

Your feedback on Point Chevalier Improvements



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Summary

Auckland Transport proposes to make it safer and more accessible for people to walk and ride a bike along Point Chevalier Road, Meola Road and part of Garnet Road, as well as improve public transport connections.






From 22 November to 20 December 2019, we asked people if they had any feedback on the proposed designs for the Point Chevalier Improvements Project. In total, **690 submissions** were received.

Note - the design we consulted on followed a previous phase of consultation in 2017 – the feedback from which was taken on board and integrated into the design.




Key themes from feedback

The **top 5 feedback themes** for each section of the project are shown below. For a complete list of themes and Auckland Transport's (AT's) responses, please refer to the ['feedback received'](#) section of this report.






Point Chevalier Road Section

Feedback theme	No. of mentions
 Like improved cycleways	352
 Like improved safety	207
 Like additional / improved crossing points	205
 Like bus lane	162
 Like signalling of Point Chevalier Road/Meola Road intersection	156






Meola Road Section

Feedback theme	No. of mentions
 Like improved cycleways	315
 Like improved safety	202
 Like additional / improved crossing points	142
 Like removal of on-street parking	126
 Raised crossings need to be added across all side streets	98

Garnet Road Section

Feedback theme	No. of mentions
 Like improved cycleways	207
 Like new raised crossings	133
 Like improved safety	124
 Generally like project	84
 Like improvements to roundabout	63

Project Wide – Additional Comments

Feedback theme	No. of mentions
 Entire project needs lots more bike parking	93
 Cycleways need to go to key areas	58
 Project unfairly favours minority group (people on bikes)	53
 Doubt majority of Point Chevalier residents were consulted or want the proposed changes	39
 Keep/create lots of green space and trees	37

Other themes of interest

Feedback theme	No. of mentions
 Point Chevalier Road - Oppose parking removal - bad for local businesses	120
 Point Chevalier Road - Urbanise 'bird' streets to prevent rat running	77
 Point Chevalier Road - Want roundabout at Pt Chev Rd / Meola Rd intersection	24

Project outcome – taking your feedback on board

COVID-19 has had a significant impact on AT and the wider Auckland Council whānau. As a result, Auckland Council is implementing an Emergency Budget which will reduce AT's capital and operating budgets.

This could mean this project is delayed. We will be in touch with you once we know more about how this project will be impacted by the current budget constraints. This is likely to be within the next two months. We thank you for your patience and understanding during this time.

We are incredibly grateful to everyone who provided feedback on this proposal. All of the comments received have been carefully considered and investigated. And a great deal of time is being spent reviewing the design to try and find ways to integrate the suggestions and requested changes we've received.

A number of changes have been made to the design to reflect what you and your community have told us.

Having taken all submissions into account, we have decided to **proceed with the project** subject to funding approval and the following changes being made in response to public feedback:

- **Increased parking near businesses on Point Chevalier Road**

Businesses on Point Chevalier Road and a number of community members expressed concerns about the impact parking removal would have on local businesses. The project team has spent time meticulously reviewing the design to try and find ways to increase the amount of on-street parking near businesses on Point Chevalier Road. We have managed to revise the design to create additional parking near businesses:

- Two additional parking spaces, near Point Chev Organic Wines and MatchBox - Anastasis Coffee Roasters, at 206 Point Chevalier Road.
- At least one additional parking space, near Gourmet Wok, Good Gals Dairy and Twisted Tomato Café and Eatery, outside 151 Point Chev Road. This has been achieved by moving the proposed raised pedestrian crossing from 151 Point Chev Road to outside Corner Café at 157 Point Chevalier Road.
- We initially proposed to remove two parking spaces outside Westmere Medical Centre at 146 Garnet Road. However, we have revised the design so that these spaces will remain in place.

As the project moves into the detailed design phase, we will continue to try and find opportunities to increase the number of on-street parking spaces near businesses.

In addition, we are also investigating the implementation of time-restricted parking close to businesses on Point Chevalier Road to try and increase the availability of parking for their customers. We will work closely with businesses on Point Chevalier Road regarding this matter.

- **The Pt Chevalier Rd / Meola Rd intersection**

A number of respondents expressed concerns that traffic signals at this intersection would create delays for motorists. Some people asked us to consider a roundabout instead. This intersection has space constraints that make a typical roundabout design unachievable. However, provided funding is made available, we will undertake a trial with a modified

roundabout design to test whether this option is feasible at this location before making a decision on the best design.

- **Additional raised crossings at the following locations:**

- There will be a new raised zebra crossing on Meola Rd near Moa St.
- Raised table crossing on Faulder Avenue.

A number of submitters requested a raised table at the Faulder Avenue crossing point. This will be included in the detailed design. A raised table crossing is on a raised section of the road, with ramps on each side, that aims to slow vehicles to a safe speed – making it a safer place to cross.

- **Garnet Road / Meola Road roundabout**

Some submitters expressed concerns about the performance of the Garnet Road / Meola Road roundabout and requested improvements.

We will be conducting a study into installing a “roundabout metering” treatment which would signalise some of the approaches to the roundabout. It would provide an opportunity for gaps in the traffic to allow the dominant traffic flow to proceed. The study will be carried out over the next few months. If approved, the roundabout metering will be implemented as part of the construction of the cycleway.

In addition, in response to public feedback and in view of the history of accidents at this location, the existing crossings at the roundabout will be upgraded to raised table crossings.

- **Improvements to shared paths at intersections**

We investigated requests for separated pedestrian and cycling facilities at intersections. However, due to the limited available space at each intersection, it’s not possible to accommodate this request. Instead, we have redesigned the intersections of Pt Chev Rd/Meola Rd and Meola Rd/Garnet Rd to increase the width of the shared pedestrian and cycle path and allow people on bikes and pedestrians to pass each other safely.

- **Raised crossing required across the Great Nth Rd Slip lane into Point Chev Rd**

An existing safety improvement project at this intersection has reached a stage whereby we can include this proposal in this project. During the detailed design phase, a raised table option will be developed and, if achievable, built at the same time.

- **Make it safer to use at night**

The entire route will receive upgraded street lighting, which will add significantly to the safety and amenity value of these streets.

- **Make the current crossing, outside the Westmere shops, more visible**

We recognise the safety issues that arise at this crossing due to the limited visibility of approaching motorists. In order to make it safer for pedestrians, we plan to implement a raised table crossing at this location to slow vehicle speeds – making it a safer place to cross.

The following request is still under consideration:

- Additional replacement trees subject to spatial, visibility and vehicle crossing restrictions.

The final designs are still being worked on by the project team. Once they have been finalised, we will publish them on our website and notify you when they are available.

Next steps

Due to the current financial constraints facing Auckland Council and Auckland Transport as a result of COVID-19, we are unsure when this project will be delivered. We will have more clarity of our funding situation within the next month or two - once Auckland Council's Emergency Budget has been finalised. We will be in touch when we have more information. Thank you for your patience and understanding.

Keeping Point Chev moving

We are committed to making sure that, during the construction period, the impact on residents and local businesses is minimised as much as possible. We will provide more information once we know when construction will begin. Prior to that, we will work closely with local businesses to put plans in place to minimise the construction impact and promote their businesses.

Background

What did we seek feedback on?

The proposal released for public feedback included the following changes:

- Single direction off-road cycleways on each side of Point Chevalier Road.
- A two-way directional cycleway on the northern side of Meola Road.
- A single directional cycleway on each side of a section of Garnet Road.
- A southbound bus lane on Point Chevalier Road.
- Moving and combining of some bus stops.
- Raised tables on side streets on Point Chevalier Road, Meola Road and a section of Garnet Road.
- Signalising the Point Chevalier Road/Meola Road intersection.
- Improvements to five crossing facilities and three new pedestrian crossings.
- The removal of on-street parking spaces.

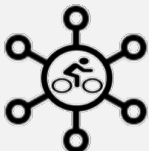
For more detailed information on the proposal, please refer to Appendix 1 or visit at.govt.nz/projects-roadworks/point-chevalier-improvements/.

Main project benefits



Safer journeys to school, work and local attractions

for people walking and using other active modes of travel like riding bikes and scooters.



A key link in Auckland's cycle network

the cycleways form part of Auckland's cycle network, which will provide safer journeys to destinations such as schools, the city centre, other retail and employment areas and local attractions.



72 bus journeys per day

will benefit from the bus lane. 12 buses per hour use Point Chevalier Road during peak traffic times.



45 seconds

is the estimated **average time** the bus lane will save buses.

200 seconds

is the estimated **maximum time** the bus lane will save buses.



Native trees and plantings

are an integral part of the project.

Feedback activities

From 22 November to 20 December 2019, we asked people if they had any feedback on the proposed designs for the Point Chevalier Improvements Project. In total, **690 submissions** were received.

What we asked you

We asked what you liked about the proposed designs, what you would do to improve the proposed designs and if you had any other comments on the project.

Activities to raise awareness

To let you know about the opportunity to provide feedback we:

- Delivered more than 5,700 brochures / feedback forms to local addresses.
- Hand delivered letters to local businesses as well as meetings / emails / phone calls.
- Erected on-street signage.
- Issued a media release picked up by Stuff and Our Auckland (articles published on 22 November).
- Ran adverts in the Central Leader – 28 November and 5 December.
- Put out social media posts and ran geo-targeted advertising campaigns.
- Held three public drop-in sessions (which were also advertised in the Central Leader).
- Set up a project webpage and an online feedback form on our website.

How people provided feedback

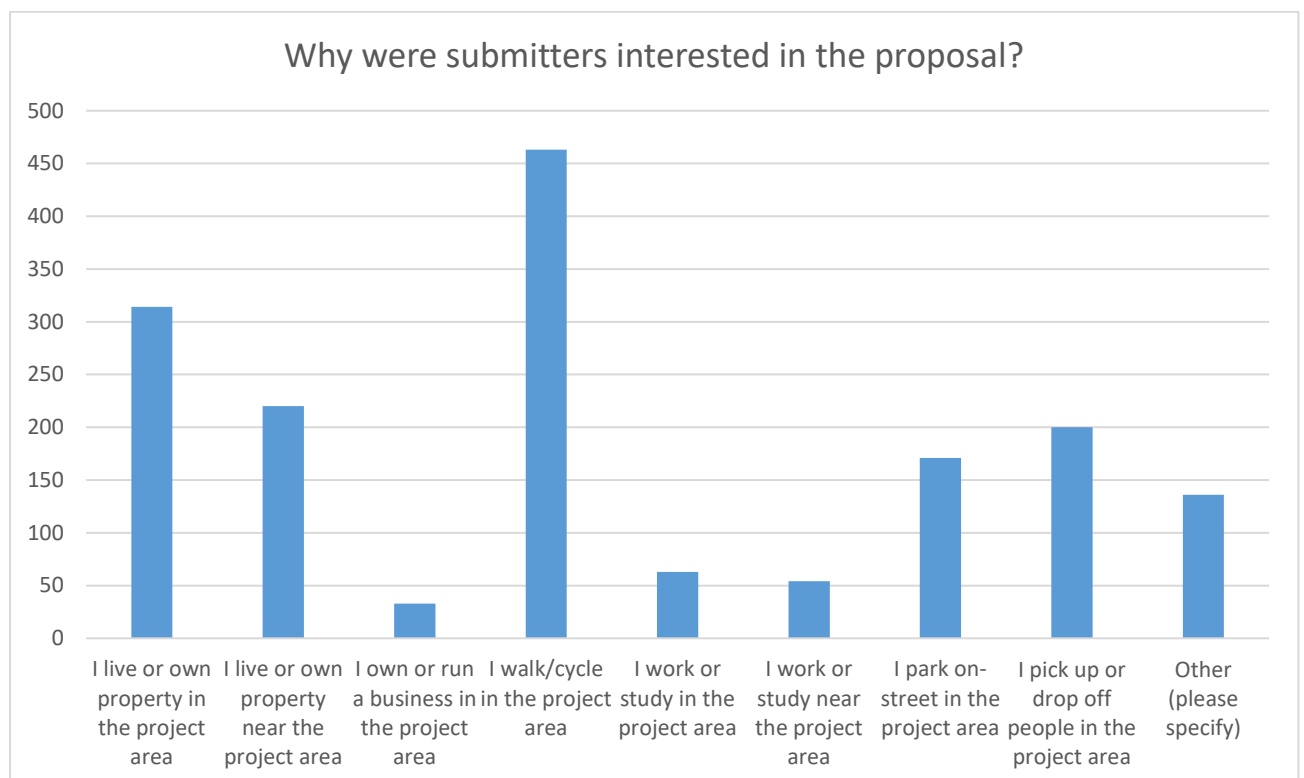
You could provide feedback using an online submission form on the project webpage or a freepost form included in the project brochure. See [Appendix 2](#) for a copy of the feedback form.

Feedback received

Overview

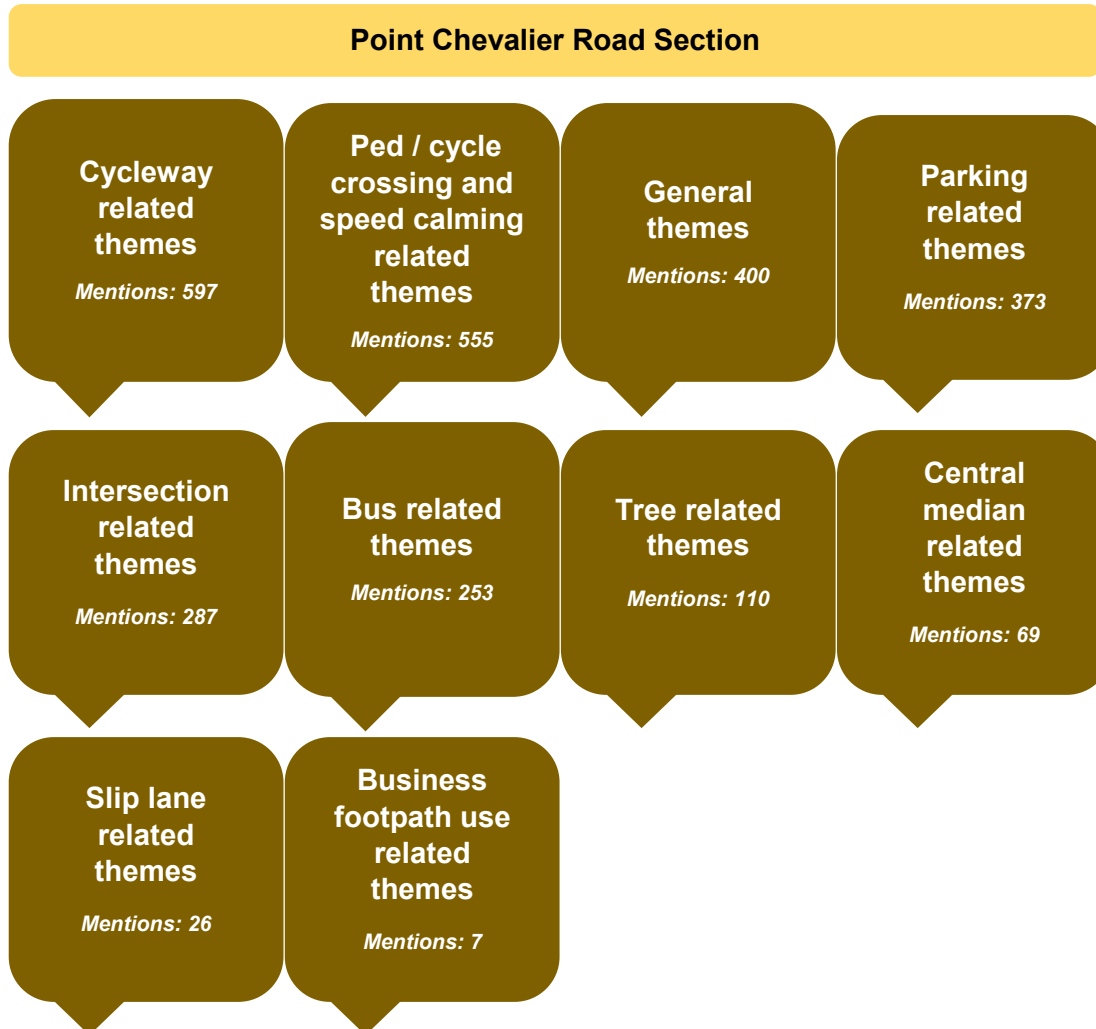
We received public feedback on the proposal from 690 submitters, including submissions from:

- Businesses and residents abutting the proposed changes
- The Albert-Eden Local Board
- The Waitematā Local Board
- Auckland City Council’s Culture and Diversity team
- Auckland City Council Parks & Places Team
- Bike Auckland
- Cycling Without Age Point Chevalier
- Bike Point Chevalier
- Transition Town Pt Chevalier
- Mt Albert Residents Association
- Western Springs College
- Pasadena Intermediate School
- Generation Zero
- The Tree Council



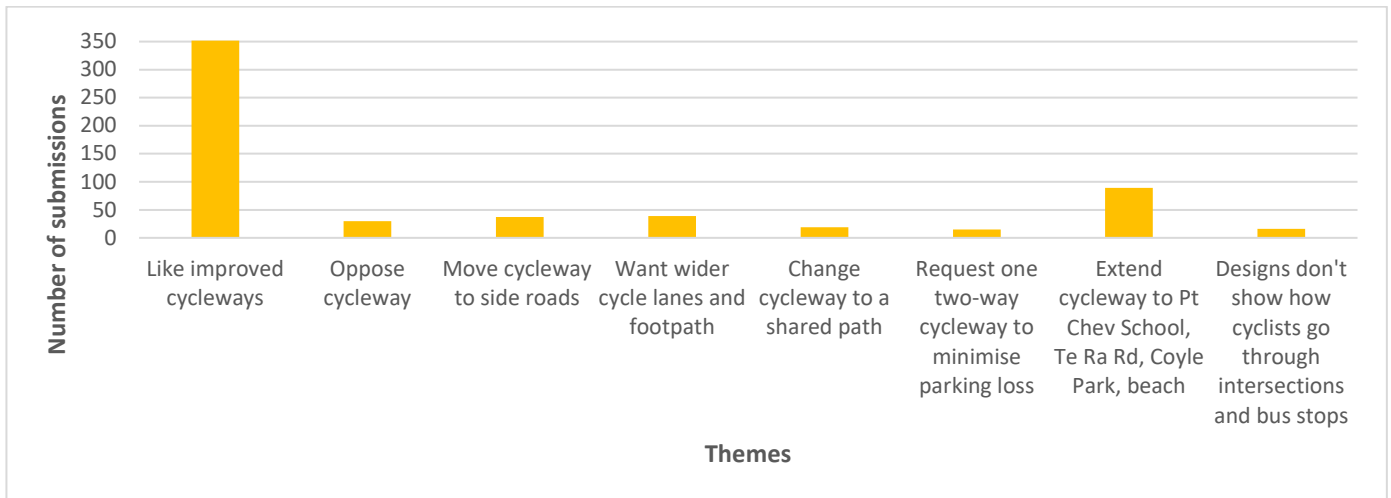
Key feedback themes

The feedback topics and related themes for each section of the project are outlined below.



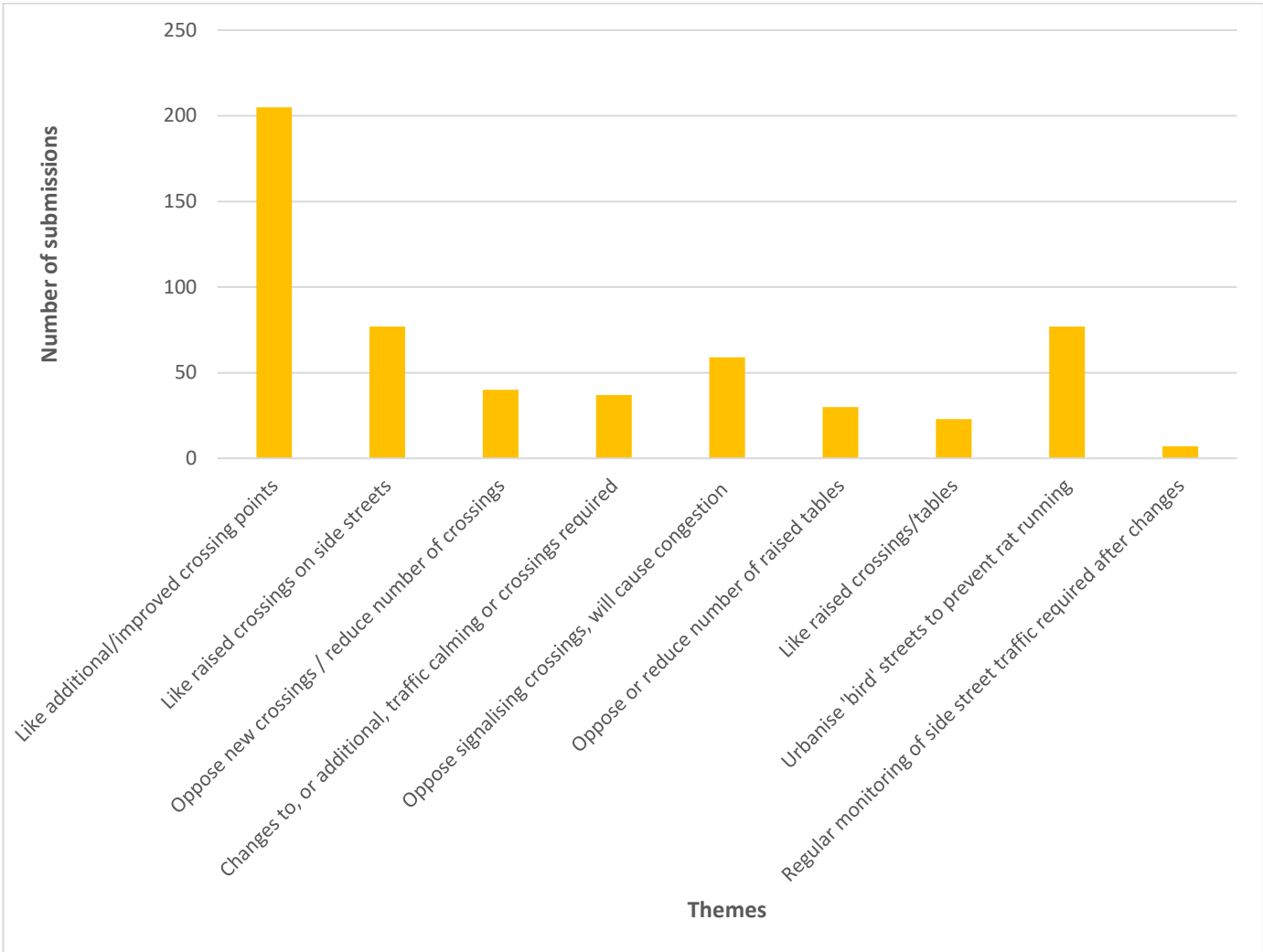
Please note: One person's or organisation's submission can count towards multiple topics and themes.

Cycleway related feedback themes



Feedback Theme	Main Points
Like improved cycleways <i>Mentions: 352</i>	Like safety, protection, separation from vehicles and pedestrians.
Oppose cycleway <i>Mentions: 30</i>	<ul style="list-style-type: none"> • General opposition. • Not a viable mode of transport. • Focus on public transport instead. • Road is already safe for people on bikes. • Parking is more important. • No one will use it.
Move cycleway to side roads <i>Mentions: 37</i>	<ul style="list-style-type: none"> • Safer roads. • More space. • Cheaper.
Want wider cycle lanes and footpath <i>Mentions: 39</i>	<ul style="list-style-type: none"> • Shared cycle/pedestrian areas around intersections need to be wider to improve safety. • Make cycleways wider – safer, easier to overtake, accommodates different types of bikes (e.g. cargo).
Change cycleway to a shared path <i>Mentions: 19</i>	Leaves more space for cars, parking and buses.
Request one two-way cycleway to minimise parking loss <i>Mentions: 15</i>	Request one two-way cycleway to minimise parking loss.
Extend cycleway to Pt Chev School, Te Ra Rd, Coyle Park, beach <i>Mentions: 89</i>	<ul style="list-style-type: none"> • These are popular local attractions. • Kids need to be able to ride to school safely.
Designs don't show how cyclists go through intersections and bus stops <i>Mentions: 16</i>	Designs don't show how cyclists go through intersections and bus stops.

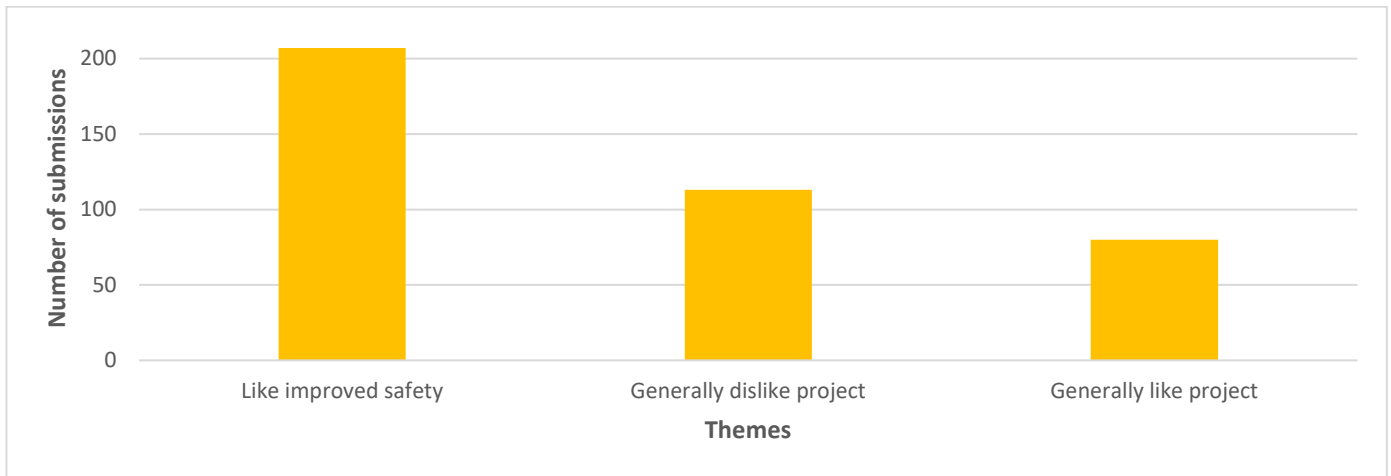
Pedestrian / cycle crossing and speed calming related feedback themes



Feedback Theme	Main Points
Like additional and/or improved crossing points <i>Mentions: 205</i>	<ul style="list-style-type: none"> • Generally, liked additional/improved crossing points. • Like that crossings are being made safer. • Like signalised crossings. • Like that new crossings are being introduced to improve safety and pedestrian/cyclist accessibility.
Like raised crossings on side streets <i>Mentions: 77</i>	<ul style="list-style-type: none"> • Will slow traffic and make crossing these roads safer. • Will increase chance that drivers check for people on bikes.
Oppose new crossings / reduce number of crossings <i>Mentions: 40</i>	<ul style="list-style-type: none"> • There are too many crossings proposed. • Don't need the crossings. • Crossings will slow traffic/create congestion.
Changes to, or additional, traffic calming or crossings required <i>Mentions: 37</i>	<ul style="list-style-type: none"> • Provide safe crossing at desire line from the mall across Pt Chev Rd. • Raised crossing required across the Great Nth Rd Slip lane into Point Chev Rd. • Slow traffic approaching the Pt Chev Rd/Meola Rd intersection. • Signalise the Formby/Wakatipu intersection to make it easier to get out of. • Provide raised crossings across all side streets.

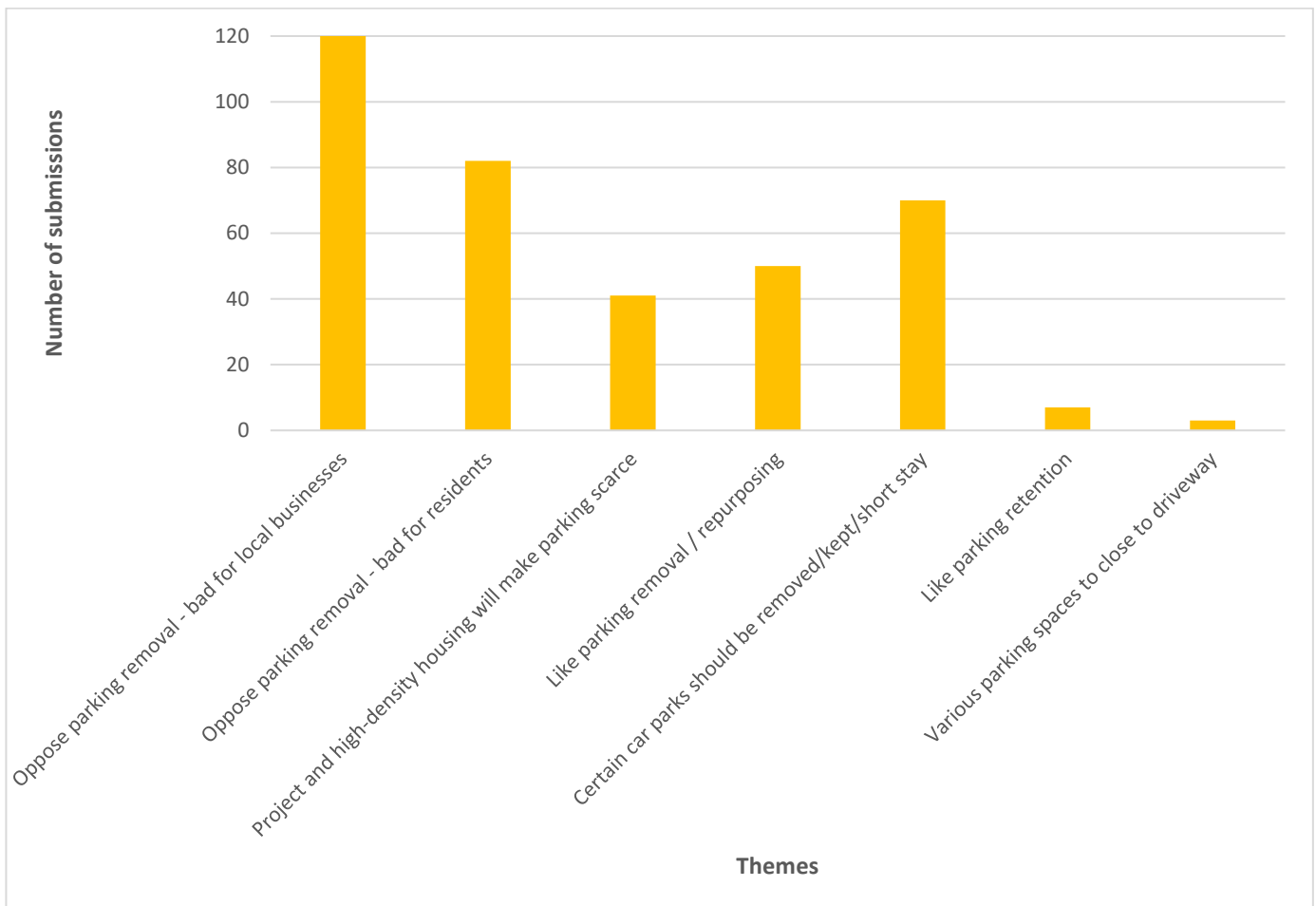
Feedback Theme	Main Points
Oppose signalling crossings, will cause congestion <i>Mentions: 59</i>	Signals will hold up vehicles creating congestion, this will divert vehicles to side streets (rat run).
Oppose or reduce number of raised tables <i>Mentions: 30</i>	<ul style="list-style-type: none"> • Will slow down buses. • Tables are annoying to drive across. • Make road difficult to drive along, will divert traffic to side roads. • Not required, there's no problem to address.
Like raised crossings/tables <i>Mentions: 23</i>	<ul style="list-style-type: none"> • Generally, like raised crossings/tables. • Will slow traffic and make roads and intersections safer for pedestrians and people on bikes.
Urbanise 'bird' streets to prevent rat running <i>Mentions: 77</i>	<ul style="list-style-type: none"> • Introduce traffic calming to bird streets to reduce traffic speeds to 30km/hr and/or discourage rat running e.g. make streets one-way, narrow the traffic lanes on these streets, introduce speed table. • Add raised crossings to the entrances to the Bird Streets.
Regular monitoring of side street traffic required after changes <i>Mentions: 7</i>	To see if there is a change in traffic volumes and to inform the need for future projects along these streets.

General feedback themes



Feedback Theme	Main Points
Like improved safety <i>Mentions: 207</i>	<ul style="list-style-type: none"> • Like safety of separated cycleway. • Like safety of additional pedestrian and cycle crossings. • Like safety of raised crossings at intersection. • Likes reduced vehicle speeds. • Generally, think project improves safety in area.
Generally, dislike project <i>Mentions: 113</i>	General comment that they don't like this section of the project (or whole project).
Generally, like project <i>Mentions: 80</i>	General comment that they like this section of the project (or whole project), or like it in principle.

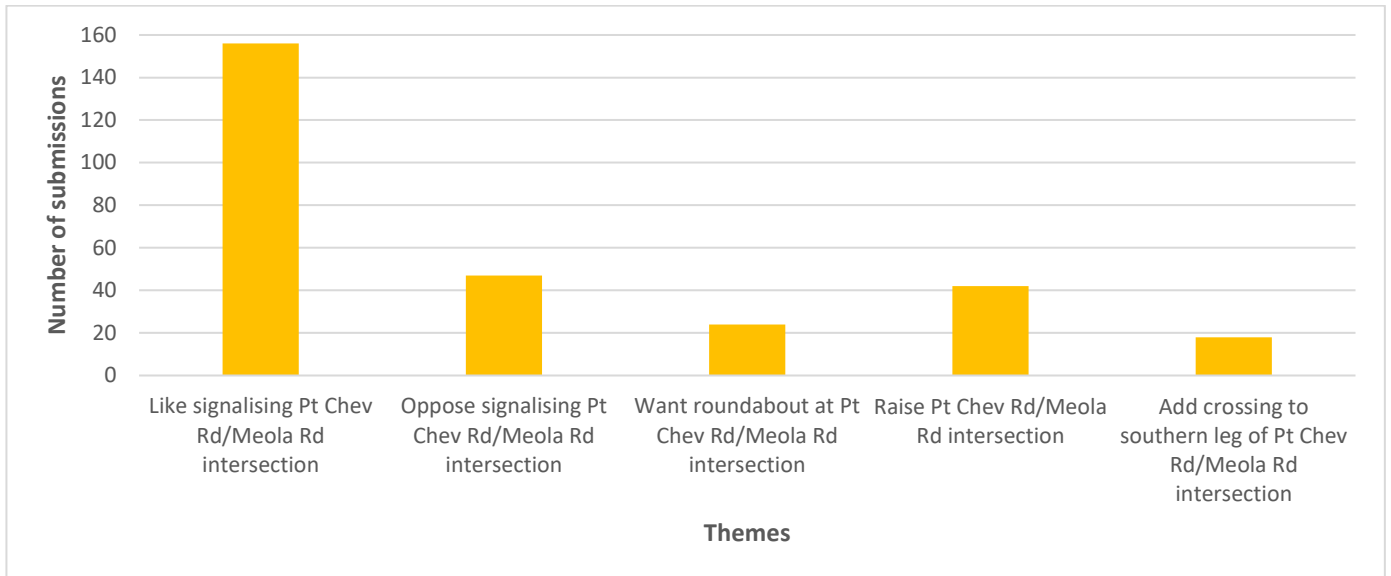
Parking related feedback themes



Feedback Theme	Main Points
Oppose parking removal - bad for local businesses <i>Mentions: 120</i>	<ul style="list-style-type: none"> Local businesses are reliant on customers coming in cars e.g. for stop and go purchases, people coming from out of the area and people with disabilities. Staff will find it hard to find parking.
Oppose parking removal - bad for residents <i>Mentions: 82</i>	Residents and their visitors will find it hard to find car parks.
Project and future high-density housing will make parking scarce <i>Mentions: 41</i>	Residents, residential visitors, business customers and business staff will find it harder and harder to find parking.
Like parking removal / repurposing <i>Mentions: 50</i>	Creates a more balanced use of the road space so that all users have some dedicated space.
Certain car parks should be removed/kept/made short stay <i>Mentions: 70</i>	<ul style="list-style-type: none"> Retain car parks and don't have time restrictions. Provide short-stay parking for businesses near Walker Road – could provide at end of Walker Road. Keep parking outside businesses. Make parks closest to cafes time restricted (e.g. P60) so they are used by customers, not all-day parkers.
Like parking retention <i>Mentions: 7</i>	Good for businesses etc.

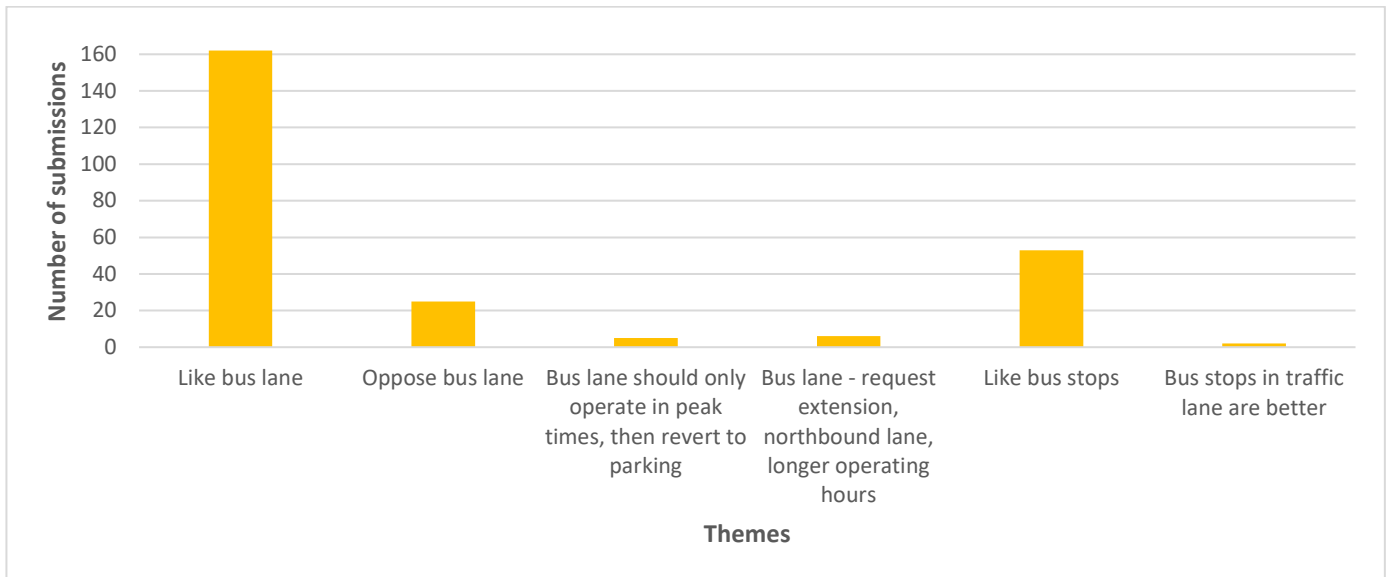
Feedback Theme	Main Points
Parking spaces at 47, 127, 131, 133 are not set back far enough from driveway <i>Mentions: 3</i>	Parking spaces at 47, 127, 131, 133 are not set back far enough from driveway.

Intersection related feedback themes



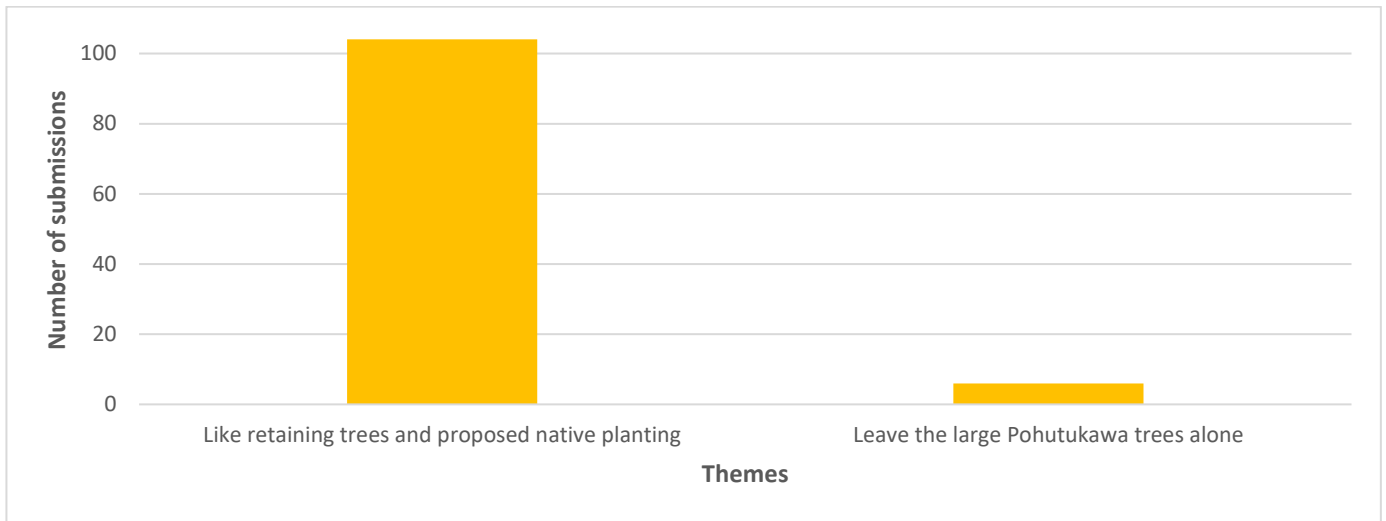
Feedback Theme	Main Points
Like signalising Pt Chev Rd/Meola Rd intersection <i>Mentions: 156</i>	<ul style="list-style-type: none"> • Generally, like that intersection is being signalised. • Signalised intersection will be safer.
Oppose signalising Pt Chev Rd/Meola Rd intersection <i>Mentions: 47</i>	<ul style="list-style-type: none"> • Not required. • Will create traffic congestion. • Will encourage rat-running on side streets.
Want roundabout at Pt Chev Rd/Meola Rd intersection <i>Mentions: 24</i>	A roundabout will keep traffic flowing better than traffic lights.
Raise Pt Chev Rd/Meola Rd intersection <i>Mentions: 42</i>	Will slow traffic entering the intersection, particularly red-light runners, which makes the intersection safer for pedestrians and people on bikes.
Add crossing to southern leg of Pt Chev Rd/Meola Rd intersection <i>Mentions: 18</i>	Pedestrians and people on bikes should be able to cross on all legs of the roundabout.

Bus related feedback themes



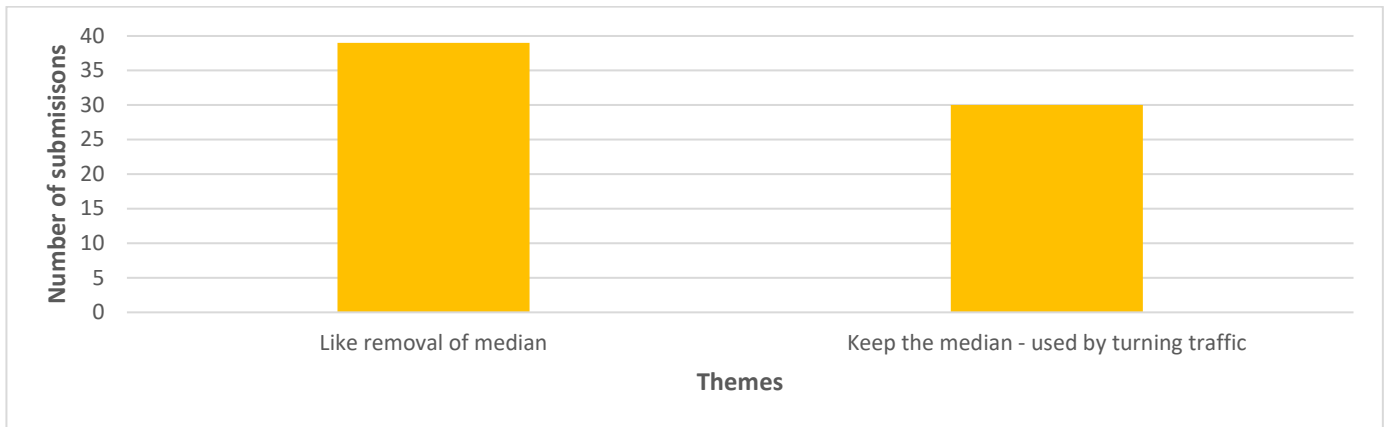
Feedback Theme	Main Points
Like bus lane <i>Mentions: 162</i>	<ul style="list-style-type: none"> • Generally, like bus lane. • Bus lane will speed up bus journey times.
Oppose bus lane <i>Mentions: 25</i>	<ul style="list-style-type: none"> • Generally, oppose bus lane. • Bus lane not required. • Bus lane removes car parking.
Bus lane should only operate in peak times, then revert to parking <i>Mentions: 5</i>	Bus lane should only operate in peak times, then revert to parking
Bus lane - request extension, northbound lane, longer operating hours <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Extend length of bus lane. • Include a northbound bus lane. • Extend operating hours of bus lane.
Like bus stops <i>Mentions: 53</i>	<ul style="list-style-type: none"> • Generally like bus stops. • Like that bus stops are aligned with pedestrian crossings.
Bus stops in traffic lane are better <i>Mentions: 2</i>	Provides more space so that bus passengers don't spill out of buses onto cycleway and can also wait for buses between the cycleway and traffic lane.

Tree related feedback themes



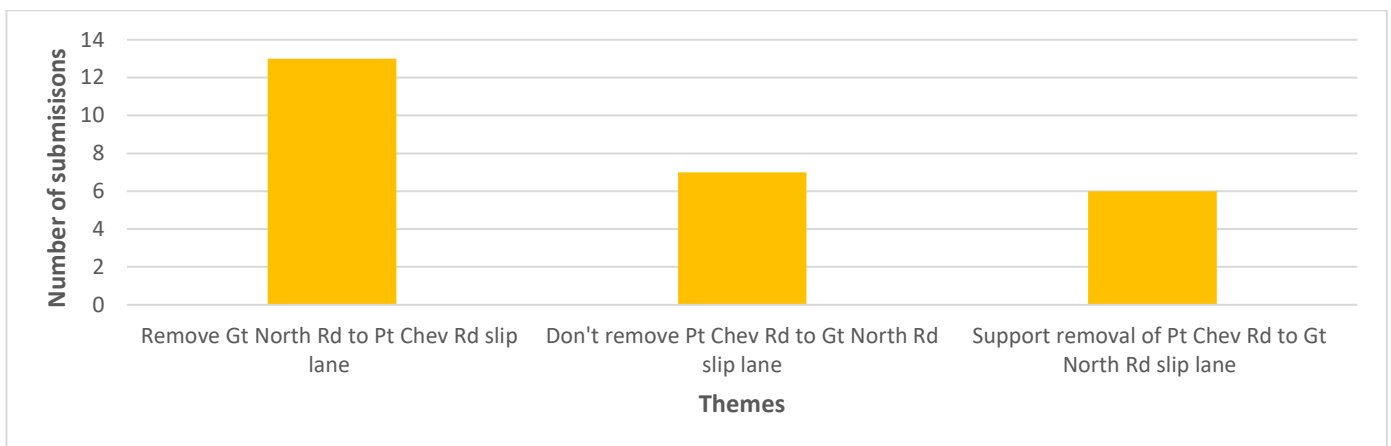
Feedback Theme	Main Points
Like retaining trees and proposed native planting <i>Mentions: 104</i>	Like retaining trees and proposed native planting.
Leave the large Pohutukawa trees alone <i>Mentions: 6</i>	Leave the large Pohutukawa trees alone.

Central median related feedback themes



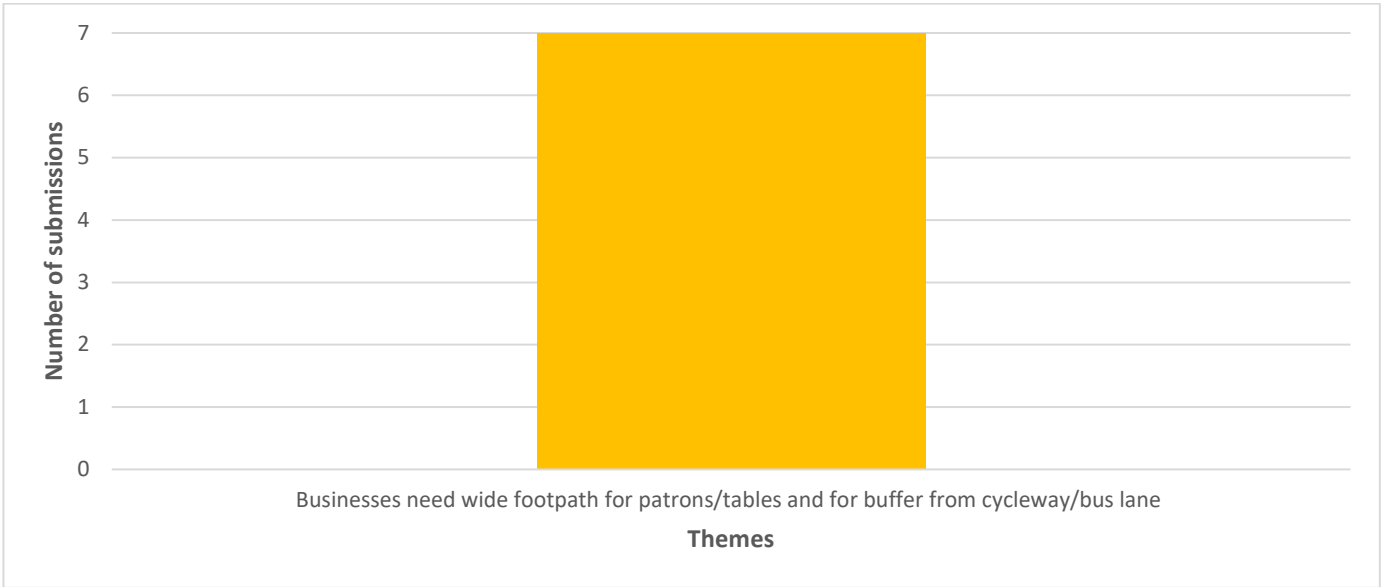
Feedback Theme	Main Points
Like removal of median <i>Mentions: 39</i>	Creates a more balanced use of the road space so that all users have some dedicated space.
Keep the median - used by turning traffic <i>Mentions: 30</i>	<ul style="list-style-type: none"> • Turning traffic will wait in traffic lane and cause congestion. • Turning traffic will wait in traffic lane, which may cause accidents.

Slip lane related feedback themes



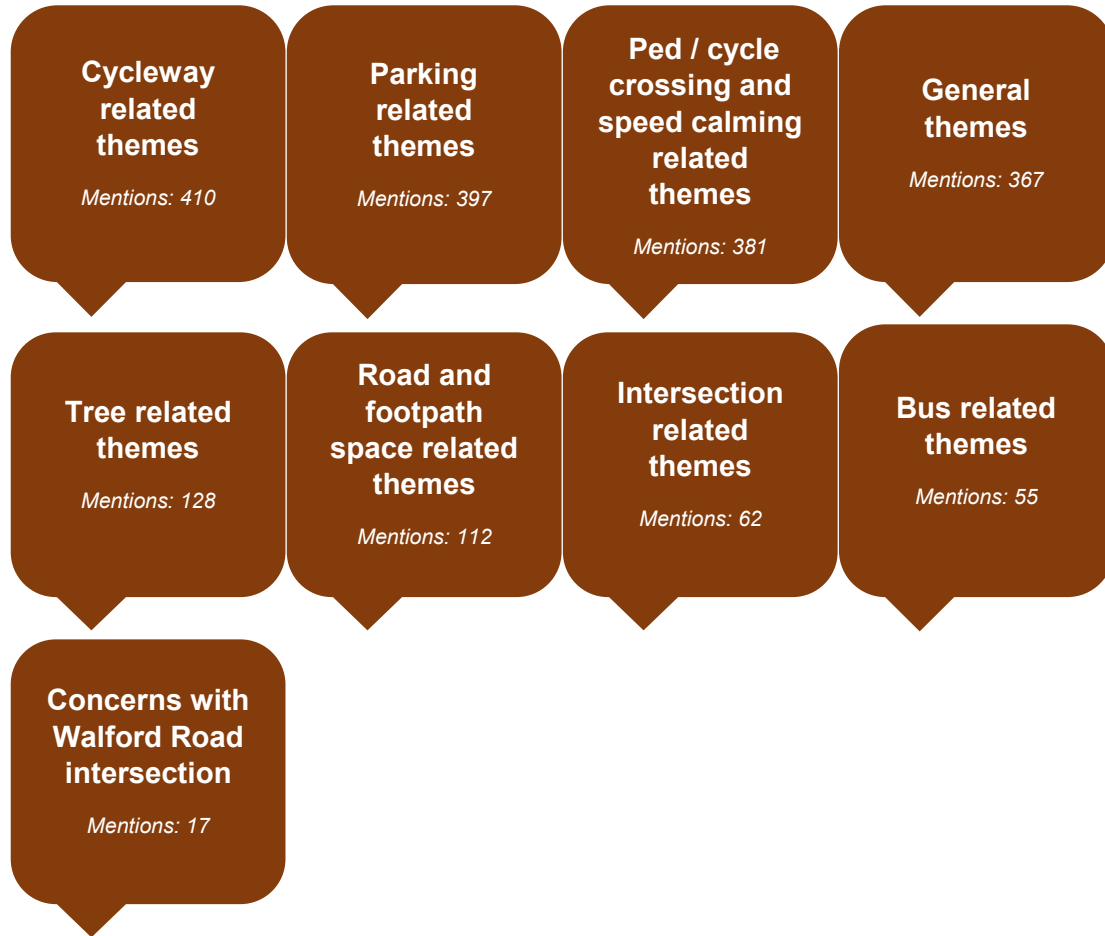
Feedback Theme	Main Points
Remove Gt North Rd to Pt Chev Rd slip lane <i>Mentions: 13</i>	Dangerous slip lane with high vehicles speeds. Makes road and crossing dangerous for people on bikes and pedestrians.
Don't remove Pt Chev Rd to Gt North Rd slip lane <i>Mentions: 7</i>	Will cause traffic congestion.
Support removal of Pt Chev Rd to Gt North Rd slip lane <i>Mentions: 6</i>	Makes road safer, particularly for pedestrians and people on bikes.

Business footpath use related feedback themes



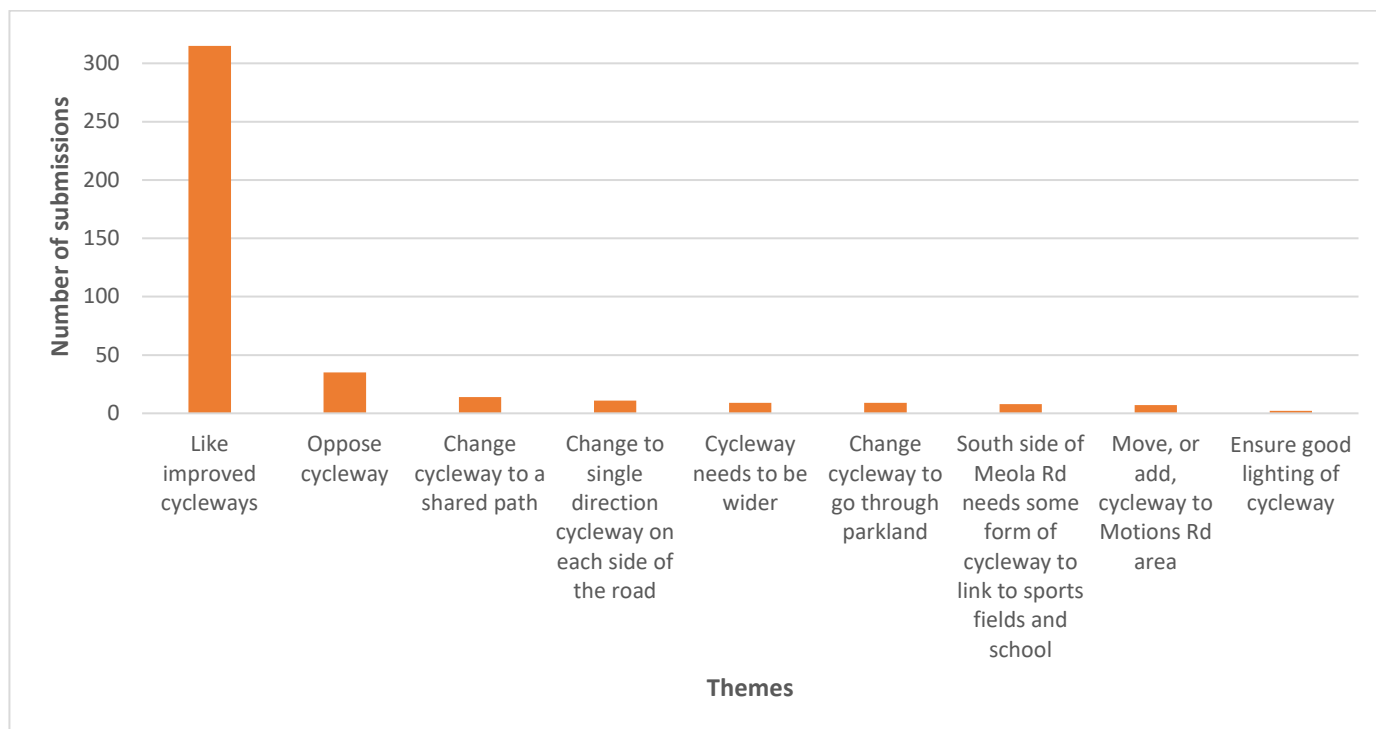
Feedback Theme	Main Points
Businesses need wide footpath for patrons/tables and for buffer from cycleway/bus lane <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Diners will be up close to the bus lane, which means they will be exposed to air and noise pollutions. • The parked cars created a safety barrier between footpath and the road, which is particularly good for keeping kids safe.

Meola Road Section



Please note: One person's or organisation's submission can count towards multiple topics and themes.

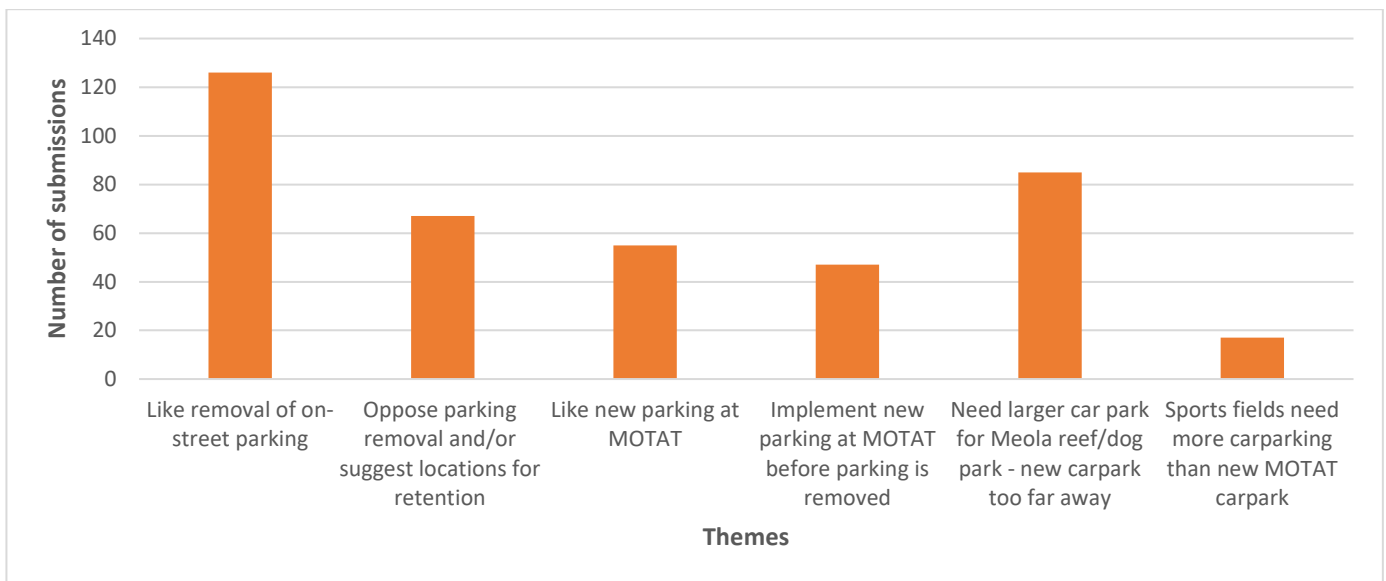
Cycleway related feedback themes



Feedback Theme	Main Points
Like improved cycleways <i>Mentions: 315</i>	Like safety, protection, separation from vehicles and pedestrians.
Oppose cycleway <i>Mentions: 35</i>	<ul style="list-style-type: none"> • General opposition. • Not a viable mode of transport. • Focus on public transport instead. • Road is already safe for people on bikes. • Parking is more important. • No one will use it.
Change cycleway to a shared path <i>Mentions: 14</i>	Leaves more space for cars, parking and trees.
Change to single direction cycleway on each side of the road <i>Mentions: 11</i>	Safer.
Cycleway needs to be wider <i>Mentions: 9</i>	Make cycleways wider – safer, easier to overtake, accommodates different types of bikes (e.g. cargo).
Change cycleway to go through parkland <i>Mentions: 9</i>	Designs don't show how cyclists go through intersections and bus stops
South side of Meola Rd needs some form of cycleway to link to sports fields and school <i>Mentions: 8</i>	South side of Meola Rd needs some form of cycleway to link to sports fields and school.

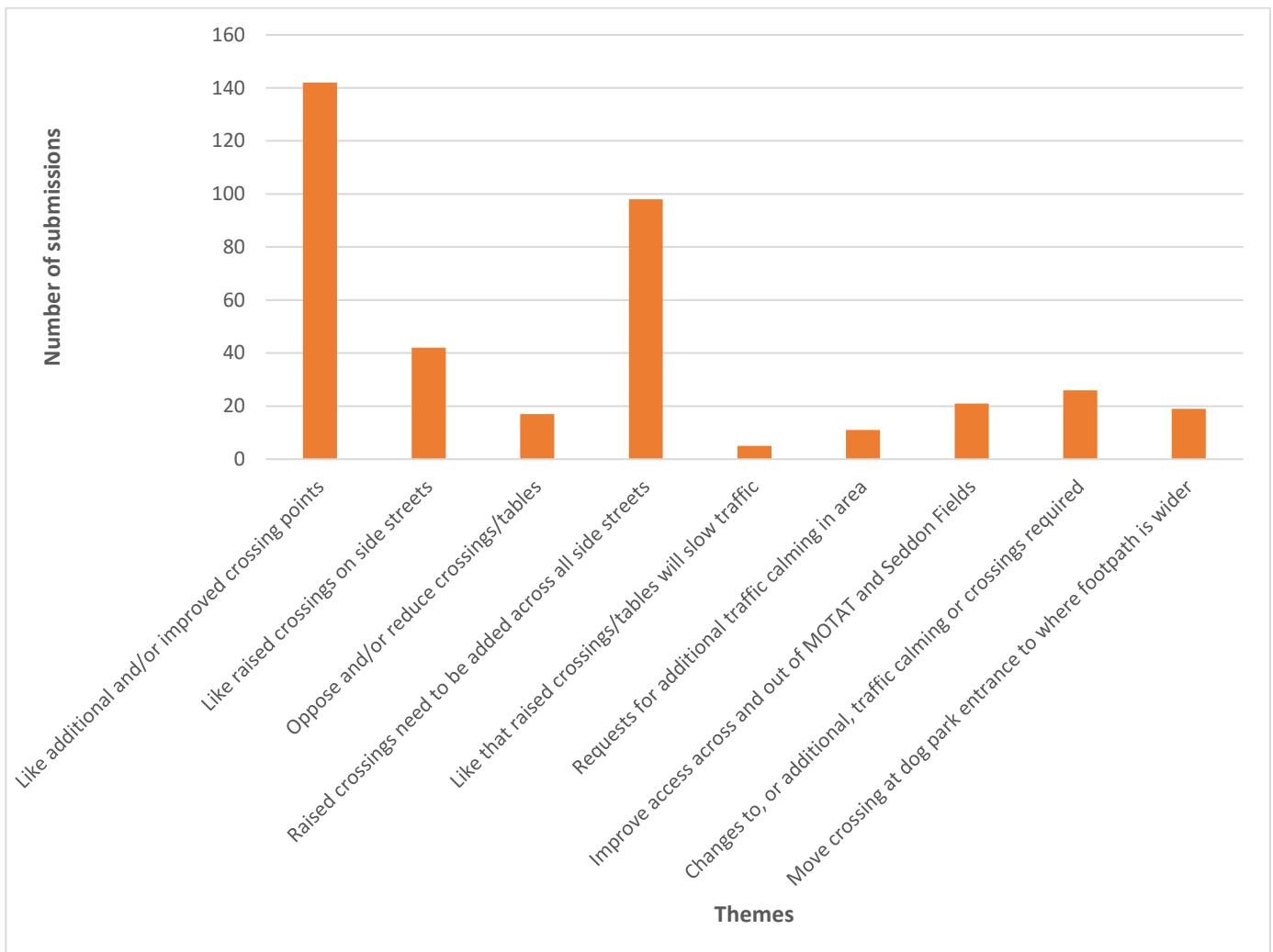
Feedback Theme	Main Points
Move, or add, cycleway to Motions Rd area <i>Mentions: 7</i>	Connects to schools etc in that area. If suggested 'move' cycleway, then this route avoids issues with Meola Road.
Ensure good lighting of cycleway <i>Mentions: 2</i>	Makes it safer to use at night.

Parking related feedback themes



Feedback Theme	Main Points
Like removal of on-street parking <i>Mentions: 126</i>	<ul style="list-style-type: none"> • Currently people manoeuvring in and out of car parks creates safety and congestion issues. • Creates a more balanced use of the road space so that all users have some dedicated space.
Oppose parking removal and/or suggest locations for retention <i>Mentions: 67</i>	<ul style="list-style-type: none"> • Keep parking along residential section of Meola Road. • Keep parking on one side of Meola Road. • Provide parking in between trees and lamp posts.
Like new parking at MOTAT <i>Mentions: 55</i>	Like new parking at MOTAT
Implement new parking at MOTAT before parking is removed <i>Mentions: 47</i>	Will prevent there being a major parking shortfall once construction of the cycleway project starts.
Need larger car park for Meola reef/dog park - new carpark too far away <i>Mentions: 85</i>	Need larger car park for Meola reef/dog park - new carpark too far away
Sports fields need more carparking than new MOTAT carpark <i>Mentions: 17</i>	Demand will be greater than supply.

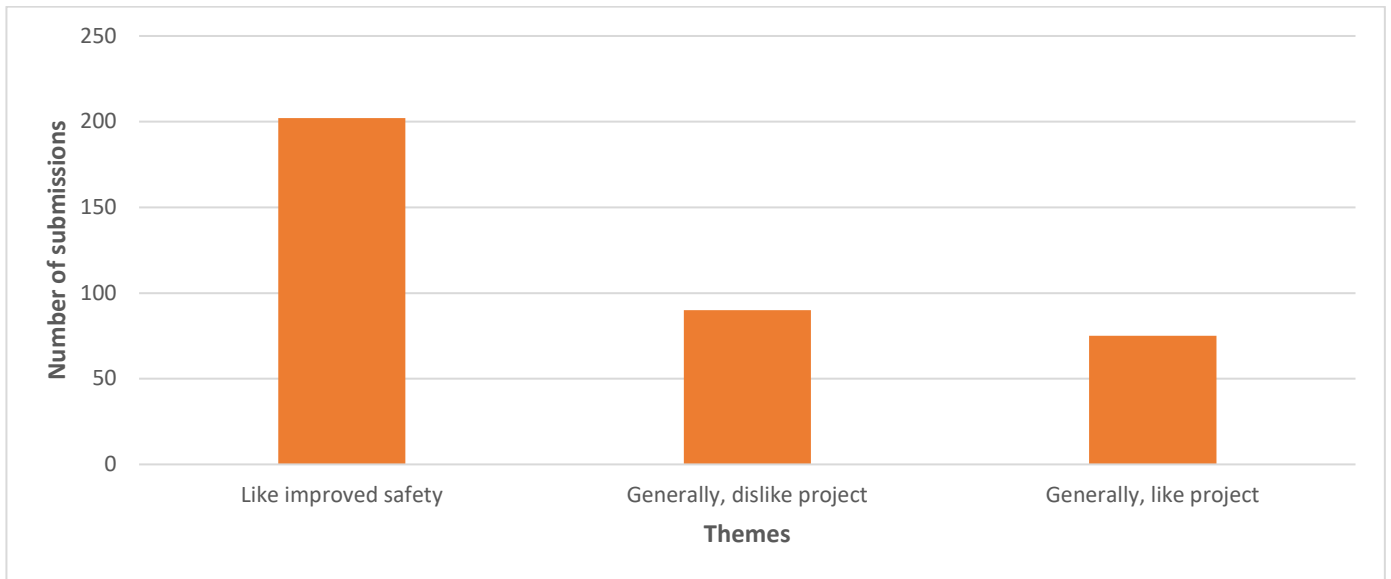
Pedestrian / cycle crossing and speed calming related feedback themes



Feedback Theme	Main Points
Like additional and/or improved crossing points <i>Mentions: 142</i>	<ul style="list-style-type: none"> • Generally, liked additional/improved crossing points. • Like that crossings are being made safer. • Like signalised crossings. • Like that new crossings are being introduced to improve safety and pedestrian/cyclist accessibility.
Like raised crossings on side streets <i>Mentions: 42</i>	<ul style="list-style-type: none"> • Will slow traffic and make crossing these roads safer. • Will increase chance that drivers check for people on bikes.
Oppose and/or reduce crossings/tables <i>Mentions: 17</i>	<ul style="list-style-type: none"> • There are too many crossings proposed. • Don't need the crossings. • Crossings will slow traffic/create congestion.
Raised crossings need to be added across all side streets <i>Mentions: 98</i>	<ul style="list-style-type: none"> • No apparent reason why all side streets don't have raised crossings • Will slow traffic and make crossing these roads safer. • Will increase chance that drivers check for people on bikes.
Like that raised crossings/tables will slow traffic	<ul style="list-style-type: none"> • Slower traffic makes roads and intersections safer for pedestrians and people on bikes.

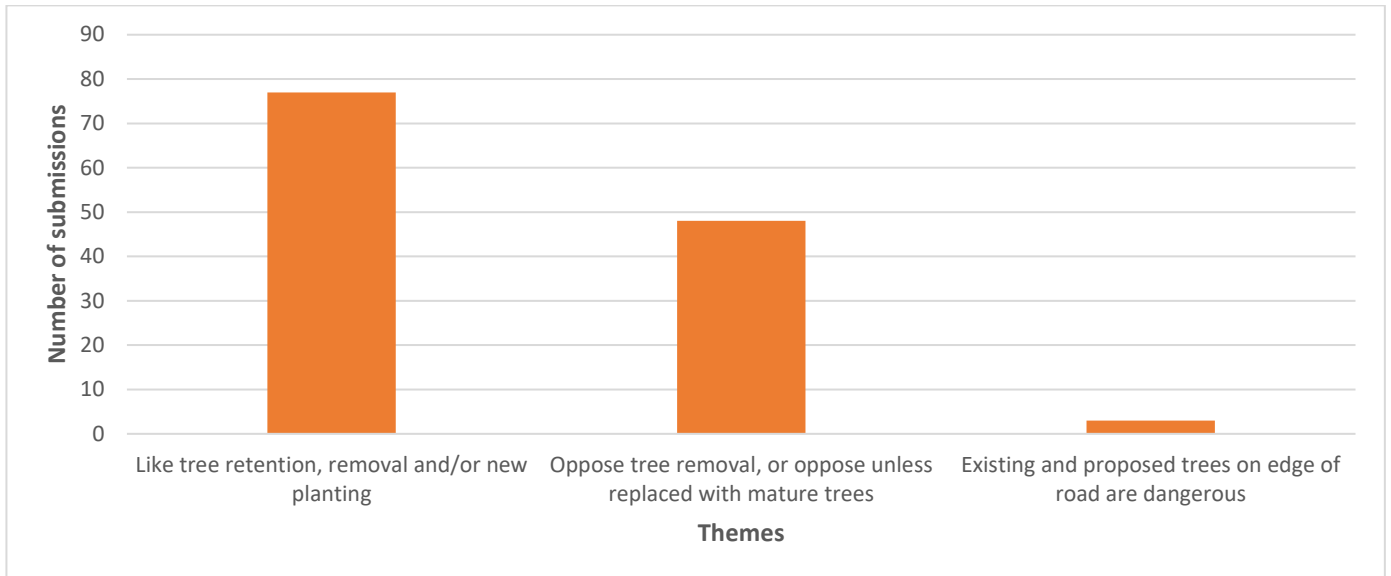
Feedback Theme	Main Points
<i>Mentions: 5</i>	
Requests for additional traffic calming in area <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Reduce vehicle speeds on Meola to 30km/hr, which is a safer speed for this road. • Please reduce the splays a bit at the intersection of Meola and Pt Chev Road.
Improve access across and out of MOTAT and Seddon Fields <i>Mentions: 21</i>	<ul style="list-style-type: none"> • Access for pedestrians and people on bikes across this driveway is not safe and cars often do not give way. Put up signage or other treatments (such as raised crossings) to make it clear that vehicles need to give way. • It can be difficult for vehicles to exit the driveway into the traffic flow.
Changes to, or additional, traffic calming or crossings required <i>Mentions: 26</i>	<ul style="list-style-type: none"> • Add a crossing near (especially the east side) of Moa street, then move the next proposed crossing further east. This means that everyone who has come from Moa road has no disincentive to cross safely and reduces traffic on that pinch point. • Shift crossing in between Motat2 and Seddon Fields so it is closer to Seddon Fields entrance. • Move crossing on Meola Creek bridge to just east of the dog park entrance. • Move the pedestrian crossing by Walford road further from this intersection. • A pedestrian light crossing around the bus stop near MOTAT would improve the safety of school children and cyclists and help slow traffic along Meola Road.
Move crossing at dog park entrance to where footpath is wider <i>Mentions: 19</i>	Move crossing slightly east where footpath is wider and safer.

General feedback themes



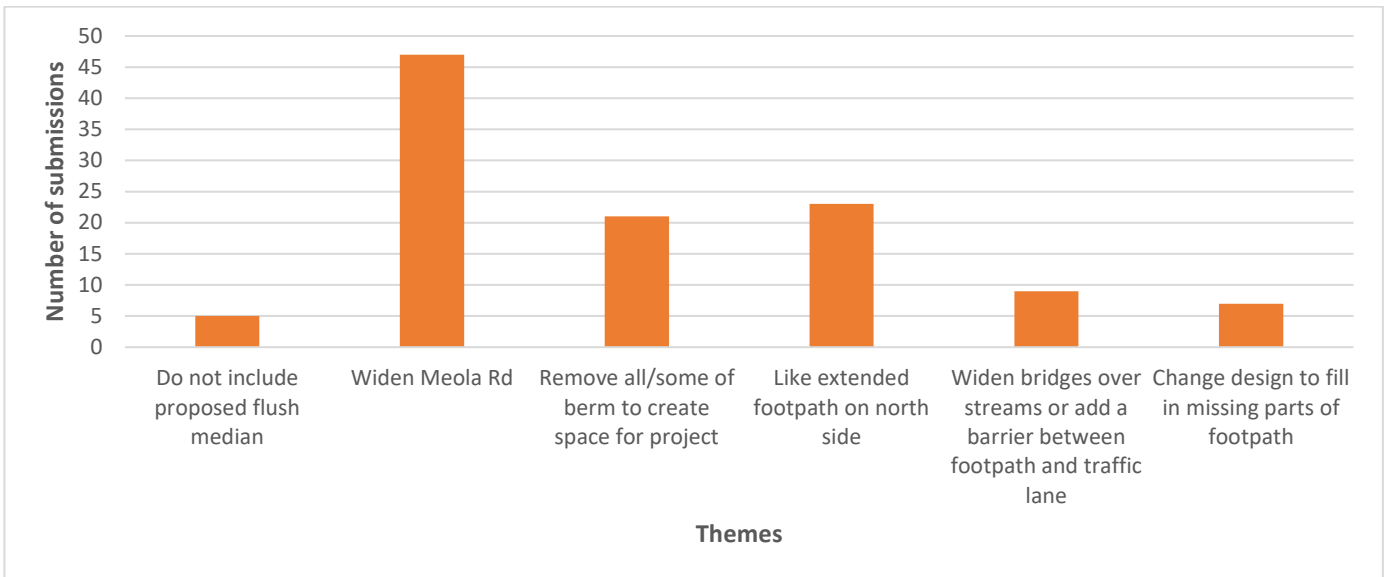
Feedback Theme	Main Points
Like improved safety <i>Mentions: 202</i>	<ul style="list-style-type: none"> • Like safety of separated cycleway. • Like safety of additional pedestrian and cycle crossings. • Like safety of raised crossings at intersection. • Likes reduced vehicle speeds. • Generally, think project improves safety in area.
Generally, dislike project <i>Mentions: 90</i>	General comment that they don't like this section of the project (or whole project).
Generally, like project <i>Mentions: 75</i>	General comment that they like this section of the project (or whole project), or like it in principle.

Tree related feedback themes



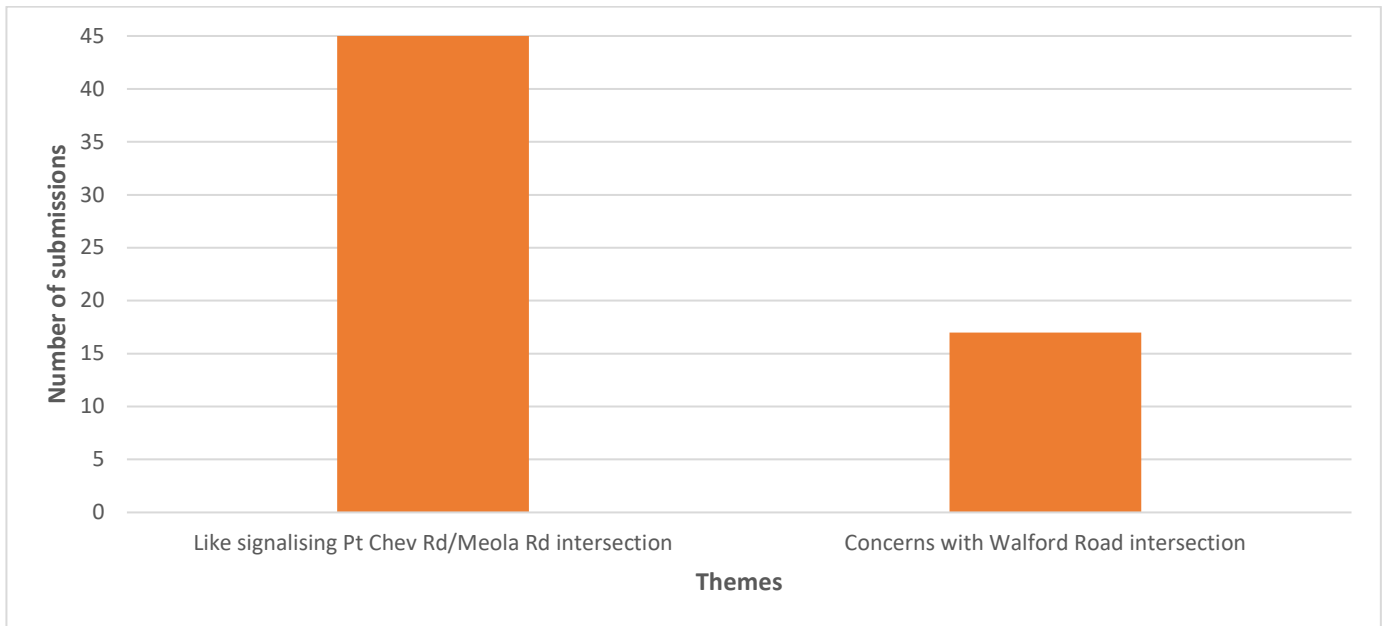
Feedback Theme	Main Points
Like tree retention, removal and/or new planting <i>Mentions: 77</i>	<ul style="list-style-type: none"> • Like that trees being removed are being replanted, particularly like that replanting is native. • Like that exotic trees are being removed. • Trees being removed are ugly.
Oppose tree removal, or oppose unless replaced with mature trees <i>Mentions: 48</i>	<ul style="list-style-type: none"> • Shouldn't be cutting down mature trees in a 'climate emergency'. • The exotic trees are still good for birds. • Need to replace trees with mature trees of a similar size.
Existing and proposed trees on edge of road are dangerous <i>Mentions: 3</i>	Trees close to road are not safe e.g. do not absorb impact in a crash.

Road and footpath space related feedback themes



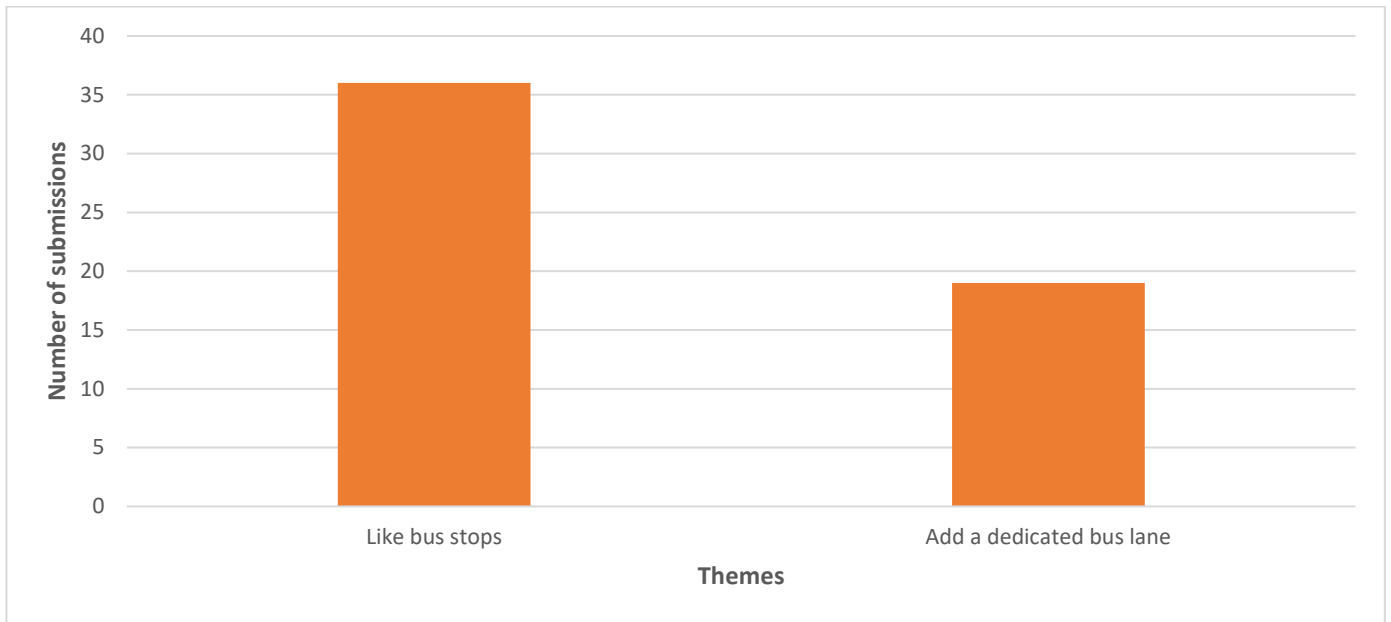
Feedback Theme	Main Points
Do not include proposed flush median <i>Mentions: 5</i>	Takes up space for other modes of transport / road users.
Widen Meola Rd <i>Mentions: 47</i>	<ul style="list-style-type: none"> Widen road so parking can be provided. Widen the road to provide additional traffic lanes.
Remove all/some of berm to create space for project <i>Mentions: 21</i>	Use berm to widen the road and create space for cycleway, pedestrians, parking and/or traffic.
Like extended footpath on north side <i>Mentions: 23</i>	Generally, like footpath extension.
Widen bridges over streams or add a barrier between footpath and traffic lane <i>Mentions: 9</i>	Footpath is dangerously narrow. Need to create space/barrier between pedestrians / kids on bikes and traffic by widening the footpath or adding a physical barrier.
Change design to fill in missing parts of footpath <i>Mentions: 7</i>	Change design to fill in missing parts of footpath.

Intersection related feedback themes



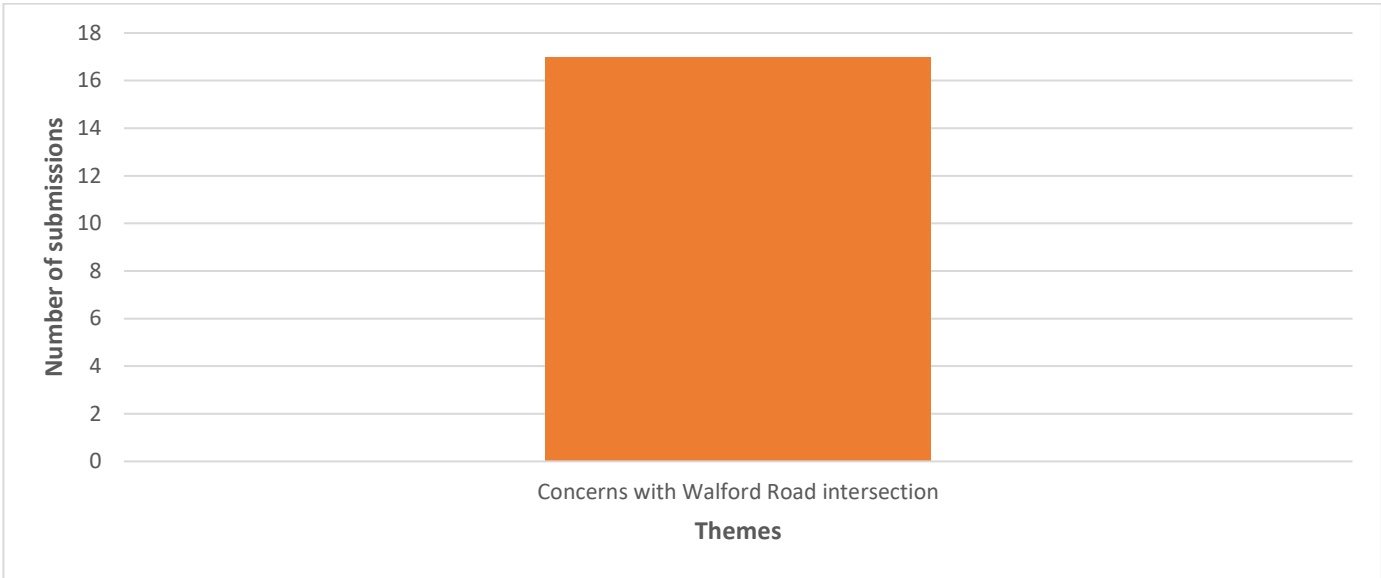
Feedback Theme	Main Points
Like signalising Pt Chev Rd/Meola Rd intersection <i>Mentions: 45</i>	<ul style="list-style-type: none"> • Generally, like that intersection is being signalised. • Signalised intersection will be safer.
Concerns with Walford Road intersection <i>Mentions: 17</i>	<ul style="list-style-type: none"> • Cars are driving fast down this road. Needs traffic calming, especially with the school there. • Move the pedestrian crossing near Walford Road up towards Kiwi Road. • Put a turning bay for traffic turning right into Walford Road. • Put a roundabout at intersection. • Block exit/entry to Walford Road or make exit from Walford a 'no right turn' to prevent vehicles blocking cycleway when waiting to turn, vehicles can go via Pt Chev Road.

Bus related feedback themes



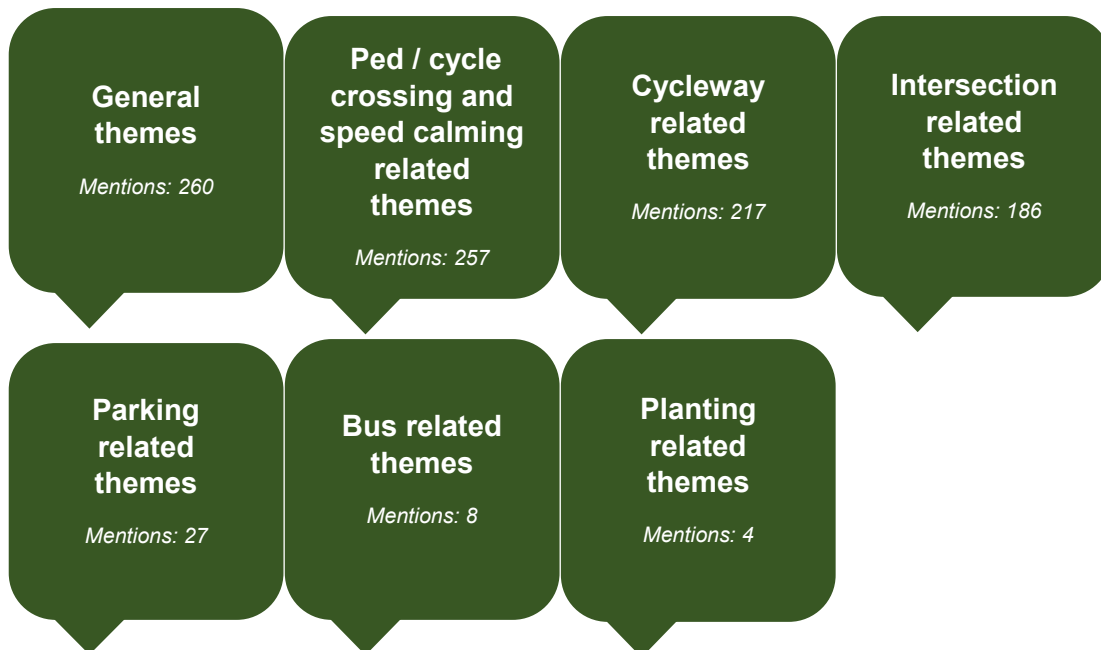
Feedback Theme	Main Points
Like bus stops <i>Mentions: 36</i>	<ul style="list-style-type: none"> • Generally like bus stops. • Like that bus stops are aligned with pedestrian crossings.
Add a dedicated bus lane <i>Mentions: 19</i>	<ul style="list-style-type: none"> • Want bus lanes down Meola Road. • Want north-bound bus lane on Meola Road to avoid congestion. • Bus lane would be more beneficial than cycleway.

Concerns with Walford Road intersection



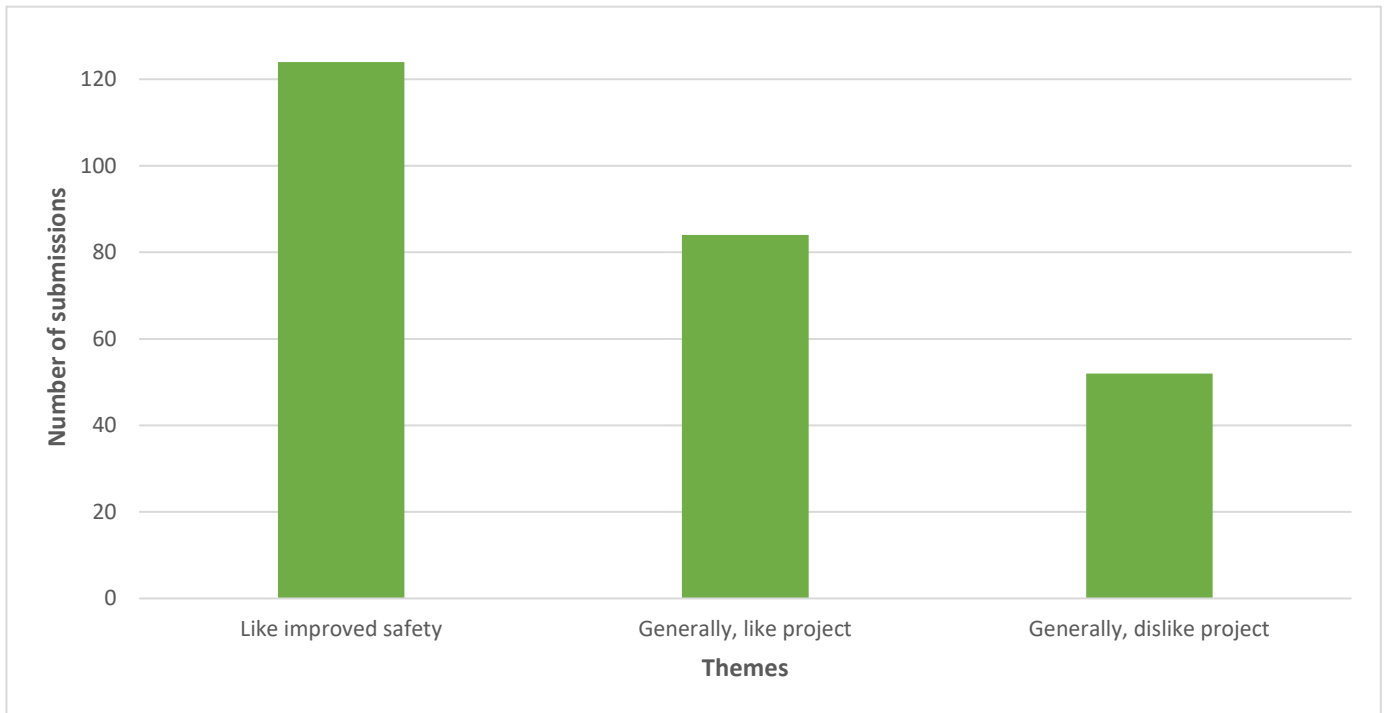
Feedback Theme	Main Points
<p>Concerns with Walford Road intersection <i>Mentions: 17</i></p>	<ul style="list-style-type: none"> • Cars are driving fast down this road. Needs traffic calming, especially with the school there. • Move the pedestrian crossing near Walford Road up towards Kiwi Road. • Put a turning bay for traffic turning right into Walford Road. • Change intersection to a roundabout. • Block exit/entry to Walford Road or make exit from Walford a 'no right turn' to prevent vehicles blocking cycleway when waiting to turn, vehicles can go via Pt Chev Road.

Garnet Road Section



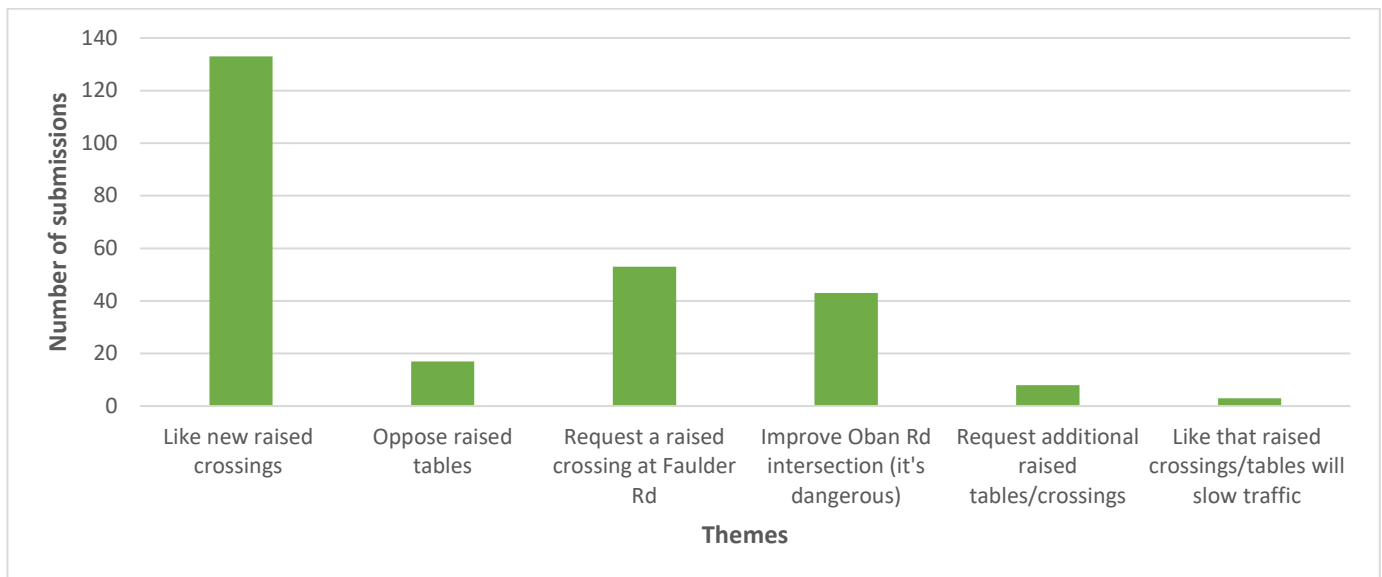
Please note: One person's or organisation's submission can count towards multiple topics and themes.

General feedback themes



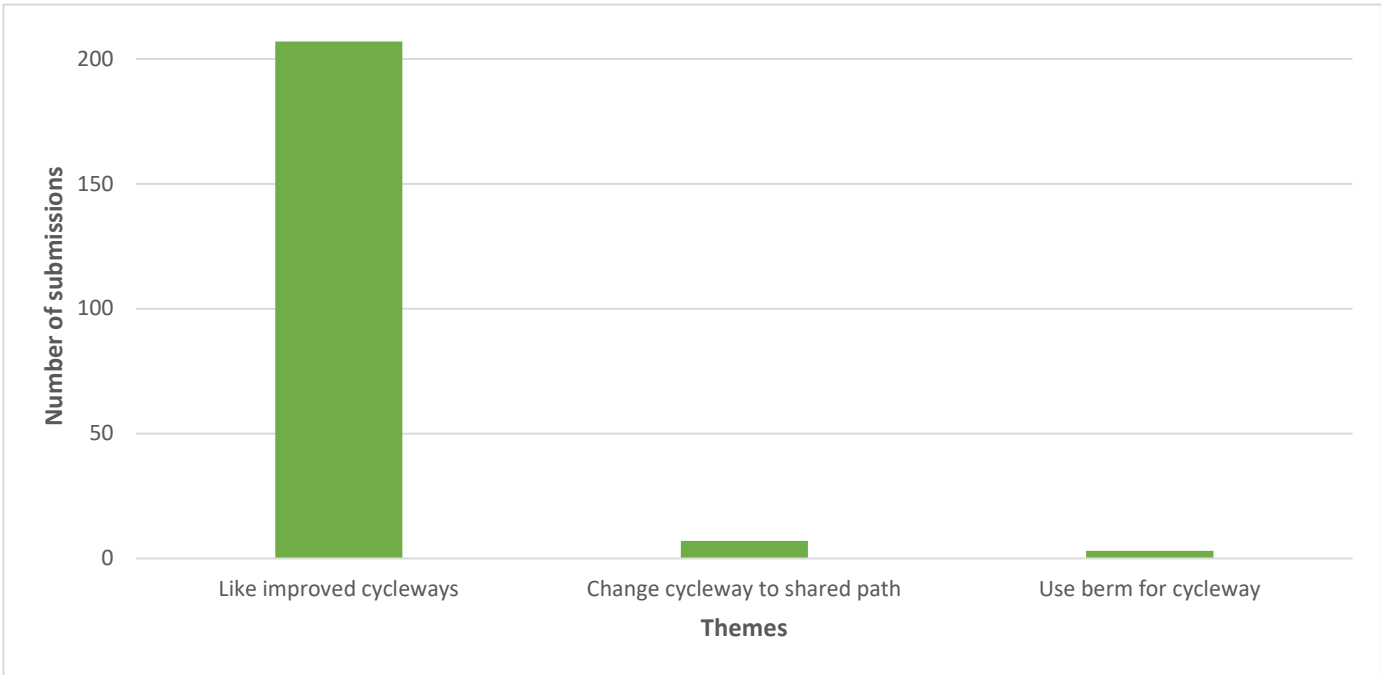
Feedback Theme	Main Points
Like improved safety <i>Mentions: 124</i>	<ul style="list-style-type: none"> • Like safety of separated cycleway. • Like safety of additional pedestrian and cycle crossings. • Like safety of raised crossings at intersection. • Likes reduced vehicle speeds. • Generally, think project improves safety in area.
Generally, like project <i>Mentions: 84</i>	General comment that they like this section of the project (or whole project), or like it in principle.
Generally, dislike project <i>Mentions: 52</i>	General comment that they don't like this section of the project (or whole project).

Pedestrian / cycle crossing and speed calming related feedback themes



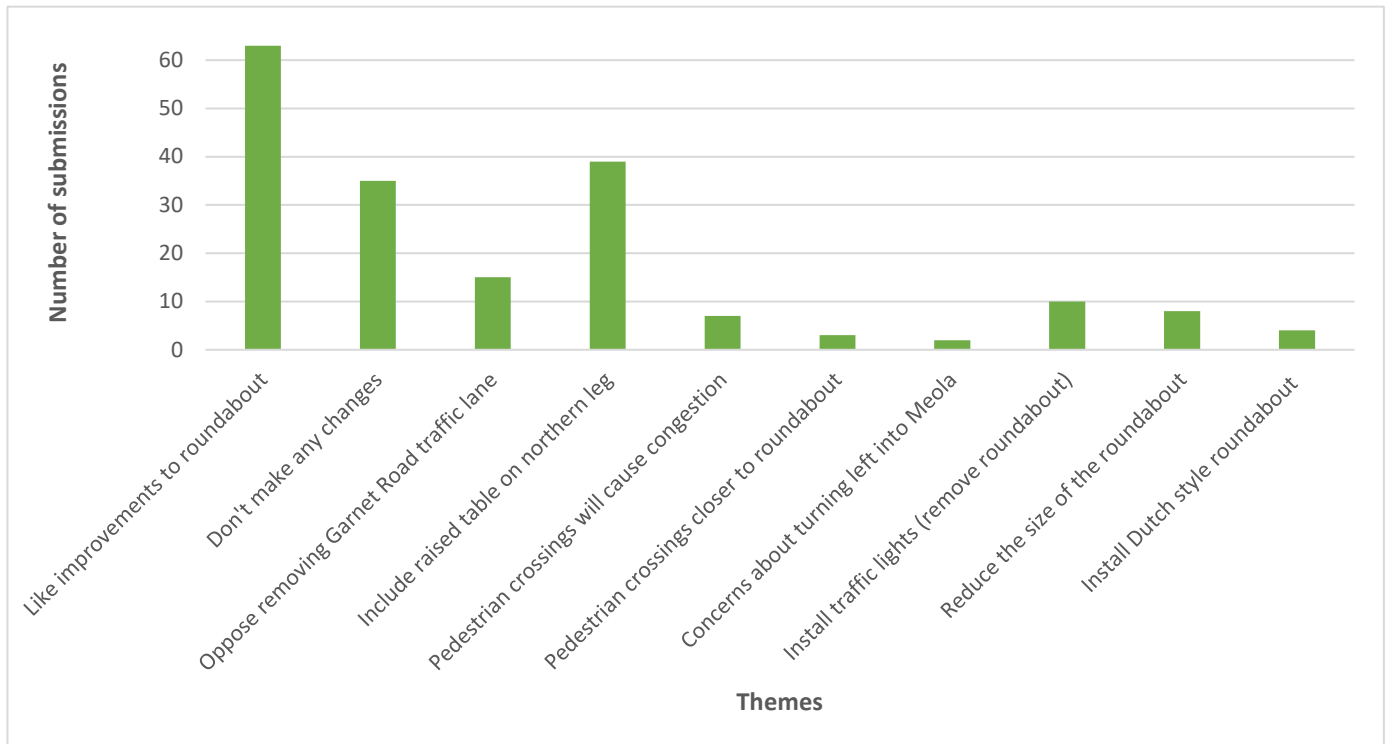
Feedback Theme	Main Points
Like new raised crossings <i>Mentions: 133</i>	<ul style="list-style-type: none"> • Generally, support raised crossings. • Raised crossings make crossing safer for pedestrians and people on bikes.
Oppose raised tables <i>Mentions: 17</i>	<ul style="list-style-type: none"> • General opposition to raised tables. • Keep pedestrian crossings but get rid of raised tables at roundabout. • Raised tables will slow traffic through roundabout and make roundabout dangerous for vehicles.
Request a raised crossing at Faulder Rd <i>Mentions: 53</i>	Install a raised crossing at Faulder Rd will slow traffic and support the Westmere School walking school bus.
Improve Oban Rd intersection (it's dangerous) <i>Mentions: 43</i>	Cars sweep around the corner fast a raised table would slow them down and make crossing the road safer, and also connect them to the shops.
Request additional raised tables/crossings <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Make the current crossing, outside the shops more visible. • Provide raise crossing on Westmere Crescent to make it safer. • Provide raised crossings on all side roads. • Put speed table further back on approach to roundabout to slow down vehicles.
Like that raised crossings/tables will slow traffic <i>Mentions: 3</i>	Will slow down vehicles, which often go to fast through the intersection.

Cycleway related feedback themes



Feedback Theme	Main Points
Like improved cycleways <i>Mentions: 207</i>	Like safety, protection, separation from vehicles and pedestrians.
Change cycleway to shared path <i>Mentions: 7</i>	Leaves more space for cars, parking and traffic lanes.
Use berm for cycleway <i>Mentions: 3</i>	Use berm for cycleway or to widen cycleway.

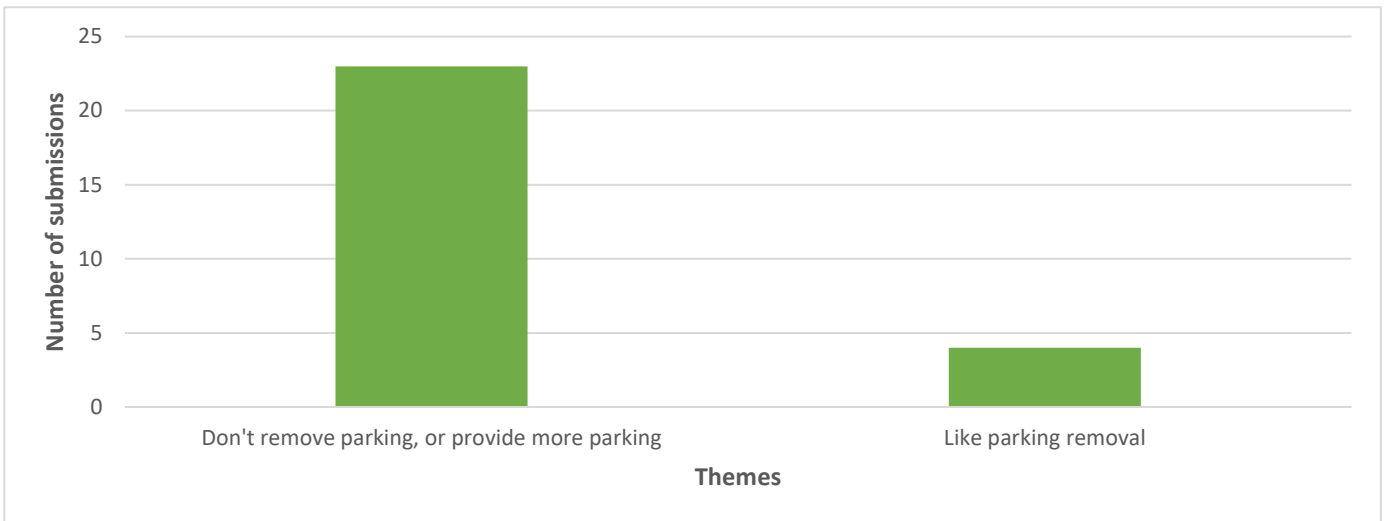
Intersection related feedback themes



Feedback Theme	Main Points
Like improvements to roundabout <i>Mentions: 63</i>	<ul style="list-style-type: none"> • Generally, like improvements. • Like raise crossings. • Improvements make roundabout safer.
Don't make any changes to current street/intersection layout <i>Mentions: 35</i>	Don't want any changes made.
Oppose removing traffic lane on Garnet Road at roundabout <i>Mentions: 15</i>	Will cause more congestion.
Include raised table on northern leg of roundabout <i>Mentions: 39</i>	Will make crossing safer.
Pedestrian crossings are too close to roundabout will cause congestion <i>Mentions: 7</i>	Vehicles will block the roundabout waiting for pedestrians and people on bikes to cross road.
Move pedestrian crossings closer to roundabout <i>Mentions: 3</i>	Creates a more direct route.
Concerns about vehicles turning left into Meola hitting pedestrians <i>Mentions: 2</i>	Vehicles come down hill and turn left in to Meola at speed, there is also poor visibility around the corner.

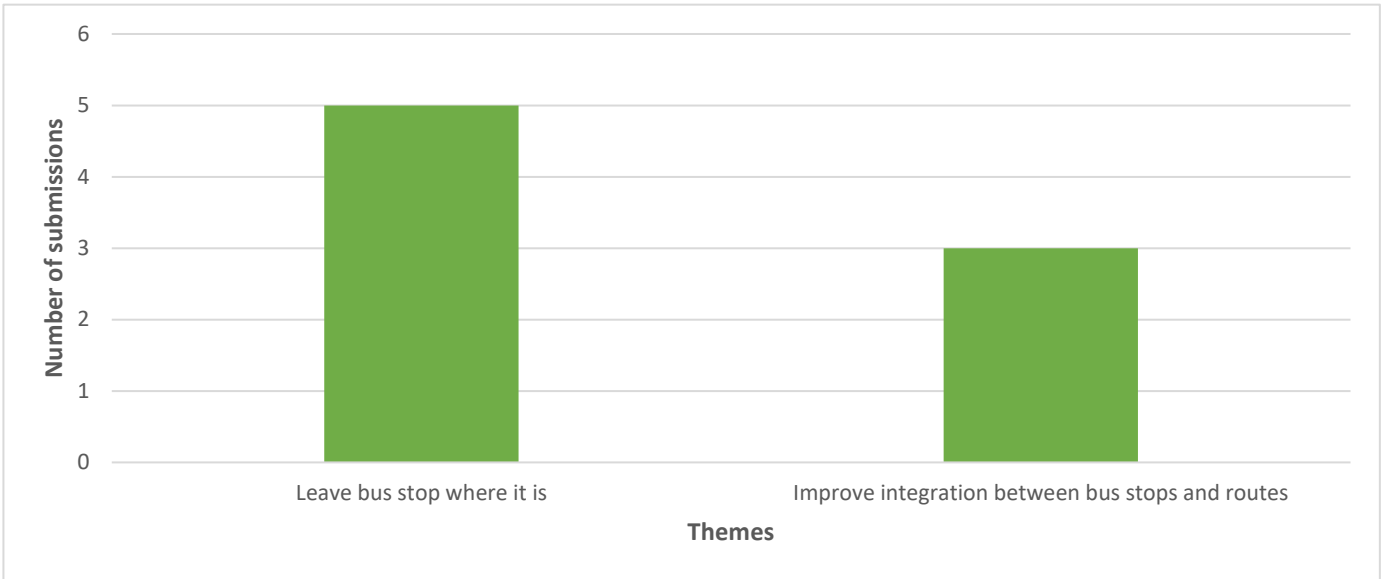
Feedback Theme	Main Points
Install traffic lights (remove roundabout) <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Will reduce congestion. • Will make intersection safer for all users.
Reduce the size of the roundabout <i>Mentions: 8</i>	Reduce the size of the roundabout so it's more usable for all modes of transport and so buses and trucks can turn easily.
Install Dutch style roundabout with cycle preference <i>Mentions: 4</i>	Dutch style roundabout is best practice.

Parking related feedback themes



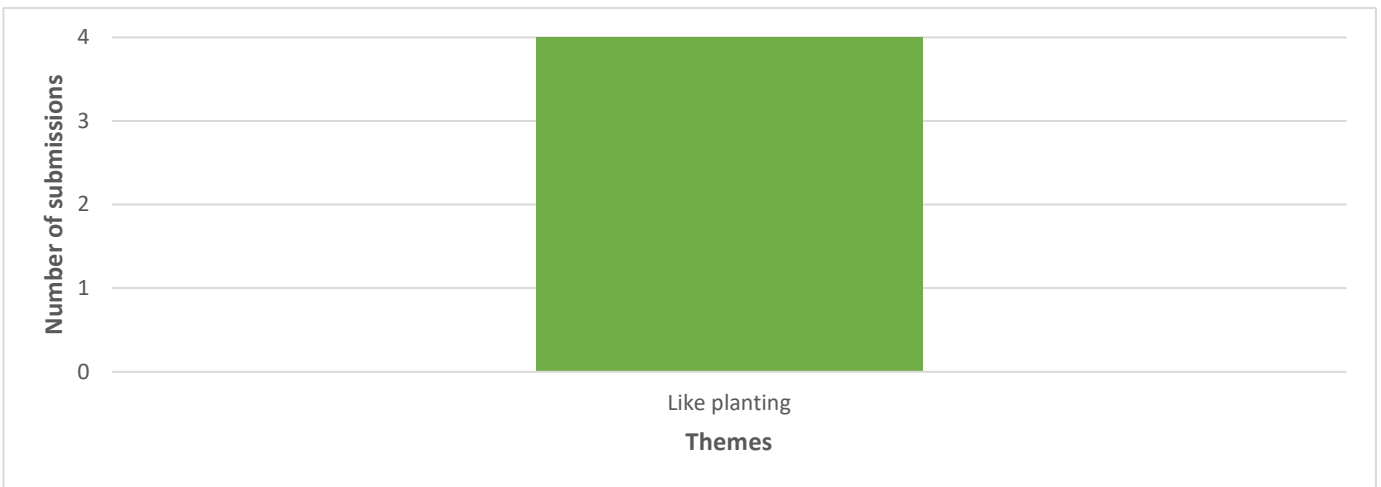
Feedback Theme	Main Points
Don't remove parking, or provide more parking <i>Mentions: 23</i>	<ul style="list-style-type: none"> • Generally, don't want parking removed. • Parking is required for businesses.
Like parking removal <i>Mentions: 4</i>	Creates a more balanced use of the road space so that all users have some dedicated space.

Bus related feedback themes



Feedback Theme	Main Points
Leave bus stop where it is <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Takes parking away from outside doctors. • Makes turning out of Westmere Cres harder.
Improve integration between bus stops and routes <i>Mentions: 3</i>	Improve integration between start and end stops of 105 bus, and between 105 and Outer Link Bus.

Planting related feedback themes



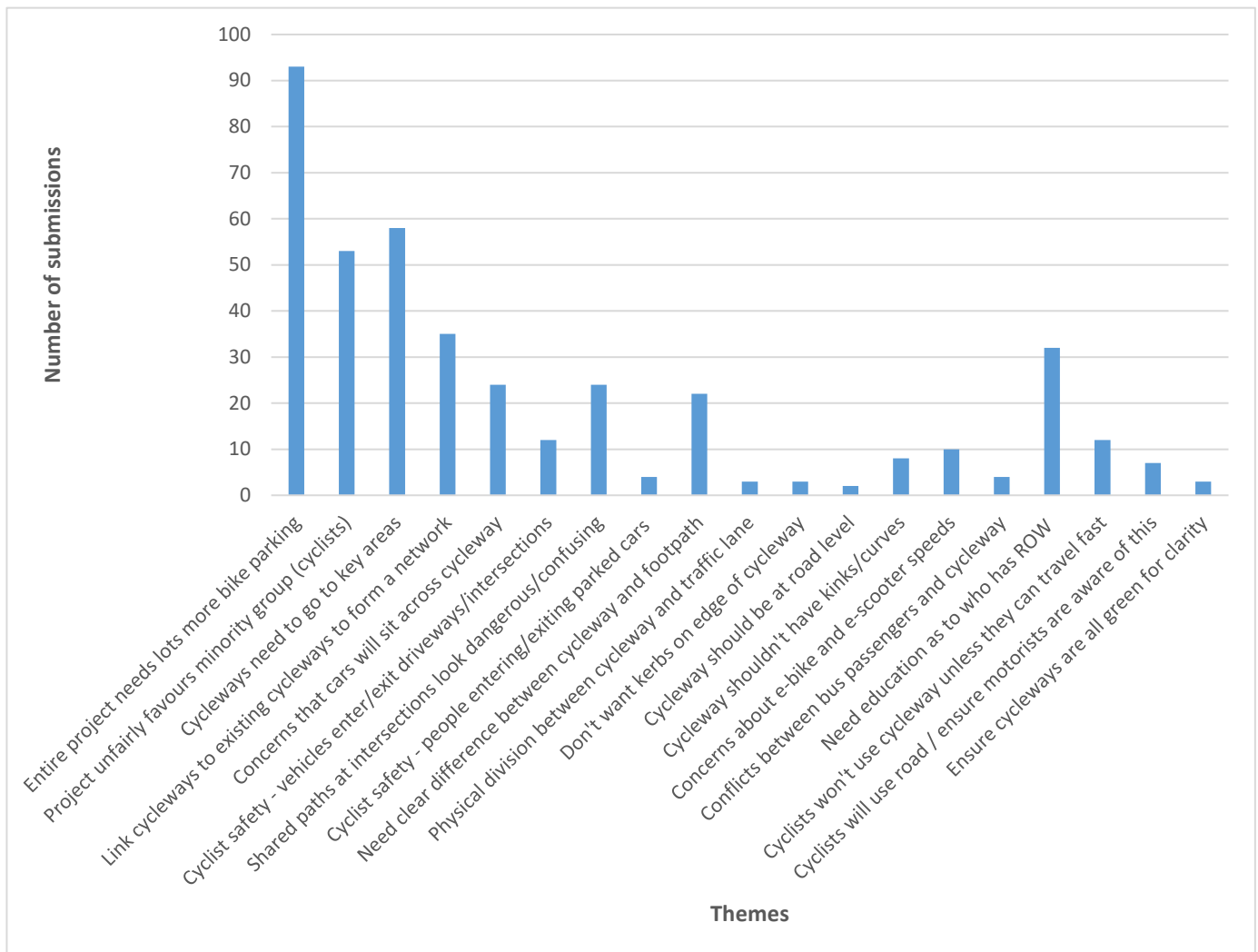
Feedback Theme	Main Points
Like planting <i>Mentions: 4</i>	Like planting

Project wide – Additional comments



Please note: One person's or organisation's submission can count towards multiple topics and themes.

Cycle related feedback themes

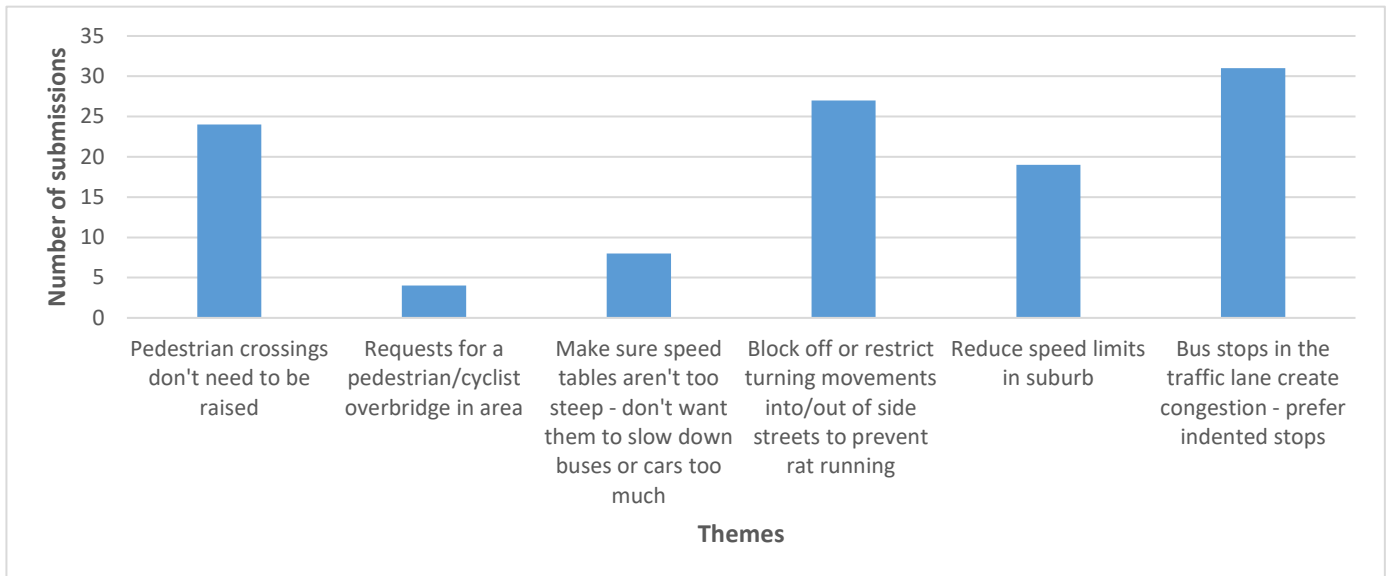


Feedback Theme	Main Points
Entire project needs lots more bike parking <i>Mentions: 93</i>	<ul style="list-style-type: none"> In key locations, such as outside shops, bus stops and other destinations. Ensure extra space is provided for cycle parking i.e. it doesn't take up cycleway or footpath space.
Project unfairly favours minority group (cyclists) <i>Mentions: 53</i>	<ul style="list-style-type: none"> More people drive cars so improving car journeys should be a greater priority. If provide cycleway it should not be at the expense of slower car journeys and less car parking.
Cycleways need to go to key areas e.g. Westmere, Grey Lynn shops, West End Rd, Heme Bay, Jervois Rd, schools and Coxs Bay <i>Mentions: 58</i>	Make sure cycleways connect to key destinations in and out of the area. Makes whole journey safe.
Link cycleways to existing cycleways to form a network <i>Mentions: 35</i>	Connected network to lots of destinations is required to get strong uptake of cycling, as the large amount of people interested in cycling (but concerned about safety) will likely only cycle to their destinations when the whole journey is safe.

Feedback Theme	Main Points
Concerns that cars will sit across cycleway when existing side roads and driveways (sometimes for a long time) <i>Mentions: 24</i>	Cars will sit across cycleway while waiting to join the traffic lane. During heavy traffic times vehicles could block the cycleway for a few minutes.
Concerns about cyclist's safety when vehicles enter and exit driveways and intersections <i>Mentions: 12</i>	<ul style="list-style-type: none"> • Concerns vehicles entering/exiting driveways will not see people on bikes and hit them. Additionally, people on bikes will be trapped by raised kerbs on cycleway and won't be able to swerve out of the way. • Concerns that vehicles turning into intersections will not notice people on bikes about to cross/crossing the raised crossings, particular concern is left turning vehicles that are moving quicker and will find it hard to look back over their shoulder for people on bikes.
Concerns with shared paths at intersections - dangerous and confusing <i>Mentions: 24</i>	<ul style="list-style-type: none"> • Shared paths will create conflict between pedestrians and people on bikes. Bikes will be travelling at a much greater speed which creates safety risks for pedestrians. • Separate people on bikes from pedestrians or if it must be a shared space, then widen the shared spaces.
Concerns about conflicts between cycleway and people entering/exiting parked cars e.g. doors and peds crossing cycleway <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Safety issue - People entering/exiting parked cars will open doors into cycleway. • Safety issue - People entering/exiting parked cars will wander across cycleway in front of people on bikes.
Ensure there is an obvious difference between cycleways and footpaths <i>Mentions: 22</i>	Raised kerbs or clear markings so that pedestrians and people on bikes don't easily stray into each other's allocated space.
Ensure physical division between cycleway and traffic lane <i>Mentions: 3</i>	Physical separation should be significant enough to prevent vehicles straying into cycleway.
Don't want kerbs on edge of cycleway <i>Mentions: 3</i>	If there are kerbs, they need to be mountable by people on bikes so they can easily exit the cycleway when presented with a immediate safety risk e.g. car crosses cycleway into driveway or intersection.
Cycleway should be at road level <i>Mentions: 2</i>	This means cycleway will be flat. Don't want cycleway to be bumpy as it goes up and down across every driveway.
Cycleway shouldn't have kinks/curves <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Make cycleway as straight as possible. • Straighten/smooth out kerbs e.g. indent near Walford Street. • Richmond Road and West Lynn cycleways are unusable because they are too wiggly.
Concerns about e-bike and e-scooter speeds - make cycleways wide, have speed limit signage <i>Mentions: 10</i>	E-bikes and e-scooters go much faster than many people on bikes. To mitigate or prevent this the cycleway needs to be as wide as possible or have a speed limit with associated signage.
Concerns that there will be conflicts between bus passengers and cycleway <i>Mentions: 4</i>	Passengers entering and exiting buses will block the cycleway.
Need education as to who has ROW on raised crossings, intersections, floating bus stops, cycleways <i>Mentions: 32</i>	Some cycleways across Auckland don't work/are often unusable because vehicles, pedestrians and bus passengers constantly block the cycleway.

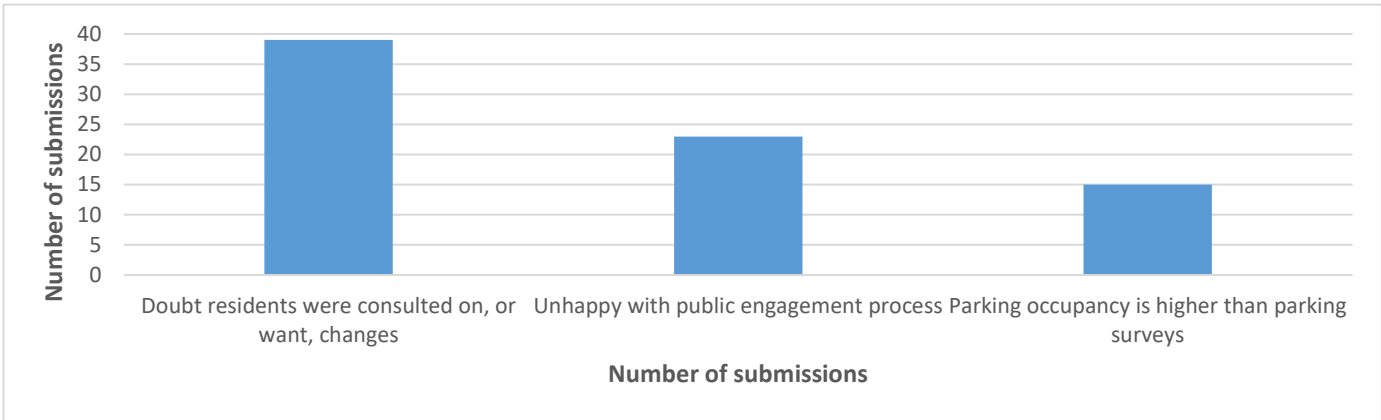
Feedback Theme	Main Points
<p>Cyclists won't use cycleway unless they can travel fast and avoid stopping due to mixed pedestrian areas, slower cyclists, driveways and intersections <i>Mentions: 12</i></p>	<p>Ensure there are no pinch points on cycleway, or confident cyclists won't use it, as they want to go fast.</p>
<p>Cyclists will just use road anyway / ensure motorists are aware that cyclists can still ride in the traffic lane <i>Mentions: 7</i></p>	<p>Some confident cyclists will still just ride on the road. Ensure that car drivers understand that cyclists are still allowed on the road, so they don't get abused.</p>
<p>Brochure shows different coloured cycleways, please ensure they are all green for clarity <i>Mentions: 3</i></p>	<p>Brochure shows different coloured cycleways, please ensure they are all green for clarity.</p>

Pedestrian crossing, speed calming and traffic management related feedback themes



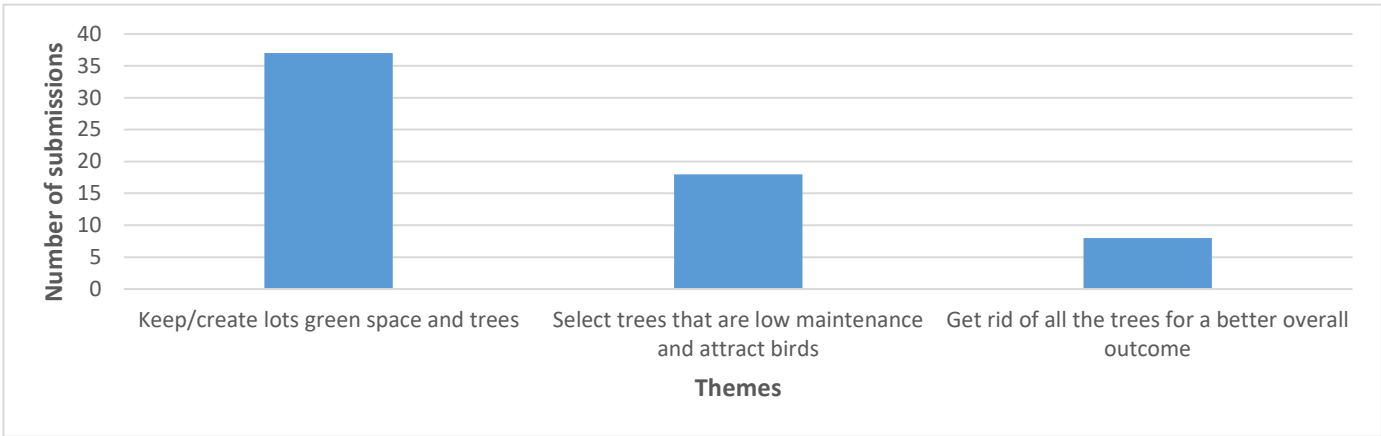
Feedback Theme	Main Points
Pedestrian crossings don't need to be raised <i>Mentions: 24</i>	<ul style="list-style-type: none"> • Will cause congestion. • Are annoying for drivers.
Requests for a pedestrian/cyclist overbridge in area <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Cycle over bridge on Pt Chev Rd near Tui St and direct people on bikes down there. • Pedestrian overbridge on Meola Rd between new parking area and Meola Reef.
Make sure speed tables aren't too steep - don't want them to slow down buses or cars too much <i>Mentions: 8</i>	Make sure speed tables aren't too steep - don't want them to slow down buses or cars too much.
Block off or restrict turning movements into/out of side streets to prevent rat running <i>Mentions: 27</i>	<ul style="list-style-type: none"> • Block of one end of side streets. • Ban right turn in and/or out of side streets.
Reduce speed limits in suburb <i>Mentions: 19</i>	<ul style="list-style-type: none"> • Slow traffic speeds along Pt Chev Rd and Meola Rd – will make roads safer and discourage people from cutting through the area (i.e. through traffic). • Lower traffic speeds across area, suggest 40km/hr or 30km/hr. • Tighten turning radius's into side streets to reduce vehicle speeds.
Bus stops in the traffic lane create congestion - prefer indented stops <i>Mentions: 31</i>	Bus stops in the traffic lane create congestion - prefer indented stops.

Themes related to the public engagement completed for the project



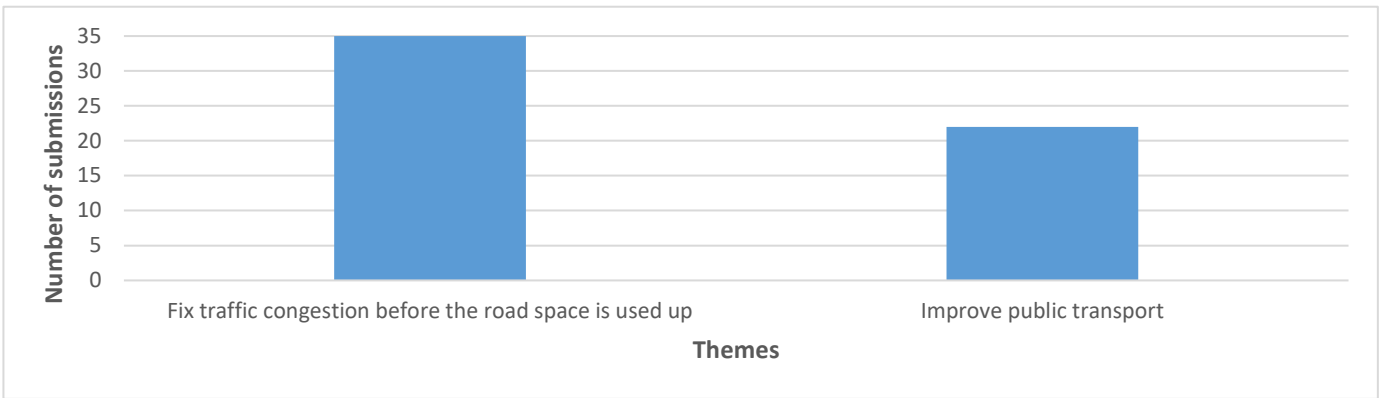
Feedback Theme	Main Points
Doubt residents were consulted on, or want, changes <i>Mentions: 39</i>	Doubts the majority of Point Chevalier residents were consulted on, or want, proposed changes.
Unhappy with public engagement process <i>Mentions: 23</i>	Extend feedback period, not enough open days, unhappy feedback period was in December.
Parking occupancy is higher than parking surveys <i>Mentions: 15</i>	Parking occupancy is higher than parking surveys - parking surveys seem inaccurate or taken at quiet times.

Planting and tree related feedback themes



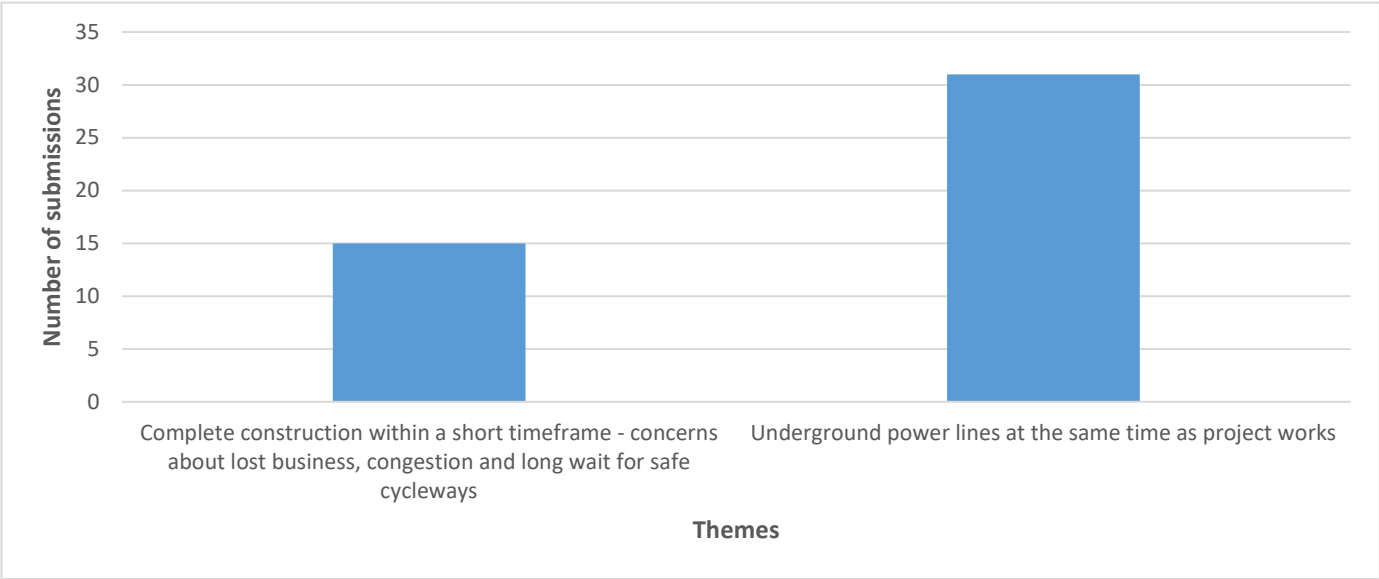
Feedback Theme	Main Points
Keep/create lots green space and trees <i>Mentions: 37</i>	Keep/create lots green space and trees, particularly by bus stops.
Select trees that are low maintenance and attract birds <i>Mentions: 18</i>	Select trees that are low maintenance, don't overgrow paths, don't drop debris and attract local birds.
Get rid of all the trees for a better overall outcome <i>Mentions: 8</i>	Get rid of trees so transport elements of routes can be optimised.

Requests for other types of projects



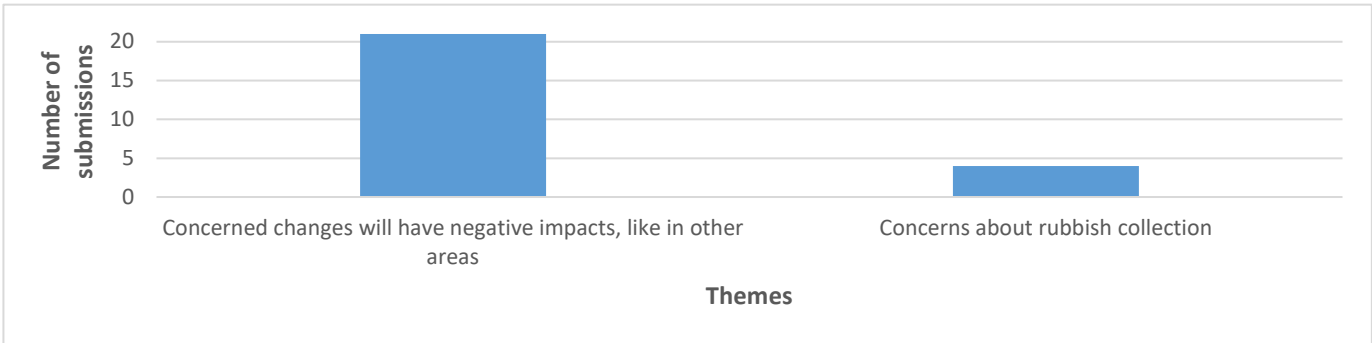
Feedback Theme	Main Points
Fix traffic congestion before the road space is used up <i>Mentions: 35</i>	Traffic congestion is the most important element to address, sort this first as is biggest problem and cars are the most popular transport mode. Once congestion is sorted then focus on other modes.
Improve public transport <i>Mentions: 22</i>	Need to improve public transport in area as it is not good enough.

Construction related themes



Feedback Theme	Main Points
Complete construction within a short timeframe - concerns about lost business, congestion and long wait for safe cycleways <i>Mentions: 15</i>	AT need to expedite construction process e.g. double shifts, work weekends etc. The longer the construction period is the greater the impact on businesses who lose parking/amenity during construction, the greater the impact on congestion and the longer people who want the cycleway will have to wait until they can use it.
Underground power lines at the same time as project works <i>Mentions: 31</i>	They need to go underground as will create more space for transport and trees and will look better. AT needs to work with power company to make this happen – not work in silos.

Concerns related to the impacts of the project



Feedback Theme	Main Points
Concerned changes will have negative impacts, like in other areas <i>Mentions: 21</i>	Projects in areas such as Mt Albert, West Lynn, and Grey Lynn have created negative impacts e.g. taken away parking at shops, made footpaths worse, created rat runs.
Concerns about rubbish collection <i>Mentions: 4</i>	Where will people put bins? Is there enough space between cycleway and road for bins?

Feedback from key interest groups

Several key interest groups also submitted on the proposal. These groups and their feedback is outlined below:

Stakeholder	Feedback
<p>Waitematā Local Board</p>	<p>The Waitematā Local Board supports the Pt Chevalier / Meola Road cycleway project.</p> <p>Garnet Rd / Meola Rd roundabout</p> <ul style="list-style-type: none"> - Should be separated as per AT design guidelines. The current design is sub-optimal and will cause conflicts between cyclists and pedestrians. <p>Meola Rd / Pt Chev Rd intersection</p> <ul style="list-style-type: none"> - Current design shows shared path through the intersection. This is sub-optimal and full separation should be implemented. <p>Trees & flora</p> <ul style="list-style-type: none"> - We encourage the minimisation of mature trees being removed, however understand some may be required to be removed as they are growing dangerously around power lines, and roots are damaging underground services. Where they must be removed, the tree-by-tree assessment should be released to the public so the reasoning can be understood. - Where trees are removed, they must be replaced with appropriate natives. - The board thanks the project team for ensuring the project will result in a net positive number of trees. <p>Motat 2 entrance</p> <ul style="list-style-type: none"> - The proposed pedestrian crossing is to the east of Motat 2 entrance, which enables good access to the relocated bus stop. We support the location of both the pedestrian crossing and the bus stop. - However, significant numbers of school children access Meola Road via the Motat 2 entrance, on foot and on bike. When travelling to/from the west (Pt Chev), the natural desire line from the cycleway to entrance is a shortcut across Meola Road (shown in red in the second image below). This shortcut is dangerous and may lead to cyclists being hit by vehicles. Physical barriers and signage should be utilised to prevent this dangerous shortcut and encourage cyclists to follow the blue line.
<p>Albert-Eden Local Board</p>	<p>The Albert-Eden Local Board is very supportive of the proposed Point Chevalier-Meola Cycleway and associated improvements for pedestrians. Overall, we think the design is excellent and reflects the work put into design and collaboration with the Community Liaison Group. The cycleway is an important project which will contribute to AT's Vision Zero commitments by improving safety for all road users, as well as giving people more environmentally friendly choices for how to get around.</p> <p>We have some specific comments:</p> <ul style="list-style-type: none"> • The route will be useful not only for students and workers commuting into town but for local residents cycling for their daily transport needs such as school, errands, shopping and socialising. A route along main roads best serves residents' varied transport needs and destinations, since many of

Stakeholder	Feedback
	<p>these destinations are of course located on main roads. In addition, the proposed route is more direct and easily understood than leading cyclists into back streets.</p> <ul style="list-style-type: none"> • We appreciate the effort made to preserve the pohutukawas along Point Chevalier Road and minimising the need to remove trees along Meola Road. • The intersection of Meola Road with Point Chevalier Road should have pedestrian crossings on all three 'legs' - not two as proposed. This will be more supportive of pedestrians and cyclists needing to cross the road. In addition, we suggest consideration of a Barnes Dance at this crossing, to minimise pedestrian wait times and avoid people being tempted to dash across outside the pedestrian phase (as often happens with long wait times - or where the pedestrian phases are not linked). • The raised tables will contribute to safety for all road users by slowing traffic, and will make it easier to cross the main roads and side streets. Such features work well to slow traffic but care should be taken that the angle of the ramps at each side are not too severe. • Since parking is only being retained on one side of Point Chevalier Road (albeit supported by crossing opportunities), it is imperative to minimise the impact on businesses by making sure these parking spaces are time-limited during business hours. This aims to discourage all-day use and encourage reasonable turnover to allow parking to be available for customers. This should also be extended into the first (say) 30m or so of those side streets close to affected shops and cafés • Please obtain data of business turnover before and after the cycleway as this will assist with alleviating the fears of other business owners for any other cycleway projects in the future • Please consider how the new cycle lanes along the southern part of Point Chevalier Road will merge back into the current road layout north of the Meola intersection. • Please consider the road markings within the cycle lanes and how they will clearly illustrate they are for bikes (learnings from the Mount Albert upgrade). • Forward cycle stop boxes should be included in the Point Chevalier/Meola Intersection and should be considered for inclusion in other intersections, as appropriate. • To maximise usage of the new cycleway, links to the wider network will be important, so the proposed connections at either end and further along Point Chevalier Road should be implemented as soon as practicable.
Auckland City Council's Culture and Diversity team	<p><u>Additional points</u></p> <ul style="list-style-type: none"> • Hope AT have consulted Selwyn Village residents. • Please ensure the new footpaths will meet all accessibility standards. <p>Please ensure bus stops have seating, weather protection and accessible signage.</p>
Auckland City Council Parks & Places Team	<p><u>Point Chevalier Road</u></p> <ul style="list-style-type: none"> • Support the proposed changes because:

Stakeholder	Feedback
	<ul style="list-style-type: none"> ○ The cycleways along the entire route will fulfil priority greenways connections in the Waitemata Greenways Plan 2013 and Albert-Eden Local Paths Plan 2018. ○ The route provides safe active transport options to access Meola Reef Reserve, Seddon Fields and Western Springs Lakeside. <p><u>Meola Road</u></p> <ul style="list-style-type: none"> ● Support Meola Road crossing that is midway between future connecting Greenways through MOTAT2 and Seddon Fields.
Bike Auckland	<p><u>Point Chevalier Road</u></p> <ul style="list-style-type: none"> ● Q1: Bike Auckland is highly supportive of the proposal, we support: <ul style="list-style-type: none"> ○ The safe protected bikeways separated from pedestrians and cars. ○ The new raised and signalised crossings, and the raised tables over the side streets. ○ The peak hour bus lane. ○ Where needed the re-use of painted median and parking. ○ The slip lane removal at Pt Chevalier / Great North Road. ○ Retention of the pohutukawa trees, expansion of their beds and further trees added. ○ The traffic signals at Pt Chevalier / Meola. ● Request the following changes to the Pt Chev/Meola Rd intersection: <ul style="list-style-type: none"> ○ Make it a raised intersection (to slow down red-light runners in particular) ○ Provide wider paths around the edges for walking and biking. ○ Add the missing pedestrian leg. ● Please add more bike parking as part of the plan, especially at and near shops and other key destinations. Ideally this should come from current road space, not footpath space. <p><u>Meola Road</u></p> <ul style="list-style-type: none"> ● Strongly support the protected/segregated off-road bikeways. ● Also support: <ul style="list-style-type: none"> ○ The raised crossings at and near Walford Rd ○ The new crossing near the dog park (although please move it a little east to where the footpath is wider) ○ The new crossing near MOTAT2 (as petitioned for by Western Springs College kids!). ○ The replanting plan for Meola Road's south side, which is necessary to make the project work, and is considered a good outcome on balance, in a highly constrained corridor. Please try and incorporate undergrounding of the power lines.

Stakeholder	Feedback
	<ul style="list-style-type: none"> • Some of the footpath sections on the easternmost part of Meola Road are very narrow, and further assessment should go into whether they could be wider. • Please add raised crossings to the entrances of the "Bird Streets", for safer walking, and to let drivers know they should slow down through here. • Please add more bike parking as part of the plan, especially at and near shops and other key destinations. <p><u>Garnet Road</u></p> <ul style="list-style-type: none"> • Support the protected cycleways, safe from traffic, which somewhat bridge the gap to the shops. • The raised crossings at the roundabout and at side streets, which will be a crucial factor in making this intersection safer for ALL road users. • Add a raised crossing over Faulder St, as this route is used by the Westmere School walking school bus. • While we understand the difficulties of adding a raised table crossing on the north leg of the roundabout, we encourage further work on this. It might be possible to have the vehicle crossings give onto the raised platform (but away from the crossing) to retain the traffic calming. If nothing else, at the very least, consider speed cushions here to make it safer for people crossing. • Include treatments for the entrance to Oban Road, which is wide and designed for speedy turns. <p><u>Additional points</u></p> <ul style="list-style-type: none"> • Thank you for a design that shows what's possible with a neighbourhood bikeway! • Please work with the Albert-Eden Local Board to make sure these routes are connected to Point Chevalier School on Te Ra Road – the kids deserve safe travel now. <p>Please continue to prioritise the related project that will ensure safe connections through to Westmere School and Grey Lynn School.</p>
Cycling Without Age Point Chevalier	<p><u>Point Chevalier Road</u></p> <ul style="list-style-type: none"> • Support cycleway separated from road and footpath, and continuous across intersections. • Make cycleway wider to allow side-by-side riding, and hopefully wide enough to accommodate larger cargo bikes, passenger bikes. <p><u>Meola Road</u></p> <ul style="list-style-type: none"> • Two-way cycleway is an OK compromise for this road • Minimise the number of driveway crossings somehow. Consolidate driveways where possible. • Widen the cycleway especially where uphill/downhill speeds will be mismatched <p><u>Additional points</u></p> <p>These changes will be extremely welcome to our Selwyn Village chapter of Cycling Without Age, extending the reach that our volunteer pilots and passengers will be able to confidently ride to.</p>

Stakeholder	Feedback
Bike Point Chevalier	<p><u>Point Chevalier Road</u></p> <ul style="list-style-type: none"> • Support proposed safe and separated cycleway for people of all ages who bike, scoot and use mobility scooters. <ul style="list-style-type: none"> ○ Like separation from traffic and footpath. ○ Like connection to Northwestern cycleway. • Support that proposal makes area easier and safer to walk around for people of all ages. Particularly like the new raised and signalised crossings and the raised tables over the side streets. • Support peak-hour bus lane. • Support that improvements are good for kids. A high proportion of students at schools in areas arrive by modes other than car. • Support preserving Pt Chev Road Pohutukawas and the additional plantings. • Like cycleway separation from fences so vehicles using driveways have better visibility of cycleway users. This will improve safety. • Support traffic signals and crossings at Pt Chevalier / Meola Rd. • Requests that Pt Chevalier / Meola Rd intersection is on a raised table to slow red light runners. • Request wider paths around edge of Pt Chevalier / Meola Rd intersection. • Request that missing pedestrian leg is added to Pt Chevalier / Meola Rd intersection. • After project is implemented monitor traffic volumes on the 'bird streets' to see if interventions are required along these streets. • Extend cycleway to Pt Chev primary. • Provide bike parking at the shops, cafes and bus stops on Pt Chev Road as there isn't any at the moment. • Provide trees at bus stops for shade • Provide a short stay parking spot at the end of Walker Road for drop-offs to local businesses on Walker Road. <p><u>Meola Road</u></p> <ul style="list-style-type: none"> • Support safe and separated cycleway <ul style="list-style-type: none"> ○ Like that connects to football grounds. In one-month, last winter we ran a program that saw 450 trips switched from cars to bikes, and the #1 thing people said would keep them biking to football was a protected cycleway. ○ Like that it connects to neighbouring suburbs and through to Skypath. ○ Provides a safe path over the bridge, current footpath is very skinny and dangerous. Know of parents that won't let kids ride because of current situation. • Want raised crossings on all side roads along Meola Rd, especially Moa Road which is a key desire line for children heading to and from local schools.

Stakeholder	Feedback
	<ul style="list-style-type: none"> • Provide bike parking at shops, bus stops, sports fields and MOTAT/zoo precinct. • Need a barrier between southern footpath and road over the bridge. • Need treatments to the driveways of MOTAT and Seddon Fields to make it clear that cars should give way to pedestrians and cyclists. • Support the replanting plan on Meola Road's south side, which uses native trees which will attract native birds. It will free up space to create better outcomes. <p><u>Garnet Road</u></p> <ul style="list-style-type: none"> • Support safe and separated cycleway <ul style="list-style-type: none"> ○ Like that it bridges gap from roundabout to shops and eventually the city. • Want to see a raised crossing over the entrance to Faulder Road. • Add raised crossing on the north leg of the roundabout. • Ideally this section would continue across Oban Road, which has a very wide entrance with corners designed for fast vehicle turns, and is dangerous for people walking and biking, especially with children. <p><u>Other points</u></p> <ul style="list-style-type: none"> • Want AT to support the local businesses through construction and bedding in of cycleway and new travel habits. Cn help with ideas. • We support the repurposing of car parking and the painted median where necessary to make the project safe and functional for all ages and all kinds of travel. • The proposed design provides for a more equitable sharing of limited space across all different modes of transport. • Changes should encourage more Selwyn Village residents to get out and about via mobility scooters and the Cycling Without Age “Trishaw” that offers the chance to get pedalled around the neighbourhood.
Transition Town Pt Chevalier	<p><u>Point Chevalier Road</u></p> <ul style="list-style-type: none"> • Support the cycleway. • Support the removal of the painted median strips and parking as is necessary to provide a bus lane and cycle lane. • Support the signalised crossings near Tui St, Miller St and at the corner of Meola and Pt Chevalier Rds. • Support the raised crossings near Formby Ave and Walker Rd. • Support the safer entrances to Walker Rd, Wakatipu St, Formby Ave, Smale St, Miller St, Alberta St, Tui St and Montrose St, including their raised crossings. • Support the bus lane

Stakeholder	Feedback
	<ul style="list-style-type: none"> • Support the removal of the slip lane from Pt Chevalier Rd to Great North Rd. That's a really dangerous one. • Happy keeping the Pohutukawa trees, improving the planting and adding more trees. • Believe safer walking and cycling will allow locals to shop locally, meaning they won't need to hop in a car (which often ends up in going further, to a different shopping area.) • Support the signalling of the intersection at Pt Chevalier Rd and Meola Rd. • Support floating bus stops. • Add bike parking in front of shops with barriers that protect kids from vehicles when chaining up their bikes. • Need separated footpaths and cycleways at intersection of Pt Chevalier and Meola Rd, not narrow shared paths. • There needs to be a signalised crossing over Pt Chevalier Rd at the southern end of the intersection • There needs to be a safe pedestrian or signalised crossing for people who come out of the Pt Chevalier Countdown or Mall, and wish to cross to the bus stop on the other side of Pt Chevalier Rd. • Remove the dangerous slip lane from Waterview turning into Pt Chevalier Rd. • Cycleway should go all the way to Coyle Park, to provide safer cycling to primary school for the local children. • Pt Chevalier Rd needs a 30 km/hr speed limit so that cars pulling out of the side roads don't need stop on the raised side road crossings. Should also ban right turns out of side roads. • The parking spaces next to the driveways of 47, 127, 131, 133 Pt Chevalier Rd seem to be too close to the driveways, which will make it harder for residents to enter/exit driveways. <p><u>Meola Road</u></p> <ul style="list-style-type: none"> • Support the cycleway. • Support narrowing lanes and removing parking in order to be able to fit a protected cycle lane • Support the new raised pedestrian crossing over Meola Rd near the Motat driveway for bus passengers. • Support all the other new raised pedestrian crossings over Meola Rd, making walking safer. • Like the new planting plans, although we're not sure that Kowhai will be good street trees. They are slow growing, die easily, and don't cast much shade until they're much older. • Like the raingardens. • Look forward to proper bus stops and bus shelters and support the floating bus stops.

Stakeholder	Feedback
	<ul style="list-style-type: none"> • Moa Rd needs a proper entrance treatment - it could be exit only, no right turns from Meola Rd, or at least a raised crossing. Currently not safe. • Install raised pedestrian crossings at Kiwi Rd and Huia Rd. • Meola Rd needs to be visually narrowed in order to reduce speeds, since the removal of kerbside parking will speed the traffic up. We suggest a central strip of slightly raised and textured material. • Provide bike parking at bus stops. • Exit from Walford Rd needs to have no right turn. These cars will not have sufficient visibility to enter the traffic stream safely, so they will end up sitting over the pedestrian crossing or cycleway. There is no need for drivers from the northern part of Pt Chevalier to come this way if they're wanting to turn right - they should go towards Pt Chevalier Rd first. • The intersection of Pt Chevalier and Meola Roads needs more space for people walking and cycling and should have one of the traffic lanes removed. • The intersection of Meola Rd and Garnet Roads needs more space for people walking and cycling. Proposed design will see collisions between cyclists and walkers. <p><u>Garnet Road</u></p> <ul style="list-style-type: none"> • Support the cycleway. • Support the new raised pedestrian crossings at the Garnet Rd / Meola Rd crossing. • Provide bike parking at bus stop. This is an important bus stop. • The pedestrian crossing over Garnet Rd north of the roundabout needs to be on a raised table. • Faulder Ave should have an entrance treatment to make it safe, like Westmere Cres has. • Oban Ave should be included into this project in order to provide safe walking to the bus stops. <p><u>Additional points</u></p> <p>This is a great project.</p>
Mt Albert Residents Association	<p><u>Point Chevalier Road</u></p> <ul style="list-style-type: none"> • None. Do not align with traffic flow. • What is coming first the interceptor or all this? The interceptor is important in Pt Chev and Cox's Creek, too much overflows going out to sea causing smells. <p><u>Meola Road</u></p> <ul style="list-style-type: none"> • Nothing. • Allow for cars to have free access through there without making lanes narrower.

Stakeholder	Feedback
	<ul style="list-style-type: none"> • Have one side of the road not parking. • Do not widen the median barrier or marking. <p><u>Garnet Road</u></p> <ul style="list-style-type: none"> • Cycleway is okay, but how do people get to the opposite side, where the cycle way is? • Get rid of the roundabout on Garnet Rd add traffic lights. • Provide indented parking bays for buses at the bus stops. <p><u>Additional points</u></p> <ul style="list-style-type: none"> • Must work with traffic flows that already exist and improve and not restrict. • Make sure financially responsible and all stakeholders had a chance to contribute to this. <p>Your consultancy needs to be not near a busy time of year holiday break. Public meetings are needed.</p>
Western Springs College	<p><u>Point Chevalier Road</u></p> <ul style="list-style-type: none"> • We support separated cycleways, raised pedestrian crossings, peak hour bus lane. <p><u>Meola Road</u></p> <ul style="list-style-type: none"> • Strongly support increased pedestrian crossings, raised pedestrian crossings, signalised crossings (particularly the one close to MOTAT2), separated cycleways and improved alignment of crossings with bus stops. • Request dedicated bus lanes down Meola Road. • Request AT/Local Board/Council pressure Entrust/Vector to underground power lines to provide more space on Meola road for pedestrians and cyclists, as well as minimising future disruption of new work resulting from aging power lines. Powerlines should not have priority over trees, pedestrians, cyclists and buses. • Support removal of exotic trees on Meola if required to accommodate cycleways and bus lanes down Meola Road. • Meola Road is a key access route for students walking, cycling and busing to Western Springs College. <p><u>Additional points</u></p> <ul style="list-style-type: none"> • Our roll in 2020 will be close to 1,600 students and this is forecast to grow to 2,140 students in four years' time. In mid-winter only about 20% of our students come to school by car, and about 10% go home by car. We believe this is lower in summer. • Many of our students cycle to school, typically there around 100 bikes are parked at school and provision has been made for parking 200 bikes in the recent redevelopment. Protected cycling routes are important for the safety and wellbeing of students.

Stakeholder	Feedback
	This project will support school and student's commitment to low carbon transport modes.
Pasadena Intermediate School	<p><u>Point Chevalier Road</u></p> <ul style="list-style-type: none"> • Priority for school is safety of students, which will be improved by all of the proposed changes, particularly: <ul style="list-style-type: none"> ○ The raised tables on the side street crossings coming off Pt Chev Road. ○ Providing a raised table at the current zebra crossing near Walker Road. ○ The improved and also the new crossings across Pt Chev Road. ○ New controlled crossing at the intersection of Meola Road and Pt Chev Road. ○ Cycle lanes along Pt Chev Road. • Request that the raised tables on the side streets leading down to Te Ra Road are extended. This will increase safety of children and slow cars when turning. • Provide raised table crossings on Moa, Kiwi, Huia and Tui Roads. There will likely be additional car traffic down these roads. <p><u>Meola Road</u></p> <ul style="list-style-type: none"> • The proposals will increase visibility and safety of non-car users. Many school children use Meola Road to go to Pasadena Intermediate, Western Springs College and the football club. • Support: <ul style="list-style-type: none"> ○ Raised zebra crossing near Walford Road. ○ Raised crossing at Walford Road. ○ Better crossings across Meola Road. ○ Improved car parking on Motat site for football club users and dog park users. This will improve visibility and safety along Meola Road. ○ The cycleway along Meola Road. This will be great for our students coming from Westmere. • Request raised tables on all the side roads coming off Meola Road – i.e. Moa Road, Huia Road, Kiwi Road. There will likely be increased traffic coming down these roads because of the new traffic lights at the bottom of Meola Road. • Make sure the raised zebra crossing across Meola Road doesn't go onto the narrower stretch of footpath. If possible, widen the footpath where it is currently very narrow. <p><u>Garnet Road</u></p> <ul style="list-style-type: none"> • Support raised crossings at the roundabout, but request northern leg be raised as well. • Request a raised table on Faulder Ave. This is well used due to the bus stop and also by the Westmere walking bus. <p><u>Additional points</u></p>

Stakeholder	Feedback
	Our school board supports all the additional crossings and raised tables to increase safety of our walking, cycling and scootering children in the locality.
Generation Zero	<p><u>Point Chevalier Road</u></p> <ul style="list-style-type: none"> • Support the one-way protected bike lanes in both directions. • Support cyclist priority at side streets and other crossings. • Support repurposing of car parking for bikes. • Request that AT ease the angles around the bus stop opposite the Point Chevalier Library and around the parking outside Domino's Pizza. • Where the cycleway crosses side streets, the crossing needs to be set back so vehicles turning sit perpendicular to the crossing, so drivers can clearly see cyclists and give way. • Why does the crossing closest to Walker Ave not have a cycle priority like all the other crossings along Point Chevalier? • First bus stop after Point Chev/GNR intersection should be a floating bus stop. Why is an indented bus stop proposed? Indented stop goes against Auckland Transport's own policies of having inline stops to give priority to buses. It also means that there isn't space for bus users to wait inside the cycle lane meaning they have to cross or wait in the cycle lane when the bus arrives. • If the slip lane from Great North Road into Point Chevalier cannot be removed, can a raised pedestrian and cycle crossing please be added. <p><u>Meola Road</u></p> <ul style="list-style-type: none"> • Fantastic to see safe cycling and walking options provided. • Support the two way cycleway as it is suited to this corridor and will make an enjoyable ride beside the harbour. • Support cyclists getting raised table priority at side streets. • Support repurposing of car parking for bikes. • Add cycle crossings to the all the raised zebra crossings on Meola Road. • Add raised pedestrian crossings on all side streets on Meola Road including Huia, Kiwi, Moa and at the entry to MOTAT and Seddon Fields. • Also at entry to MOTAT and Seddon Fields add clear markings to indicate that cars coming out of the driveway must look both directions as it is a two way cycleway. <p><u>Garnet Road</u></p> <ul style="list-style-type: none"> • Support start of the future Garnet Road cycle lanes • Support one-way cycle lanes in this location as they provide easier access for cyclists. • Support repurposing of car parking for bikes.

Stakeholder	Feedback
	<ul style="list-style-type: none"> • Shrink the roundabout and make it a 'Dutch-style' cycle protected roundabout. If that's not possible change the northern Garnet Road cycle and pedestrian crossing to a raised table and move it closer to the roundabout. If it is further around, cyclists will be tempted to go the wrong way around the roundabout. • Provide a safe raised cycle and pedestrian crossing at Faulder Avenue. <p><u>Additional points</u></p> <p>We can't wait to see these roads improved and we look forward to riding them!</p>
The Tree Council	<p><u>Meola Road</u></p> <ul style="list-style-type: none"> • More new trees are needed to compensate for the loss of the 33 existing ones. A replacement ratio of 3:1 or 4:1 would be more appropriate. The Tūpuna Maunga Authority is proposing a replacement ratio (for trees) of 5.6:1. AT's own K Rd upgrade has 3.7:1. A higher replacement ratio is needed because saplings will take such a long time to have a comparable visual or ecological impact. <p><u>Additional Points</u></p> <ul style="list-style-type: none"> • Supports the project in principle, particularly the intention to improve safety for both pedestrians and cyclists, and to increase the number of street trees through new and replacement plantings. • Want to see a table breaking down the reasons for each individual tree removal in general terms at the very least, e.g. unsustainable construction impacts, conflicts with traffic, etc. • Want to see plans for the design of planting pits for new/replacement trees. Planting pits need to be well designed and prepared or they will not enable trees to survive in the long term.

Design suggestions in feedback and AT responses

Below we have collated and responded to all themes from submitters (i.e. members of the public and key interest groups) that suggested changes to the proposal, as well as other themes that required a response from AT. Your feedback is important to us and we are very grateful to everyone who took the time to make suggestions and provide feedback. Great consideration has been given to your feedback and we have thoroughly investigated the suggestions people have made. If you would like more information on any of our responses, please email ATEngagement@at.govt.nz or call (09) 355 3553.

Please note: One person's or organisation's submission can count towards multiple topics and themes.

Point Chevalier Road Section		
Feedback Theme	Main Points	AT response
Cycleway related feedback themes		
Oppose cycleway	<ul style="list-style-type: none"> • General opposition. • Not a viable mode of transport. • Focus on public transport instead. • Road is already safe for people on bikes. • Parking is more important. • No one will use it. 	<p>The number of people in Auckland using bikes as a mode of transport continues to increase with 3.77 million cycle movements recorded across 26 city cycle routes between July 2018 and June 2019. This represents an increase 8.9 percent on the previous year. Cycle counts continue to grow where infrastructure is provided. Looking forward, strong growth is expected to continue as new infrastructure is provided.</p> <p>As Auckland's population increases and more cars join the road network, we are working on finding ways to make it easier and safer for people to walk and use other active modes of travel like riding bikes and e-scooters. The cycle facilities we proposed in Pt Chev will connect with the wider cycle network and encourage more children and adults to get on bikes – getting cars off the road.</p> <p>Many parents and other members of your community have told us it's important to have facilities which make people of all ages and abilities feel safer walking and riding a bike around the neighbourhood – whether it be to school, work, the local shops, the football grounds or to visit friends or family.</p> <p>Cycling infrastructure is just one of a number of initiatives we're working on to help improve our city's transport network. Continuing improvements to our Rapid Transit Network resulted in a 20.1 percent increase in patronage on these services between July 2018 and June 2019, and the new network rollout collected another 12,700 passenger trips each week.</p>

Point Chevalier Road Section

Feedback Theme	Main Points	AT response
Move cycleway to side roads	<ul style="list-style-type: none"> • Safer roads. • More space. • Cheaper. 	<p>Great consideration has been given to this suggestion. An important component of this cycleway is its connectivity to other parts of the Auckland Cycle Network, making it easier for people on bikes to get to where they need to be safely. Many of the local community already use Pt Chev Rd for riding bikes, walking and specific walking and cycling school bus groups to and from the local schools and public transport. Pt Chev Rd also has many destinations (café's, shops etc). Overall, it's considered important to provide for active modes within a safe system infrastructure context which will in turn support further growth. Therefore, the decision was made to build the cycleway on Point Chevalier Road. This decision was also supported by the Community Liaison Group (CLG).</p>
Want wider cycle lanes and footpath	<ul style="list-style-type: none"> • Shared cycle/pedestrian areas around intersections need to be wider to improve safety. 	<p>Thank you for this suggestion. We have reviewed the design and investigated ways to implement this request. Unfortunately, the constraints of property boundaries, bus space requirements and other street infrastructure has led to a compromise of a shared pedestrian/cycleway space in a few areas. A review of these requirements has shown that improvements can be made to some corners, giving more space to active mode users and more separation where possible. We have redesigned the intersections of Pt Chev Rd/Meola Rd and Meola Rd/Garnet Rd to increase the width of the shared pedestrian and cycle path. Where shared use areas are used, ground markings will be applied to signify a change in environment, so it is clear to path users that they are in a shared use area.</p>
	<ul style="list-style-type: none"> • Make cycleways wider – safer, easier to overtake, accommodates different types of bikes (e.g. cargo). 	<p>We have investigated ways to provide the safest cycling facilities within the available space. The width of the unidirectional cycleways on Point Chev Road is based on two cycles side-by-side, or one bike overtaking another. That leads to a width of minimum 2.0m in the mid-block sections. The cycle friendly kerb also allows to cycle closer to the footpath in the case of having to overtake a larger bike. The width of the two-way facility on Meola Road is based on three cycles width (e.g. two side-by-side and one opposite), and in constrained situations two cargo bikes' width. That is 2.6m-3.0m.</p>
Change cycleway to a shared path	<ul style="list-style-type: none"> • Leaves more space for cars, parking and buses. 	<p>We understand this concern and have gone to great lengths to review the design to try and maximise the number of on-street parking spaces. As a result, we have been able to review the design to provide additional parking spaces near businesses. A major component of the feedback received from the 2017 consultation was the need for a safer cycleway design that separated different users (pedestrians, cyclists, motor vehicles). A shared path increases the conflict, and hence potential for injury, between people on bikes and pedestrians. It reduces</p>

Point Chevalier Road Section

Feedback Theme	Main Points	AT response
		the safety and perceived safety of the cycleway, which would also result in lower use. During discussions with community members, the issue of people on bikes using the existing footpaths as a safer alternative to the road, constantly came up as a source of frustration, particularly for elderly footpath users.
Request one two-way cycleway to minimise parking loss	<ul style="list-style-type: none"> Request one two-way cycleway to minimise parking loss 	<p>A two-way cycleway on one side of the road was considered. However, the decision was made to propose single direction off-road cycleways on each side of Point Chevalier Road because:</p> <ol style="list-style-type: none"> A uni-directional cycleway is safer and reduces the potential conflict between people on bikes approaching each other. It allows less confident users to more easily understand and react to the traffic environment The pick-up from surrounding areas. As the cycle route will form the spine and support cyclists from the side streets it allows for a lot less road crossing required in order to reach the cycle lane. This improves safety, ease of use and also reduces the need for cars to stop for people on bikes. <p>The road width gained by using a bi-directional cycleway on one side of the road instead of two unidirectional cycleways is not enough to accommodate additional parking on Pt Chevalier Road.</p> <p>Meola Rd is designed as a bi-directional cycleway because of space restrictions.</p>
Extend cycleway to Pt Chev School, Te Ra Rd, Coyle Park, beach	<ul style="list-style-type: none"> These are popular local attractions. Kids need to be able to ride to school safely. 	The local board has approved a project to study the feasibility of a cycle facility down to Coyle Park. This would also help children who want to cycle to Pt Chevalier School. We know that better connections to destinations and a wider reaching and safe cycle network encourages use. The Pt Chevalier to Westmere cycleway will therefore form an important link in the development of a network that will hopefully continue to be rolled out in the future.
Safe transitions between road and cycleway	<ul style="list-style-type: none"> Provide safe transitions between road and cycle lanes at points for cyclists to pass between them easily. Ensure that mountable kerbs between cycle lanes and pavement are safe in practice for cyclists moving onto the pavement e.g. at shallow angles even small profiles can be dangerous 	Thank you for raising this, please rest assured the design will ensure transitions from the road to the cycleway are smooth where possible. Pt Chevalier and Meola roads will feature completely separated cycleway and roads with the cycleway have a minimum lateral separation and will also be at a different height.
Pedestrian / cycle crossing and speed calming related feedback themes		
	<ul style="list-style-type: none"> Provide safe crossing at desire line from the mall across Pt Chev Rd. 	Thank you for this suggestion. We have investigated the feasibility of this request and found that a pedestrian crossing at this location presents a number of

Point Chevalier Road Section

Feedback Theme	Main Points	AT response
Changes to, or additional, traffic calming or crossings required		challenges. It would need to be signalised because it requires the crossing of multiple lanes, which raises the likelihood of interfering with the traffic operation at the Great North Rd intersection because of the close proximity. There is also a sharp bend close by, which would result in a safety risk arising because of the reduced visibility. We kindly recommend that pedestrians use the signalised crossing located nearby.
	<ul style="list-style-type: none"> • Raised crossing required across the Great Nth Rd Slip lane into Point Chev Rd. 	Thank you for raising this. We recognise the need for a safety improvement at this location and this has been part of an ongoing minor safety project. AT is currently working with the developer on the corner in order to undertake a land swap that provides better visibility for left turning vehicles from Great North Rd. It will also provide additional space that allows for consideration of a raised table at that crossing point. AT will likely deliver this with the Pt Chevalier Cycleway project. Details are still to be designed.
	<ul style="list-style-type: none"> • Slow traffic approaching the Pt Chev Rd / Meola Rd intersection. 	<p>Thank you for sharing this suggestion with us. The Pt Chev / Meola Rd intersection will be developed in order to provide safe crossing facilities for pedestrians and people on bikes. A signalised intersection and a roundabout with appropriate raised crossings are being considered. Both options would considerably reduce the speed of approaching vehicles.</p> <p>A number of respondents have indicated concern that traffic signals at this intersection would cause long delays to the traffic and some have asked for AT to consider a roundabout. The intersection has space constraints that make a typical roundabout design unachievable. However, AT will undertake a trial with a modified roundabout design to test whether this option is feasible at this location, before making a decision on the best design.</p>
	<ul style="list-style-type: none"> • Signalise the Formby/Wakatipu intersection to make it easier to get out of. 	Thank you for this suggestion. Our investigations have found that the proposed design will make it easier for motorists to pull out into Pt Chev Road without the need for traffic lights at the Formby/Wakatipu intersection. The current proposal is designed to reduce the speed on Pt Chevalier Rd and one of the effects will be to create more gaps in the traffic, which in turn should allow for greater opportunities for entering the traffic stream safely.
	<ul style="list-style-type: none"> • Provide raised crossings across all side streets. 	The design includes raised tables on all side streets that the cycleway crosses i.e. Pt Chev Road, and the north side of Meola Road and Garnet Road.

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Feedback Theme	Main Points	AT response
<p>Oppose signalising crossings, will cause congestion</p>	<ul style="list-style-type: none"> • Signals will hold up vehicles creating congestion, this will divert vehicles to side streets (rat run). 	<p>Thank you for raising this concern with us. We will take it into consideration and monitor the impact on side streets. The Pt Chevalier / Meola Rd intersection will be upgraded as a part of this project. At this stage, the design team is considering both a signalised intersection and a roundabout option for construction. The design will consider safe crossing for pedestrians and people on bikes as well as the efficiency of the intersection for traffic flow.</p> <p>Signals proposed for pedestrian crossing points are necessary where a person needs to cross three lanes. Crossing two lanes in the same direction presents a risk that a person will not be seen by a vehicle in the outside lane because they are obscured by a vehicle on the inside lane – hence the need for signals. Signals are not inherently more obstructive as a vehicle would need to stop for a pedestrian on a zebra crossing regardless.</p> <p>If signals are implemented the signal timings will be optimised to cater for the traffic movements, including peak times. Once the changes have been implemented, AT will carry out a monitoring programme to assess the impact on the side streets.</p>
<p>Oppose new crossings / reduce number of crossings</p>	<ul style="list-style-type: none"> • There are too many crossings proposed. • Don't need the crossings. • Crossings will slow traffic/create congestion. 	<p>At Auckland Transport, we are putting people first. Human life and safety come above all else. And, sometimes, that means our journeys might take a fraction longer. But, most of the time, the increase will only be a matter of seconds. We understand that speed is also critical to the effectiveness and efficiency of our network. Auckland Transport is committed to ensuring the road network supports overall economic productivity. At the same time, we have a responsibility to ensure people and goods can move around the region safely, as well as efficiently</p> <p>The crossings form an important function for the safe sharing of the road corridor space between vehicles and other more vulnerable users. If the crossings are spaced too far apart there is an increased chance of people crossing in undesignated areas which causes risks to both people walking and those in vehicles. The raised tables are designed to reduce the speed of vehicles approaching the crossings thereby protecting the people on them.</p> <p>During peak times and when congestion occurs, traffic is already slow moving and the raised tables will not contribute any further to that. The traffic flow constraints exist at the Great North Road / Pt Chev Rd intersection and at Meola Rd/Garnet Rd intersection.</p> <p>Recent traffic data demonstrates that over 40% of vehicles on Meola Rd travel above the posted speed limit and 24% at some locations on Pt Chevalier Rd. This is even in consideration of the congestion at peak times. One of the most effective</p>

Point Chevalier Road Section

Feedback Theme	Main Points	AT response
		<p>ways of minimising road trauma involves reducing vehicle speeds. That's because speed determines both the likelihood of a crash occurring and the severity of the outcome. For example, a reduction in vehicle speed from 50km/h to 30km/h can reduce the likelihood of a person walking being killed or seriously injured, from being hit by a car, from 80% down to 10%.</p>
<p>Oppose or reduce number of raised tables</p>	<ul style="list-style-type: none"> • Will slow down buses. 	<p>We understand your concern but please rest assured this proposal will benefit bus passengers in many ways. We will be providing a dedicated bus lane during peak hours in order to reduce bus journey times. Our modelling shows that, on average, the proposed bus lane will reduce journey times by 45 seconds - and in some instances could save up to 200 seconds. The bus lane will help to increase the efficiency and reliability of the bus services. AT Metro has also been consulted on this project.</p> <p>The raised tables will help to improve the safety of these roads. Heavy vehicles like buses have longer stopping distances and inevitably crashes have the potential for greater damage. Vulnerable road users and bus passengers are protected by lower speeds in situations that require them, such as urban environments.</p>
	<ul style="list-style-type: none"> • Tables are annoying to drive across. • Make road difficult to drive along, will divert traffic to side roads. 	<p>We are committed to making Auckland's roads safer and raised tables are a proven way of doing so. Raised tables help to achieve survivable speeds and help drivers choose a safe and appropriate speed as they drive through residential areas.</p> <p>Raised tables are designed to increase driver awareness of the environment that they are in and to reduce speed. They form an important component of the safe system by reducing the likelihood and consequences of crashes.</p> <p>AT will implement a monitoring programme to assess the use of the side streets after this project has been completed. This will lead to a fuller understanding of how the changes are affecting those streets and provide data for the best way to deal with those changes.</p>
	<ul style="list-style-type: none"> • Not required, there's no problem to address. 	<p>Recent traffic data shows that over 40% of vehicles on Meola Rd travel above the posted speed limit and 24% at some locations on Pt Chevalier Rd. This is even in consideration of the congestion at peak.</p> <p>Speed determines both the likelihood of a crash occurring and the severity of the outcome. Regardless of what causes a crash, whether people walk away or are carried away will depend on the speed their vehicles are travelling. Our crash stats show 80% of all death and serious injury occurs on 50km/h local urban roads and</p>

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Feedback Theme	Main Points	AT response
		<p>45% of all local urban death and serious injury involve vulnerable road users (people walking, people on bikes, people on motorcycles, children, the elderly and the differently abled – people not in cars).</p> <p>It is not just about keeping the driver and passengers of a car safe. While modern cars have improved safety features, if we crash into vulnerable road users at speeds higher than 30km/h, the risk of them dying or being seriously injured increases greatly.</p> <p>Even a small decrease in speed can greatly reduce the damage caused in a crash. Research shows that a reduction in vehicle speed from 50km/h to 30km/h can reduce the likelihood of a person walking being killed or seriously injured from 80% down to 10%.</p>
<p>Urbanise 'bird' streets to prevent rat running</p>	<ul style="list-style-type: none"> • Introduce traffic calming to bird streets to reduce traffic speeds to 30km/hr and/or discourage rat running e.g. make streets one-way, narrow the traffic lanes on these streets, introduce speed table. • Add raised crossings to the entrances to the Bird Streets. 	<p>Thank you for raising this concern with us. We will implement a monitoring programme to assess the use of the side streets after this project has been completed. This will lead to a fuller understanding of how the changes are affecting those streets and provide data for the best way to deal with those changes.</p> <p>Thank you for this suggestion.</p> <p>We have taken this feedback on board and added new raised crossings at the following locations:</p> <ul style="list-style-type: none"> o There will be a new raised zebra crossing on Meola Rd near Moa St. o Raised table crossing on Faulder Avenue. <p>We have considered the request to add raised tables at the entrances of Huia Rd and Kiwi Rd and urbanise the bird streets. We have assessed its viability and unfortunately it is beyond the budget of this project. Raised crossings are costly items of infrastructure and, in order to manage the project budget, they have been excluded for now, but can be added should the budget allow. Furthermore, the cycleway on Meola Road is on the north side of the road which helps to reduce the potential for conflict with vehicles turning into or out of the bird streets.</p>
<p>Regular monitoring of side street traffic required after changes</p>	<ul style="list-style-type: none"> • To see if there is a change in traffic volumes and to inform the need for future projects along these streets. 	<p>AT will implement a monitoring programme to assess the use of the side streets after this project has been completed. This will lead to a fuller understanding of how the changes are affecting those streets and provide data for the best way to deal with those changes.</p> <p>Although traffic modelling provides an excellent tool to assist in predicting changes, issues that are caused by driver behaviour can be particularly difficult to assess. We</p>

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Feedback Theme	Main Points	AT response
		also need to maintain a targeted scope for the cycleway project, which will keep our budget and time for delivery in control.
Current crossing is dangerous	<ul style="list-style-type: none"> • Drivers frequently fail to stop at the current crossing on Pt Chev Rd. Crossing must be improved with flashing lights bigger signs and more requirements for cars to stop. 	The pedestrian crossing will be upgraded and controlled with traffic signals to ensure that pedestrians are given the right of way.
Bus related feedback themes		
Oppose bus lane	<ul style="list-style-type: none"> • Generally, oppose bus lane. • Bus lane not required. • Bus lane removes car parking. 	<p>As Auckland's population increases and more cars join the road network, we are working on finding ways to improve public transport – the bus lane we propose meets this objective.</p> <p>On this section of Pt Chev Road, there are currently 12 buses per hour during peaks, including two frequent routes, with capacity to carry around 900 people. The buses here have been experiencing significant delays.</p> <p>We commissioned a study into bus travel times on Pt Chev Road which took account of GPS travel time data, Google traffic data and AT's traffic performance data. The Monday-Friday data was reviewed month-by-month between March and August 2019. The data shows that public transport journey times would improve if a bus lane was implemented. The average time saved was 45 seconds with the best recorded time saving being 200 seconds. It will also ensure that bus travel times will be more reliable.</p>
Bus lane should only operate in peak times, then revert to parking	<ul style="list-style-type: none"> • Bus lane should only operate in peak times, then revert to parking 	The bus lane will only be operational during peak hours and will revert to parking at other times.
Bus lane - request extension, northbound lane, longer operating hours	<ul style="list-style-type: none"> • Extend length of bus lane. • Include a northbound bus lane. • Extend operating hours of bus lane. 	Thank you for these suggestions which have been investigated by the project team. The data shows that currently buses experience a delay in the area close to the Great North Road / Pt Chev Road intersection and that is the reason for the implementation in this location. Under the current circumstances, the bus would not achieve an improvement in travel time with an extension to the bus lane length at this time.
Bus stops in traffic lane are better	<ul style="list-style-type: none"> • Provides more space so that bus passengers don't spill out of buses onto cycleway and can also wait for buses between the cycleway and traffic lane. 	Where possible, bus boarding spaces will be provided for bus passengers between the cycleway and the roadway. The width of this bus boarding space is dependent on the available space and footpath and cycleway width requirements. We aim to

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Feedback Theme	Main Points	AT response
		maximise the bus boarding space whilst still maintaining an acceptable footpath and cycleway width.
Move bus stop proposed for 126 Pt Chev Rd	<ul style="list-style-type: none"> Take bus stop proposed at 126 Pt Chev Rd to the corner of Smale and Pt Chev Rd or a bit further. 	Thank you for your suggestion, great consideration has been given to the location of the bus stops. This particular bus stop location, and the decision to amalgamate 2 stops into one, required consideration of the bus operations, density and proximity of local users, integration with other elements of design for the cycleway and available space. This has resulted in the proposal for the current locations as the best outcome in consideration of many factors.
Intersection related feedback themes		
Oppose signalling Pt Chev Rd/Meola Rd intersection	<ul style="list-style-type: none"> Not required. Will create traffic congestion. Will encourage rat-running on side streets. 	We have taken this feedback on board. The design team is currently considering both a signalised intersection and a roundabout option for construction. The design will consider safe crossing for pedestrians and people on bikes as well as the efficiency of the intersection for traffic flow. If signals are implemented the signal timings will be optimised to cater for the traffic movements, including peak times. A roundabout at this intersection would be non-standard because of space limitations. In order to fully assess design options, AT will undertake a roundabout trial to check the safety and operations of the design. The trial will be undertaken in July to August with a temporary roundabout setup.
Want roundabout at Pt Chev Rd/Meola Rd intersection	<ul style="list-style-type: none"> A roundabout will keep traffic flowing better than traffic lights. 	See above.
Raise Pt Chev Rd/Meola Rd intersection	<ul style="list-style-type: none"> Will slow traffic entering the intersection, particularly red-light runners, which makes the intersection safer for pedestrians and people on bikes. 	Dependent upon the option taken to final design, consideration will be given to speed tables across all legs or a full raised intersection.
Add crossing to southern leg of Pt Chev Rd/Meola Rd intersection	<ul style="list-style-type: none"> Pedestrians and people on bikes should be able to cross on all legs of the roundabout. 	The Pt Chevalier Rd / Meola Rd intersection will be upgraded as a part of this project. The design team is currently considering both a signalised intersection and a roundabout option for construction. The design will consider safe crossing for pedestrians and people on bikes as well as the efficiency of the intersection for traffic flow. If signals are implemented the signal timings will be optimised to cater for the traffic movements, including peak times.

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Feedback Theme	Main Points	AT response
Parking related feedback themes		
<p>Oppose parking removal - bad for local businesses</p>	<ul style="list-style-type: none"> Local businesses are reliant on customers coming in cars e.g. for stop and go purchases, people coming from out of the area and people with disabilities. Staff will find it hard to find parking. 	<p>Thank you for raising this matter. We understand the concerns raised by the community and business owners regarding the removal of parking on Point Chevalier Road. We have taken this feedback on board and the project team has spent time meticulously reviewing the design to try and find ways to increase the amount of on-street parking near businesses on Point Chevalier Road. We have managed to revise the design to create additional parking near businesses – please refer to Project outcome for more information.</p> <p>The project team has tried to maintain as much parking as possible given the constraints of the road width and safety requirements. We were in communication with local businesses throughout the consultation process, and some post-consultation, to discuss this matter.</p> <p>As the project moves into the detailed design phase, we will continue to try and find opportunities to increase the number of on-street parking spaces near businesses.</p> <p>In addition, we are also investigating the implementation of time-restricted parking close to businesses on Point Chevalier Road to try and increase the availability of parking for their customers. We will work closely with businesses on Point Chevalier Road regarding this matter.</p> <p>As Pt Chevalier develops under the unitary plan, the area will densify and provide an additional pool of local residents that will become customers for the businesses. The cycleway will facilitate these, and other trips, to the local businesses. These businesses are an important part of the cycleway, as they form destinations for potential people on bikes and we want them to succeed and continue to operate.</p> <p>Data shows that the current desire for parking on Pt Chev Road is mostly for short to mid-term parking (60mins). A study has been undertaken showing the side streets along the stretch have sufficient offset for parking and that people will find alternative parking within 200m or less of existing parking opportunities.</p> <p>As for longer-term staff parking, the side streets have sufficient capacity to accommodate for the offset.</p>
<p>Oppose parking removal - bad for residents</p>	<ul style="list-style-type: none"> Residents and their visitors will find it hard to find car parks. 	<p>Thank you for raising this concern. We understand this concern and have done everything we can to maintain as much parking as possible given the constraints of the road width and safety requirements</p> <p>Data shows that the current demand for parking on Pt Chev Road is mostly for short to mid-term parking (60mins). A study undertaken shows the side streets along the</p>

Point Chevalier Road Section

Feedback Theme	Main Points	AT response
		stretch has sufficient offset for parking and that people will find alternative parking within 200m or less of existing parking opportunities.
Certain car parks should be removed/kept/made short stay	<ul style="list-style-type: none"> • Retain car parks and don't have time restrictions. • Provide short-stay parking for businesses near Walker Road – could provide at end of Walker Road. • Keep parking outside businesses. • Make parks closest to cafes time restricted (e.g. P60) so they are used by customers, not all-day parkers. 	We were in discussions with the business owners on Point Chev Road during the consultation period and will continue to work with them regarding the availability of on-street parking. We have been able to provide extra parking spaces outside some businesses and will also put forward proposals to the owners for time restricted spaces. Further design work will be undertaken to try and increase the number of spaces. Please refer to Project outcome for more information.
Parking spaces at 47, 127, 131, 133 are not set back far enough from driveway	<ul style="list-style-type: none"> • Parking spaces at 47, 127, 131, 133 are not set back far enough from driveway. 	This feedback has been taken on board, thank you. The current design sets the parking spaces back at 1.5m from the vehicle crossing the detailed design stage will further refine the exact limits on the spaces.
Provide angle parking on Formby Ave, Wakatipu Street and Walker Road. Or failing that, time restricted parking.	<ul style="list-style-type: none"> • If you're going to remove parking on Pt Chev Rd, then you should create angle parking on side roads to offset the loss – this way, visitors to businesses on Pt Chev Rd will still have somewhere to park. • If you cannot / will not provide angle parking, then you should put time restricted parking at the beginning of each road. 	<p>We understand the concerns expressed by business owners and members of the community regarding the availability of parking near businesses on Point Chevalier Road. We have investigated a number of design changes to try and find alternative ways to increase the amount of parking opportunities near businesses. The request for angle parking has been investigated and given great consideration. However, unfortunately, it is not something that can be accommodated due to a number of reasons, including:</p> <ul style="list-style-type: none"> - Sight-line issues for motorists would create a less safe environment that does not align with a safe systems approach - The location of underground services - The associated costs with said underground services <p>However, providing time restricted parking is something that we can potentially accommodate on parts of Wakatipu Street, Formby Ave and Walker Road. Our parking team is currently investigating the matter and plans to consult with directly affected properties and businesses in the near future.</p> <p>It is also worth noting that an independent analysis was conducted on the impact this project will have on parking on these streets. The study investigated the number of cars parking on these streets at various times both during the week and at weekends. It found that there is adequate on-street parking available on Point Chevalier Road, Meola Road and Garnet Road and motorists will be able to find alternative parking spaces within 200 metres away on adjacent side streets.</p>

Point Chevalier Road Section

Feedback Theme	Main Points	AT response
Tree related feedback themes		
Leave the large Pohutukawa trees alone	<ul style="list-style-type: none"> • Leave the large Pohutukawa trees alone. 	The pohutakawa trees along Pt Chevalier Rd are not being removed. The current proposal is to increase the number of pohutakawa trees along Pt Chevalier Road, as well as provide some low-level planting to add to the visual amenity of the corridor.
Central median related feedback themes		
Keep the median - used by turning traffic	<ul style="list-style-type: none"> • Turning traffic will wait in traffic lane and cause congestion. • Turning traffic will wait in traffic lane, which may cause accidents. 	<p>We have investigated ways to maintain the median but unfortunately due the width of the road corridor, it's not possible to retain the median while still providing a cycleway and on-street parking. The existing road space has had to be re-allocated in the design to meet the changing requirements. It is common for design in urban environments to work with compromises, in order to achieve the best overall outcome. The removal of the median has allowed the retention of parking on at least one side of the road. In locations where the median is most needed for turning vehicles, such as at Tui St and Formby Ave, the provision of parking has necessarily been sacrificed.</p> <p>Based on the feedback from the community during the consultation, we have also amended the design to provide parking near the businesses near Walker Road. This has necessitated the removal of the median at this location. However, with the lower turning movements at Walker, this is a good compromise. It will allow the businesses to keep some store front parking.</p> <p>The speed tables will calm the traffic flow on Pt Chevalier Rd and allow greater opportunity for safe vehicle turning.</p> <p>The removal of parking on one side of the street will have the effect of reducing the conflict and wait times associated with reverse parking vehicles or vehicles negotiating a return to the traffic lane from a parked position.</p>
Slip lane related feedback themes		
Remove Gt North Rd to Pt Chev Rd slip lane	<ul style="list-style-type: none"> • Dangerous slip lane with high vehicles speeds. Makes road and crossing dangerous for people on bikes and pedestrians. 	Thank you for raising this concern. We recognise the need for a safety improvement at this location and this has been part of an ongoing minor safety project. AT is currently working with the developer on the corner in order to undertake a land swap that provides better visibility for left turning vehicles from Great North Rd. It will also provide additional space that allows for consideration of a raised table at

Point Chevalier Road Section

Feedback Theme	Main Points	AT response
		that crossing point. AT will likely deliver this with the Pt Chevalier Cycleway project. Details are still to be designed.
Don't remove Pt Chev Rd to Gt North Rd slip lane	<ul style="list-style-type: none"> • Will cause traffic congestion. 	<p>Great consideration has been given to this matter. The existing slip lane onto Great North Road is very short. The effect of this is that any vehicle that wants to turn left has to wait behind the vehicles in the straight through lane. As the vehicle movements at this point are substantially higher for the straight than the turning movement, this exacerbates the effect. For this reason, the left turn slip is not functioning well and does not contribute to the intersection's efficiency.</p> <p>An important component of this project is the safety of vulnerable road users, such as pedestrians and people on bikes. If the left turn space remains, vehicles turning left would cross the cycle lane and conflict with people on bikes moving straight ahead. This would be a particularly dangerous situation for people on bikes because the nature of those types of crashes are often severe.</p> <p>To mitigate this issue, the design allows for a safe approach to the intersection and a light controlled advantage to bicycles to ensure they are clear of turning traffic.</p>
Other feedback points		
Business space issues	<p>Businesses need wide footpath for patrons/tables and for buffer from cycleway/bus lane</p> <ul style="list-style-type: none"> • Dinners will be up close to the bus lane, which means they will be exposed to air and noise pollutions. • The parked cars created a safety barrier between footpath and the road, which is particularly good for keeping kids safe. 	The proposed bus lane starts about 65 metres past Wakatipu Rd, which is past the restaurants. We are also working with the restaurant owners to finalise the bus stop locations.
Drainage	<ul style="list-style-type: none"> • Could the gardens be raingardens/swales? Wastewater and stormwater is separated in this area and Pt Chev Rd would exceed 5000 VPD. 	In certain locations, where space allows, the project will implement rain garden treatments along Meola Rd.

Meola Road Section

Feedback Theme	Main Points	AT response
Cycleway related feedback themes		
Oppose cycleway	<ul style="list-style-type: none"> • General opposition. • Not a viable mode of transport. • Focus on public transport instead. • Road is already safe for people on bikes. • Parking is more important. • No one will use it. 	<p>The number of people in Auckland using bikes as a mode of transport continues to increase with 3.77 million cycle movements recorded across 26 city cycle routes between July 2018 and June 2019. This represents an increase 8.9 percent on the previous year. Cycle counts continue to grow where infrastructure is provided. Looking forward, strong growth is expected to continue as new infrastructure is provided.</p> <p>As Auckland’s population increases and more cars join the road network, we are working on finding ways to make it easier and safer for people to walk and use other active modes of travel like riding bikes and e-scooters. The cycle facilities we proposed in Pt Chev will connect with the wider cycle network and encourage more children and adults to get on bikes – getting cars off the road.</p> <p>Many parents and other members of your community have told us it’s important to have facilities which make people of all ages and abilities feel safer walking and riding a bike around the neighbourhood – whether it be to school, work, the local shops, the football grounds or to visit friends or family.</p> <p>Cycling infrastructure is just one of a number of initiatives we’re working on to help improve our city’s transport network. Continuing improvements to our Rapid Transit Network resulted in a 20.1 percent increase in patronage on these services between July 2018 and June 2019, and the new network rollout collected another 12,700 passenger trips each week.</p>
Change cycleway to a shared path	<ul style="list-style-type: none"> • Leaves more space for cars, parking and trees. 	<p>The retention of parking, trees and space for cars has been given great consideration. We have gone to great lengths to create a design which retains trees and keeps as much on-street parking as possible. A major component of the feedback received from the 2017 consultation was the need for a safer cycleway design that separated different users (pedestrians, cyclists, motor vehicles). A shared path increases the conflict, and hence potential for injury, between people on bikes and pedestrians. It reduces the safety and perceived safety of the cycleway, which would also result in lower use. During discussions with community members, the issue of people on bikes using the existing footpaths as a safer alternative to the road, constantly came up as a source of frustration, particularly for elderly footpath users.</p>

Meola Road Section

Feedback Theme	Main Points	AT response
Change to single direction cycleway on each side of the road	<ul style="list-style-type: none"> • Safer. 	We have investigated this option but, unfortunately, given the space constraints on Meola Road, a two-way directional cycleway on Meola Road is the only feasible option. The cycleway design has to coordinate existing and new footpaths, trees, underground utilities, driveways and side roads, crossings and drainage – all the while ensuring that the new infrastructure is safe and meets standards.
Cycleway needs to be wider	<ul style="list-style-type: none"> • Make cycleways wider – safer, easier to overtake, accommodates different types of bikes (e.g. cargo). 	Throughout the planning process, the project team has investigated ways to maximise the limited space available to provide the best possible outcome for the community. The two-way cycleway on Meola Road will have two 1.5m wide lanes – 3.0m in total. Given the narrow width of this road, this is the maximum width that can be provided and meets cycleway design guidelines. However, safe passing is possible on a 3m cycleway, as long as care is taken by riders.
Change cycleway to go through parkland	<ul style="list-style-type: none"> • Designs don't show how cyclists go through intersections and bus stops 	The detailed design is still under development. In an existing urban area, such as Pt Chevalier, the allocation of space is the primary challenge and further design development is required to finalise the details. The design will be undertaken with the primary objectives of safety and function. We will share the updated design with you once it has been finalised.
South side of Meola Rd needs some form of cycleway to link to sports fields and school	<ul style="list-style-type: none"> • South side of Meola Rd needs some form of cycleway to link to sports fields and school. 	A raised shared crossing has been provided between the entrances of MOTAT and Seddon Fields. This has been done in conjunction with members of MOTAT, Seddon Fields and students from Western Springs college to work out the desired crossing location.
Move, or add, cycleway to Motions Rd area	<ul style="list-style-type: none"> • Connects to schools etc in that area. • If suggested 'move' cycleway, then this route avoids issues with Meola Road. 	<p>The Waitemata Local Board is funding a project for a cycleway path on Motions Road which will in-turn provide a connection to the school and provide for alternative modes of transportation.</p> <p>The cycleways along the entire route will fulfil priority greenways connections in the Waitemata Greenways Plan 2013 and Albert-Eden Local Paths Plan 2018.</p> <p>The route provides safe active transport options to access Meola Reef Reserve, Seddon Fields and Western Springs Lakeside.</p>
Ensure good lighting of cycleway	<ul style="list-style-type: none"> • Makes it safer to use at night. 	The project is proposing a full lighting upgrade along the route. This should substantially improve the current lighting situation.

Pedestrian / cycle crossing and speed calming related feedback themes

Meola Road Section

Feedback Theme	Main Points	AT response
<p>Raised crossings need to be added across all side streets</p>	<ul style="list-style-type: none"> • No apparent reason why all side streets don't have raised crossings • Will slow traffic and make crossing these roads safer. • Will increase chance that drivers check for people on bikes. 	<p>We have taken this feedback on board and added new raised crossings at the following locations:</p> <ul style="list-style-type: none"> o There will be a new raised zebra crossing on Meola Rd near Moa St. o Raised table crossing on Faulder Avenue. <p>Adding raised tables at the entrances to Huia and Kiwi is, unfortunately, beyond the budget of this project. Raised crossings are costly items of infrastructure and, in order to manage the project budget, they have been excluded for now, but can be added should the budget allow. Furthermore, the cycleway on Meola Road is on the north side of the road which helps to reduce the potential for conflict with vehicles turning into or out of the bird streets.</p>
<p>Improve access across and out of MOTAT and Seddon Fields</p>	<ul style="list-style-type: none"> • Access for pedestrians and people on bikes across this driveway is not safe and cars often do not give way. Put up signage or other treatments (such as raised crossings) to make it clear that vehicles need to give way. • It can be difficult for vehicles to exit the driveway into the traffic flow. 	<p>The cycleway will be constructed on the northern side. Removing conflict with the Seddon Fields and MOTAT entrances formed a part of this decision. The footpath will also continue on the northern side up to the new bus stop across from the Seddon Fields entrance.</p> <p>Traffic calming on Meola Rd will substantially reduce speeds and allow vehicles to turn onto Meola Rd in a much safer way and with more opportunity.</p> <p>The greenways connection planned for the MOTAT precinct has also coordinated with the Pt Chevalier Cycleway project to deliver pedestrians across a speed table and onto the area adjacent to the crossing between the two entranceways.</p> <p>The design team will liaise with Seddon Fields and discuss the possibility of adding traffic calming to their entrance.</p>
<p>Changes to, or additional, traffic calming or crossings required</p>	<ul style="list-style-type: none"> • Add a crossing near (especially the east side) of Moa street, then move the next proposed crossing further east. This means that everyone who has come from Moa road has no disincentive to cross safely and reduces traffic on that pinch point. • Shift crossing in between Motat2 and Seddon Fields so it is closer to Seddon Fields entrance. • Move crossing on Meola Creek bridge to just east of the dog park entrance. • Move the pedestrian crossing by Walford road further from this intersection. 	<p>The project team has taken all of these requests into consideration. When reviewing requests such as these, there are a number of factors that need to be taken into consideration, including the potential safety improvement, the project budget and AT's general objectives.</p> <p>See below for AT's responses to these request:</p> <ul style="list-style-type: none"> • An additional Meola Rd pedestrian crossing has been added near Moa St. There will be a slight shift east of the next crossing. The footpath at that location will also be extended on the northern side up to Seddon Fields. • The crossing will be located between the two entranceways in order to maximise users from Seddon Fields and users coming down the new greenways connection in MOTAT. The bus stop locations have been designed to make best use of this new crossing location.

Meola Road Section

Feedback Theme	Main Points	AT response
	<ul style="list-style-type: none"> A pedestrian light crossing around the bus stop near MOTAT would improve the safety of school children and cyclists and help slow traffic along Meola Road. 	<ul style="list-style-type: none"> The crossing on either side of the Meola Reef entrance will be connected by footpaths on both sides of Meola Rd, including a new extension on the northern side. The decision to position the raised table on Walford Rd at this location was made because this is currently where people, including school children, are currently crossing. Therefore, it makes sense to put the raised table close to the intersection, where people are already crossing. The crossing between Seddon Fields and MOTAT will be on a raised table to ensure that vehicles slow down. Signalised pedestrian crossings have been limited to multiple lane crossings (i.e. 3 or more) where a higher risk because of reduced line of sight between vehicles and pedestrians exists, and this is mainly on Pt Chev Rd. <p>Thank you to those submitters who took the time to make these suggestions.</p>
Move crossing at dog park entrance to where footpath is wider	<ul style="list-style-type: none"> Move crossing slightly east where footpath is wider and safer. 	The Meola Rd pedestrian crossings on either side of the Meola Reef entrance will be connected by footpaths on both sides of Meola Rd, including a new extension on the northern side.
Oppose and/or reduce crossings/tables	<ul style="list-style-type: none"> There are too many crossings proposed. Don't need the crossings. Crossings will slow traffic/create congestion. 	<p>The crossings form an important function for the safe sharing of the road corridor space between vehicles and other more vulnerable users. If the crossings are spaced too far apart there is an increased chance of people crossing in undesignated areas which causes risks to both pedestrians and car users. The raised tables are designed to reduce the speed of vehicles approaching the crossings thereby protecting the people on them.</p> <p>During peak times and when congestion occurs, traffic is already slow moving and the raised tables will not contribute any further to that.</p> <p>Recent traffic data demonstrates that over 40% of vehicles on Meola Rd travel above the posted speed limit and 24% at some locations on Pt Chevalier Rd. This is even in consideration of the congestion at peak times. One of the most effective ways of minimising road trauma involves reducing vehicle speeds. That's because speed determines both the likelihood of a crash occurring and the severity of the outcome. For example, a reduction in vehicle speed from 50km/h to 30km/h can reduce the likelihood of a person walking being killed or seriously injured, from being hit by a car, from 80% down to 10%.</p>

Meola Road Section

Feedback Theme	Main Points	AT response
Requests for additional traffic calming in area	<ul style="list-style-type: none"> • Reduce vehicle speeds on Meola to 30km/hr, which is a safer speed for this road. • Please reduce the splays a bit at the intersection of Meola and Pt Chev Road. 	<p>The speed tables proposed for Pt Chevalier Road and Meola Rd will help to reduce vehicle speeds and create a safer environment for vulnerable road users like pedestrians and people on bikes. The posted speed limit can't be changed by this project. AT undertakes a regular speed limit review, which follows a bylaw process. New permanent speed limits may only be set by way of bylaw following a process of proposal and consultation as required by law (including the requirements under the Land Transport Rule: Setting of Speed Limits 2017). To learn more about our Safe Speeds Programme, please visit https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/.</p>
Bus related feedback themes		
Add a dedicated bus lane	<ul style="list-style-type: none"> • Want bus lanes down Meola Road. • Want north-bound bus lane on Meola Road to avoid congestion. • Bus lane would be more beneficial than cycleway. 	<p>Thank you for these suggestions and support for public transport. The space allocation on Meola Rd has required consideration of the footpath, road, berm and trees and cycleway. Unfortunately, while the provision of public transport infrastructure is important and in line with the city's strategic transport objectives, the space simply doesn't exist in this location for a dedicated bus lane, as has been provided on part of Pt Chevalier Rd.</p>
Intersection related feedback themes		
Concerns with Walford Road intersection	<ul style="list-style-type: none"> • Cars are driving fast down this road. Needs traffic calming, especially with the school there. • Move the pedestrian crossing near Walford Road up towards Kiwi Road. • Put a turning bay for traffic turning right into Walford Road. • Put a roundabout at intersection. • Block exit/entry to Walford Road or make exit from Walford a 'no right turn' to prevent vehicles blocking cycleway when waiting to turn, vehicles can go via Pt Chev Road. 	<p>These suggestions have been reviewed and considered by the project team. Raised tables are being constructed along Meola Rd as a traffic calming measure. A raised table is also proposed for the Walford Rd crossing and the adjacent pedestrian crossing on Meola Rd will also be improved. There is no space to add a right turn lane at this location.</p> <p>Major changes to the road network, such as road closures, require operational studies of traffic movements and are not part of this project.</p>
Parking related feedback		
Oppose parking removal and/or suggest locations for retention	<ul style="list-style-type: none"> • Keep parking along residential section of Meola Road. • Keep parking on one side of Meola Road. • Provide parking in between trees and lamp posts. 	<p>We acknowledge and understand the desire to retain as much parking as possible. We have spent a great deal of time trying to find ways to maximise the number of on-street parking spaces. A parking study was carried out to find out the occupancy rate of parking in the western residential section of Meola Road. The maximum</p>

Meola Road Section

Meola Road Section		
Feedback Theme	Main Points	AT response
		number of vehicles parked at peak times is 10, and the side streets (bird streets) have enough on-street parking spaces to offset the loss the parking there.
Implement new parking at MOTAT before parking is removed	<ul style="list-style-type: none"> Will prevent there being a major parking shortfall once construction of the cycleway project starts. 	The project team at Auckland Transport continues to liaise with MOTAT, to keep appraised of their project progress and to look for opportunities to coordinate to improve delivery as a whole. Ideally the two projects will line up, with completion of MOTAT in time to eliminate the disruption to available parking opportunities for Seddon Fields users. However, the projects are managed separately, and each has its own timeline and factors to consider. If any disruption does occur, it is only likely to be for a short period of time.
Need larger car park for Meola reef/dog park - new carpark too far away	<ul style="list-style-type: none"> Need larger car park for Meola reef/dog park - new carpark too far away 	As part of the Meola Reef Reserve Development plan, the amount of spaces in the carpark will be increased.
Sports fields need more carparking than new MOTAT carpark	<ul style="list-style-type: none"> Demand will be greater than supply. 	When the Seddon Fields car park and the adjacent MOTAT lower car park are full, there is a need for users to park on Meola Road. Typically, the number of overflow parking spaces needed is around 40. The new MOTAT car park should comfortably accommodate this number.
Tree related feedback themes		
Oppose tree removal, or oppose unless replaced with mature trees	<ul style="list-style-type: none"> Shouldn't be cutting down mature trees in a 'climate emergency'. The exotic trees are still good for birds. Need to replace trees with mature trees of a similar size. 	Thank you for advocating for environmental issues which are also important to us at AT. We have worked closely with arborists to develop the tree proposal. The health of the trees along Meola Rd have been severely compromised by the trimming for the overhead power lines and are nearing the end of their lives. Native trees have been proposed for replacement because they support the local flora and fauna and give a better opportunity for native species to regenerate and thrive. The project proposes to plant almost twice the number of trees than are being removed and to supplement those trees with ground cover planting. There will also be a substantial visual amenity benefit to the road corridor with the proposal.
Existing and proposed trees on edge of road are dangerous	<ul style="list-style-type: none"> Trees close to road are not safe e.g. do not absorb impact in a crash. 	<p>All newly established trees will have a separation from the edge of the road. The lower speeds that the new design will reduce the likelihood and the severity of crashes.</p> <p>Treating the roadside conditions in order reduce the severity of driver mistakes is an important part of the safe system approach. While unforgiving elements like large trees and power poles can increase risk to road users, urban environments have reduced ability to separate these completely from vehicles because there are so</p>

Meola Road Section

Feedback Theme	Main Points	AT response
		many points of access. On a motorway for example, a wire rope barrier can be installed because there is no constant need for vehicles to enter and exit the road. Access is controlled. Other methods, such as speed control, are then used to reduce risk.
Plant more replacement trees	<ul style="list-style-type: none"> A replacement ratio of 3:1 or 4:1 would be more appropriate. The Tūpuna Maunga Authority is proposing a replacement ratio (for trees) of 5.6:1. AT's own K Rd upgrade has 3.7:1. A higher replacement ratio is needed because saplings will take such a long time to have a comparable visual or ecological impact. 	The exotic trees that we plan to remove on Meola Road will be replaced with native trees that are appropriate for the space and area available. The request for additional trees has been noted. We acknowledge the desire to increase the replacement ratio but this request will need to be weighed against the project costs and available budget. As the design develops and the project costs are more certain, the project team will be in a better position to evaluate requests such as this.
Road and footpath space related feedback themes		
Do not include proposed flush median	<ul style="list-style-type: none"> Takes up space for other modes of transport / road users. 	The flush median can be accommodated as a short waiting bay for right turning vehicles near the MOTAT and Seddon Fields entrances because there is some space available in the road reserve on the north side. This does not compromise the road or cycleway.
Widen Meola Rd	<ul style="list-style-type: none"> Widen road so parking can be provided. Widen the road to provide additional traffic lanes. 	<p>Given the narrow width of Meola Road, it is not possible to provide both parking and cycleway facilities. A parking study was been carried out to find out the occupancy rate of parking in the western residential section of Meola Road. The maximum number of vehicles parked at peak times is 10, and the side streets (bird streets) have enough parking opportunities to offset the loss the parking there.</p> <p>The restriction to traffic flow on Meola Rd exists because of the limitations to flow at the intersections. Adding lanes would provide little to no benefit at peak times.</p>
Remove all/some of berm to create space for project	<ul style="list-style-type: none"> Use berm to widen the road and create space for cycleway, pedestrians, parking and/or traffic. 	The design incorporates the re-purposing of the existing road reserve and this includes the berm space. The landscaping within the berm is an important component of the streetscape and compliments the pedestrian footpath and cycleway, as well as adding visual amenity value. Removal of the berm in its entirety to add lane width or parking is not a part of the transport strategy for Pt Chevalier.
Widen bridges over streams or add a barrier between footpath and traffic lane	<ul style="list-style-type: none"> Footpath is dangerously narrow. Need to create space/barrier between pedestrians / kids on bikes and traffic by widening the footpath or adding a physical barrier. 	The bridge on Meola Rd is one of the severe constraints, in terms of space, for the new cycleway. The design is able to incorporate the bi-directional cycleway and a 700mm buffer zone to the vehicle lane.

Meola Road Section

Feedback Theme	Main Points	AT response
		A physical barrier would need to be a heavy standard (such as guardrail) to withstand traffic impact and have a clearance zone in front and behind (typically 1 metre each). The space available does not allow for this. This bridge is also in a marine zone, which limits the ability to change.
Change design to fill in missing parts of footpath	<ul style="list-style-type: none"> Change design to fill in missing parts of footpath. 	Additional footpath will be added to the northern side of Meola Rd, between Seddon Fields and end of the existing footpath at the walking track entrance to Meola Reef reserve.
Other feedback points		
Change drainage	<ul style="list-style-type: none"> Remove the channels and replace with Aco kerb drains this will provide better drainage outcomes. 	The cycleway will be constructed with separation from the road and footpaths. The cycleway is separated from the road by the kerb. Between the footpath and the cycleway a dish channel will used to collect water and provide tactile separation for the visually impaired. ACO drains are only provided in specific areas.

Garnet Road Section

Feedback Theme	Main Points	AT response
Cycleway related themes		
Change cycleway to shared path	<ul style="list-style-type: none"> Leaves more space for cars, parking and traffic lanes. 	The retention of parking, trees and space for cars has been given great consideration. We have gone to great lengths to create a design which retains trees and keeps as much on-street parking as possible. A major component of the feedback received from the 2017 consultation was the need for a safer cycleway design that separated different users (pedestrians, cyclists, motor vehicles). A shared path increases the conflict, and hence potential for injury, between people on bikes and pedestrians. It reduces the safety and perceived safety of the cycleway, which would also result in lower use. During discussions with community members, the issue of people on bikes using the existing footpaths as a safer alternative to the road, constantly came up as a source of frustration, particularly for elderly footpath users.

Garnet Road Section

Feedback Theme	Main Points	AT response
Use berm for cycleway	<ul style="list-style-type: none"> Use berm for cycleway or to widen cycleway. 	The design on Garnet Rd for this project will be similar to the proposed cycleway on Garnet Road (part of the Waitemata Safe Routes project) - which is for an on-road facility with separators.
Deflect cycleway	<ul style="list-style-type: none"> Sheet 15 - Deflect cycle lane next to zebra crossing to allow car to enter Garnet Rd without blocking lane. 	All of the approaching roads at the roundabout allow for a vehicle to stop between the raised table crossing and the limit line at the roundabout.
Pedestrian / cycle crossing and speed calming related feedback themes		
Request a raised crossing at Faulder Rd	<ul style="list-style-type: none"> Install a raised crossing at Faulder Rd will slow traffic and support the Westmere School walking school bus. 	Thank you for your suggestion. We have taken this on board and made the decision to action this request. The design has been changed to include a raised table at the Faulder Road crossing.
Improve Oban Rd intersection (it's dangerous)	<ul style="list-style-type: none"> Cars sweep around the corner fast a raised table would slow them down and make crossing the road safer, and also connect them to the shops. 	This request has been taken on board and is currently being considered. The design at Oban Road will be developed as part of the detailed design. A raised table will be considered as an option for traffic calming.
Request additional raised tables/crossings	<ul style="list-style-type: none"> Make the current crossing, outside the shops more visible. Provide raise crossing on Westmere Crescent to make it safer. Provide raised crossings on all side roads. Put speed table further back on approach to roundabout to slow down vehicles. 	<p>This request is being integrated into the proposal. The crossing at the Westmere shops will now be improved as a part of this project. The intent is to install a raised zebra crossing at the same location as the existing crossing.</p> <p>An additional raised crossing will be installed at Faulder Street. Westmere Cres already has a raised shared crossing.</p> <p>The final roundabout design is currently in progress. We will be conducting a study into installing a "roundabout metering" treatment which would signalise some of the approaches to the roundabout. It would provide an opportunity for gaps in the traffic to allow the dominant traffic flow to proceed. The study will be carried out over the next few months. If approved, the roundabout metering will be implemented as part of the construction of the cycleway.</p>
Oppose raised tables	<ul style="list-style-type: none"> General opposition to raised tables. Keep pedestrian crossings but get rid of raised tables at roundabout. Raised tables will slow traffic through roundabout and make roundabout dangerous for vehicles. 	<p>We are committed to making Auckland's roads safer and raised tables are a proven way of doing so. Raised tables help to achieve survivable speeds and help drivers choose a safe and appropriate speed as they drive through residential areas.</p> <p>Raised tables are designed to increase driver awareness of the environment that they are in and to reduce speed. They form an important component of the safe system by reducing the likelihood and consequences of crashes.</p>

Garnet Road Section

Feedback Theme	Main Points	AT response
Bus related themes		
Leave bus stop where it is	<ul style="list-style-type: none"> • Takes parking away from outside doctors. • Makes turning out of Westmere Cres harder. 	We initially proposed to remove two parking spaces outside Westmere Medical Centre at 146 Garnet Road. However, we have revised the design so that these spaces will remain in place.
Improve integration between bus stops and routes	<ul style="list-style-type: none"> • Improve integration between start and end stops of 105 bus, and between 105 and Outer Link Bus. 	Due to changes in the operational needs of the bus service, the bus layover is no longer needed and the parking outside 146 Garnet Rd will remain in its current location.
Intersection related feedback themes		
Don't make any changes to current street/intersection layout	<ul style="list-style-type: none"> • Don't want any changes made. 	The proposed changes on Garnet Road will make it safer for everyone – particularly vulnerable road users like people walking and on bikes. AT is committed to road safety and these changes will improve safety and encourage active modes of transport.
Oppose removing traffic lane on Garnet Road at roundabout	<ul style="list-style-type: none"> • Will cause more congestion. 	<p>In order to incorporate a safe crossing at the roundabout, the design can't have two lanes over the pedestrian crossing without making the pedestrian crossing signalised. This would raise the risk that an approaching vehicle in the outside line would have their line of sight to a pedestrian or person on a bike blocked by a stopped car. A pedestrian could then proceed thinking it's safe, when there is, in fact an approaching car.</p> <p>AT is also undertaking a project to study roundabout metering at this location in order to balance the flows and improve the efficiency of the roundabout. If the study is successful, this will be implemented with the cycle project.</p>
Include raised table on northern leg of roundabout	<ul style="list-style-type: none"> • Will make crossing safer. 	A raised table has been included on the northern leg of the roundabout.
Pedestrian crossings are too close to the roundabout, will cause congestion	<ul style="list-style-type: none"> • Vehicles will block the roundabout waiting for pedestrians and people on bikes to cross road. 	<p>This matter has been taken into consideration when creating the design. The pedestrian crossings (with raised tables) will be set one car length back from the roundabout limit line – this will ensure cars don't block the roundabout while waiting for people to cross. The proposed pedestrian crossing locations have been located on existing pedestrian desire lines i.e. locations where people are already crossing. All the new crossing facilities will be on a raised table to help lower the operating speed of vehicles to make it safer for all modes of transportation.</p> <p>This reduction in speed will have a minimal effect on journey times and congestion.</p>

Garnet Road Section

Feedback Theme	Main Points	AT response
		Setting the crossings back further from the roundabout is not preferred as it would allow vehicles to pick up speed when approaching / exiting the roundabout making it less safe for pedestrians.
Move pedestrian crossings closer to roundabout	<ul style="list-style-type: none"> Creates a more direct route. 	Great consideration has been given to pedestrian safety at this location. The crossings have been positioned to accommodate for a safe stopping distance should there ever be a conflict between a vehicle and a pedestrian. They have also been positioned to ensure buses and heavy vehicles can make a smooth transition over them.
Concerns about vehicles turning left into Meola hitting pedestrians	<ul style="list-style-type: none"> Vehicles come down hill and turn left in to Meola at speed, there is also poor visibility around the corner. 	Great consideration has been given to pedestrian safety at this location. The pedestrian crossings on all the legs at the roundabout will be on raised tables, which will reduce the speed of the approaching vehicles considerably. Drivers will also be more alert, because of the new pedestrian crossings on all the legs. A driver crossing the raised crossing on Garnet Rd and looking to turn left into Meola will therefore be travelling at a slow speed and be in a position at the limit line to see the crossing on Meola Rd.
Install traffic lights (remove roundabout)	<ul style="list-style-type: none"> Will reduce congestion. Will make intersection safer for all users. 	We are undertaking a project to study roundabout metering at this location in order to balance the flows and improve the efficiency of the roundabout. If the study is successful, this will be implemented with the cycle project. In general terms for balanced roundabouts they are more efficient for traffic flows. This roundabout is also designed with raised crossings on all legs to ensure a safe crossing of pedestrians and cyclists.
Reduce the size of the roundabout	<ul style="list-style-type: none"> Reduce the size of the roundabout so it's more usable for all modes of transport and so buses and trucks can turn easily. 	Roundabout design requires that the approaching vehicles are deflected in order to reduce their speed and allow for gaps in traffic to be created. When a roundabout shrinks below a certain level it ceases to function this way. Given all the space constraints the roundabout design will still ensure that heavy vehicles can track safely through the intersection.
Install Dutch style roundabout with cycle preference	<ul style="list-style-type: none"> Dutch style roundabout is best practice. 	The roundabout design follows much of the Dutch roundabout principle, whereby pedestrians and cyclists are given priority at crossing points.
Entry widths to roundabout are too wide	<ul style="list-style-type: none"> Entry widths to roundabout are too wide and cycle facilities are unprotected meaning vehicles entering or exiting the tables will drive over the cycle lanes. 	Thank you for sharing this concern with us. Great consideration has been given to the safety of the roundabout for all road users. The cyclelane is separated from the road by a lateral displacement and sits behind the kerb and above the road level.

Garnet Road Section

Feedback Theme	Main Points	AT response
Set the right lane at least half a car length back from the left turning lane	<ul style="list-style-type: none"> Set the right lane at least half a car length back from the left turning lane. This will improve visibility for the left turning lane. 	The limit line is set at an angle that allows for better visibility of approaching vehicles on the drivers right. The location of the limit lines and the raised table have to be coordinated in order to ensure space for a vehicle in front of the table.
Parking related feedback themes		
Don't remove parking, or provide more parking	<ul style="list-style-type: none"> Generally, don't want parking removed. Parking is required for businesses. 	Only five parking spaces on Garnet Road are being removed as part of this project. Parking surveys have shown there is ample alternative parking available nearby.

Project wide – Additional comments

Feedback Theme	Main Points	AT response
Cycle related feedback themes		
Entire project needs lots more bike parking	<ul style="list-style-type: none"> In key locations, such as outside shops, bus stops and other destinations. Ensure extra space is provided for cycle parking i.e. it doesn't take up cycleway or footpath space. 	<p>Bike parking will be provided as part of this project. The final locations will be considered in detailed design, but the following locations are under consideration and will be discussed with the respective parties and business owners:</p> <p>Garnet Road:</p> <ul style="list-style-type: none"> At Westmere shops opposite Westmere Roast. <p>Meola Road:</p> <ul style="list-style-type: none"> Entry to Meola Reef Reserve car park Seddon Fields car park <p>Pt Chevalier Road:</p> <ul style="list-style-type: none"> Francesca's Pizzeria Point Chev Organic Wines Ambler Café and Bistro Wakatipu Street/Pt Chev Road intersection - North side of Wakatipu (adjacent to The Corner Café) and South side of Wakatipu (adjacent to Gourmet Wok) Domino's Pizza Tui/Street/Pt Chev Road intersection – on south side adjacent to Unistay.

Project wide – Additional comments

Feedback Theme	Main Points	AT response
Project unfairly favours minority group (cyclists)	<ul style="list-style-type: none"> • More people drive cars so improving car journeys should be a greater priority. • If provide cycleway it should not be at the expense of slower car journeys and less car parking. 	<p>We understand the importance of cars to Aucklanders and how critical journey times are to the effectiveness and efficiency of our network. Auckland Transport is committed to ensuring the road network supports overall economic productivity. At the same time, we have a responsibility to ensure people and goods can move around the region safely, as well as efficiently. As Auckland's population increases and more cars join the road network, we have to find alternative transport options. We are working on finding ways to make it easier and safer for people to walk and use other active modes of travel like riding bikes and e-scooters. The cycle facilities proposed will connect with the wider cycle network and encourage more children and adults to get on bikes – getting cars off the road.</p> <p>Many parents and other members of your community have told us it's important to have facilities which make people of all ages and abilities feel safer walking and riding a bike around the neighbourhood – whether it be to school, work, the local shops, the football grounds or to visit friends or family.</p> <p>Across Auckland, as part of a Vision Zero and Safe System approach, we are working to create a more 'forgiving' road network that recognises people sometimes make mistakes, but the consequences don't have to be devastating. This involves reducing vehicle speeds where there are large amounts of people walking and on bikes – like in residential areas.</p>
Cycleways need to go to key areas e.g. Westmere, Grey Lynn shops, West End Rd, Herne Bay, Jervois Rd, schools and Coxs Bay	<ul style="list-style-type: none"> • Make sure cycleways connect to key destinations in and out of the area. Makes hole journey safe. 	<p>We agree the provision of destinations and connections to other cycle facilities will greatly improve the use of the new cycleway. This is recognised and the Pt Chevalier cycleway will travel on the roads that have the most businesses and can pick up the most users, such as Pt Chevalier Rd. The cycleway will connect to Westmere shops. The connection to Cox's Bay reserve (which will receive its own new cycleway) will also be put on the cycling programme for future implementation. It is also a very vital connection for residents of Pt Chev to the north western cycleway along SH16.</p> <p>Further information about AT's cycling routes can be found here: https://at.govt.nz/cycling-walking/maps-rides/.</p>
Concerns that cars will sit across cycleway when existing side roads and driveways (sometimes for a long time)	<ul style="list-style-type: none"> • Cars will sit across cycleway while waiting to join the traffic lane. During heavy traffic times vehicles could block the cycleway for a few minutes. 	<p>The official New Zealand road code states that drivers must not stop, stand or park in a cycle lane. If drivers are crossing a cycle lane, they must give way to cyclists before they cross.</p>

Project wide – Additional comments

Feedback Theme	Main Points	AT response
Concerns about cyclist's safety when vehicles enter and exit driveways and intersections	<ul style="list-style-type: none"> Concerns vehicles entering/exiting driveways will not see people on bikes and hit them. Additionally, people on bikes will be trapped by raised kerbs on cycleway and won't be able to swerve out of the way. Concerns that vehicles turning into intersections will not notice people on bikes about to cross/crossing the raised crossings, particular concern is left turning vehicles that are moving quicker and will find it hard to look back over their shoulder for people on bikes. 	<p>In regard to sharing the road with people on bikes, the official New Zealand road code states that drivers are required to take extra care when:</p> <ul style="list-style-type: none"> Moving through or turning at intersections as cyclists can be hard to see on the road. Opening a vehicle door Reversing or moving out of driveways or parking spaces Passing groups of cyclists
Concerns about conflicts between cycleway and people entering/exiting parked cars e.g. doors and peds crossing cycleway	<ul style="list-style-type: none"> Safety issue - People entering/exiting parked cars will open doors into cycleway. Safety issue - People entering/exiting parked cars will wander across cycleway in front of people on bikes. 	<p>More information is available on the NZTA website - https://www.nzta.govt.nz/resources/roadcode/about-other-road-users/sharing-road-with-cyclists.</p> <p>The proposed cycleways will significantly improve safety for people on bikes by providing a dedicated space and physical separation where possible. We encourage motorists and people on bikes to be extra careful and considerate of each other and to exercise caution at all times.</p>
Concerns with shared paths at intersections - dangerous and confusing	<ul style="list-style-type: none"> Shared paths will create conflict between pedestrians and people on bikes. Bikes will be travelling at a much greater speed which creates safety risks for pedestrians. Separate people on bikes from pedestrians or if it must be a shared space, then widen the shared spaces. 	<p>This feedback has been taken on board and we have reviewed the design in light of these concerns. The constraints of property boundaries, bus space requirements and other street infrastructure has led to a compromise of a shared pedestrian/cycleway space in a few areas. A review of these requirements has shown that improvements can be made to some corners, giving more space to active mode users and more separation where possible. Where shared use areas are used, ground markings will be applied to signify a change in environment, so it is clear to path users that they are in a shared use area.</p> <p>All groups who share this space are kindly asked to be courteous of each other and exercise caution at all times</p>
Ensure there is an obvious difference between cycleways and footpaths	<ul style="list-style-type: none"> Raised kerbs or clear markings so that pedestrians and people on bikes don't easily stray into each other's allocated space. 	<p>We have taken this into consideration. There will be clear delineation between the cycleway, footpath and road. Cycleways will be clearly marked to ensure people can easily identify that the space is for people on bikes.</p>
Ensure physical division between cycleway and traffic lane	<ul style="list-style-type: none"> Physical separation should be significant enough to prevent vehicles straying into cycleway. 	
Safe transitions to/from cycleway	<ul style="list-style-type: none"> Provide safe transitions between road and cycleway for cyclists to pass between them easily e.g. a cyclist who is travelling on the road may wish 	<p>The cycleway will ramp down to the road at every driveway and also at the raised crossings, should a person on a bike wish to transition between the two.</p>

Project wide – Additional comments		
Feedback Theme	Main Points	AT response
	to exit into the cycle lane on a slope, to prevent holding up traffic (& vice versa when going downhill).	
Don't want kerbs on edge of cycleway	<ul style="list-style-type: none"> If there are kerbs, they need to be mountable by people on bikes so they can easily exit the cycleway when presented with a immediate safety risk e.g. car crosses cycleway into driveway or intersection. 	The cycleway will be designed with a buffer (typically 600mm) between the edge of the cycleway and the edge of the raised kerb. Vertical separation between the cars and bicycles increases the safety and perceived safety for people on bikes and is considered a higher level of service, which has been shown to attract a higher number of users.
Cycleway should be at road level / smooth	<ul style="list-style-type: none"> This means cycleway will be flat. Don't want cycleway to be bumpy as it goes up and down across every driveway. Please keep the cycleway/footway as level as possible - currently Pt Chev Rd footpaths are like a pump track and only half of the width is usable. 	The cycleway is designed to have a gentle rise and fall crossing driveways and to make the ride comfortable. The fall from the driveway to the road is designed to occur after the cycleway in the separation zone and not cause the crossfall of the cycleway to constantly change.
Cycleway on outside of footpaths	<ul style="list-style-type: none"> Put the cycle way on the outside side of footpaths so that cyclists are not impeded by pedestrians crossing the cycleway to cross the road. 	The preference to maintain the footpath in its current location relative to the cycleway stems mostly from the safety of vehicles leaving property driveways, particularly those with limited visibility. There is a far higher chance of a car not seeing a person on a bike if they are hard up against the fence, because bikes move faster.
Cycleway shouldn't have kinks/curves	<ul style="list-style-type: none"> Make cycleway as straight as possible. Straighten/smooth out kerbs e.g. indent near Walford Street. Richmond Road and West Lynn cycleways are unusable because they are too wiggly. 	The cycleway along its full length generally follows the existing road alignment by necessity. They are mostly straight sections and will offer good visibility for people on bikes and other road users. Some locations, such as areas constrained by trees, like the pohutakawas on Pt Chevalier Rd, require small deviations to get around them. In order to keep the trees, this is considered a good compromise.
Concerns about e-bike and e-scooter speeds - make cycleways wide, have speed limit signage	<ul style="list-style-type: none"> E-bikes and e-scooters go much faster than many people on bikes. To mitigate or prevent this the cycleway needs to be as wide as possible or have a speed limit with associated signage. 	Maximising the safety of pedestrians and people on all forms of micro mobility (i.e. bikes, e-bikes, e-scooters etc.) is one of the main objectives of this proposal. These comments and concerns have been given great consideration. The cycleways will be at least 1.5m wide along Point Chevalier Road, Meola Road and Garnet Road. People on bikes and other modes of active transport like e-bikes and e-scooters will be required to share the space and show courtesy towards each other, pedestrians, motorists and other road users.
Concerns that there will be conflicts between bus passengers and cycleway	<ul style="list-style-type: none"> Passengers entering and exiting buses will block the cycleway. 	We understand this concern and to mitigate this matter, standing areas, separated from the cycleway, will be provided for passengers at bus stops.

Project wide – Additional comments		
Feedback Theme	Main Points	AT response
Cyclists won't use cycleway unless they can travel fast and avoid stopping due to mixed pedestrian areas, slower cyclists, driveways and intersections	<ul style="list-style-type: none"> • Ensure there are no pinch points on cycleway, or confident cyclists won't use it, as they want to go fast. 	The cycleways for this project are designed for riders of all ages and abilities. The physical separation will help to encourage children and less confident riders to use bicycles as a way to travel around their community. Care needs to be taken by users, especially with respect to other users, and riders must adhere to the conditions in a way that encourages safety. The cycleway is not designed to be a race track. There may be some more confident people on bikes who travel at faster speeds who still use the road to travel on but generally we expect most riders to use the cycleways provided.
Cyclists will just use road anyway / ensure motorists are aware that cyclists can still ride in the traffic lane	<ul style="list-style-type: none"> • Some confident cyclists will still just ride on the road. Ensure that car drivers understand that cyclists are still allowed on the road, so they don't get abused. 	
Brochure shows different coloured cycleways, please ensure they are all green for clarity	<ul style="list-style-type: none"> • Brochure shows different coloured cycleways, please ensure they are all green for clarity. 	The colour of the cycleway in the plans is for illustrative purposes only. The actual cycleway will be an asphalt surface with no special colour, but will be clearly demarcated with signage and surface logos, such as the commonly seen bicycle logo.
Pedestrian crossing, speed calming and traffic management related feedback themes		
Requests for a pedestrian/cyclist overbridge in area	<ul style="list-style-type: none"> • Cycle over bridge on Pt Chev Rd near Tui St and direct people on bikes down there. • Pedestrian overbridge on Meola Rd between new parking area and Meola Reef. 	Investigations were carried out to assess the best route for the cycleway. An important component of this cycleway is its connectivity to other parts of the Auckland Cycle Network, making it easier for people on bikes to safely get to where they need to be. Many of the local community already use Pt Chev Rd for riding bikes, walking and specific walking and cycling school bus groups to and from the local schools and public transport. Pt Chevalier Road also has many destinations (cafés, shops etc). Overall, it's considered important to provide for active modes within a safe system infrastructure context which will in turn support further growth. This decision was also supported by the Community Liaison Group (CLG).
Make sure speed tables aren't too steep - don't want them to slow down buses or cars too much	<ul style="list-style-type: none"> • Make sure speed tables aren't too steep - don't want them to slow down buses or cars too much. 	AT will employ a standard design for the crossings and where achievable provide a longer exit ramp to reduce the impact for buses back onto the road surface.
Block off or restrict turning movements into/out of	<ul style="list-style-type: none"> • Block of one end of side streets. • Ban right turn in and/or out of side streets. 	The cycleway project is already incorporating several enhancements to the project area, such as bus lanes, streetscape improvements and traffic calming measures.

Project wide – Additional comments

Feedback Theme	Main Points	AT response
side streets to prevent rat running		There may be other traffic operational improvements that can be made in the area, however in order to contain the scope, cost and time to complete the project necessarily needs to have limitations. This means that ideas, such as road closures, need to be developed as a separate project, possibly later when the effects of the changes that the cycleway project will bring are studied.
Reduce speed limits in suburb	<ul style="list-style-type: none"> • Slow traffic speeds along Pt Chev Rd and Meola Rd – will make roads safer and discourage people from cutting through the area (i.e. through traffic). • Lower traffic speeds across area, suggest 40km/hr or 30km/hr. • Tighten turning radius's into side streets to reduce vehicle speeds. 	<p>The speed tables proposed for Pt Chevalier Road and Meola Rd will help to reduce vehicle speeds and create a safer environment for vulnerable road users like pedestrians and people on bikes. The posted speed limit can't be changed by this project. AT undertakes a regular speed limit review, which follows a bylaw process.</p> <p>New permanent speed limits may only be set by way of bylaw following a process of proposal and consultation as required by law (including the requirements under the Land Transport Rule: Setting of Speed Limits 2017). To learn more about our Safe Speeds Programme, please visit https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/.</p>
Bus stops in the traffic lane create congestion - prefer indented stops	<ul style="list-style-type: none"> • Bus stops in the traffic lane create congestion - prefer indented stops. 	<p>Thank you for your feedback. We have put a lot of thought into the design and investigated the best ways to make use of the available space for all road users. Indented bus stops make it difficult for buses to merge back into the mainstream of traffic causing delays for bus passengers. Indented bus bays also require a significant area to ensure buses are able to pull in flush with the kerb. The impact on the surrounding land-use means there is less area available for wider footpaths, streetscape, berms, landscaping or on-street parking.</p> <p>Inline bus stops improve journey times for public transport users so are the preferred option. With passengers now being able to quickly tag on and tag off, delays faced by motorists will be minimal.</p> <p>The locations and form of the bus stops have been the subject of numerous technical considerations to arrive at the current layout.</p> <p>With respect to the in-line nature of some of the bus stops, there are several considerations that have been made. This includes:</p> <ul style="list-style-type: none"> ○ The road geometric entry and exit requirements for bus manoeuvres; ○ The availability of space to arrange the new bus stop and bus related infrastructure (such as shelters) within a road corridor space that will now also have additional cycle lanes;

Project wide – Additional comments

Feedback Theme	Main Points	AT response
		<ul style="list-style-type: none"> ○ The ease with which the bus can merge back into the traffic stream. (This, in particular, continues to be a problem for drivers as it impacts efficiency, reliability and safety); ○ The safety and convenience of passengers getting on and off the bus; ○ The prioritisation of space within the road corridor. <p>Some of the specific considerations for Pt Chevalier:</p> <ul style="list-style-type: none"> ○ A detailed data analysis undertaken by the bus services team have shown high variability (and hence perceived unreliability by customers) of the buses through that area. Traffic merging problems for buses exacerbate that problem. ○ 4 bus stops have been amalgamated into 2, reducing the total number. ○ Traffic calming is a substantial component of this project. In-line bus stops contribute to that scenario. ○ Under the Auckland Unitary Plan, Pt Chevalier will densify. One of AT's objectives is to provide alternative transport options (such as public transport) and decrease the dependence on cars. ○ The number of buses may only cause motorists to encounter a bus stopping at an in-line stop once every 5 minutes. ○ In busy periods (about 6 hours a day in the project area during the morning and evening commute), no change to travel time can be expected as cars will move forward in queues that are constrained by the intersections. ○ Meola Road has 4 bus stops (2 in each direction). 2 of those existing stops are in-line. There is also one in-line stop on Pt Chev Rd. ○ The Meola Rd driving environment is currently erratic with cars parked on both sides causing vehicles to swing in and out across the centre line to avoid oncoming traffic. This is particularly bad if heavy vehicles are involved. The new design will eliminate this problem.
Planting and tree related feedback themes		
Keep/create lots green space and trees	<ul style="list-style-type: none"> • Keep/create lots green space and trees, particularly by bus stops. 	Thank you for your suggestion – this is something we have been working hard to achieve. The design shows areas of improvement for green space and the number

Project wide – Additional comments		
Feedback Theme	Main Points	AT response
		of trees will be increased, especially as there are a higher number of replacement trees than what needs to be removed. This has been undertaken in consideration of all the design elements competing for space in the road corridor. We have also worked closely with arborists regarding trees and green spaces.
Select trees that are low maintenance and attract birds	<ul style="list-style-type: none"> Select trees that are low maintenance, don't overgrow paths, don't drop debris and attract local birds. 	AT will rely on the advice of arborists, landscape designers and use feedback from iwi and the public to shortlist trees that are suitable as replacements. Growth patterns and maintenance requirements will definitely be a part of the discussions.
Get rid of all the trees for a better overall outcome	<ul style="list-style-type: none"> Get rid of trees so transport elements of routes can be optimised. 	The trees form an important component of the corridor amenity as well as providing wider ecological benefits. They supplement the cycleway and footpath, which are part of the transport system, by providing shade. The community want the removed trees to be replaced.
Requests for other types of projects		
Fix traffic congestion before the road space is used up	<ul style="list-style-type: none"> Traffic congestion is the most important element to address, sort this first as is biggest problem and cars are the most popular transport mode. Once congestion is sorted then focus on other modes. 	We understand the importance of cars to Aucklanders and how critical journey times are to the effectiveness and efficiency of our network. Auckland Transport is committed to ensuring the road network supports overall economic productivity. At the same time, we have a responsibility to ensure people and goods can move around the region safely, as well as efficiently
Improve public transport	<ul style="list-style-type: none"> Need to improve public transport in area as it is not good enough. 	<p>As Auckland's population increases and more cars join the road network, we are working on finding ways to make it easier and safer for people to walk and use other active modes of travel like riding bikes and e-scooters. The cycle facilities we proposed in Pt Chev will connect with the wider cycle network and encourage more children and adults to get on bikes – getting cars off the road.</p> <p>Cycling infrastructure is just one of a number of initiatives we're working on to help improve our city's transport network. Continuing improvements to our Rapid Transit Network resulted in a 20.1 percent increase in patronage on these services between July 2018 and June 2019, and the new network rollout collected another 12,700 passenger trips each week. The number of people in Auckland using bikes as a mode of transport continues to increase with 3.77 million cycle movements recorded across 26 city cycle routes between July 2018 and June 2019. This represents an increase 8.9 percent on the previous year. Cycle counts continue to grow where infrastructure is provided. Looking forward, strong growth is expected to continue as new infrastructure is provided.</p> <p>As part of this project, we plan to install a southbound bus lane on Point Chevalier Road (between 60 metres south of Wakatipu Street and Great North Road) that will</p>

Project wide – Additional comments		
Feedback Theme	Main Points	AT response
		operate during peak hours in order to reduce bus journey times. Our modelling shows that, on average, the proposed bus lane will reduce journey times by 45 seconds - and in some instances could save up to 200 seconds. The bus lane will help to increase the efficiency and reliability of the bus services.
Themes related to the public engagement completed for the project		
Doubt residents were consulted on, or want, changes	<ul style="list-style-type: none"> • Doubts the majority of Point Chevalier residents were consulted on, or want, proposed changes. 	<p>AT is committed to genuine consultation and giving as many people as possible in the community the opportunity to provide feedback. To that end, we took a number of measures to let people know about the proposal and the opportunity to provide feedback, including:</p> <ul style="list-style-type: none"> ○ More than 5,700 brochures / feedback forms delivered to local addresses. ○ Hand delivered letters to local businesses as well as meetings / emails / phone calls. ○ On-street signage. ○ Media release picked up by Stuff and Our Auckland (articles published on 22 November). ○ Adverts in the Central Leader – 28 November and 5 December. ○ Social media posts and geo-targeted advertising. ○ Held three public drop-in sessions (which were also advertised in the Central Leader). ○ Set up a project webpage and an online feedback form on our website.
Unhappy with public engagement process	<ul style="list-style-type: none"> • Extend feedback period, not enough open days, unhappy feedback period was in December. 	The consultation ran from 22 November to 20 December 2019, this gave people four weeks, or 28 days, in which to provide feedback. Three public drop-in sessions were held (Wednesday 27 November from 4pm – 6pm, Saturday 30 November from 10am – midday, and Thursday 5 December from 4pm – 6pm). Two were held mid-week and one was on a weekend in order to cater for people's different schedules. If people were unable to attend the drop-in sessions, then they were able to call AT to speak to a member of the project team.
Parking occupancy is higher than parking surveys	<ul style="list-style-type: none"> • Parking occupancy is higher than parking surveys - parking surveys seem inaccurate or taken at quiet times. 	The parking survey corresponds well with general observed usage in the area. We are confident in the methods used to obtain the data.
Concerns related to the impacts of the project		

Project wide – Additional comments		
Feedback Theme	Main Points	AT response
Concerned changes will have negative impacts, like in other areas	<ul style="list-style-type: none"> Projects in areas such as Mt Albert, West Lynn, and Grey Lynn have created negative impacts e.g. taken away parking at shops, made footpaths worse, created rat runs. 	AT is committed to getting it right in West Lynn village / Grey Lynn and is working closely with local stakeholders on the improvements. This project has been designed to make the community safer for people using active modes of transport, improve public transport connections and ultimately improve connectivity in the area.
Concerns about rubbish collection	<ul style="list-style-type: none"> Where will people put bins? Is there enough space between cycleway and road for bins? 	Wheelie bins will be stored for collection/emptying either side of driveways on the 600mm wide buffer strip between the cycleway and carriageway on Pt Chevalier Road and Meola Road north-side. For the sections of Garnet Road with existing kerb alignment retained and a raised 600mm wide buffer wheelie bins can be stored in the 1.5m buffer zone either side of the driveway
Construction related themes		
Complete construction within a short timeframe - concerns about lost business, congestion and long wait for safe cycleways	<ul style="list-style-type: none"> AT need to expedite construction process e.g. double shifts, work weekends etc. The longer the construction period is the greater the impact on businesses who lose parking/amenity during construction, the greater the impact on congestion and the longer people who want the cycleway will have to wait until they can use it. 	<p>AT will continue to engage with the business owners during the design development and construction. The project construction methodology will specifically consider the operations of the businesses and seek to minimise the disruption.</p> <p>As mentioned, we are currently unsure when this project will be delivered due to the current financial constraints facing Auckland Council and Auckland Transport as a result of COVID-19.</p> <p>However, when construction is confirmed, please know that we are committed to keeping Point Chev moving. Thorough plans will be put in place to minimise the construction impacts and make sure residents can access their properties and local businesses are able to operate.</p> <p>We will work closely with local businesses to understand their needs during the construction period, find ways to minimise disruptions and promote their businesses.</p>
Underground power lines at the same time as project works	<ul style="list-style-type: none"> They need to go underground as will create more space for transport and trees and will look better. AT needs to work with power company to make this happen – not work in silos. 	AT has been in discussions with Vector about the undergrounding. This is currently not on Vector's short-term programme. However, as the project treats the entire streetscape the undergrounding would serve that purpose. This issue is still under consideration and largely driven by available funds, as the undergrounding costs are significant.

Attachment 1: Designs released for public feedback

For the full set of design plans released for public feedback please visit at.govt.nz/projects-roadworks/point-chevalier-improvements/.



