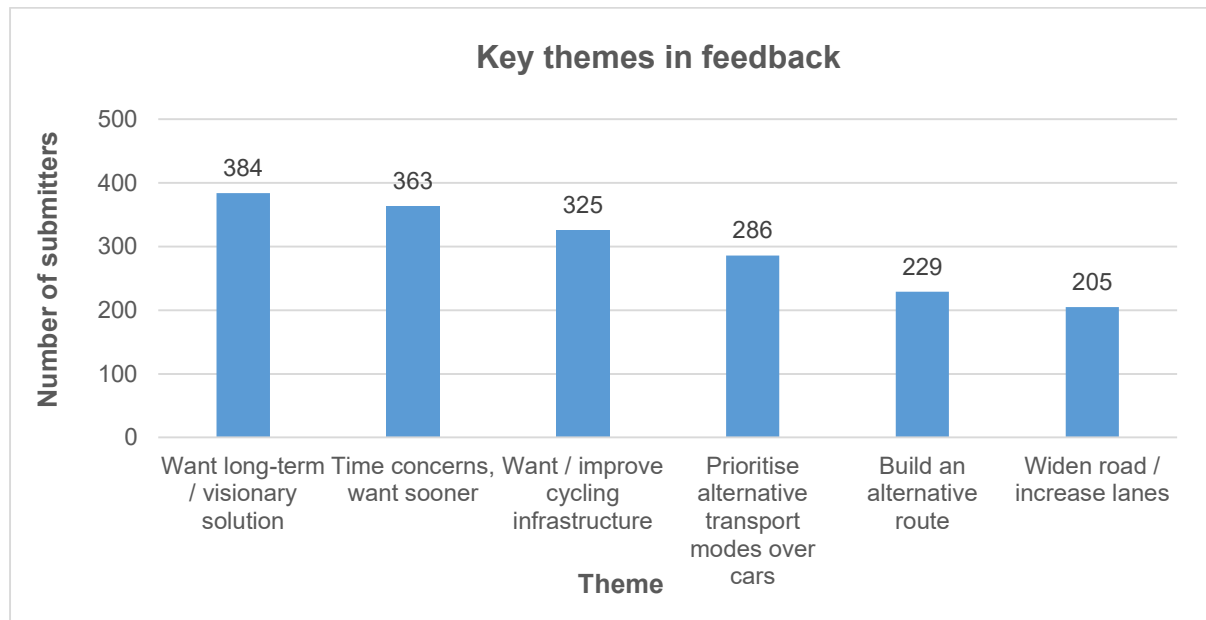
“Stop infill housing and new builds until infrastructure is sorted.”

“Use the stick and the carrot to get people out of their cars.”

Overall themes and suggestions

These themes and suggestions reflect feedback on all questions.

Key themes



Submissions may be counted in more than one theme.

The top theme identified in the feedback is desire for a long term or visionary solution to congestion on Lake Road (384 submitters; 34%). Similarly, 363 submitters feel that improvements are overdue, taking too long, or want implementation to be sped up (32%).

“We think it’s time for a much bigger vision.”

“Make it happen and soon.”

Many submitters said that they want better cycling infrastructure (325 submitters; 29%) or prioritisation of alternative transport modes over cars (286; 25%). We also received suggestions from 229 submitters (20%) to build an alternative arterial route to Lake Road, and 205 suggestions to widen Lake Road or increase the number of lanes (18% of submitters).

“Speed up the delivery of quality bike infrastructure on the arterials (the length of Lake Rd, Bayswater Ave and Esmonde Rd), and supplement this with early construction of a cycling network across the peninsula’s streets.”

“We need a vision of more public transport, safer cycling options and then more people will use these modes of transport. Build it first.”

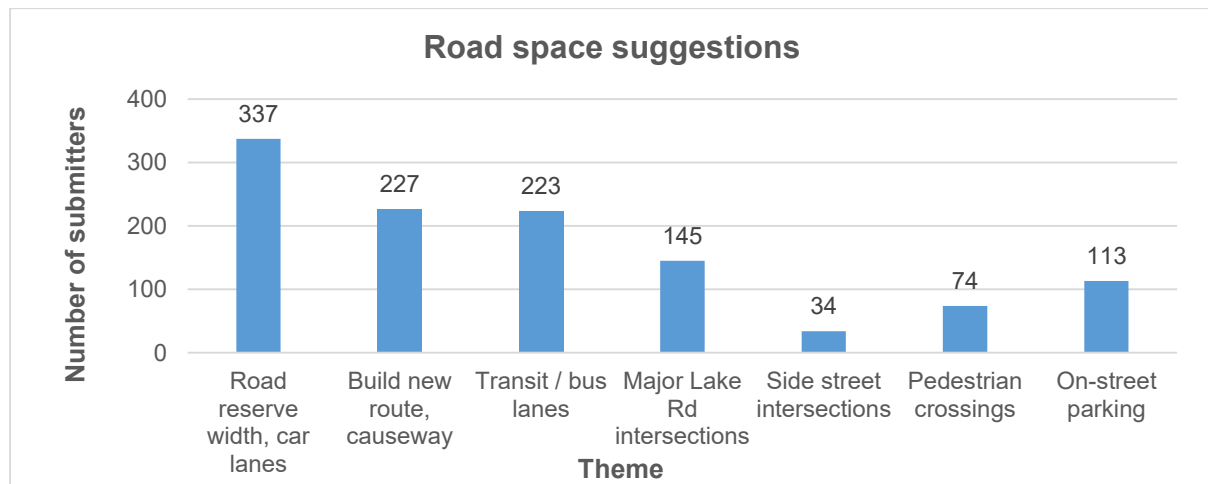
“Only one road in, and one road out is never going to work, when more and more houses are being built. It is a bottle neck.”

“Please make the decision to widen and add a lane ASAP.”

Overview of suggestions

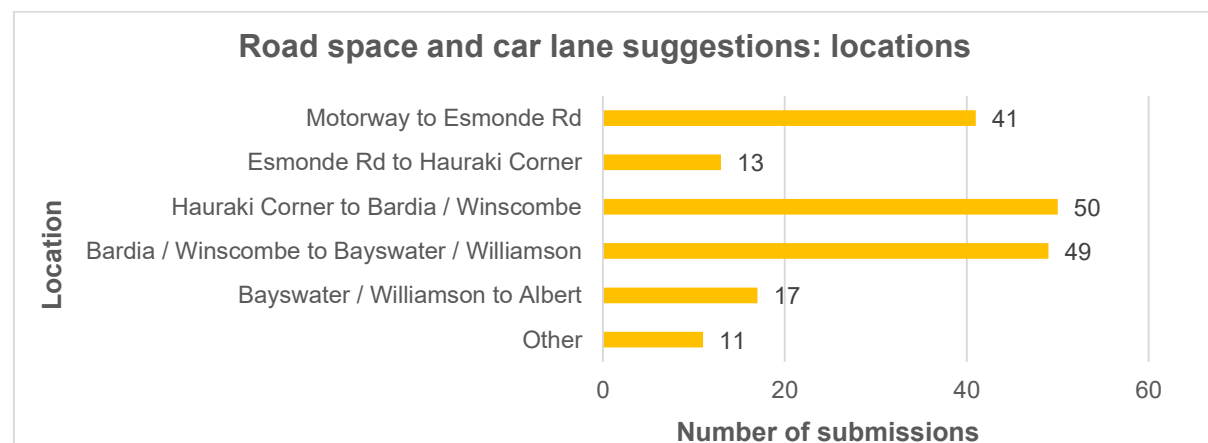
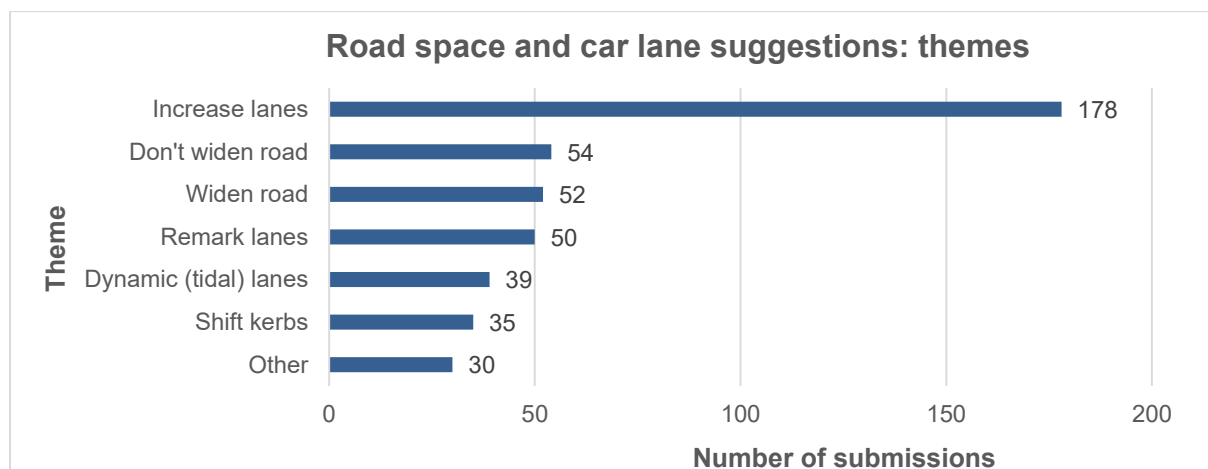
For more detail on all suggestions, see the detailed [suggestions](#) section at the end of this report.

Road space suggestions



Submissions may be counted in more than one theme.

Road reserve width and car lanes



Submissions may be counted in more than one theme.

The most common road space suggestion was to add more lanes. Some submitters specified that the road reserve should be widened, some want kerbs shifted and footpaths and berms reduced, while others suggested creating additional lanes through remarking the road, for example, by removing the cycle lanes, parking or median strip.

The main area of congestion mentioned in the feedback is Lake Road between Hauraki Corner and the Belmont shops (intersection of Bayswater Avenue/Williamson Avenue/Lake Road). The motorway and Esmonde Rd are also considered major causes of congestion on Lake Road.

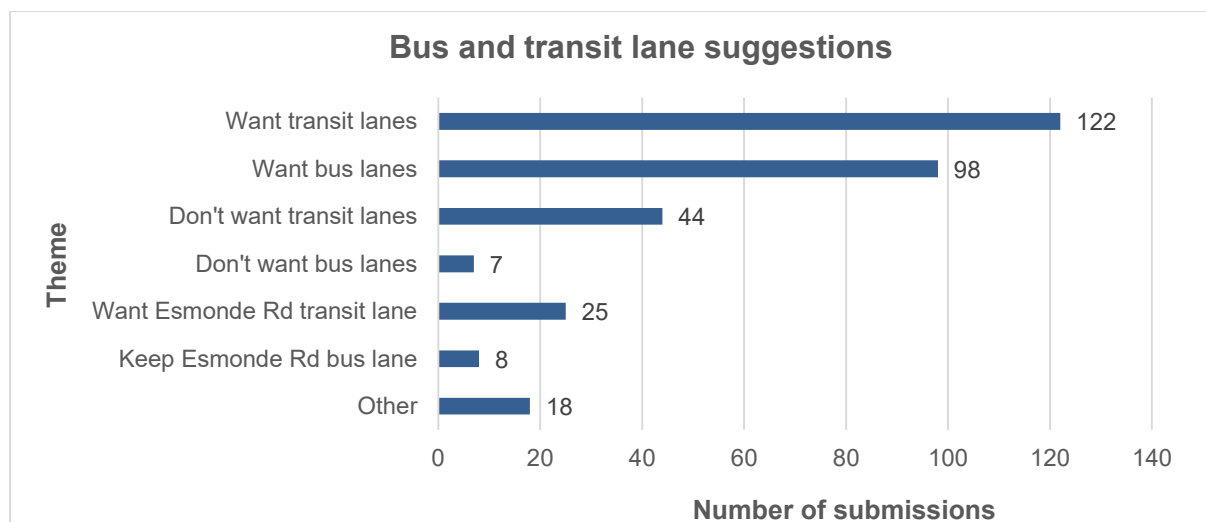
“The entire problem is the switch from 2 lanes to 1 between Hauraki and Belmont. Extend the two lanes from Belmont to Hauraki.”

“The road needs widening, it should be a dual carriageway to the end of Lake Road.”

“Quite a lot of Lake Road has grass verges. Maybe the road could be widened? Not many people walk along the paths, so they would not be upset by this.”

“Get rid of the cycle lanes and centre space and make it totally 2 lane all the way from Devonport to Esmonde Road.”

Bus and transit lanes



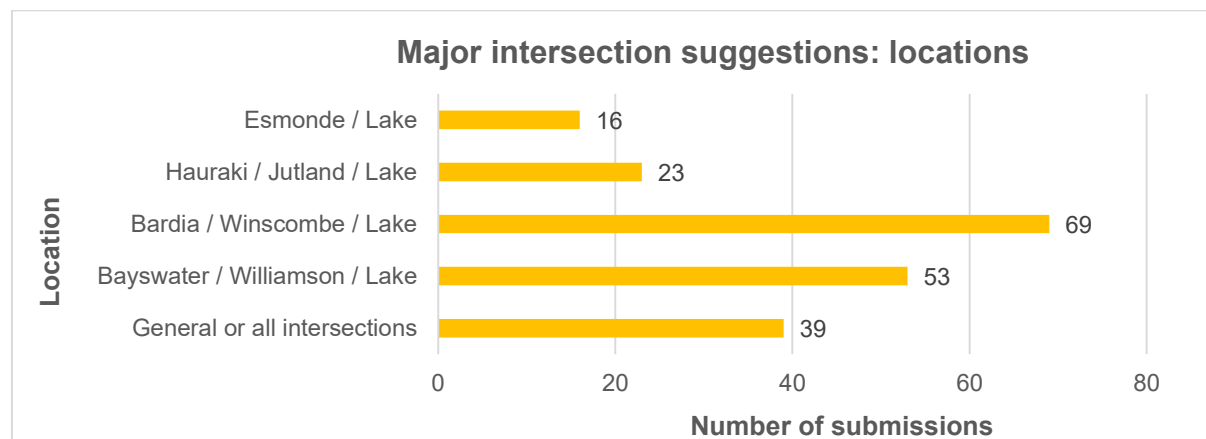
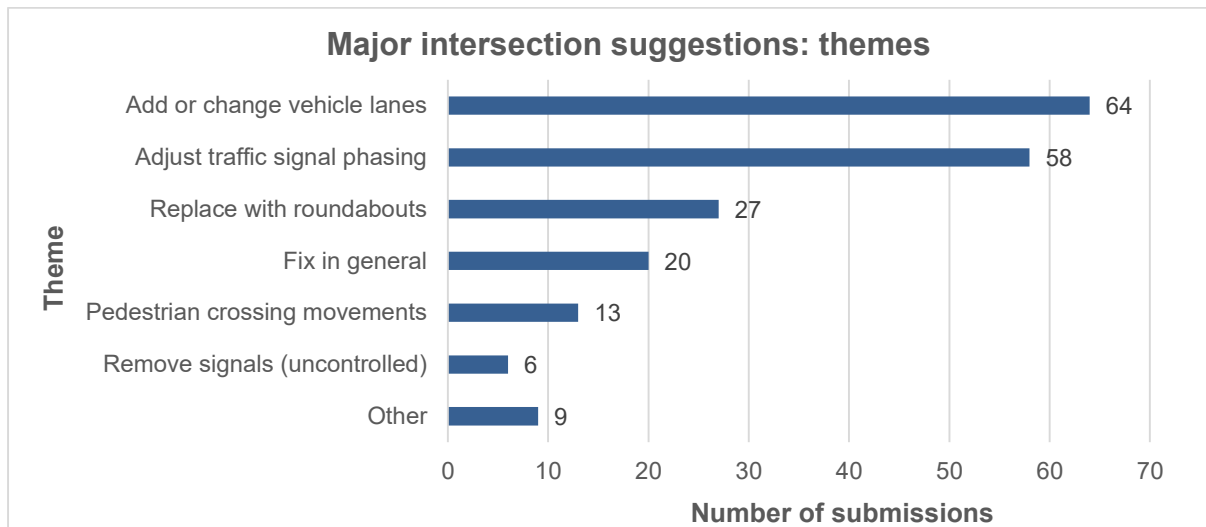
Submissions may be counted in more than one theme.

Transit and bus lanes were generally popular with submitters. Few submitters commented on the proposed Esmonde Road transit lanes, but most of those who did like the idea.

“Buses should have separate bus lanes so they do not get stuck in traffic and have an advantage over cars.”

“I like the transit lane suggestion for Esmonde Rd - that would need to be monitored to prevent cheating.”

Major Lake Road intersections



Submissions may be counted in more than one theme.

Increasing the number of lanes (including by widening road) or adjusting turning lanes was the main suggestion for improving Lake Road intersections, closely followed by adjustments to traffic signal phases.

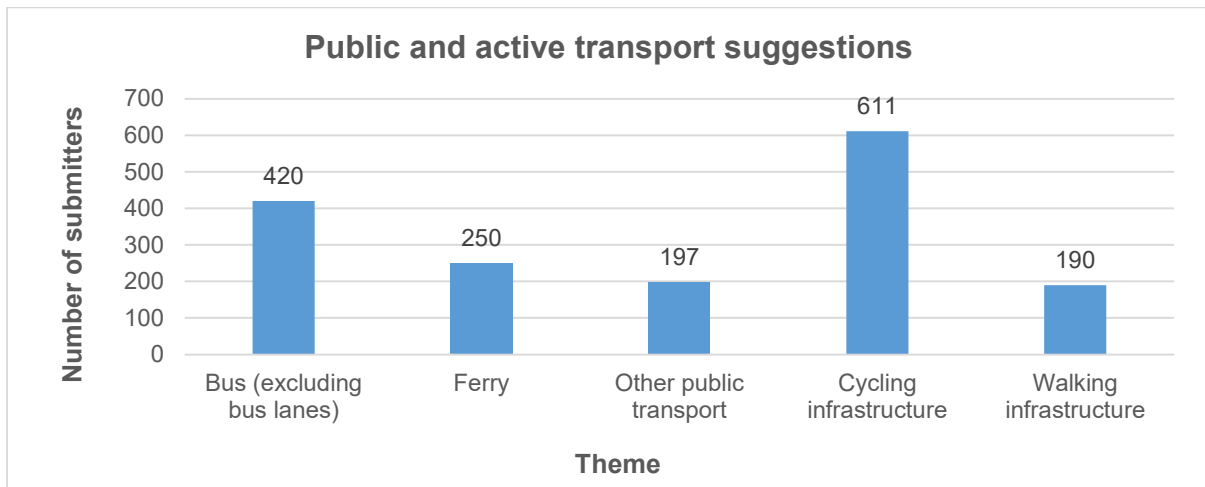
The intersection at Bardia Street/Winscombe Street/Lake Road was most commonly cited as needing improvements, followed by the one at Bayswater Avenue/Williamson Avenue/Lake Road.

“Could the area through the Belmont shops be widened so cars don't have to merge?”

“Take out the right turn lane at Winscombe and Lake, ever since that was done it has caused a bottleneck.”

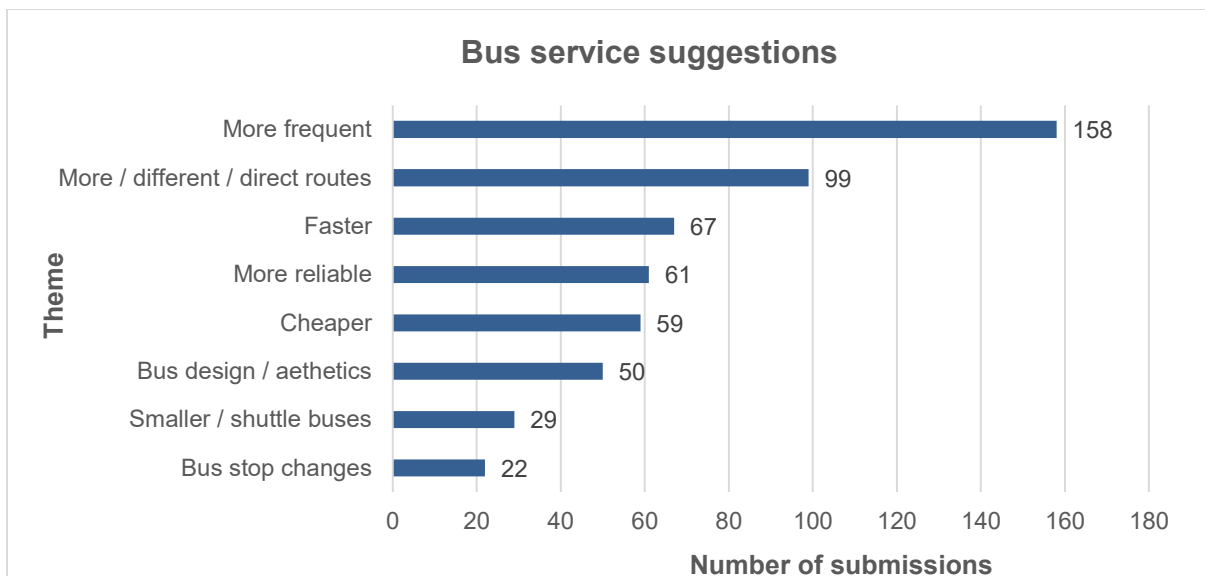
“The traffic lights at TGS, Winscombe and Williamson need to be synchronised.”

Public and active transport suggestions



Submissions may be counted in more than one theme.

Bus services



Submissions may be counted in more than one theme.

Higher frequency buses and route improvements were the most common bus service suggestions. Speed, reliability and cost are also important considerations for submitters.

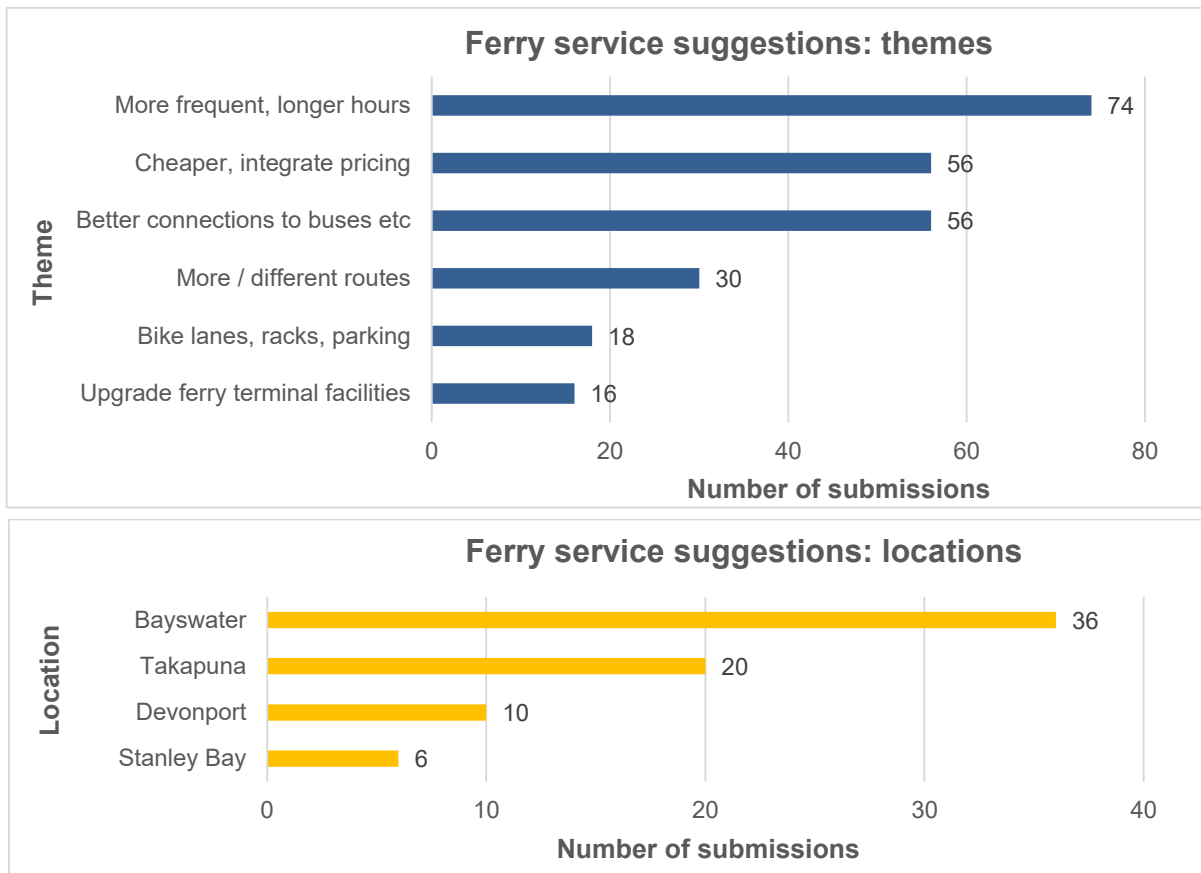
“A huge increase in bus frequency. Currently there are only 2 buses per day in each direction from Ngataranga Road to the ferry and one of those is impractical as it is too early from the ferry in the pm.”

“Bus service all the way up the peninsular direct to Akoranga or Smales Farm bus stations without the need to change at Takapuna.”

“Why catch a bus when it will be in the traffic jam along with the cars?”

“I would consider using the bus more if it was cheaper & departed from closer to my house (Stanley Point area) & departed more frequently with less delays.”

Ferry services



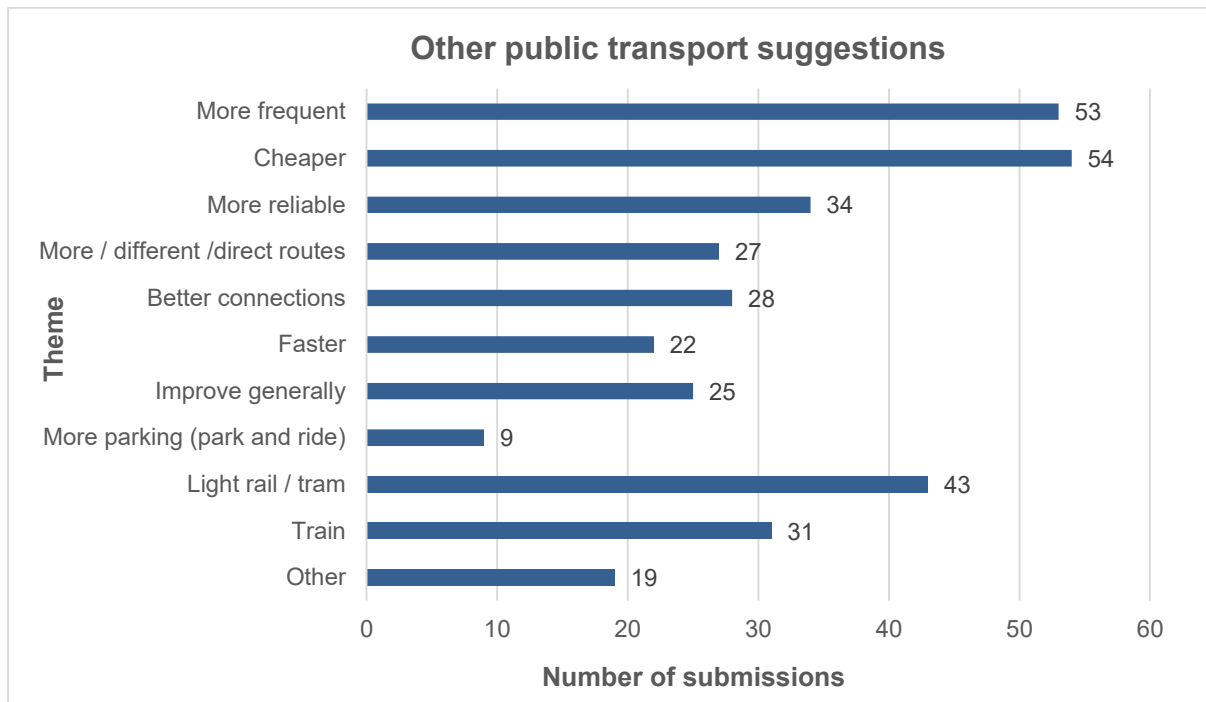
Submissions may be counted in more than one theme.

Increased frequency, reduced cost (or integrated with buses/trains) and better connections to other transport modes were the most common suggestions for ferry service improvements. The Bayswater service was mentioned most often, followed by suggestions for a new ferry service to Takapuna.

“I have already tried using the ferry and bus over to the hospital for work. Ended up costing me \$12.80 per day and the transport was not reliable.”

“Ferries are hard to get to, don’t run as often (or as late) as people need, aren’t integrated with other public transport (especially ticket-wise), and only go to a few destinations.”

Public transport general and other



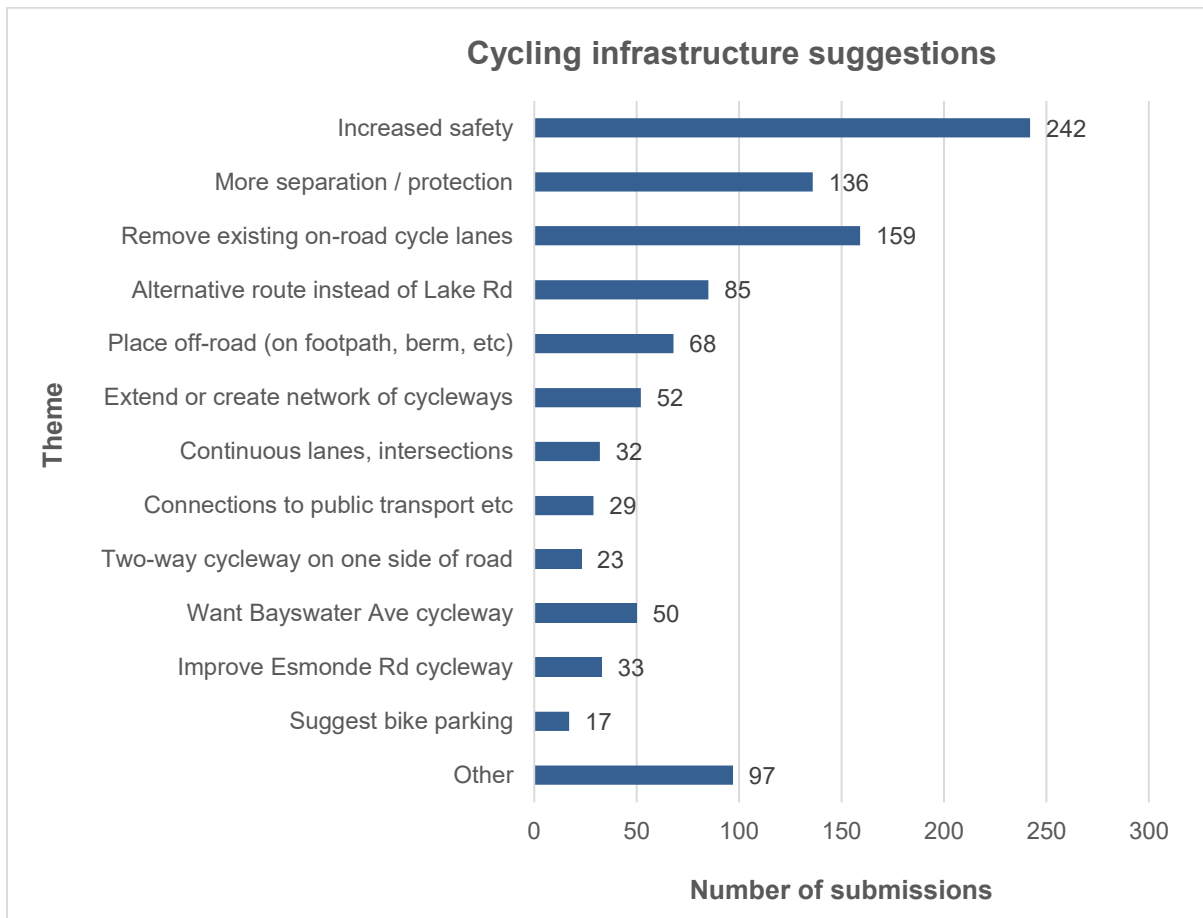
Submissions may be counted in more than one theme.

Many submitters made suggestions to improve public transport more generally or to provide different types of public transport, for example, trains or light rail.

“Cheaper more frequent public transport.”

“Light rapid rail running along Lake Rd terminating in Takapuna would be the 25+ year solution for moving people in and out of Devonport.”

Cycling infrastructure



Submissions may be counted in more than one theme.

The main suggestions for improvement to cycling infrastructure were improved safety and increased separation or protection from cars and buses.

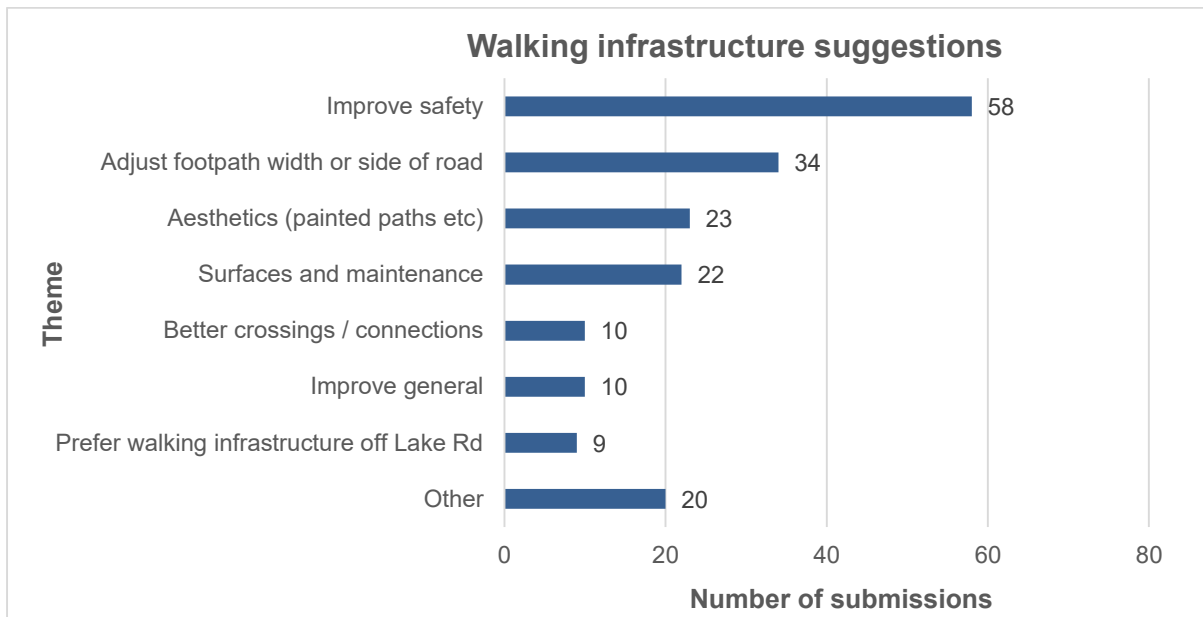
Many submitters want the on-road cycle lanes on Lake Road removed because they believe that they are unsafe, underused, or because they want more space for cars and/or buses. Some of these submitters would prefer that cycling facilities be provided on other routes, while others would prefer that cycling facilities be moved to the footpaths or berms along Lake Road.

“Safety! I was cycling to work down Lake Rd quite often, but felt unsafe with the current arrangement.”

“Protecting the whole length of the cycleway is the one thing that would enable and foster active travel the most.”

“Take the cycle lanes off Lake Road and create another route for cyclists. The lanes are rarely used.”

Walking infrastructure



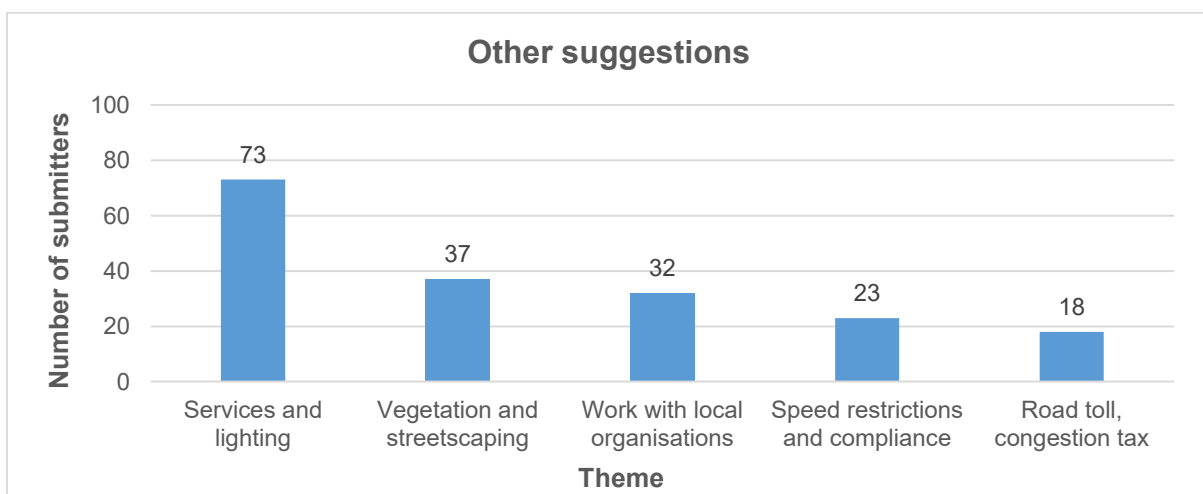
Submissions may be counted in more than one theme.

Improve safety was the most common suggestion for walking infrastructure, followed by adjustments to the footpath width to increase space for pedestrians or cars. We also received a few suggestions around improving footpath aesthetics and surfaces.

“Only design can cancel out the sense of danger (from cars and other vehicles) that accompanies every trip on streets that encourage speed and don’t take account of walking.”

“Painted footpaths that are interesting. Activities on the footpaths to do along the way to your destination. Improve the condition of the footpaths.”

Other suggestions



Submissions may be counted in more than one theme.

Other submissions

In addition to public feedback, we received submissions from eight key interest groups and a petition from a member of the public. Feedback from these sources is summarised below.

Concerns and suggestions raised by these groups are included in the detail suggestions in the next section.

Devonport-Takapuna Local Board

Feedback from the Devonport-Takapuna Local Board recommends AT delivers the high investment level option within an urgent timeframe. They recommend that we implement a cycling, bus and high-occupancy vehicle lane along part of Lake Road via this high level option, and propose we deliver the Lake Road upgrades in three stages. The local board supports upgrades to intersections and footpaths, safety improvements on secondary routes, and improvements to walking and cycling connectivity, including building a new direct cycle commuter route along the west of the peninsula as soon as possible.

The full Devonport-Takapuna Local Board submission is in [Attachment 2](#) at the end of this report.

Bayswater Community Committee

The Bayswater Community Committee (BCC) submitted that they would like to see a holistic approach to the whole corridor, focusing on enhancing travel options, incentivising behaviour change and improving safety for all road users, including pedestrians. They do not support any particular level of investment, rather they believe the changes made should be sufficient to improve traffic flow and travel time reliability. The BCC suggests that improvements should be incremental and future-proofed so that changes are not required to be undone.

The BCC assign high priority to a range of improvements, including better integrated and more frequent bus and ferry services, upgraded Bayswater ferry terminal and park and ride facilities, safer walking and cycling infrastructure and traffic flow adjustments at some Lake Road intersections.

Bike Auckland

Bike Auckland supports AT's approach to improving the efficiency of the Lake Road corridor, though they would like a greater focus on walking and cycling in the options. They would like the improvements to focus on moving people quickly, reliably and efficiently, with different transport modes prioritised as follows (highest priority first):

- walking
- cycling
- public transport (buses and ferries)
- special needs vehicles (emergency services, freight)
- high occupancy vehicles (motorcycles, full cars)
- low occupancy vehicles (single/dual occupant cars)

- parked vehicles.

Bike Auckland endorses a modified version of the medium investment option, with changes to deliver the improvements sooner, incorporate separated cycling lanes, and develop a safe and attractive cycling network over the entire peninsula.

Councillors Chris Darby and Richard Hills

The councillors generally support the medium investment option, taking the likelihood of obtaining funding and project delivery timing into account. They state that the solution needs to be an integrated package addressing the transport network in the immediate surrounds of Devonport and Takapuna, which reduces reliance on Lake Road. This would be achieved through making the best use of the roads, enhancing the three ferry terminals and expanding active transport networks, as well as using and implementing travel planning and demand management tools.

Devonport Business Association

The Devonport Business Association (DBA) supports Auckland Transport's plan to improve accessibility, reliability and availability of travel choices on the Devonport Peninsula, and an investment level that provides the best short, medium and long term outcomes. They note that any improvement to the efficiency of Lake Road will enhance Devonport's economic vibrancy and viability.

The DBA would like to see the Lake Road corridor management plan progressed as soon as possible, and notes that improving the interface with the motorway at Esmonde Road is also part of the solution. They are therefore in favour of an upgrade strategy that allows work to be undertaken in stages and short-term lower cost changes to achieve immediate results, but delivers optimum or maximum benefits over the long term. The DBA also queries what impact the recently announced Emergency Plan, relocating a government emergency facility to the Naval Base, will have on Lake Road funding.

Devonport Peninsula Precincts Group

The Devonport Peninsula Precincts (DPP) submission suggests we consider Lake Road improvements as part of a transport management plan for the whole peninsula. It also suggests that the Devonport-Takapuna Greenways planning should continue to be a key initiative to promote access to public transport connections.

The DPP is concerned that the Devonport Peninsula is underserved by public transport and suggests AT expand the public transport network to include areas on the western side of the inner harbour, retain the current 815 bus service, and integrate bus and ferry fares. Their submission also requested AT take account of a (yet to be developed) Belmont Town Centre Plan, and six large sub-precincts in Devonport. The recently announced Emergency Plan to operate an emergency facility from the Devonport Naval Base was also mentioned in the DPP submission, querying whether the NZ Transport Agency should contribute to our proposed upgrade.

Devonport Peninsula Trust

The submission from the Devonport Peninsula Trust (DPT) noted that the public could have made a more informed decision on our proposal if AT had made available the outcome of specific traffic flow improvements, e.g. reduction in peak hour travel time between Devonport to Takapuna, or to Esmonde Road northern on-ramp via Lake Road.

The medium level of investment is the option most preferred by the DPT as it provides a good level of community benefit in a reasonable timeframe without too much disruption and cost. They suggested that improvements to Lake Road intersections, footpaths and lighting, increased public transport frequency, reliability, and connections, integrated bus and ferry pricing, and safer cycleways would make it consider using alternative modes of transport. The DPT also supports the Bayswater Community Committee's stance that specific improvements should be incremental and future-proofed, and that AT's approach to the whole corridor should be holistic.

Peninsula Travel Alliance

The Peninsula Travel Alliance's preferred option is the medium level of investment, though they would ideally like to see all of the improvements associated with the high level of investment implemented. They suggest a staged approach to the improvements, with faster and lower cost changes made in the short term, supported by more comprehensive changes made over a longer period.

As well as improved reliability of vehicular travel times, they suggest several changes to bus and ferry services, including an upgrade of the Bayswater ferry terminal, more frequent buses and a 24 hour T2 transit lane on each side of Lake Road between Devonport and Esmonde Road catering to cyclists as well as high occupancy vehicles. They also support improvements to local walking and cycling infrastructure.

Petition for Shoal Bay bypass road

We received a petition with 179 signatures requesting construction of a Shoal Bay bypass road. This would connect Esmonde Road near Barrys Point Road to Bayswater Avenue just west of O'Neill's Point Cemetery by means of a bridge across the mangroves along the west Hauraki shoreline.

The petition states that none of the three investment options AT proposed will be able to cope with expected increases in traffic flow as a result of high density development and the Ryman retirement home under construction. The signatories are also concerned about the level of disruption to local residents and businesses from the proposed improvements.

Detailed suggestions from feedback

Submitters suggested a wide range of comments to the approach. We have collated the suggestions identified in the feedback and organised them by theme groups:

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Detailed suggestion feedback	AT response
Cars and road space	
Road width suggestions	
<p>Widen road to increase capacity</p> <ul style="list-style-type: none"> • Widen road <ul style="list-style-type: none"> - as much as possible; between Hauraki/Jutland and Bayswater/Williamson - compulsory land purchase - purchase property along whole length - purchase small medical centre at Hauraki Corner and Walkers World building next door; remove doctor's surgery and park at Hauraki Corner so two lanes can continue further southbound - to create space for light rail or trams • Widen road to two lanes each way <ul style="list-style-type: none"> - along whole of Lake Rd; between Hauraki/Jutland and Bayswater/Williamson; between Hauraki/Jutland and the golf course; from Esmonde Rd to Albert St; through Belmont shops (avoid merging); outside Takapuna Grammar School - as well as cycle lanes; footpaths - without cycleways - narrow footpaths - including a transit/bus lane each way; peak hour transit lanes with off-peak parking - car lanes only, no transit or bus lanes - do whatever it takes to achieve two lanes each way - need more car lanes due to intensification in area - retain Belmont parking - indent bus stops - need extra lane for 'cushion' buffers allowing traffic to stretch and compress when a car slows down - widen car lanes, currently too narrow • Widen road to three lanes each way <ul style="list-style-type: none"> - three car lanes each way - two car lanes, a bus/transit lane and a cycle lane in each direction; also a median strip 	<p>Some road widening within the existing available space to improve efficiency and people throughput will be considered.</p> <p>Specific locations where this can be done will be considered and determined in the next phase of the project, the detailed business case (DBC).</p> <p>There is likely to be a focus on targeted locations for widening, as there are budgetary constraints around widening the entirety of Lake Road.</p> <p>We also intend to review improvements between Belmont and Hauraki as we go into the next phase.</p>
<p>Shift kerbs to increase capacity</p> <ul style="list-style-type: none"> • Use berms and footpaths to make space 	<p>Shifting kerbs and other capacity increasing improvements within the existing available space to</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - berms are unnecessary; plenty of berm space on western side; pedestrians and cyclists can share footpath; narrow footpath and add barrier; footpaths rarely used anyway; footpath on one side of road only or wide on one side and narrow on the other; footpath one side and cycleway on the other; remove footpaths - remove berms between Jutland and Northumberland; shift kerbs between Hauraki/Jutland and Bardia/Winscombe - underground the power lines - also remove cycleways; have two-way cycleway on one side of road - don't need to purchase properties - shifting and narrowing footpaths and removing berms will give enough space for two traffic lanes and a cycle lane each way • Medium investment is enough <ul style="list-style-type: none"> - including separated cycleways - don't create more than one mixed traffic lane in each direction; will worsen bottlenecking at either end of Lake Rd 	<p>improve efficiency and people throughput are likely to be required.</p> <p>Specific locations where this can be done will be considered and determined in the next phase of the project, the detailed business case (DBC). A targeted approach is likely the most effective where we target areas of the network that will benefit the most from improvements.</p>
<p>Remark lanes to increase capacity</p> <ul style="list-style-type: none"> • Remove on-road cycle lanes <ul style="list-style-type: none"> - all; remove third cycleway between Hauraki/Jutland and Bardia/Winscombe - and shift kerbs a little, create two lanes each way without property purchase - cyclists can use alternative routes; share road - return to previous configuration before cycle lanes put in - remove temporarily to create additional lane while widening road • Remove all parking <ul style="list-style-type: none"> - all; outside golf course; outside Belmont shops (remove merging); outside Takapuna Grammar School; all except outside shops; between Bayswater/Williamson and Bardia/Winscombe during peak hours - no parking between 6am and 6pm - create slip lane into Takapuna Grammar School for parents to drop off and pick up children • Remove medians <ul style="list-style-type: none"> - useful for turning into driveways but manageable without - should only be able to turn across traffic at marked intersections • Make the traffic lanes narrower to fit two in each way • Remark like Pah Rd with four lanes including T2 on either side 	<p>When it comes to changing the road corridor to improve the capacity of the road, we have to balance the needs of the various users of the road, including specific destinations like shops and community gathering places. These will all be considered in greater detail in the next phase of the project.</p> <p>It is unlikely that any one change to Lake Road will provide the long-term benefit required and therefore a combination of options will be considered, including alternatives to single occupant vehicle use such as ride sharing/carpooling or active modes (like walking and cycling) along with public transport.</p> <p>Transit lanes are being considered and where they will be most effective if continuous transit lanes aren't possible.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> • Need to use limited space more efficiently 	
<p>Dynamic ('tidal') lanes</p> <ul style="list-style-type: none"> • Create two lanes northbound in morning, southbound in afternoon/evening <ul style="list-style-type: none"> - similar to Panmure; like Japanese roads; like Queens Rd in Melbourne - direct traffic using moveable barriers; overhead lights; LED lights embedded in the road - from Hauraki/Jutland to Bayswater/Williamson; from Hauraki/Jutland to Bardia/Winscombe - put third lane on median strip - second lane in each direction should be a transit lane • Unnecessary as southbound lane doesn't gridlock; only northbound needs extra lane • Won't work as traffic is often equally heavy in both directions; in afternoons and on weekends 	<p>Dynamic lanes were considered in this phase (the Indicative Business Case) of the project. Technical and safety considerations meant that Lake Road was an unsuitable candidate for trial. Some of the issues included the high number of turning movements, many driveway access points and not strictly a definitive tidal flow meant that we wouldn't want to undertake dynamic lanes until we trialled it elsewhere in the region first.</p> <p>Once the results of the dynamic lanes trial on Whangaparaoa Road are known we will further consider these for Lake Road.</p>
<p>Don't widen road</p> <ul style="list-style-type: none"> • Will encourage more driving <ul style="list-style-type: none"> - will attract people from more efficient transport modes through induced demand • Ineffective <ul style="list-style-type: none"> - will not reduce congestion; will fill with cars in a short time - improving cycling and public transport options will be more efficient - no point widening between Hauraki/Jutland and Bardia/Winscombe as congestion northbound is dictated by Hauraki/Jutland and Esmonde capacity and traffic signal phases • Would create a four lane 'highway' <ul style="list-style-type: none"> - dangerous for children to walk along and to cross • Focus on current bottlenecks to increase travel time reliability at peak times 	<p>As it's unlikely that any one option will provide the long-term, sustainable benefits that are required, we will investigate an optimal mix of improvements including not widening the corridor in some places. We also have to take into account how intersections and overall traffic flow will operate.</p> <p>Options other than road widening, like measures to decongest via managing traffic pressure on the road, improved walking and cycling infrastructure to support active transport modes and improved public transport will also form part of the overall improvement plan.</p>
<p>Other</p> <ul style="list-style-type: none"> • Create one-way loop <ul style="list-style-type: none"> - one way up Lake Rd, the other way on a different road/Seacliffe Rd • Make it either one lane or two lanes for its full-length, merging causes congestion <ul style="list-style-type: none"> - temporarily make section from Roberts Ave to Onepoto Ave northbound one lane to avoid merging north of Bayswater/Williamson intersection (interim solution while widening road) 	<p>Adjusting merging lanes will be investigated further in the next phase but acquiring additional property to widen the road to four lanes for the entire length of Lake Road is uneconomic and unlikely to be supported.</p> <p>A number of alternative routes were considered, but there is a need to provide two-way flow on Lake Road to accommodate all road users and maintain access to properties.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> • Other movements to consider: <ul style="list-style-type: none"> - motorists travelling further north to Takapuna, Milford and Wairau Valley (currently delayed by traffic queueing for Esmonde Rd and motorway) - commuter traffic to the ferries - visitors to peninsula, especially on weekends and for major events such as America's Cup racing • Retain median strips; necessary for accessing driveways and side streets and for pedestrians crossing road <ul style="list-style-type: none"> - retain between Takapuna Grammar School and Bardia/Winscombe or consider and mitigate safety issues associated with removal in this area • Road maintenance <ul style="list-style-type: none"> - fix cracks and potholes in the road • Future-proof the design to support the Government's commitment to expand metro rail systems in Auckland • Lake Rd segment from Hauraki/Jutland to Bayswater/Williamson should be/is only area that would be structurally changed 	<p>We note concerns around road maintenance issues and will provide this feedback to the maintenance team.</p>
Bus and transit lane suggestions	
<p>Lake Road</p> <ul style="list-style-type: none"> • Put in bus or transit lanes along Lake Rd <ul style="list-style-type: none"> - widen road and have: T3 inbound between 6am-2pm, T3 outbound 3pm-7pm; T2 lanes for cyclists as well as HOV; T3 both sides 8-9am and 3-6pm; bus lane in one direction (of peak traffic) at a time only - T2 both sides, 24 hours/day (including cycle lanes) - suggest one central T3 lane - need a transit lane northbound; from Bardia St to Hauraki Corner; all the way along Lake Rd - bus lanes would reduce need to drive to and from Takapuna; extend to Wairau Rd where many people travel to for sports - remove cycle lanes to make space for bus/transit lanes; northbound between Old Lake Rd and Esmonde Rd - remove parking and replace with bus/transit lanes - narrow mixed vehicle lanes to make space for bus lanes (don't narrow footpaths further) - remark Lake Rd and put in bus lanes; could have centre lane for buses in both directions at traffic lights; remark and put in transit lanes - most important upgrade is to improve public transport reliability by increasing bus priority; improve bus journey times; currently pointless to catch bus; transit lane would make 813 timetable much more reliable - need bus, not transit lanes 	<p>Transit and bus lanes will be closely investigated in the next phase of the project, including on Esmonde Road.</p> <p>Regarding public transport, the New Network for the North Shore will be implemented from mid-2018. The New Network will provide tangible improvements for customers on the peninsula.</p> <p>More information can be found here:</p> <p>https://at.govt.nz/projects-roadworks/new-public-transport-network/new-network-for-north-shore/</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - need transit lanes to encourage ride sharing - would improve emergency access to the peninsula • Don't do partial bus/transit lanes, will increase congestion as vehicles merge back into single mixed traffic lane <ul style="list-style-type: none"> - should not merge back into a mixed traffic lane at any point along the corridor 	
<p>Esmonde Road</p> <ul style="list-style-type: none"> • Don't change Esmonde Rd bus lane to transit lane <ul style="list-style-type: none"> - would bottleneck at motorway unless included entire bus lane to Northcote turn-off - cars merging with existing car lanes when they leave the transit lane will delay buses; cars in the transit lane won't have to wait for the motorway entry signals and will affect motorway congestion - will compromise bus journey times; encourages people to stay in their cars; currently bus is faster than driving at peak times - won't ease congestion because it won't change the motorway on-ramp bottleneck - don't narrow general traffic to single lane on Esmonde Rd (by adding a transit lane, will increase congestion on Lake Rd) • Consider T3 on Esmonde Rd, not T2 as would reduce reliability of bus • Esmonde Rd bus lane should be converted to transit lane connecting both to busway and motorway • Consider T3 lane to increase bus and high occupancy vehicle priority from motorway off-ramp along Esmonde Rd • Monitor transit lane to ensure no adverse impacts on public transport 	<p>We are investigating the best use of Esmonde Road without negatively impacting on our public transport services. This includes managing how regular traffic reaches the on-ramp, and how any merging would work.</p> <p>Both Esmonde Road and Lake Road will be monitored and surveyed to help determine the impacts of different options.</p> <p>We are also investigating the use of technology to help road users with journey information.</p>
<p>General/other</p> <ul style="list-style-type: none"> • Want T2 lanes; prefer T2 over T3 <ul style="list-style-type: none"> - cars with more than two passengers very rare; need compatible schedules to make work - will reduce congestion - priority to get commuters to out of single occupancy vehicles into public transport and higher occupancy vehicles; easier to transition to two person cars than three person cars • Want T3 lanes; prefer T3 over T2 <ul style="list-style-type: none"> - Trial with T3 first - T3 should mean three adults - T2 won't reduce car reliance enough - T2 won't offer sufficient priority to buses, necessary to encourage mode-switching from cars - T2 encourages school pickups and drop-offs 	<p>Transit and bus lanes will be closely investigated in the next phase of the project.</p> <p>Transit and bus lanes can have varying operating times and conditions that apply to them. We will investigate the optimal way that they could be used to help ease congestion and provide an alternative option for those who have to drive.</p> <p>Bus lanes along Bayswater Avenue are unlikely to be required as bus frequency is low.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> • Don't put in transit lanes <ul style="list-style-type: none"> - won't improve congestion (unless huge increase in bus frequency and destinations); will increase congestion in mixed traffic lanes - will reduce amenity of bus and therefore number of bus users - will sit empty; unfair to car users (limited alternatives to cars on the peninsula); most traffic is from single occupant vehicles so should cater to them - car sharing not an option for everyone; Devonport is too rare a destination to car share; evidence suggestions transit lanes don't increase ride sharing - won't fix weekend traffic; Devonport congestion and lack of parking limit impact • Suggest bus lanes on Bayswater Ave • Allow taxis/motorbikes/electric vehicles in bus/transit lanes • Must be enforced or low occupancy cars will use it (as evidenced by Onewa Rd transit lane); people will abuse it • Monitor usage of bus lanes to ensure are well-used; need to be sure that bus or transit lanes are effectively changing behaviour • Consider use of transit lanes at different times, car occupancy levels may be higher on weekend than during weekday peaks 	<p>With the improved New Network for the North Shore phasing in mid-2018, public transport will be more readily available to a greater number of people.</p> <p>More information on the New Network can be found here:</p> <p>https://at.govt.nz/projects-roadworks/new-public-transport-network/new-network-for-north-shore/</p>
Lake Road intersection and crossing suggestions	
<p>Esmonde Road intersection</p> <ul style="list-style-type: none"> • Change traffic signal phasing <ul style="list-style-type: none"> - prioritise traffic approaching on Esmonde Rd (instead of Takapuna traffic) • Add/change turning lanes <ul style="list-style-type: none"> - need two left turn lanes onto Esmonde Rd from Lake Rd south; pointless to merge into one lane to get through the intersection then split back into two on Esmonde Rd, - lane to Takapuna often empty; cars use to queue-jump; queue begins south of Hauraki/Jutland - widen road from 200m south of Esmonde to add extra lane - remove cycle lane - add third lane going to Takapuna from Lake Rd south; currently motorway and Esmonde Rd congestion blocks access to Takapuna 	<p>Improving and optimising the intersections in the area will be specifically investigated, including how the intersections can perform in conjunction with other improvements such as transit lanes.</p> <p>Improving road markings, wayfinding signage and adjusting the intersections are all important parts of improving Lake Road, and we will investigate an optimal mix of solutions as we move into the next phase of the project, the detailed business case (DBC).</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - improve merging into Esmonde from Lake Rd south; figure out better road markings, cars merge inconsiderately (from inside to outside lane) and slow down traffic; repaint broken white line in place of solid white line and add “merge like a zip” signage - install signage saying both lanes on southern side exiting Esmonde Rd turn right onto Lake Rd, with only one lane turning left 	
<p>Hauraki Road/Jutland Road intersection</p> <ul style="list-style-type: none"> • Change traffic signal phasing <ul style="list-style-type: none"> - fix in general - prioritise (northbound) Lake Rd traffic at peak times - shorten pedestrian crossing period - pedestrians should cross with traffic, not in a ‘Barnes dance’ - extend signal phase for cars turning right onto Lake Rd • Replace traffic signals <ul style="list-style-type: none"> - with a roundabout • Add lanes/widen <ul style="list-style-type: none"> - extend second lane for southbound vehicles further down Lake Rd; merging causes congestion - remove parking along Lake Rd - purchase doctor’s surgery and park to make space for two lanes to at least Onepoto Rd • Overpass <ul style="list-style-type: none"> - build an overpass for Lake Rd traffic to skip this intersection • Dangerous for people on bikes 	<p>Improving and optimising the intersections in the area will be specifically investigated, including how the intersections can perform in conjunction with other improvements like light phasing, pedestrian crossings etc.</p> <p>Improved walking and cycling facilities will likely feature in the improvements as we work through the next phase of the project, as to be able to move more people through the area will require a mix of available and appealing transport options.</p> <p>Pedestrian over/underpasses were considered in earlier investigations and the long list of options but ruled out as they were uneconomic, added safety risks (particularly for pedestrian underpasses) or unsuitable for the area and therefore likely to pose high consenting risks.</p>
<p>Bardia Street/Winscombe Street intersection, including Westwell Road</p> <ul style="list-style-type: none"> • Change traffic signal phasing <ul style="list-style-type: none"> - fix in general - address lack of right turning signal into Winscombe St (dangerous for school children and buses, buses sometimes wait on median strip and obstruct crossing) - extend phases for cars exiting Winscombe and Bardia Sts onto Lake Rd; traffic banks up as few cars get through, increase number of cars exiting Winscombe per phase - prioritise Lake Rd traffic; current phasing encourages rat-running; northbound traffic backs up to Bayswater/Williamson 	<p>Improving and optimising the intersections in the area will be specifically investigated, including how the intersections can perform in conjunction with other improvements like light phasing, pedestrian crossings etc.</p> <p>Any changes to intersections will have to be closely considered to determine the wider impact on traffic and side streets, including introduction of turns, taking away certain turns, light phasing, etc.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - make more reactive to traffic volumes - have Winscombe and Bardia phases only in every second sequence of signal changes - extend phases in mornings and afternoons - combine Winscombe and Bardia phases to allow cars to turn right out of these streets onto Lake Rd at the same time - reinstate phasing (as well as lane configuration) from previous - turn signals off outside of school times • Replace traffic signals <ul style="list-style-type: none"> - with a roundabout; would provide continuous flow; would remove need for bus lane - with a traffic island - remove signals or turn them off; there is no congestion here when the traffic signals fail; leave pedestrian crossing • Change turning lanes <ul style="list-style-type: none"> - reinstate two lanes for cars turning left into Winscombe St - remove cycle lanes - ban right turn out of Winscombe St - remove right turn into Bardia St, underused (look at Military Rd in Sydney for successful road with no right hand turns) - remove right turn into Winscombe - remove right turns into both Bardia and Winscombe - Bardia St needs a left turning lane - reinstate southbound shared right turn and straight ahead lane + shared left turn and straight ahead lane; there was less congestion previously with a shared right hand and straight ahead lane southbound instead of current right turn only lane; calmed traffic - make both northbound lanes from Devonport into combined turning and straight-ahead lanes (as well as both southbound lanes from Takapuna) - add free left turn out of Winscombe; improve left turns out of Winscombe St and Westwell Rd (widen these side road exits); currently held up by traffic queueing to turn right; lots of traffic trying to get out from schools and sports - add free left turn into Winscombe (allow cars to turn left on red signal) • Add lanes/widen 	<p>The changes will also have to work in conjunction with other changes, for example transit lanes or cycle lanes, and can't compromise safety or access for other road users, including pedestrians.</p> <p>We will continue to monitor and optimise the network for all movements.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - double lane Lake Rd through intersection; for at least 200m in each direction; may need to remove right turn into Bardia; current single lane flow through this intersection causes congestion at Bayswater/Williamson; traffic turning left into Winscombe currently holds up straight-through traffic and backs up traffic to Haurakia/Jutland - buy house for sale on corner of intersection and use it to widen road and build a community park - add left turn lane into Bardia St - incidents here block access to whole peninsula • Pedestrian crossings <ul style="list-style-type: none"> - remove crossings over Lake Rd (retain crossings over Winscombe and Bardia; Lake Rd can be crossed at Belmont and outside Takapuna Grammar School) - put in underpass for school children to cross • Reorganise whole intersection <ul style="list-style-type: none"> - remove signals, ban right turns out of Bardia and Winscombe, free left turns in and out of Bardia and Winscombe, buy properties on all corners to make space for free left turn lanes, right turn into Bardia St from a median strip (similar to Corrella and Egmont turns), traffic from roads on either side of Lake Rd can use other intersections to get onto Lake Rd - remove right turn lanes north- and southbound on Lake Rd, add right turning lane into Westwell Rd (to provide access to Winscombe St – existing right turn into Eversleigh Rd provides access to Bardia St) then have two straight ahead lanes in each direction for 50m either side of intersection 	
<p>Takapuna Grammar School signalised crossing</p> <ul style="list-style-type: none"> • Change signal phasing <ul style="list-style-type: none"> - synchronise with Bardia/Winscombe and Bayswater/Williamson intersections - increase frequency of phases, takes too long and students give up waiting and take risks crossing road when signal is red • Replace traffic signals <ul style="list-style-type: none"> - with pedestrian overbridge/underpass - with zebra crossing • Widen crossing and add 'no stopping at all times' zone to reduce students crossing north and south of crossing 	<p>Improving and optimising the intersections in the area will be specifically investigated, including how the intersections can perform in conjunction with other improvements like light phasing, pedestrian crossings etc.</p> <p>We will also work with the school to implement the best solution for this specific intersection.</p>
<p>Bayswater Avenue/Williamson Avenue intersection</p> <ul style="list-style-type: none"> • Change signal phasing <ul style="list-style-type: none"> - fix in general 	<p>Improving and optimising the intersections in the area will be specifically investigated, including how the intersections can perform in conjunction with other</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - allow separate sequence from Williamson Ave; give Bayswater Ave and Williamson Ave their own phases - create right turn phase for Bayswater Ave traffic heading toward Devonport - make more reactive to traffic volumes; prioritise Lake Rd traffic - extend signal phases for cars exiting Bayswater Ave and Williamson Ave; traffic banks up as few cars get through - pedestrians should cross with traffic, not in a 'Barnes dance' • Replace traffic signals <ul style="list-style-type: none"> - with roundabout - with large traffic island - with uncontrolled intersection • Change turning lanes <ul style="list-style-type: none"> - remove free left turn from Bayswater Ave/put in signal; traffic rat-runs from Lake Rd up Roberts Ave to join intersection from Bayswater Ave, blocking traffic northbound along Lake Rd from getting across intersection; traffic from Bayswater Ave blocks traffic from Devonport from getting across intersection - create right turn only lane into Bayswater Ave - remove left turn out of Williamson Ave - remove right turn into Williamson Ave - remove second straight-through lane heading south, cars queue-jump from this lane into the kerbside lane when they are blocked by a right-turning car, causes many near-accidents - remark lanes so right-turning traffic doesn't block straight-through traffic, happens informally anyway - remark lanes coming from Devonport to have one left turn only lane and one straight-through lane, so all traffic heading north must take eastern lane • Add lanes/widen <ul style="list-style-type: none"> - need two lanes exiting intersection on Lake Rd northbound - remove parallel parking outside shops on west side of Lake Rd/angle parking on east side of Lake Rd - need two straight-through lanes on Lake Rd southbound (add right hand turn lane if necessary), continuing for at least 50m on south side - purchase McDonalds property to widen road; purchase unused sculpture park to widen road • Underpass <ul style="list-style-type: none"> - build an underpass from Bardia/Winscombe to Roberts Ave so traffic can skip this intersection; recreate quiet village in Belmont 	<p>improvements like light phasing, pedestrian crossings etc.</p> <p>Any changes to intersections will have to be closely considered to determine the wider impact on traffic and side streets, including introduction of turns, taking away certain turns, light phasing, etc.</p> <p>The changes will also have to work in conjunction with other changes, for example transit lanes or cycle lanes, and can't compromise safety or access for other road users, including pedestrians.</p> <p>We will further investigate how best to balance the needs of all users of the intersections.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - build an underpass for Williamson Ave and Bayswater Ave traffic to create two-lane straight-through traffic on Lake Rd through Belmont • Dangerous for people on bikes • Prevent cars queueing across intersection through video enforcement 	
<p>Albert Road intersection</p> <ul style="list-style-type: none"> • Slow motorists on roundabout <ul style="list-style-type: none"> - currently dangerous exiting small side road onto roundabout; cars don't realise the road is there and speed around the corner from Lake Rd left onto Albert Rd - put in signage warning motorists there is a hard-to-see exit and to slow down; policeman could direct traffic at peak hours between 8am and 9am 	<p>As we investigate further, the safety of intersections will be a critical component of any options we consider.</p> <p>Where appropriate, road signage, wayfinding and markings will be considered.</p>
<p>General/all intersections along Lake Road</p> <ul style="list-style-type: none"> • Change traffic signal phasing <ul style="list-style-type: none"> - assess and fix in general - synchronise traffic signals at Bardia/Winscombe intersection, Takapuna Grammar School crossing and Bayswater/Williamson intersection - increase phase lengths to improve traffic flow - pedestrians should cross with traffic, not in a 'Barnes dance' - install intelligent traffic signals that use sensors to automatically adjust to traffic flows - consider traffic signals used in Whangaparaoa Rd trial • Replace traffic signals <ul style="list-style-type: none"> - with roundabouts - with free left turns into Lake Rd, restrict right turns to few intersections - too many signalised intersections along Esmonde and Lake Rds • Change turning lanes <ul style="list-style-type: none"> - remove right turns at most intersections except where there is space for a separate lane • Add lanes/widen <ul style="list-style-type: none"> - shifting kerbs to increase capacity at intersections could make big difference to northbound traffic - should be two lanes at all intersections • Improve flow of traffic <ul style="list-style-type: none"> - southbound through Hauraki/Jutland, Bardia/Winscombe and Bayswater/Williamson intersections 	<p>Improving and optimising the intersections in the area will be specifically investigated, including how the intersections can perform in conjunction with other improvements like light phasing, pedestrian crossings etc.</p> <p>Any changes to intersections will have to be closely considered to determine the wider impact on traffic and side streets, including introduction of turns, taking away certain turns, light phasing, etc.</p> <p>The changes will also have to work in conjunction with other changes, for example transit lanes or cycle lanes, and can't compromise safety or access for other road users, including pedestrians.</p> <p>We will further investigate how best to balance the needs of all users of the intersections.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> • Overbridges and underpasses <ul style="list-style-type: none"> - put pedestrian and cyclist overbridges/underpasses at Esmonde, Hauraki/Jutland, Takapuna Grammar School and Bayswater/Williamson/at all signalised intersections 	
<p>Side street intersections</p> <ul style="list-style-type: none"> • St Leonards Rd <ul style="list-style-type: none"> - signalise intersection to facilitate traffic exiting from Wilson Centre and Takapuna Grammar School - signalise both St Leonards and Eversleigh and add crossing to replace signalised crossing outside Takapuna Grammar School • Westwell Rd <ul style="list-style-type: none"> - ban right turn out of Westwell Rd; at all times/from 2pm to 6pm - improve left turns out of Westwell Rd (widen) - mark 'no stopping at all times' zone on Lake Rd so can turn out of Westwell Rd more easily after visiting school - install roundabout • School Rd (Rose Centre, Belmont School) <ul style="list-style-type: none"> - ban right turn into School Rd; prevents northbound cars from merging easily - close Lake Rd end to traffic • Old Lake Rd <ul style="list-style-type: none"> - mark existing single lane exiting Old Lake Rd into one left turning lane and one right turning lane so cars turning left are not held up; cars do this informally anyway; footpath is bigger than necessary - remove Lake Rd parking near Old Lake Rd • General/other/all side streets <ul style="list-style-type: none"> - restrict right hand turns at some side streets; between Hauraki/Jutland and Clifton Rd; remove median - ban right turn into Byron Avenue; into Bayview Rd; into Ewen St (direct traffic via Cameron St; dangerous with traffic turning into Hart St) - allow right turns at signalised intersections only - improve right turns into Park Ave, Ewen St - restrict turning out of side streets along east side of Lake Rd; cars merge dangerously - retain median strip along Lake Rd for turning traffic; has improved safety between Esmonde Rd and Hauraki/Jutland - educate drivers to slow down on Lake Rd near side streets with stop signs - signalise intersections at key destinations at peak times (e.g. schools) 	<p>Improving and optimising the intersections in the area will be specifically investigated, including how the intersections can perform in conjunction with other improvements like light phasing, pedestrian crossings etc.</p> <p>Any changes to intersections will have to be closely considered to determine the wider impact on traffic and side streets, including introduction of turns, taking away certain turns, light phasing, etc.</p> <p>The changes will also have to work in conjunction with other changes, for example transit lanes or cycle lanes, and can't compromise safety or access for other road users, including pedestrians.</p> <p>We will further investigate how best to balance the needs of all users of the intersections.</p>

Detailed suggestion feedback	AT response
<p>Other pedestrian crossings over Lake Rd</p> <ul style="list-style-type: none"> • New crossings <ul style="list-style-type: none"> - install more zebra crossings - install zebra crossing at pedestrian refuge crossing near Clifton/Northumberland intersection; unsafe and slow to cross here currently; at approximately 300 Lake Rd; high-risk area - paint crossings different colours, make different types of animal crossings (zebra, lion, tiger, etc) - install more pedestrian refuge islands • Existing crossings <ul style="list-style-type: none"> - add timers to signalised crossings so know how long you have to cross the road - raise zebra and other crossings - retain pedestrian refuge island at Clifton/Northumberland - have cameras at Belmont crossing as cars stop in 'no stopping' zone; dangerous for children crossing • Install pedestrian overbridge/underpass <ul style="list-style-type: none"> - at Belmont - north of Hauraki/Jutland (between Hart Rd and Harley Rd) - at all pedestrian crossings 	<p>Improving crossings, road markings, signage and adjusting the intersections are all relevant suggestions and we will investigate an optimal mix of these treatments further as we move into the next phase of the project, the detailed business case (DBC).</p> <p>Pedestrian safety is very important and due to population growth in the area. Improved facilities for pedestrians will likely feature going forward.</p> <p>Pedestrian over/underpasses were considered in earlier investigations and the long list of options but ruled out as they were uneconomic, added safety risks (particularly for pedestrian underpasses) or unsuitable for the area and therefore likely to pose high consenting risks.</p>
<p>Other pedestrian crossings</p> <ul style="list-style-type: none"> • Lake Rd side street crossings <ul style="list-style-type: none"> - more crossings on Roberts Ave; install crossings for pedestrians and people on bikes where the Green Route crosses; need raised crossing where Green Route crosses - install pedestrian refuge island on Harley Rd (too wide, too many lanes to cross, cars drive quickly) - Onepoto Rd and Hororata Rd are dangerously wide to cross for students walking to Takapuna Grammar School - install pedestrian refuge island on Stone St at Jutland Rd end, on Waitematā Rd at Jutland Rd end • Bayswater Ave crossings <ul style="list-style-type: none"> - improve crossings for pedestrians and people on bikes - install zebra crossing at Bayswater Park; both sides i.e. east and west; from cemetery - install zebra crossing at Balfour Dairy; unless reduce speed limit to 30kph - more crossings on Bayswater Ave; install crossings for pedestrians and people on bikes where the Green route crosses 	<p>Improving crossings, road markings, signage and adjusting the intersections are all relevant suggestions and we will investigate an optimal mix of these treatments further as we move into the next phase of the project, the detailed business case (DBC).</p> <p>Pedestrian safety is very important and due to population growth in the area. Improved facilities for pedestrians will likely feature going forward.</p>

Detailed suggestion feedback	AT response
Parking suggestions	
<p>Lake Rd parking</p> <ul style="list-style-type: none"> • Remove all parking on Lake Rd <ul style="list-style-type: none"> - will be main arterial/highway, parking not appropriate - low value use of public roads - replace with some parking on side streets • Retain parking outside businesses on Lake Rd • Retain parking outside Belmont shops <ul style="list-style-type: none"> - vital for local businesses and community - useful for people with limited mobility; many regular customers to pharmacy who need convenient parking - not much parking available around corner - would cause more congestion if customers had nowhere to park • Remove parallel parking outside Belmont shops; on west side between Corrella Rd and Bayswater Ave <ul style="list-style-type: none"> - parking customers impede traffic - merging into one lane just after traffic lights causes traffic jams - facilitate traffic turning onto Lake Rd from Bayswater Ave - use space for transit or bus lane - show business owners research about overestimation of business from car parks outside shops - replace with parking on Bayswater Ave between Moana Ave and Lake Rd - acquire property behind shops or Presbyterian church for parking • Remove parking outside Belmont shops on east side <ul style="list-style-type: none"> - would have less impact on businesses - remove angle parking and create parallel parks similar to west side • Remove parking outside golf course <ul style="list-style-type: none"> - rarely used, dangerous for cyclists when it is • Remove parking outside Takapuna Grammar School; between cycle lane and kerb on east side <ul style="list-style-type: none"> - replace with slip lane/parking in school grounds for pickups and drop-offs - move school bus parking off Lake Rd • Provide drop-off parking at schools • Remove parking between Hauraki/Jutland and Winscombe/Bardia; between Esmonde Rd and Bayswater/Williamson 	<p>These are relevant suggestions and we will investigate parking changes or impact on parking as we develop the next phase of the project.</p> <p>When it comes to parking, we will investigate the best options for balancing the needs of the wider community, including local residents, businesses and visitors to the area.</p> <p>For more information on AT's parking strategy, please see here:</p> <p>https://at.govt.nz/about-us/transport-plans-strategies/parking-strategy/</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> • Introduce off-peak parking <ul style="list-style-type: none"> - create two lanes in direction of main traffic flow at peak times; between 6.30am and 9am, 3pm and 6pm - no parking on either side at school pick up and drop off times to maintain flow; between 6am and 6pm • Create angle parks in side streets; on Bayswater Ave; Egremont St 	
<p>Other parking</p> <ul style="list-style-type: none"> • Devonport parking <ul style="list-style-type: none"> - prevent ferry commuters from parking all day - introduce pay and display along waterfront • Charge for parking; increase price of parking • Remove berms in side streets (e.g. Old Lake Rd, Albert Rd) to create extra parking and allow cars to pass one another easily 	<p>We will investigate possible parking changes and their impact as we progress into the next phase of the project.</p> <p>The impact of the New Network for the North Shore will also be factored into any possible changes.</p>
Esmonde Road, Bayswater Avenue and other wider network suggestions	
<p>Esmonde Rd and motorway (excluding bus/transit lane comments)</p> <ul style="list-style-type: none"> • Motorway conditions and on-ramp traffic signals cause Esmonde Rd and therefore Lake Rd congestion (week day peaks) <ul style="list-style-type: none"> - no point making major changes to Lake Rd - fix Esmonde Rd/on-ramp congestion - expand on-ramp south - expand motorway; add an extra lane - remove traffic signals at on-ramp - assess usefulness of on-ramp signals, do they encourage urban sprawl by shortening commute times for those living further away and lengthening them for those closer to the city? • Westbound: access heading north from Esmonde Rd blocked in the morning by cars heading south over Harbour Bridge <ul style="list-style-type: none"> - create slip lane from near Eldon St for cars heading north on Barrys Point Rd and northern motorway; split traffic for north vs south motorway at intersection of Esmonde/Lake - remove most of right turn lane into Harbourside Church and turn into median strip; remove all of it so traffic heading north can access median from Burns Ave; use cones/moveable barriers to create dynamic turning lane into church on Sundays and west- and northbound turning lane on weekdays; install roundabout at Burns/Tennyson for eastbound traffic to turn around and access church 	<p>We are investigating the best use of Esmonde Road without negatively impacting on our public transport services. This includes managing how regular traffic reaches the on-ramp, and how any merging would work.</p> <p>Both Esmonde Road and Lake Road will be monitored to help determine the impacts of different options.</p> <p>We are also investigating the use of technology to help road users with journey information.</p> <p>We will also work with NZTA to determine the best way to integrate changes to Esmonde Road.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - create a dedicated lane for traffic turning into Akoranga Drive and motorway north - extending right turning lane into Barrys Point Rd, Akoranga Drive - widen Esmonde Rd • Eastbound: access to Barrys Point Rd restricted by cars using third lane to push into Esmonde Rd traffic • Synchronise traffic lights on and off motorway to end of Lake Rd • Increase bus and high occupancy vehicle priority from motorway off-ramp east along Esmonde Rd • Reconsider closing Barrys Point Rd at Esmonde Rd end to increase Esmonde Rd efficiency • Changes to Esmonde Rd ten years ago poorly designed <ul style="list-style-type: none"> - left turn before motorway overbridge, before southbound on-ramp, is dangerous as it is too tight, several cars have spun out • Esmonde Rd is fine, focus on Lake Rd 	
<p>Bayswater Ave</p> <ul style="list-style-type: none"> • Doesn't require improvements <ul style="list-style-type: none"> - already wide, safe, little traffic 	<p>We will be looking at improving walking and cycling facilities particularly between the Bayswater ferry terminal and Lake Road as well as connectivity with other cycling paths such as the greenways.</p>
<p>Other peninsula streets ('back' streets)</p> <ul style="list-style-type: none"> • Inevitable that people use alternative routes, e.g. Northboro Rd <ul style="list-style-type: none"> - need to facilitate - restrict parking hours or remove parking - good alternatives when something blocks Lake Rd - improve circulation west of Lake Rd so residents don't need to use Lake Rd to get around local neighbourhood • Ryman construction at Ngataringa Rd stalls Lake Rd traffic <ul style="list-style-type: none"> - causes traffic to rat run along Seabreeze and Hamana or along Merani and Winscombe, which contributes to bottlenecking at Bardia/Winscombe intersection on Lake Rd • Make Westwell Rd one way heading toward Seacliffe Ave 	<p>Some of these issues, such as rat running during specific construction events, are temporary.</p> <p>We will investigate the impact of traffic from Lake Road moving onto side streets in conjunction with any proposed changes to Lake Road.</p>
<p>Other areas</p> <ul style="list-style-type: none"> • Intersection of Barrys Point Rd and Anzac Rd <ul style="list-style-type: none"> - dangerous for cyclists, narrow traffic island to maintain cycle lane through intersection • Consider Lake Rd as part of wider network and make adjustments elsewhere too 	<p>These are relevant suggestions and Auckland Transport will investigate an optimal mix of improvements as we move into the next phase of the project, the detailed business case (DBC).</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - study relationship to Takapuna public transport, parking etc 	
Alternative route suggestions	
<p>Alternative routes</p> <ul style="list-style-type: none"> • Build an alternative road out of the peninsula <ul style="list-style-type: none"> - need emergency access and evacuation route; consider impacts of climate change - in addition to or instead of improving Lake Rd - fixing Lake Rd alone is not enough; just pushes more traffic into Esmonde Rd; will still have bottlenecks at either end - local population and therefore traffic is growing - avoid disruption on Lake Rd during construction • Connect Bayswater Ave/Stanley Point/Devonport to the motorway <ul style="list-style-type: none"> - via causeway; little water at low tide; was part of a previous council plan; ecosystems will recover - via motorway extension around foreshore, parallel to Esmonde Rd - connect Victoria Rd to Bayswater Peninsula via bridges allowing tidal movement to protect local ecosystems - include walking and cycling paths to connect to SkyPath - could fund with road user charges • Build a road around Shoal Bay <ul style="list-style-type: none"> - similar to Tamaki Drive - one lane each way • Connect Francis St to Esmonde Rd <ul style="list-style-type: none"> - Francis St already wide enough - Link with Napier Ave • Connect Bardia St to Esmonde Rd <ul style="list-style-type: none"> - too difficult to widen Lake Rd north of this point • Connect NorthboroRd/Bardia St/Eversleigh Rd to Bayswater Ave • Connect Bayswater Ave to Esmonde Rd <ul style="list-style-type: none"> - build causeway across Shoal Bay; could turn into water park/community projects wetland/reclaim land for housing - build road on stilts/bridge along Hauraki shoreline from Esmonde Rd to O'Neill's Point Cemetery access road 	<p>We have considered a number of alternative routes and have ruled them out for a variety of reasons including:</p> <ul style="list-style-type: none"> • Consenting risk and cost is very high. The Shoal Bay area is a Coastal Marine Area and a significant area for wading birds. Any type of causeway would require working within the Coastal Marine Area and reclamation is a non-complying activity, meaning consent needs to be received before any work can start. The risk and cost involved in obtaining such consent is high. Obtaining consent would also likely take a long time. • Negative community impacts (visual impact, property acquisition, disruption, noise and adverse impacts to residential amenity). As an example, Francis Street is a quiet local residential street. It terminates as a cul-de-sac with estimated vehicle counts of several hundred vehicles per day (VPD). Lake Road carries around 30,000 VPD. If we assumed a third of the vehicles would use the Francis St causeway, then roughly 10,000 VPD would be diverted across a quiet local street. This would have an undesirable effect on the amenity value and traffic efficiency of the affected neighbourhoods. • Uneconomic (the likely cost to acquire property and construct structures would outweigh the benefits). Our high investment level option (currently assessed as over \$70 million) is struggling to break even on the benefit cost ratio. The high investment level we've proposed does not envision constructing bridges, causeway style structures or purchasing coastal properties and therefore is likely to be a less

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - via Francis St; northbound traffic could go along Bayswater Ave and up alternative route from Belmont, southbound down Lake Rd - via Eldon St; connect Hart and Harley through purchase of two properties - through back streets by buying 4-5 properties connecting Hart/Harley and Egremont/Corrella/Moa - connect Francis St to Rutherford St, Corrella, Egremont, Preston - could create more direct bus link between Akoranga station and ferry terminal - would reduce traffic around Takapuna - Bayswater Ave already wide - put in a cycleway across the mangroves - buy church and use area to create a public transport hub • Connect Ngataranga Rd to Esmonde Rd <ul style="list-style-type: none"> - could connect back streets up to Esmonde Rd; avoid destroying foreshore habitats • Connect Stanley Point to Bayswater across Ngatarang Bay • Build a bridge from Esmonde Rd to the city (Tinley Rd); could be built in four years, would cost \$1.8 billion, cheaper than tunnel options <ul style="list-style-type: none"> - include rail • Build a tunnel from Devonport to Esmonde Rd • Build a bridge or tunnel from Devonport/Bayswater/Browns Bay to the city <ul style="list-style-type: none"> - include light rail/train - fund with a road toll on the Harbour Bridge • Build alternative route to Takapuna along east coast, from Seacliffe Ave around Takapuna Grammar School to St Leonards Ave/and Wilson Home to Clifton Rd <ul style="list-style-type: none"> - provide cycling access for children to local schools - connect from Takapuna down to King Edward Parade with two lanes each way • Direct more cars down Seacliffe Ave and Vauxhall Rd 	<p>expensive option than the alternative suggested.</p> <ul style="list-style-type: none"> • Circuitous. Some of the suggested routes are winding and indirect. Given the amount of turning, intersections to cross and side road friction, most of these suggested alternatives would add journey time rather than decrease it.
Other road suggestions	
<p>Speed restrictions and compliance</p> <ul style="list-style-type: none"> • Lower speed limits <ul style="list-style-type: none"> - 40kph/30kph on Bayswater Peninsula; on whole peninsula; along Lake Rd; on residential streets • Install speed calming 	<p>Safety and speed related issues are continually reviewed along with suitable improvements as part of our overall network operations work. These are also relevant to Lake Road and we will investigate how best to create an</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - on Bayswater Ave; on Roberts Ave; on Norwood Rd • Install 50kph speed limit sign on Lake Rd between BP garage and Onepoto Rd • Enforce speed limits and road rules <ul style="list-style-type: none"> - install (more) speed cameras - use video cameras to enforce no queueing across Bayswater/Williamson/Lake intersection - install cameras at Bayswater School crossing; install children crossing signs - enforce transit lane rules • Pedestrianise Devonport 	<p>optimal mix of improvements as we move into the next phase of the project.</p>
<p>Implement road tolls and taxes</p> <ul style="list-style-type: none"> • Road toll on Lake Rd <ul style="list-style-type: none"> - for visitors to area - for single occupancy vehicles; during peak times - for all cars - at Hauraki Corner - to fund improvements; greater level of investment; cycling infrastructure • Road toll on Harbour Bridge <ul style="list-style-type: none"> - to fund under-harbour tunnel • Congestion tax; regional petrol tax <ul style="list-style-type: none"> - would reduce car use 	<p>Auckland Transport continually reviews its revenue streams along with its two main funding providers, Auckland Council and the NZ Transport Agency.</p> <p>Some of these suggestions fall outside the scope of this project, but will be passed along to the relevant agencies.</p>
<p>Other</p> <ul style="list-style-type: none"> • Improve motorcycle and scooter access <ul style="list-style-type: none"> - promote motorcycles as space-efficient alternative to cars - put motorcycle lanes on median strip - install priority lanes and stopping zones so don't have to squeeze between cars • Create delivery depot/pickup point in Takapuna to consolidate deliveries to the peninsula • Retain service and delivery vehicle access, important for economic viability of area 	<p>We will investigate the best solutions that balance the needs of all road users, including those who use motorcycles and scooters.</p> <p>Local businesses also require access and availability of loading zones. We will take this into account when considering potential solutions.</p>

Detailed suggestion feedback	AT response
Public transport	
Bus suggestions (excluding bus and transit lanes)	
<p>Bus frequency</p> <ul style="list-style-type: none"> • Increase bus frequency: <ul style="list-style-type: none"> - should be every 10-15 minutes, people won't use if have to wait longer - reduce parking at ferry terminals and increase bus frequency at peak times; at peak school times - in Hauraki area, to ferry terminals, between Takapuna and Devonport/Devonport ferry/Narrow Neck/Bayswater ferry, up and down Lake Rd, between Devonport and Bayswater Point, from Ngataranga Rd to the ferry (currently only twice a day in each direction, at inconvenient times), to and from Akoranga station, on Eversleigh Rd, to Stanley Point (off-peak during the day); to Takapuna between 6pm and 7pm - on routes 813, 803, 802X; 802X currently has good morning timetable but too infrequent in evenings - during peak hours - during off-peak hours, on weekends, on Sundays and public holidays, during peak school hours, later in the evenings, at night (consider shift workers, particularly in hospital and service industries), on weekend nights - extend peak services to cater for parents dropping children to school then catching bus to work after 9am (including services at city end) - current timetables inconvenient; buses too infrequent outside of peak hours; shouldn't have to know or check timetable; frequent services give people flexibility; would use for more local/short journeys • Extend service hours <ul style="list-style-type: none"> - in the evenings, Friday and Saturday nights, during events - should be a bus meeting all ferries (currently none meeting ferries late at night) • Use smaller, more frequent buses (off-peak; on weekends) and/or feeders from local streets; ferry loop buses almost always empty <ul style="list-style-type: none"> - frequent shuttle buses that can stop anywhere by request/can be flagged down; that loop continually; that link main transit points; would make more accessible for older people - along side streets such as Bardia, Northboro, Jutland 	<p>The New Network for the North Shore will be implemented from mid-2018. The New Network will provide tangible improvements for customers on the peninsula.</p> <p>More information can be found here:</p> <p>https://at.govt.nz/projects-roadworks/new-public-transport-network/new-network-for-north-shore/</p>
<p>Bus prices</p> <ul style="list-style-type: none"> • Reduce prices <ul style="list-style-type: none"> - free buses for school children or for adults accompanied by children; too expensive to use bus as a family 	<p>We assess pricing on a regular basis and aim to make it fair and equitable.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - integrate bus and ferry fares, should be cheaper than driving into the city, currently too expensive to catch both bus and ferry, \$12.80 return each day to catch ferry then bus to hospital; cheaper to drive to Newmarket than to ferry and train/bus - reduce prices; trial free buses to increase mode change; subsidise fares for people on low incomes, for students; make it \$1 per stage/zone, trial subsidised fares for one year - free shuttle buses between Devonport and Takapuna <ul style="list-style-type: none"> • Should be able to pay by credit card (in addition to AT Hop cards), reduce cards in wallet 	<p>We have a number of concessions available, including for children, secondary school and tertiary students, as well as seniors. More information can be found here:</p> <p>https://at.govt.nz/bus-train-ferry/at-hop-card/card-concessions-discount-fares/</p>
<p>Bus reliability and speed</p> <ul style="list-style-type: none"> • Improve bus reliability/predictability: <ul style="list-style-type: none"> - should meet arriving ferries; current problem with buses leaving the ferry terminal before or as the ferry arrives - always late; 813 gets stuck in Lake Rd congestion and is constantly late which means people miss ferries; especially late during peak hours - sometimes arrive early, so need to get to bus stop early then often wait long periods because bus is late - should have priority at peak hours; suggest 'Quality Bus Corridor' approach on Lake Rd • Speed <ul style="list-style-type: none"> - buses need to be fast or faster than traffic, need bus/transit lanes so don't sit in same traffic as cars; catching the bus takes too long - much slower to bus from Devonport to Northcote than to drive, from peninsula to Newmarket - need express buses along Lake Rd, to ferry terminals, from Takapuna to Devonport - bus to Takapuna normally okay on weekday mornings but slow on way back from Takapuna; slow both ways on weekends • Priority <ul style="list-style-type: none"> - improve bus priority at intersections 	<p>The New Network for the North Shore will be implemented from mid-2018. The New Network will provide tangible improvements for customers on the peninsula.</p> <p>More information can be found here:</p> <p>https://at.govt.nz/projects-roadworks/new-public-transport-network/new-network-for-north-shore/</p> <p>An option we are looking at in more detail involves transit lanes. Transit lanes on Lake and Esmonde Road should benefit buses as well as multi-occupant motor vehicles. The improved reliability of the bus journey will allow buses to better meet the timetables for the ferry.</p> <p>Intersection configurations will be further examined for improvements such as bus priority along with an optimal mix of improvements and services as we move into the next phase of the project.</p>
<p>Bus routes and connections</p> <ul style="list-style-type: none"> • Suggest bus routes to other parts of city <ul style="list-style-type: none"> - to midtown (not just Britomart); to Britomart (not just midtown – from Hauraki) to the central city from Devonport/Hauraki - to Ponsonby (two hours minimum currently), K' Road, Newmarket, Grafton (university and hospital), Onehunga, to work destinations outside of the central city 	<p>The New Network for the North Shore will be implemented from mid-2018. The New Network will provide tangible improvements for customers on the peninsula.</p> <p>More information can be found here:</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - to the airport (or better connections at city end of ferry); Skybus should go back to leaving from ferry terminal in the city • Suggest buses to other parts of North Shore <ul style="list-style-type: none"> - to beyond Takapuna, to Milford, Glenfield, Wairau Park, Albany (currently three buses and substantial walk at either end to bus between Albany and Cheltenham), Long Bay • Local bus routes <ul style="list-style-type: none"> - between outer Devonport/Stanley Point/Bayswater/local suburbs and ferry terminals (including outside of peak hours; could use Devonport Tourist Bus during peak hours) - route from Old Lake Rd to Bayswater ferry, from Narrow Neck to Akoranga station; continuous loop service around Devonport; Bayswater to Devonport bus serving area west of Lake Rd (essential once Ryman facility opens); to Cheltenham Beach - via Vauxhall and Ngataringa Rds - should reach all areas of peninsula; shouldn't have to walk 20 minutes to reach a bus stop; currently no convenient buses from Stanley Point • Bus routes should be direct to destination <ul style="list-style-type: none"> - between Takapuna and Devonport/Bayswater (currently too long from Devonport to Takapuna; have to take two buses between Devonport and Bayswater), - from Devonport, Bayswater, Belmont, Hauraki to Akoranga Station, Takapuna, Smales Farm (currently two buses and over an hour travel), Esmonde Rd (without transferring in Takapuna), North Shore Hospital, Glenfield, Forrest Hill - in order to be more convenient than taking the car • Suggest 'Link'-type route around the peninsula; tourist loop bus; express bus to Devonport ferry terminal; shuttle between Devonport, Takapuna and Akoranga station • Other bus route suggestions <ul style="list-style-type: none"> - merge 803/804 routes with 813; extend 813 to Smales Farm; extend from Shore City to loop along Anzac St and down Barry's Point Rd (facilitate shopping at Countdown and Barry's Point shops) - increase destinations from Bayswater - carry out 'origin destination survey' to assess what routes can and would be used; needs to go where people want to go - retain and improve current 815 service (planned discontinuation from 2018) to connect public transport options between suburbs (zoned for intensification) and back up 813 service, which is often late • Improve connections 	<p style="color: blue; text-decoration: underline;"> https://at.govt.nz/projects-roadworks/new-public-transport-network/new-network-for-north-shore/ </p> <p>We continually review and monitor bus routes to ensure an optimal service.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - between buses, often miss each other; better bus connections in the central city, to the airport (ferry + two buses too much); to Glenfield (currently two buses, two hours from Devonport) - to ferries; including late at night on weeknights for people who work late; transfer ticketing doesn't work due to buses not waiting for ferries - at city end of ferry; to Freemans Bay - cycle lanes to bus stations - walking to Akoranga station from Takapuna/Hauraki is currently unsafe and unpleasant 	
<p>School buses</p> <ul style="list-style-type: none"> • Currently crowded; often late <ul style="list-style-type: none"> - suggest double decker buses - allow school children on normal buses at same fare as school buses; currently children traveling from Devonport and Takapuna can't get on buses so parents forced to drive • Ban school children from normal bus services • Each school should have own buses 	<p>The New Network for the North Shore will be implemented from mid-2018. The New Network will provide tangible improvements for customers on the peninsula.</p> <p>More information can be found here:</p> <p>https://at.govt.nz/projects-roadworks/new-public-transport-network/new-network-for-north-shore/</p> <p>We also have concessions available for school children. For more information, please see here:</p> <p>https://at.govt.nz/bus-train-ferry/at-hop-card/card-concessions-discount-fares/child-student-discount/</p>
<p>Bus rules and design</p> <ul style="list-style-type: none"> • Accessibility <ul style="list-style-type: none"> - improve accessibility for people who are older, very young, have disabilities - difficult to carry items/groceries on bus - allow bikes on buses • Allow pets on buses; allow food and drink; allow bikes • Bus design and aesthetics <ul style="list-style-type: none"> - suggest electric buses, newer, more eco-friendly 	<p>We have to take everyone into account when coming up with policies regarding things like food & drink, pets, bikes etc.</p> <p>We encourage all our customers to adhere to bus etiquette. For more information, please see here:</p> <p>https://at.govt.nz/bus-train-ferry/bus-services/on-the-bus/</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - need bigger buses; more double decker buses - colour code/name buses so don't need to read or memorise route numbers; decorate buses • Bus facilities <ul style="list-style-type: none"> - install free WiFi on buses, USB chargers, ATMS - provide food and entertainment on buses, screens on seats, headphones, movies, game consoles pool table, music, play area, games, mp3 players, party lighting - provide blankets and cushions, comfortable chairs, couches, foot rests, food and drink holders, personal rooms 	
<p>Bus stops</p> <ul style="list-style-type: none"> • Bus stop locations <ul style="list-style-type: none"> - bus stops should be indented - indent school bus stop outside Takapuna Grammar School (using land in front of school, at northern end); create bus loading zone inside school grounds - shift bus stop on corner Eversleigh and Lake to make space for bike lane • Bus stop design <ul style="list-style-type: none"> - suggest interactive bus stops; robots; provide shops, movies; sliding puzzles - more shelter/shelter at all bus stops; closed-in bus stops; air conditioning - update signage; install real-time boards at sheltered/all bus stops 	<p>As the New Network for the North Shore gets phased in, mid-2018, we will continually review service quality and how best to improve services.</p> <p>Bus stop locations and the quality of the bus stops will also be investigated in the next phase of the project.</p>
<p>Car parking ('park and ride')</p> <ul style="list-style-type: none"> • More 'park and ride' car parks <ul style="list-style-type: none"> - at bus stations; in Takapuna (combined with frequent buses down Lake Rd; would encourage ferry commuting for people in Takapuna and Milford); at Esmonde Rd • Increase /don't restrict parking around Burns/Esmonde bus stop • Need parking buildings (not flat ones) so don't have to walk far to terminal/station • Build enough for future requirements • 'Park and ride' facilities should be free 	<p>We will investigate the possibilities around 'park & ride' facilities in the next phase of the project. We'll have to take into account issues relating to maximising public transport patronage, interception of commuter trips, decongestion benefits, land availability and physical characteristics, capital and operating costs.</p> <p>For more information about AT's parking strategy, including for 'park & ride' facilities, please see here:</p> <p>https://at.govt.nz/about-us/transport-plans-strategies/parking-strategy/parking-strategy-policies/</p>
<p>Other suggestions</p> <ul style="list-style-type: none"> • Promote bus use <ul style="list-style-type: none"> - encourage public transport use on weekends 	<p>The New Network for the North Shore should make travel by bus more appealing and convenient for users on the peninsula.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - promote bus-ferry links; bus network across Auckland - for school children; make them fun • Buses should be more tourist-friendly 	<p>We also regularly run promotions regarding the value of public transport, and fully encourage the public to make use of our services.</p>
Ferry suggestions	
<p>Ferry frequency and hours</p> <ul style="list-style-type: none"> • Increase ferry frequency / have more ferries: <ul style="list-style-type: none"> - more frequent ferries to Bayswater, Devonport Stanley Bay - more services needed in weekend - more services peak times, early morning, evenings and weekends; especially to Bayswater - run every 10/15/20 minutes - increase services to Stanley Bay; dig a channel to enable • Extend service hours (including during events such as All Blacks games and music festivals) <ul style="list-style-type: none"> - suggest earlier/late times (5:00am; 11:00pm) 	<p>The New Network for the North Shore is planned to be implemented in mid-2018. There will be changes to the existing network to better serve the community, including better alignment with ferry services.</p> <p>The Devonport ferry service was increased recently (mid 2017).</p> <p>We continually review ferry and bus route to ensure an optimal and affordable service, while working with our partners who operate the services.</p>
<p>Ferry cost</p> <ul style="list-style-type: none"> • Make fares cheaper / more affordable / free / comparable to other public transport fares • Subsidise ferry travel <ul style="list-style-type: none"> - subsidised or free ferry trips for Navy personnel - have reasonable price for students - free fares for cyclists - free fares for vehicles with two paid passengers (sharing car) • Integrate pricing <ul style="list-style-type: none"> - integrate ferry prices into HOP card - combine bus/ferry passes and tickets - fix transfer ticketing for bus/ferry connections as buses often leave before ferry arrives 	<p>The Devonport and Stanley Bay ferry services are classified as 'exempt services' under the Land Transport Management Act 2003, and are operated commercially by Fullers. As such, AT has limited ability to regulate these services and they may charge different fares to AT's contracted ferry services.</p> <p>However, AT has worked with Fullers to align the fares of these services with the contracted Inner Harbour routes (Bayswater, Birkenhead, Northcote Point).</p> <p>Ferry fares are calculated on a point-to-point basis, and are higher than the equivalent bus/train trip travelling the same distance (by origin/destination), as they are considered a 'premium' service, with a faster journey time, and in many cases offering enhanced customer facilities (e.g. café/bar, toilets). It also reflects the higher operating costs of ferry travel compared to land-based modes.</p> <p>Rather than <i>fare parity</i>, AT's approach to ferry services is to achieve <i>fare alignment</i> with a specific bus/train fare</p>

Detailed suggestion feedback	AT response
	<p>zone. As such, ferry services have been separated into four groups based on distance travelled from the Downtown Ferry Terminal to outer terminals. The fares for these have been progressively adjusted to align with a specific bus/train zonal fare, which will help facilitate better integration of ferry fares into the Simpler Fares zonal structure, to enable penalty-free transfers onto the wider public transport network.</p> <p>Certain concessions are available for ferry users. For more information, please see here:</p> <p>https://at.govt.nz/bus-train-ferry/fares-discounts/ferry-fares/</p>
<p>Ferry routes</p> <ul style="list-style-type: none"> • Provide ferry service to more destinations on the Shore <ul style="list-style-type: none"> - Takapuna - Devonport to Takapuna - Devonport to Mission Bay - Milford to city - City-Devonport-Half Moon Bay (peak times) • Consider link ferry service (like link bus service in city) running clockwise/anticlockwise around inner city ferry terminals (eg. CBD-Birkenhead-Northcote-Bayswater-Stanley Bay- Devonport) • Upgrade/increase ferry services to Stanley Bay • Coordinate ferry service from Bayswater or Devonport with other ferry services (eg. to Pine Harbour) 	<p>We will pass on the feedback to the ferry services team for further consideration.</p> <p>We continually review routes and options to most optimally service our customers.</p>
<p>Ferry terminals</p> <ul style="list-style-type: none"> • Upgrade Bayswater Ferry Terminal <ul style="list-style-type: none"> - upgrade/repair/rebuild; make upgrade a top priority - improve waiting area - make safer and more accessible (for elderly and children) - better lighting and shelter - provide more tag on/off points for peak times 	<p>We will investigate how ferry services tie in to issues on Lake Road and surrounds, and then pass the information on to the relevant ferry team for further consideration.</p> <p>In addition, we are investigating improvements to the Bayswater ferry terminal including car parking and integrating with walking and cycling facilities.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - provide secure cycle parking; bike repair stations; e-bike charging facilities; lockers; toilets and showers - bring forward terminal renewal and park and ride upgrade to meet population growth - integrate with possible redevelopment of Bayswater Marina precinct • Complete stages 2 and 3 of Devonport ferry terminal • Dredge channel to back of Takapuna and build a new ferry terminal there <ul style="list-style-type: none"> - with a ferry link to the bottom of Tennyson/Bracken Ave area • Build second ferry terminal halfway down point • Car parking <ul style="list-style-type: none"> - provide more parking (park and ride) - provide free parking - provide safe parking - provide all-day parking - provide car park building - upgrade/provide more car parking at Bayswater (including at Bayswater Marina); fix car park - reduce car parking at Bayswater and Devonport terminals (by providing frequent bus service to ferry) - implement and expand high occupancy vehicle parking at all three ferry terminals to support transit lanes along Lake Rd 	
<p>Ferry connections</p> <ul style="list-style-type: none"> • Improve/ provide connections to buses <ul style="list-style-type: none"> - provide regular/constant/reliable commuter bus connecting between bus and ferries (eg every 15 minutes) - provide late evening connector bus - provide free commuter bus connecting to ferries - synchronise buses and ferry times (connector buses often delayed in traffic) - use smaller local buses e.g. Devonport Tourist bus for commuter services to ferry terminals - run frequent shuttle buses between Takapuna and Devonport - have express busway to ferry; express busway along Lake Rd; express busway to Devonport Ferry Terminal - tram or shuttle to Bayswater (from Takapuna/Devonport) • Provide dedicated, protected (grade-separated) cycle lanes to ferry terminals <ul style="list-style-type: none"> - connect to bike network - connect Te Ara I Whiti (Lightpath) to ferry terminal 	<p>The New Network for the North Shore is planned to be implemented in mid-2018. There will be changes to the existing network to better serve the community, including better alignment with ferry services.</p> <p>The Devonport ferry service was increased recently (mid 2017).</p> <p>We continually review ferry and bus routes to ensure an optimal and affordable service, while working with our partners who operate the services.</p> <p>The Nelson Street Cycleway will connect with the Quay Street Cycleway and make access to the ferry terminal easier.</p>

Detailed suggestion feedback	AT response
	<p>For more information, please see here:</p> <p>https://at.govt.nz/projects-roadworks/nelson-street-cycleway/</p>
<p>Bike lanes, racks, parking</p> <ul style="list-style-type: none"> • Provide bike racks <ul style="list-style-type: none"> - better racking on ferries - secure bike parking at terminals • Make bike transportation on ferries easier 	<p>Improved cycling facilities are likely to feature as part of a mix of solutions to best address the issues identified on Lake Road.</p> <p>We will look at provision of bike parking as part of our further investigation work.</p>
<p>Other</p> <ul style="list-style-type: none"> • Increase size of ferries • Provide entertainment, free movies, couches, chocolate fountain, mini TVs, free samples, vouchers on ferries • Provide a car-ferry service; provide ferry service similar to Stockholm • Ban cruise ship passengers from ferry as they cause delays in ferry service 	<p>We will work with our service providers to provide an optimal service at an affordable cost to ensure a viable service for all customers.</p> <p>This means that some features of ferry travel, such as food concessions are provided but not part of the cost of the travel. They can be purchased on board.</p> <p>We also need to ensure safety and comfort for all passengers and again, this must be provided in a cost effective way.</p>
Other public transport suggestions	
<p>General public transport</p> <ul style="list-style-type: none"> • Increase frequency, speed and reliability of services • Improve access outside of peak hours; in early mornings; in evenings (cater for socialising in Takapuna on Fridays and Saturdays) • Improve public transport in general; from Takapuna to Bayswater ferry; between Takapuna and Devonport • Reduce cost of public transport; trial free public transport; provide free AT Hop cards to seniors; make public transport free for children accompanied by adults; integrate fares across different public transport services; should be cheaper than driving; introduce affordable monthly passes <ul style="list-style-type: none"> - cheaper to drive than to take public transport as a couple and don't have to leave as early 	<p>The New Network for the North Shore will be implemented from mid-2018. The New Network will provide tangible public transport improvements for customers on the peninsula.</p> <p>More information can be found here:</p> <p>https://at.govt.nz/projects-roadworks/new-public-transport-network/new-network-for-north-shore/</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> • Increase/provide services to peninsula suburbs (e.g. Stanley Point); increase variety of destinations • More direct service to Takapuna; reduce number of times need to change to get to different destinations; shouldn't have to change buses in Takapuna • Improve connections; to Akoranga Station; to the city; to other parts of Auckland; to airport for international flights; for people travelling to multiple places throughout the day • Need a service linking Devonport ferry, Lake Rd, Bayswater ferry, Takapuna, Akoranga Station • Public transport is not considered 'cool' for young people • Increase 'park and ride' facilities <ul style="list-style-type: none"> - general; for visitors on weekends - won't use public transport if have to park far away - increase parking time limits • Reduce parking availability <ul style="list-style-type: none"> - difficulty of parking at destinations encourages public transport use - limit free commuter parking in Devonport • Public transport not suitable for people with children • Public transport options currently poor; only works for people going to central city • Prioritise public transport improvements over cars; cycling 	<p>There are certain concessions available, including for children, students and seniors. For more information, please see here:</p> <p>https://at.govt.nz/bus-train-ferry/at-hop-card/card-concessions-discount-fares/</p> <p>We will investigate how best public transport services can be integrated to help improve Lake Road.</p>
<p>Light rail, tram, train suggestions</p> <ul style="list-style-type: none"> • Put in a train <ul style="list-style-type: none"> - on/to the North Shore; to Takapuna; to Smales Farm to Warkworth - across the Harbour Bridge; along the northern expressway - on a new bridge/causeway - in a tunnel; underground - up the peninsula; to Bayswater and Devonport - throughout Auckland; to the airport - raised funds through transport bonds - trains are faster and more reliable than buses; have better connections • Put in light rail or trams <ul style="list-style-type: none"> - on the North Shore; from Devonport to Takapuna; to Bayswater ferry; to Milford and the North Shore Hospital - to the city; on a second harbour crossing; up and down Lake Rd; up and down Bayswater Ave; up and down Williamson Ave, Vauxhall Rd, Church St, King Edward Parade, Queens Parade; to Akoranga Station 	<p>Light rail, trams and trains are Rapid Transport Network (RTN) solutions. Lake Road is not on the RTN and we are investigating how we can best improve the productivity and people throughput of the Lake Road Corridor.</p> <p>More information on the RTN can be found here:</p> <p>https://at.govt.nz/about-us/transport-plans-strategies/rapid-transit-network/</p> <p>And more information on the North Shore RTN can be found here:</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - to get children to sports - on a fully-protected right of way - to encourage public transport use; reduce cars and buses - more environmentally friendly than buses; more reliable; can carry more people; can be more frequent; cheaper - use a historic-looking tram system - widen road now so can add light rail in in future; use high level investment for trams or light rail; do a feasibility study • Put in an overhead rapid transit system or monorail <ul style="list-style-type: none"> - similar to Kamakura in Japan 	<p>https://at.govt.nz/projects-roadworks/north-shore-rapid-transit-network/</p>
Active transport	
Cycling suggestions	
<p>Improve cycling facilities in general</p> <ul style="list-style-type: none"> • Improve safety <ul style="list-style-type: none"> - currently not safe enough for casual cyclists - attempted cycling but was too scary; had several near misses; involved in accidents - focus on safe routes to schools - reduce traffic speeds on whole peninsula; along Lake Rd to 40kph to make safer for children • Build more cycle lanes • Create bike-friendly area <ul style="list-style-type: none"> - more people will cycle when SkyPath is built • Prioritise cycling facilities <ul style="list-style-type: none"> - prefer medium investment, but speed up the delivery of quality bike infrastructure on the arterials (the length of Lake Rd, Bayswater Ave and Esmonde Rd), and supplement this with early construction of a cycling network across the peninsula's streets (the Western and Eastern Green Routes, supplemented by a mix of Greenways and quiet streets); this would be most efficient and cost-effective solution - major congestion associated with high driver aggression so need to improve cycling facilities as soon as possible • Build cycling infrastructure earlier than other improvements <ul style="list-style-type: none"> - encourage mode-switching from cars 	<p>Improved walking and cycling facilities will likely feature in the improvements as we work through the next phase of the project, as to be able to move more people through the area will require a mix of available and appealing transport options.</p> <p>We will be looking at how best to balance the needs of all road users, which includes how best to incorporate safe and appealing cycling facilities.</p> <p>There are already over a 100 cycling trips being made daily, with an increase expected in the future. To help provide people with greater travel options we have to look at how to best provide these facilities.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> • No point catering to cyclists, won't improve traffic; people travel too far to be practical on a bike 	
<p>Separation from cars and buses</p> <ul style="list-style-type: none"> • Necessary for cycling safety; would encourage more commute cycling • Prefer high investment option as provides enough space for protected cycle lanes • Increase separation from road <ul style="list-style-type: none"> - Copenhagen lanes; fencing/barriers; raised kerbing; planters; similar to Quay St by port; similar to Nelson St; bollards; flexiposts; similar to St Lukes Rd; use rumble strips in sections where full physical separation not possible - painted lines not enough - would have most impact on mode switching; would cycle to work; would make children feel safer cycling to school; would encourage parents to let their children bike to school - should be protected the whole way between Devonport and Takapuna; including along The Strand/Hurstmere Rd; from around Allenby Ave to Devonport ferry terminal/along Victoria Rd north and Abbotsford Terrace - prevent cars from driving/parking in cycle lanes (which they currently do) - need separation on all streets with traffic speeds over 30kph, as per CROW 2016 - need separated cycle lanes to all public transport hubs - will reduce driver aggression and promote better cyclist behaviour on the roads - small section of physical separation on Lake Rd was temporarily removed recently and cars encroached on cycle lanes during this period - ensure cyclists do not share traffic lanes with cars or buses; too hostile for all but most confident people on bikes; will not encourage mode-switching to cycling; inadequate traffic calming does not improve perception of safety sufficiently • Increase separation from car parking <ul style="list-style-type: none"> - ensure cycleways go between car parking and footpath (parking-protected), not between car parking and road - keep cycle lanes away from parking • Temporary protected cycle lanes <ul style="list-style-type: none"> - install 0.6m buffers with flexi posts along existing on-road cycle lanes in short term while planning for fully separated Copenhagen lanes in longer term - trial by pretending to do road works and slow cars down, to see if increases cycling • Reduce separation <ul style="list-style-type: none"> - follow Netherlands examples to safely combine bikes and general traffic 	<p>Physically separated cycle facilities are generally considered the safest and most attractive type of cycle facility. We're looking at providing greater transport choice for the people on the peninsula and visitors to the area.</p> <p>The need for safe, appealing cycle facilities (and how best to incorporate them) will be considered in the next phase of the project.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - adult cyclists can use the road - create transit lanes for buses, high occupancy vehicles and cyclists to share 	
<p>Off-road cycle lanes</p> <ul style="list-style-type: none"> • Put cycle lanes on footpath or berm <ul style="list-style-type: none"> - mark cycle lanes on footpaths; pedestrians on property side, people on bikes roadside - extend existing cycle lanes on footpaths to Takapuna - safer for cyclists - footpaths are wide enough to accommodate - no longer need to mow berm - remove trees and plants to create space - driveway access can be managed as in UK • Make shared paths <ul style="list-style-type: none"> - remove on-road cycle lanes and let cyclists share the footpath - physically separate shared path from road - build wide shared paths like in Amsterdam; cyclists just have to ride slowly • Increase pedestrian separation <ul style="list-style-type: none"> - paint dividing line down footpath, cyclists on one side, pedestrians on the other; safer for both • Don't put cycle lanes on footpath <ul style="list-style-type: none"> - dangerous for cars accessing driveways, not expecting people on bikes on the footpath - shared paths dangerous for older people and people with disabilities; inappropriate for most cycling trips because need to stop often 	<p>Existing cycle facilities will be considered in the next phase of the project, and to what extent they'll form part of an optimal mix of solutions in the area.</p>
<p>Two-way cycleway down one side of road</p> <ul style="list-style-type: none"> • Shared path down east side of Lake Rd • Put cycle lanes and footpaths together down one side of road only • Have footpath on one side of road and shared path on other side 	<p>We have to consider the available space in the road corridor, access to specific destinations along Lake Road, driveways, safety, existing footpaths and a number of other factors.</p> <p>We will be investigating cycling facilities in the next phase of the project.</p>
<p>Cycleway continuity and directness</p> <ul style="list-style-type: none"> • Extend on-road cycle lanes to Takapuna <ul style="list-style-type: none"> - currently dangerous; deters cyclists 	<p>These are relevant suggestions which we will investigate as we move into the next phase of the project.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> • Hauraki Corner <ul style="list-style-type: none"> - allow cyclists on footpath approaching Hauraki Corner traffic signals northbound; currently disappears; dangerous - extend cycling lane to Hauraki Corner both ways • Fill gaps in cycle lanes, need to be continuous along whole road <ul style="list-style-type: none"> - through shopping areas; through Belmont shops; through Bayswater/Williamson intersection - currently disappear when you need them most • Cycle routes need to be direct <ul style="list-style-type: none"> - Lake Rd is most direct so commuter cyclists will continue to use this route, therefore needs to be safe - green route too hilly and long; Northboro Rd too steep • Needs to connect well to other routes; to public transport hubs; to useful destinations <ul style="list-style-type: none"> - to SkyPath; SeaPath; Akoranga Station; AUT; Takapuna market; Birkenhead; Northcote Point; Sunnynook - to ferry terminals (direct route); bus stops 	
<p>Existing cycle lanes</p> <ul style="list-style-type: none"> • Retain cycle lanes <ul style="list-style-type: none"> - use to get to work every day; to ferry; for kids to get to school - currently faster to use bike lanes during peak traffic - would not use indirect routes if cycle lanes removed - current cycle lanes are good - upgrade with new paint and concrete kerbing as a quick fix • Remove on-road cycle lanes <ul style="list-style-type: none"> - make space for more mixed traffic lanes; for bus lanes; for transit lanes (not enough space for both; public transport and high occupancy vehicle priority more important than cycle lanes) - removing both cycle lanes would provide space for one/two extra mixed traffic lanes - not used enough to justify space; too far to cycle to city where most people are headed; unpleasant to cycle on - mainly used by motorbikes; recreational cyclists; not commuters - dangerous for cyclists and drivers - poor visibility of cyclists in gridlocked traffic around Belmont when accessing driveways - remove cycle lanes at Bardia/Winscombe intersection; congestion started when cycle lanes put in here - tourists and day-trippers don't cycle • Reduce number of cycle lanes 	<p>These are relevant suggestions and Auckland Transport will investigate an optimal mix of improvements and services as we move into the next phase of the project, the detailed business case (DBC).</p> <p>We have to keep in mind that different road users rely on Lake Road to get around, and we'll investigate how best to balance everyone's needs, including future demand.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - currently 3 cycle lanes between Bardia St and Hauraki Corner; unnecessary • Poorly designed <ul style="list-style-type: none"> - intrudes into vehicle lanes outside Takapuna Grammar School - remove parking outside golf course; rarely used and dangerous for cyclists when it is 	
<p>Cycleway routes off Lake Rd</p> <ul style="list-style-type: none"> • Replace Lake Rd cycle lanes with alternative cycle routes <ul style="list-style-type: none"> - safer, better for children; won't let children cycle on Lake Rd - would increase cycling between Devonport and Takapuna - could be wider and more continuous than bike lanes on Lake Rd - need full separation from cars - avoid Lake Rd air pollution • Major improvements to East and West cycling infrastructure/Green routes <ul style="list-style-type: none"> - must connect to key destinations along Lake Rd - to justify loss of Lake Rd cycle lanes - build along east coast around Takapuna Grammar and Wilson Home; connect Woodall Park to Clifton Rd via George Gair Lookout - upgrade western Green Route; needs to be consistently at least 3m wide; crossings improved; extend along edge of Plymouth Reserve in place of on-road sections; extend north (to Esmonde Rd) and south (along Calliope Rd to Stanley Bay Reserve); improve wayfinding and signage - develop eastern Green Route • Build alternative route to Esmonde Rd along Francis St; build footbridge <ul style="list-style-type: none"> - would link west of peninsula to Takapuna and SeaPath along with upgrade of Patuone Reserve and Auburn Reserve paths • Build cycle lanes on Seacliffe Rd/Seaview Rd/down Jutland to Bardia and through Narrow Neck/between Eversleigh and Bayswater Ave • Build cycle route around the coast; through mangroves; along Ngataringa and Shoal Bays; along the boardwalks; along a causeway <ul style="list-style-type: none"> - great views to city - could use similar engineering to Florida Causeways to protect environment - connect to Harbour Bridge; to Takapuna • Build safe cycle route away from Lake Rd for Belmont and Takapuna Grammar students 	<p>We will investigate an optimal mix of improvements and services as we move into the next phase of the project. Where routes off Lake Road could be incorporated or help improve the access to Lake Road will also be investigated.</p> <p>Cycling is likely to continue to feature along Lake Road due to the number of destinations and the directness of the route. Providing an appropriate and safe environment for active modes will continue to feature in future investigations.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> • Improve existing cycle lanes off Lake Rd <ul style="list-style-type: none"> - extend Bayswater-Francis St shared path to Esmonde Rd - Bayswater-Francis St shared path unsafe for cycling due to poor dog control - realign/build new cycle and foot bridge between Francis St and Lowe St - review and upgrade routes in general - improve safety of Seaview/Hamana cycleways • Many local roads are busy and unsafe for cycling <ul style="list-style-type: none"> - need feeder infrastructure - put in traffic calming measures and/or lower speed limits on residential streets; on Roberts Ave and Norwood Rd; encourage short local trips - improve cycling safety in Anzac St in Takapuna • Create cyclist-friendly environment along Victoria Rd in Devonport Village (too higher density of pedestrians and tourists for dedicated cycle lanes); shared space similar to Elliot St, Fort St, Federal St etc • Build an enclosed overhead walking and cycling path between Devonport and Takapuna 	
<p>Bayswater Ave</p> <ul style="list-style-type: none"> • Want cycle lanes on Bayswater Ave <ul style="list-style-type: none"> - sunstrike causes some accidents along here - reduce traffic speeds - separated all the way from Lake Rd to the Bayswater ferry terminal - cater to Bayswater Primary School students • Don't need cycle lanes on Bayswater Ave <ul style="list-style-type: none"> - road wide enough for adult cyclists and children use footpath - footpath only has cyclists for short period before and after school - not enough people on bikes to justify 	<p>Cycling is likely to continue to feature along Bayswater Ave and Lake Road due to the number of destinations and the directness of the route. Providing an appropriate and safe environment for active modes will continue to feature in future investigations.</p> <p>These are relevant suggestions and Auckland Transport will investigate an optimal mix of improvements and services as we move into the next phase of the project, the detailed business case (DBC).</p>
<p>Esmonde Rd</p> <ul style="list-style-type: none"> • Improve Esmonde Rd cycling infrastructure <ul style="list-style-type: none"> - allow bikes to go further beyond the 'bus only' lane and put a slip lane to get bikes to the motorway on-ramp without having to 'filter' through the traffic - need protected cycle lanes to Harbourside Church crossing on Esmonde Rd (to provide quality access to SeaPath terminus at AUT/Akoranga Station) 	<p>Auckland Transport's Walking & Cycling team does do a lot of work promoting active modes, and provide important input in our projects to help cater for those who choose to move around by walking or cycling.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - widen existing shared path on north side, provide priority for cyclists across slip lanes and improve traffic signals to show when it is safe to cross • Remove Esmonde Rd cycle lanes <ul style="list-style-type: none"> - redirect cyclists along Napier Ave and build bridge to connect to Esmonde 	
<p>Cycleway surface, width, maintenance, lighting</p> <ul style="list-style-type: none"> • Ensure smooth cycling surfaces <ul style="list-style-type: none"> - on shared/footpaths - too many drains and manholes in existing cycle lanes, slippery and dangerous; cause falls - current Lake Rd shared path (with painted separation) is in terrible condition, need to be fixed • Seal the Green route; currently can't ride with a road bike • Widen cycle lanes (would cycle more often) • Narrow cycle lanes to increase road space • Flatten Lake Rd gradients • Paint cycle lanes <ul style="list-style-type: none"> - all green to show cyclists have priority - need well-defined cycle lanes - recent resurfacing between Roberts and Kawerau Aves removed bike icons on this section of cycleway • Put ramps in cycle lanes; paint patterns on them • Need more lighting along cycleways and through parks; too dark to cycle in winter 	
<p>Intersections and crossings</p> <ul style="list-style-type: none"> • Improve cycling safety and facilities at intersections in general <ul style="list-style-type: none"> - install hand rails for cyclists to hold onto/lean on - for people on bikes turning onto Lake Rd from side streets - add traffic signals for cyclists • Improve cycling safety and facilities at specific intersections <ul style="list-style-type: none"> - Esmonde/Lake intersection - Barrys Point/Anzac intersection: narrow traffic islands to create space for cycle lane to continue through intersection; currently dangerous - Bayswater/Williamson/Lake intersection - at BP; suggest signage to remind drivers to look out for cyclists as they turn in and out 	

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - need crossing facilities where Green routes cross roads • Improve crossings <ul style="list-style-type: none"> - ensure smooth surfaces - pedestrians and people on bikes should have right of way at crossings 	
<p>Bike parking and storage on public transport</p> <ul style="list-style-type: none"> • Need to be able to store bikes at destination <ul style="list-style-type: none"> - bike parking at shops - install covered bike parking at schools - provide more parking in central city; subsidise conversion of private car parks into bike parking - more parking at ferry terminals - need somewhere to store bikes at bus stops - install good bike parking at naval base, including e-bike charging stations • Bike parking at transport hubs (ferry etc) must be secure • Taking bikes on public transport <ul style="list-style-type: none"> - improve bike racking system on ferries - should be able to take bikes on buses 	
<p>Other</p> <ul style="list-style-type: none"> • Promotions <ul style="list-style-type: none"> - provide free bikes (e.g. as in Tel Aviv) - provide cycling lessons in schools, how to cycle safely - introduce bike share scheme in Devonport and Takapuna to encourage cycling between these two suburbs; bike hire in central city and Takapuna, similar to Hobsonville Point - incentivise employers to provide showers and bike lockers for cyclists - provide e-bike hire in Takapuna; at Devonport naval base • Reduce cost of cycling <ul style="list-style-type: none"> - SkyPath should be free; would cycle to work for free but not if costs \$40/week - ferries should be free for cyclists as they have no alternative means of cycling into the city • E-bikes <ul style="list-style-type: none"> - usage will increase 	

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - currently dangerous on Lake Rd because need to brake often to avoid cars dropping off children, buses stopping, road works signs and vehicles • Change law so don't have to wear helmet • People in this area don't want to cycle; too hilly; bad weather 	
Walking suggestions	
<p>Footpath design</p> <ul style="list-style-type: none"> • Increase separation <ul style="list-style-type: none"> - from vehicles - using cycleways/metal fence/protective barriers along kerb - if footpath is narrowed - from cyclists • Increase footpath width <ul style="list-style-type: none"> - very narrow from Hauraki Corner; trees block footpath - from Eversleigh Rd north - maintain sufficient width because needs to be safe for school children (for walking and cycling slowly) • Reduce footpath and berm width <ul style="list-style-type: none"> - not used enough to justify size - to make space to widen road - have narrow footpath on one side of the road and wider footpath on the other • Remove footpath on one side of the road <ul style="list-style-type: none"> - down the eastern side past the schools - to make space for a two-way cycleway on the other side of the road - put one two-way footpath and cycleway down one side of road • Move footpaths closer to property boundaries to make space for wider road • Provide shelter • Decorate footpaths <ul style="list-style-type: none"> - paint pavements with pictures; feet; patterns; colours - incorporate activities; games - make it fun for children 	<p>The footpaths on Lake Road provide direct access to a lot of destinations, in addition to being the main walking facility for the road.</p> <p>We will be looking at the footpaths and how best to improve or incorporate them into a mix of optimal solutions in the next phase.</p> <p>Providing an appropriate and safe environment for active modes will continue to feature in future investigations, as they provide vital access to a lot of people.</p>
Footpath maintenance and safety	

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> • Improve footpath condition <ul style="list-style-type: none"> - many footpaths in area are in poor condition, except those which have had concrete renewal - smoother walking surfaces; improve safety for scooters and skate boards; need to be safe for people of all abilities - fix holes and cracks - in general/along Bayswater Ave/Lake Rd, especially between Roberts Ave and Bayswater Ave - use alternative, more permeable materials - improve gradients and remove grade changes at driveways - prevent water overflowing onto footpaths at high tide near the golf course • Improve footpath safety in general <ul style="list-style-type: none"> - slow traffic - reduce sense of danger - to Hauraki Primary School; need travelwise infrastructure • Provide lighting <ul style="list-style-type: none"> - along sides of pavement like a runway - currently too dark to walk in winter so only walk in summer - on Bayswater Ave; on shared path from Bayswater ferry to the end of Francis St; in Hauraki area; on Lake Rd; between Roberts Ave and Bayswater Ave; along streets with low vehicle usage 	
<p>Crossings and wider network</p> <ul style="list-style-type: none"> • More/better pedestrian crossing facilities <ul style="list-style-type: none"> - across Lake Rd - around Bayswater School - pedestrians should have priority when crossing side roads, increase footpath continuity • Improve walking facilities in other parts of peninsula (off Lake Rd) <ul style="list-style-type: none"> - on Bayswater Ave; dangerous at night - on Beresford, Norwood, Roberts • Don't need footpath improvements on Bayswater Ave • Build alternative walking access ways <ul style="list-style-type: none"> - along the coast; at the edge of the mangroves - from Francis St to Esmonde Rd - from Devonport to the Harbour Bridge 	

Detailed suggestion feedback	AT response
<p>Other</p> <ul style="list-style-type: none"> • Promote walking <ul style="list-style-type: none"> - encourage parents to walk children to and from school - connect walking facilities to public transport - encourage drivers to show pedestrians more respect • Reduce air and noise pollution <ul style="list-style-type: none"> - would walk more if streets were quieter and more visually attractive • Provide facilities for scooters and skateboards • Create shared paths (put cyclists on footpaths) • Keep people on bikes off footpaths • Don't waste time/money on walking facilities • Prioritise walking facilities over widening road 	
Other	
Other suggestions	
<p>Work with local organisations to reduce cars on the road</p> <ul style="list-style-type: none"> • Schools <ul style="list-style-type: none"> - parents should not drop children to school; high school students should not be allowed to drive to school - Lake Rd much more tolerable during school holidays - reduce school bus overcrowding - implement car share schemes - encourage staff to use alternative modes; to partake in Travelwise programmes - have 'glide' times/stagger hours for school finishing - discourage 'away games' for young children in schools or provide shuttles - sports clubs could come to schools instead of requiring children to be transported to Takapuna after school; improve Takapuna Grammar sports facilities - some sports could take place during school hours - build a covered bike parking facility at Takapuna Grammar School; promote cycling to school - provide drop-off areas/bus parking on school grounds at Takapuna Grammar (not on roads outside) • Navy 	<p>As we continue to investigate improving Lake Road, we will also work with local organisations, schools, the Navy, businesses and other stakeholders in the area to best address the problems identified on Lake Road.</p> <p>Different stakeholders and road users will have different needs, which we'll have to balance when coming up with a proposal.</p> <p>Any future proposals will be open for public consultation before any final decisions are made.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> - biggest employer in Devonport, should take responsibility for the traffic they generate - stagger start and finish times; not all arriving at 7am and leaving at 4pm/at school times; introduce flexitime - provide shuttle buses for employees from Albany, Glenfield, Smales Farm, Akoranga, Takapuna to naval base - provide 'park and ride' facilities in Takapuna; near Barrys Point Rd - should car pool; didn't do so during World Cup - prevent from using ferry commuter parks - should not be allowed to build new or bigger car parks - relocate non-operational staff out of Devonport - the naval base should be moved out of Devonport • Other businesses, organisations and services <ul style="list-style-type: none"> - ban contractors and service vehicles, including rubbish trucks, during peak hours - encourage working from home generally - increase taxes on company vehicles to incentivise businesses to prioritise alternative modes - stagger working hours • All <ul style="list-style-type: none"> - encourage active and shared transport modes 	
<p>Staged/flexible approach</p> <ul style="list-style-type: none"> • Do investment levels in stages; implement low/medium investment level plan while developing medium/high plan • Implement low or medium level investment while building an alternative route or a new public transport system • Need a quick fix and then a long term solution; make small changes first, then reassess <ul style="list-style-type: none"> - upgrade key intersections (e.g. Winscombe/Bardia/Lake) - remove cycle lanes - make Esmonde Rd bus lane a T2 lane - improve public transport cost and frequency • Ensure early changes are integrated with longer term changes to minimise having to do undo any work and optimise travel outcomes • Deliver segment from Hauraki/Jutland intersection to Eversleigh Rd first, followed by segment between Bardia/Winscombe and Bayswater/Williamson intersections, then segment between Eversleigh Rd and Bardia/Winscombe intersection 	<p>There are a number of factors to consider when delivering a project, including budget, disruption, other projects in the area etc.</p> <p>We're looking closely at how best to provide long-term solutions, and will look at a staged delivery to minimise disruption.</p>
<p>Emergency access</p>	

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> • Facilitate emergency vehicle access <ul style="list-style-type: none"> - widen roads - install bus lanes - retain median strip - build alternative route - connect back streets • Need an alternative route in case of civil emergency <ul style="list-style-type: none"> - Devonport naval base is emergency location for parliament; access is national security issue; NZ Transport Agency should contribute to upgrade 	<p>Emergency vehicle access on Lake Road is very important and will be considered in any future proposals.</p> <p>We appreciate the impact that construction has on our communities as well as the travelling public, and will work towards minimising the disruption that occurs.</p>
<p>Disruption and construction</p> <ul style="list-style-type: none"> • Investigate ways of cheapening and speeding up construction • The level of traffic disruption during construction would be untenable <ul style="list-style-type: none"> - previous upgrades to Lake Rd section between Hauraki Corner and Esmonde Rd disrupted traffic for a long time; as did improvements on Te Atatu Rd - keep number of people and vehicles working on construction/general disruption to a minimum • Ensure walking and cycling access maintained during construction 	
<p>Mobility and accessibility</p> <ul style="list-style-type: none"> • Need car access, particularly car parking • Improve disability access; currently poor 	<p>Disabled access will be closely considered in any proposals going forward.</p>
<p>Technologies</p> <ul style="list-style-type: none"> • Consider long term changes to technology in planning, e.g. driverless cars, increasing electric cars <ul style="list-style-type: none"> - don't waste money on car infrastructure as will soon be obsolete - focus on short term benefits • Electronic roadside signs <ul style="list-style-type: none"> - install transit time boards for north- and city bound traffic - pointless because don't see until it's too late; put in CCTV and make available publicly via an app • Ride sharing apps <ul style="list-style-type: none"> - good idea; should include traffic conditions information - not enough to change behaviour 	<p>We're looking at a greater use of technology to help improve travelling along Lake Road. This could be used to convey up to date travel information, for example, so travellers can make the best decision regarding travel mode (be it bus, car, ferry etc.) before heading out.</p> <p>This could be done through smartphone applications on rideshare opportunities and travel conditions, and also electronic roadside signs on travel conditions.</p>

Detailed suggestion feedback	AT response
<ul style="list-style-type: none"> • Introduce text alerts to notify of traffic jams 	
<p>Services</p> <ul style="list-style-type: none"> • Underground power • Address surface flooding issues; upgrade sewage and storm water <ul style="list-style-type: none"> - particularly near Seabreeze Rd on Lake Rd; impacts Lake Rd traffic flow • Shift lamp posts away from road • Need more lighting of footpaths and cycleways <ul style="list-style-type: none"> - in whole area; along Lake Rd; near Ngataranga Rd; on Bayswater Ave; between Akoranga Station and Takapuna; in Hauraki area; along shared path between Bayswater Ave and Francis St; in older suburbs • Coordinate maintenance of services (power, telephone, sewage); Lake Rd is constantly being dug up • Need more lighting on footpaths and cycleways; lights that turn on when it gets dark 	<p>Will we look at issues regarding lighting & flooding issues as part of any design and improvements.</p>
<p>Streetscape and vegetation</p> <ul style="list-style-type: none"> • Existing trees <ul style="list-style-type: none"> - retain trees - remove trees on Lake Rd berm to create space for footpaths, cycleways and wider road - remove tree gardens (kerb buildouts) on Bayswater Ave - trim trees along streets • Plant more trees and plantings <ul style="list-style-type: none"> - need shade - on Lake Rd; between Hauraki Corner and Belmont; on Bayswater Ave - plants on roundabouts and traffic islands - more flowers; pretty foliage • Protect green spaces • Install seating on Bayswater Ave • Decorate trees with lights; decorate footpaths • Suggest water fountains (on Bayswater Ave; near McDonalds; at the park); sculptures; statues • Consider history of area in designs e.g. naval and marine themes 	<p>Issues around planting and public spaces will be considered during the next phase of the project. Any work on trees will be done in collaboration with an arborist to ensure trees aren't unnecessarily removed, or where they are removed that plans are in place to either re-plant them or replace them.</p>

Detailed suggestion feedback	AT response
<p>Other</p> <ul style="list-style-type: none"> • Upgrade Bayswater Ave park and playground; provide (better) local swimming pool facilities • Upgrade football facilities so don't have to drive children so far to play and to train • Create kayak lanes in the harbour • Create more WiFi zones • Town centres <ul style="list-style-type: none"> - relocate pizza hut - replace McDonalds with grocery store; develop new stores e.g. post shop, \$2 store - allow for future residential and retailer development under new zoning in Unitary Plan; support in town centre continuous development - the six large Devonport sub-precincts zoned for intensive development should incorporate small commercial centres to reduce reliance on Lake Rd • Shift port to Orere Point • Need consistent approach to rules around building placement on property, 'the block' TV show houses are built very close to the road on Eversleigh Rd 	<p>A lot of these suggestions fall outside the scope of the Lake Road Improvements project, but relevant feedback will be forwarded to appropriate authorities or agencies.</p>

Attachment 1: Feedback form

Feedback form

Please complete this freepost form and return it to us by **Saturday 8 July 2017**.

Alternatively, you can provide feedback online at **AT.govt.nz/haveyoursay**

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

If your comment relates to a specific location, please be sure to state where. You are welcome to attach additional pages (or provide feedback online) if you need more space.

What do you think about our approach in general?

How you would rank the levels of investment in this approach? (with 1 being the most preferred, and 3 being the least preferred), and why

What would make you consider using alternative modes of transport (e.g. cycling, bus, ferry, walking) instead of driving?

Do you have any other comments or suggestions about improving Lake Road?

Attachment 2: Devonport-Takapuna Local Board submission

For Action

MEMO TO: Karen Durante - Democracy Advisor
COPY TO: Tristan Coulson
FROM: Karen Durante - Democracy Advisor
DATE: 02 August 2017
MEETING: Devonport-Takapuna Local Board Meeting of 1/08/2017

Please note for your action / information the following decision arising from the meeting named above:

Devonport-Takapuna Local Board feedback on the Lake Road Improvements project

FILE REF CP2017/14762

AGENDA ITEM NO. 11

11 Devonport-Takapuna Local Board feedback on the Lake Road Improvements project

Marilyn Nicholls, Elected Member Relationship Manager, Tim Mueller - Principal Transport Planner and Daniel Newcombe - City Centre and Rapid Transport Network (RTN) Initiatives Manager from Auckland Transport were in attendance to speak to this report.

Recommendation/s

That the Devonport-Takapuna Local Board:

Vision Statement

- a) recommends the implementation of bus and high-occupancy vehicle lanes along Lake Road from the Belmont town centre to Esmonde Road as soon as possible, via the high-level investment option as outlined in the Indicative Business Case (IBC).
- b) recommends that the high-level investment option be delivered within an urgent timeframe so that further congestion resulting from projected population growth and new developments in the area are mitigated and avoided.
- c) supports a new direct cycle commuter route along the western part of Devonport peninsula as soon as possible.

Detailed feedback on Indicative Business Case (IBC)

- d) recommends that the Lake Road corridor transport mode consist of four lanes in total, which is comprised of:
 - i. two lanes for single occupancy vehicles;
 - ii. two high-occupancy vehicle lanes that can accommodate buses, cyclists, and T2 / T3 vehicles; and
 - iii. upgraded footpaths that ensure safe and all abilities access.
- e) supports measures to underground powerlines on Lake Road.
- f) supports the following projects for improved walking and cycling connectivity and commuting along the Devonport peninsula:
 - i. a dedicated cycle and walkway along Seacliffe Avenue and Hamana Street to ensure a safe and accessible path along the eastern part of the Devonport peninsula; and
 - ii. a new bridge for cycling and walking that connects Francis Street and Esmonde Road for direct commuting to the Akoranga Bus station, and link the cycle and walkway to the proposed Seapath and Skypath routes.
- g) supports the realignment of the cycle and foot bridge that connects Francis and Lowe streets for direct commuting along the western part of the Devonport peninsula; and requests that staff scope a new cycle and foot bridge that connects Francis and Lowe streets for direct commuting along the western part of the Devonport peninsula
- h) requests that staff scope a review of all existing cycle and walking infrastructure along the western part of the peninsula to identify improvement projects (including renewals) to ensure these modes of transport are a safe and attractive alternative for commuters.
- i) notes that any removal of median strip between Takapuna Grammar School and the intersection at Lake Road, Bardia and Winscombe streets may cause congestion and safety issues due to vehicles turning off Lake Road and, therefore requests Auckland Transport investigate options to mitigate safety issues at the intersection of Lake Road / Bardia and Winscombe streets.
- j) proposes that the staging for delivering upgrades on Lake Road be undertaken as follows:
 - i. stage one: the areas between Jutland and Hauraki roads to Eversleigh Road. Priority projects include implementing reconfigured lanes to provide for high occupancy vehicles, a dedicated bus lane to improve public transport services, undergrounding power lines and potential road widening;

- ii. stage two: the areas between the intersection at Lake Road, Bardia and Winscombe streets and Belmont town centre. Priority projects include moving the centre line eastwards slightly to mitigate and reduce congestion and maintaining carparks on the western part of the town centre and reducing carparks on the eastern side of the current barrier; and
 - iii. stage three: the areas between Eversleigh Road and intersection at Lake Road, Bardia and Winscombe streets. Priority projects include implementing reconfigured lanes and undergrounding power lines.
- k) proposes that the following sections of Lake Road also be considered within the project scoping and staging:
- i. the intersection at Lake and Esmonde roads, in particular the congestion created from commuters travelling from Takapuna and the motorway towards Devonport .
 - ii. the left turn from Lake Road into Winscombe Street, the time often taken by motorists to turn left holds up commuters travelling to or towards Devonport.
- l) supports a dedicated high occupancy vehicle lane on Esmonde Road that can accommodate buses, cyclists, and T2 / T3 vehicles.
- m) review the functionality of Esmonde Road in particular vehicles turning right to Barry's Point Road and also vehicles travelling north via the motorway.
- n) request staff investigate potential safety improvement projects for the 'secondary route' which starts at Jutland Road continues along Northboro and Eversleigh road and finishes at Bardia Street during the construction phase of the Lake Road upgrade.
- o) support the implementation of new technology and travel information for the Lake Road upgrade.
- p) request staff investigate traffic light and phasing improvements Winscombe, Bardia and Lake roads intersection.

Secretarial note: Member O'Connor wanted to be recorded that she voted against recommendation 11 - l)