

Your feedback on the Glenvar Road and East Coast Road improvements



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Summary

Auckland Transport (AT) is applying for funding to make improvements to parts of Glenvar Road, a short section of Ashley Ave and East Coast Road (between Glenvar Road and Oteha Valley Road).

We consulted on this proposal from 8 November to 8 December 2019 and received 420 submissions.

Key themes in feedback

Overall, the feedback showed:

- Most people who gave feedback told us they believe Glenvar Road and East Coast Road are currently unsafe or very unsafe while walking (71%), driving (69%) or cycling (63%).
- General support for the proposed improvements.
- Requests for the project to start sooner than planned.
- Some people stated Glenvar Road should be widened.
- A number of requests for a roundabout to be installed instead of traffic lights at the intersection of Glenvar Road – East Coast Road.
- Support and opposition for the proposed transit lanes.
- Opposition to the proposed raised central median (raised barrier at the road's centre) on East Coast Road due to the restricted property access it would create.

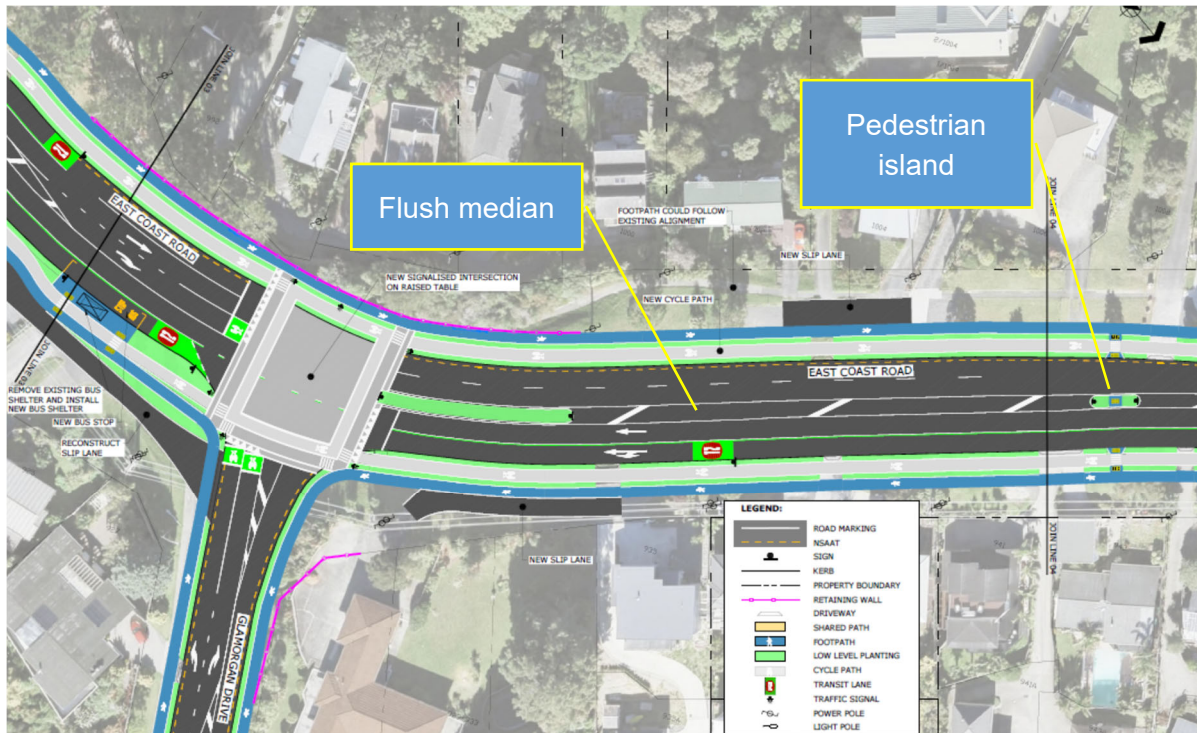
We also received submissions from your representatives - the Hibiscus and Bays Local Board, the Upper Harbour Local Board and Councillor John Watson.

Read on for more detail on the feedback received and AT's responses.

Outcome

We considered all of the feedback we received as part of the consultation process. And we have reviewed the design in light of your feedback and made some changes to the proposed design. Having taken all submissions into account, we have decided to:

1. Remove the raised central median (raised barrier at the road's the centre) on East Coast Road, between Glenvar Road and Glamorgan Drive. Instead, we will place a flush median strip (a section of white diagonal lines painted in the centre of the road) with up to three raised pedestrian islands.



Map 1 - Example of flush median and pedestrian refuge

2. We are working through further changes to make merging into transit lanes safer.

The revised plans are available for download on the AT website, please visit <https://at.govt.nz/projects-roadworks/glenvar-road-and-east-coast-road-improvements/>.

Please note, the revised plans are not final – they are also subject to NZTA funding approval so the scope of what’s proposed may change.

Next steps

We will now submit our application for funding to NZTA based on the revised design. Later this year, once we have heard back from NZTA, we will begin working on the next phase of the project. By the end of 2021, the design will be finalised with construction likely to begin in 2022 with completion by 2023.

Updates will be posted on the project page on the AT website - <https://at.govt.nz/projects-roadworks/glenvar-road-and-east-coast-road-improvements/>.

Background

The local community have asked for improvements to Glenvar Road and East Coast Road – particularly at the main intersections.

Your local elected members have also asked for road upgrades. And in response to a public petition, AT included this project in the [2018-2028 Regional Land Transport Plan \(RLTP\)](#). The RLTP is a 10-year investment programme for transport in Auckland, developed by Auckland Transport (AT) together with the New Zealand Transport Agency (NZTA) and KiwiRail to respond to growth and challenges facing Auckland over the next decade.

The RLTP has set aside \$45.6 million dollars for roading improvements and we need to apply to access these funds (available if the funding application is approved).

In response to requests from the community and building on knowledge gathered from similar investigations in 2012, we have been investigating potential improvements.

Limited funding is available, so if our application is successful, the types of improvements possible could be a mix of:

- footpath upgrades
- intersection upgrades
- transit / bus lanes
- cycle facility upgrades or amendments
- safety measures.

We would like to recognise the number of requests for improvements to these roads in recent years and thank you for your patience.

Project details

We considered a range of different options. And the improvements we sought feedback on in this consultation were selected based on an assessment of what will provide the greatest benefit to your growing community with the funding available. Other options have been investigated and discounted based on a number of considerations including the available budget.

Project area

AT is applying for funding to make improvements to parts of Glenvar Road, a short section of Ashley Ave and East Coast Road (between Glenvar Road and Oteha Valley Road). The improvements we proposed include:

Footpath upgrades

Some sections of Glenvar Road currently have no footpath. We proposed a shared path along the eastern/ southern side of Glenvar Road - this will require widening the existing footpath. It will be similar to the newly constructed Glenvar Ridge Road shared path and will make it safer and easier for people to walk and cycle.

Intersection upgrades

We proposed upgrading the following intersections with traffic lights:

- Glenvar Road - East Coast Road - Lonely Track Road.
- Glamorgan Drive - East Coast Road.

This would allow for safer movements for everyone – whether driving, walking or on a bike. The intersections would also be raised, meaning the entire intersection will be raised from the level of the road with ramps at each entry point. Intersections generally have a heightened risk of crashes occurring. This safety measure aims to slow vehicles to a safe speed to minimise harm should a crash occur.

See below for the detailed intersection plans or for higher resolution, please:

[Download the detailed plans for Glenvar Road – East Coast Road – Lonely Track Road \(PDF 2.5MB\).](#)

[Download the detailed plans for Glamorgan Drive – East Coast Road \(PDF 2.5MB\).](#)

Safety measures

In addition to the intersection upgrades, we proposed:

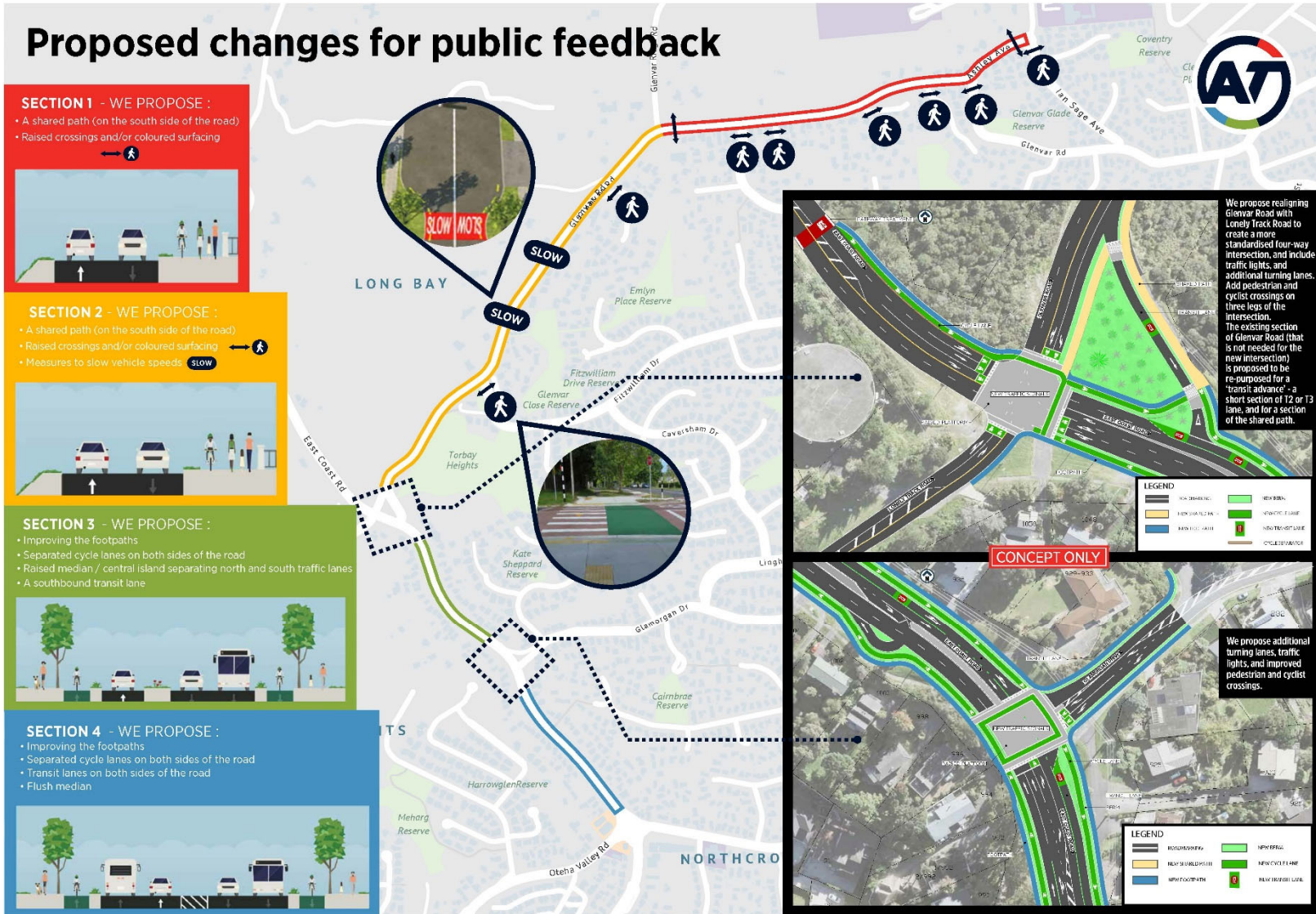
- A new raised pedestrian crossing to connect pedestrians and people on bikes on Glenvar Road to the newly constructed Glenvar Ridge Road shared path.
- New pedestrian crossings and/or coloured surfaces across the side roads connecting to Glenvar Road to provide better pedestrian connectivity and safety.
- Extending the kerb out along parts of Glenvar Road and ‘SLOW’ road markings to remind drivers to slow down to make the area safer - particularly for children getting to and from school.
- A raised median strip on East Coast Road (between Glenvar Road and Glamorgan Drive). This would improve safety by reducing the potential for vehicles to crash while turning. The downside is it will limit access to some properties, albeit while providing a safer road overall. We acknowledge the concerns some residents have previously raised, we were keen to get everyone’s feedback on this feature of the proposal.

Cycle facility upgrades or amendments

The existing cycle lanes on East Coast Road do not currently provide people on bikes with any separation or protection from vehicles. There were two serious injury crashes involving people on bikes in 2018 on this section of East Coast Road. We proposed adding a raised island or berm between the existing cycle lane on East Coast Road to make these lanes safer. This will encourage less confident riders to use the cycle facilities. On Glenvar Road, we proposed a shared path for people walking and on bikes to share – as described above.

Transit lanes

With increasing demand on Auckland roads, transit lanes are key to using road space more efficiently, providing more capacity and getting more people to where they want to go faster. A transit lane can only be used by buses, motorcycles, mopeds, bicycles, and motor vehicles carrying a specified minimum number of persons. These lanes operate during specific times of the day or potentially 24 hours a day, 7 days a week. [Find out more about transit lanes.](#)







Consultation

We consulted on the proposed Glenvar Road and East Coast Road improvements from 8 November to 8 December 2019.

Activities to raise awareness

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

- mailed brochures with freepost hardcopy feedback forms to 9,679 properties in the project area and surrounding streets
- erected on street signage in the project area
- ran adverts in the North Shore Times on 14th and 26th November
- held a public drop-in session on 28th November
- set up a project webpage and an online feedback form on our website
- posted information on our social media channels, including Facebook and Twitter
- ran a social media advertising campaign in your area
- emailed local and wider stakeholders inviting feedback.

What we asked

People could provide feedback via the freepost hardcopy feedback form, an online survey or via email. We asked the following questions:

1. How do you currently perceive the safety of Glenvar Road and East Coast Road? (between Glenvar Road and Oteha Valley Road)
 - a. While Walking
 - b. While driving (as a driver or passenger)
 - c. While cycling
 - d. While accessing or using public transport
2. What do you think of the types of improvements we are proposing?
 - a. Section 1
 - b. Section 2
 - c. Section 3
 - d. Section 4
3. Would you be more inclined to travel by foot, bicycle or use public transport if the following improvements were made?
 - a. Separated cycle lanes
 - b. Shared cycle and pedestrian paths
 - c. Improved footpaths
 - d. Reduced posted speed limit
 - e. Dedicated transit/bus lanes
4. Do you have any other comments about the issues you face on these roads or suggestions for improvements that could be made?

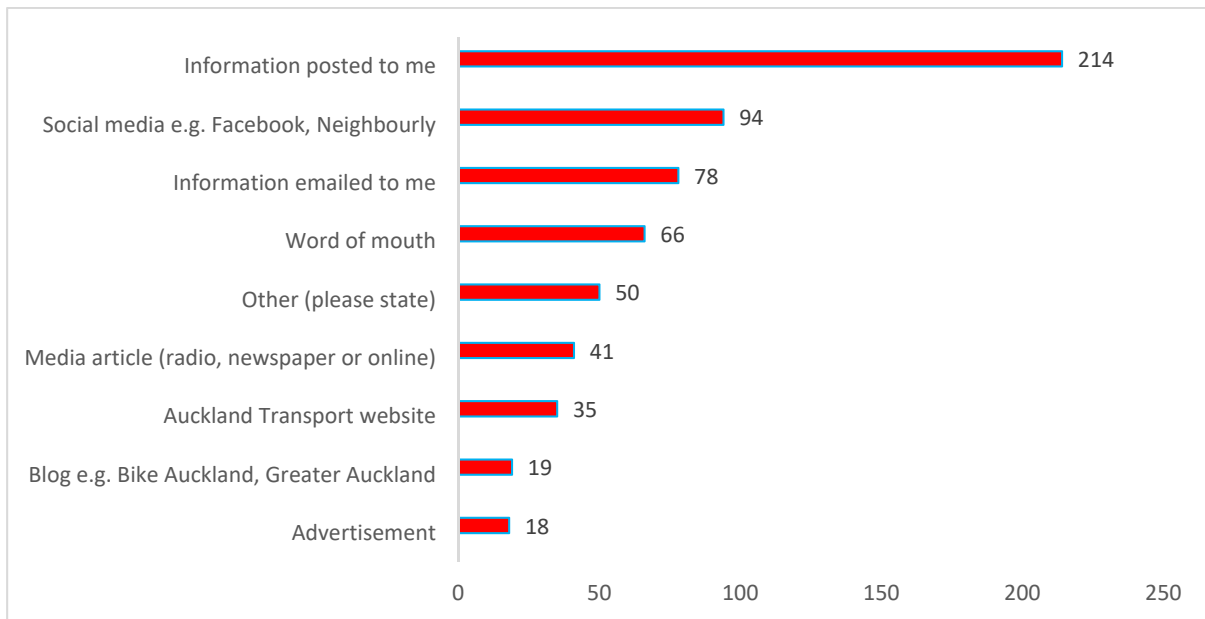
See attachment at the end of this report for a copy of the feedback form.

Your feedback

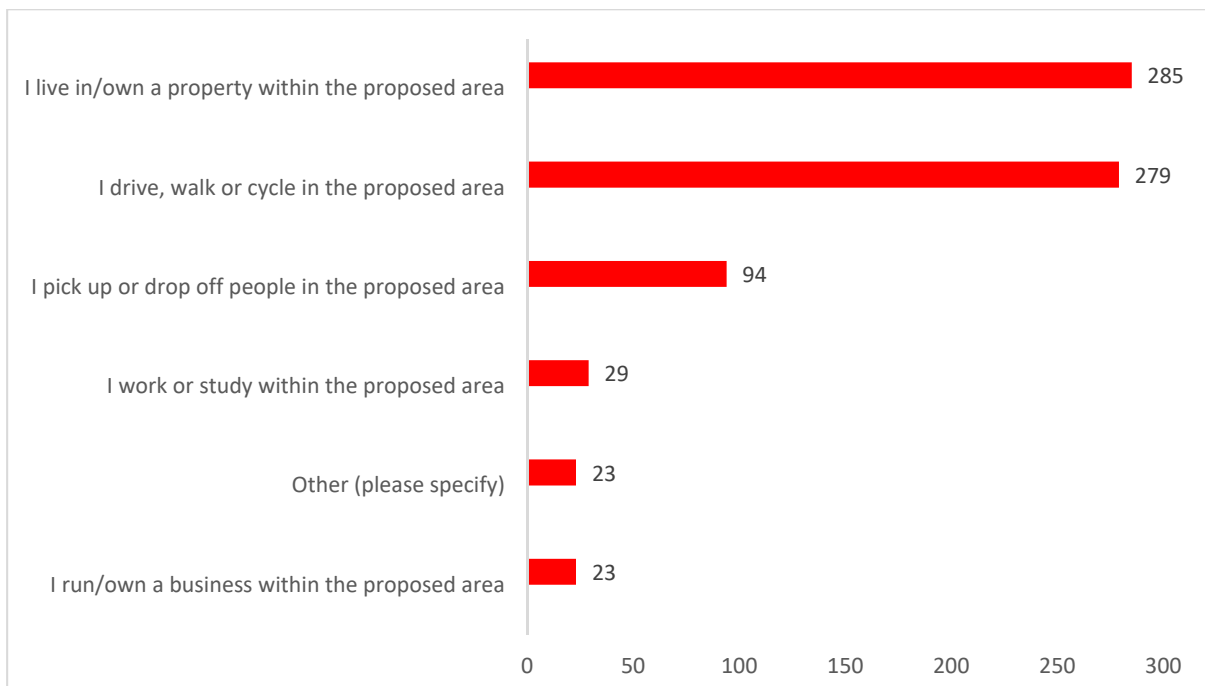
Overview

We received 420 submissions on the proposal. 228 of which were submitted online and 192 were submitted using the freepost feedback form.

How did you hear about this project?



What best describes your interest in this proposal?

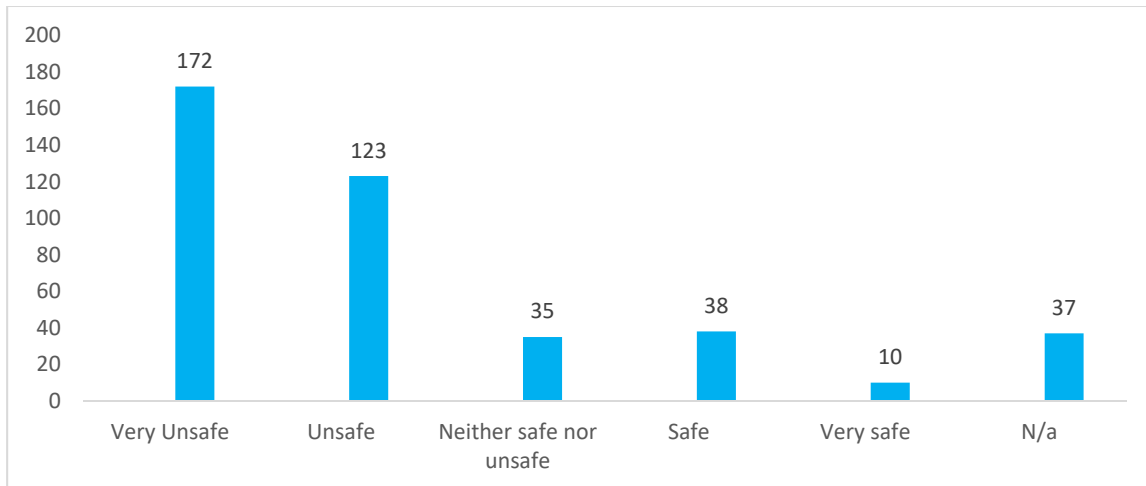


Themes in feedback / comments

We have analysed the public feedback and identified key themes, grouped by major features of the proposal, as follows:

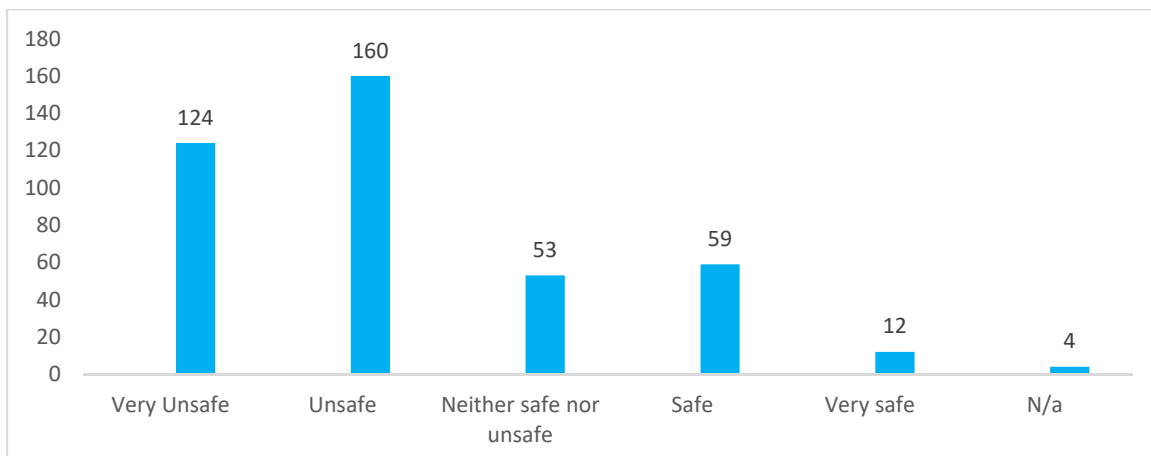
1. How do you currently perceive the safety of Glenvar Road and East Coast Road (between Glenvar Road and Oteha Road)

1.a. While walking



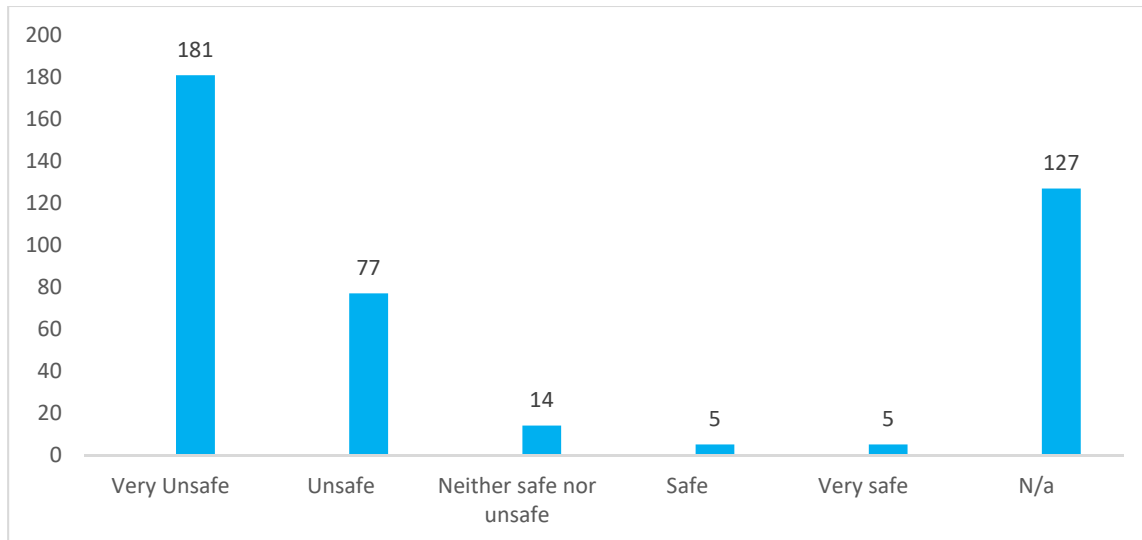
71% of submissions, which expressed a view, perceived Glenvar Road and East Coast Road, between Glenvar Road and Oteha Road, as being either very unsafe or unsafe. 8% suggested it was neither safe nor unsafe. 11% regarded Glenvar Road and East Coast Road between Glenvar Road and Oteha Road very safe or safe.

1b. While driving (as a driver or passenger)



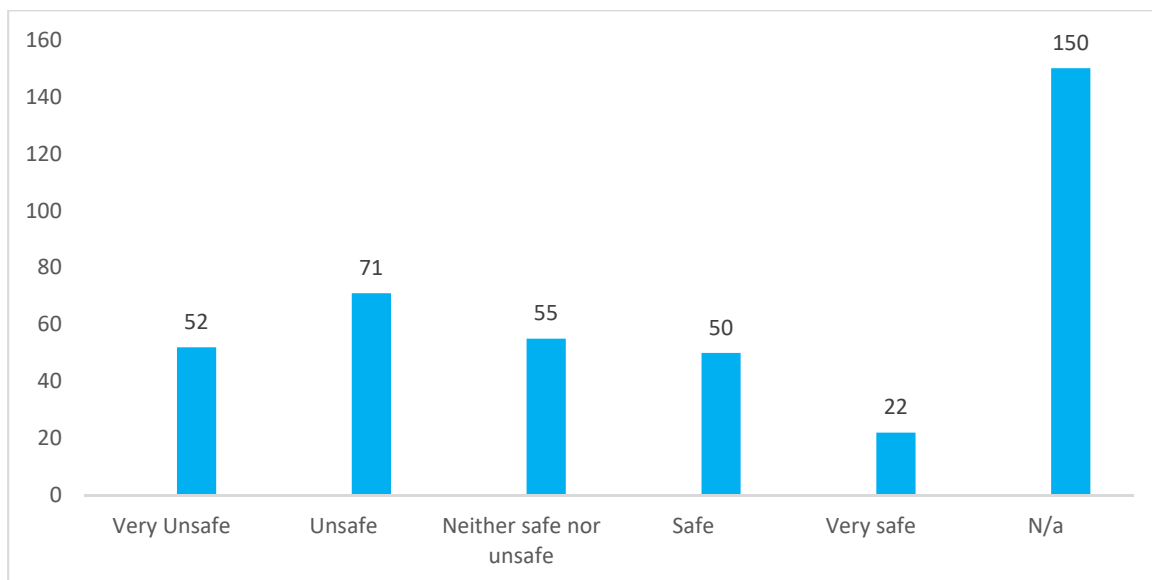
69% of submissions, which expressed a view, perceived Glenvar Road and East Coast Road, between Glenvar Road and Oteha Road, as being either very unsafe or unsafe while driving as either a driver or passenger. 13% suggested it was neither safe nor unsafe while driving as either a driver or passenger. 17% regarded Glenvar Road and East Coast Road between Glenvar Road and Oteha Road very safe or safe while driving either as a driver or passenger.

1c. While cycling



63% of submissions, which expressed a view, perceived Glenvar Road and East Coast Road, between Glenvar Road and Oteha Road, as being either very unsafe or unsafe while cycling. 3% suggested it was neither safe nor unsafe while cycling. 2% of submissions perceived Glenvar Road and East Coast Road between Glenvar Road and Oteha Road either very safe or safe while cycling. 31% of submissions commented it was not applicable to them.

1d. While accessing or using public transport



31% of submissions, which expressed a view, perceived Glenvar Road and East Coast Road, between Glenvar Road and Oteha Road, as being either very unsafe or unsafe while accessing or using public transport. 14% suggested it was neither safe nor unsafe while accessing or using public transport. 18% of submissions perceived Glenvar Road and East Coast Road between Glenvar Road and Oteha Road either very safe or safe while accessing or using public transport. 38% of submissions commented it was not applicable to them.

2. What do you think of the type of improvements we are proposing?

2a. Section 1

Glenvar Rd, from Ian Sage Av to Glenvar Ridge Rd, where we propose a shared path on the south side of the road and raised crossings and/or coloured surfacing on side roads.

180 submissions liked section one in general and 15 submitters expressed some form of opposition to the plans. 32 submissions highlighted the shared path as an improvement and 9 submissions highlighted the raised crossing as a good safety measure. Conversely, 8 submitters did not approve of the shared path and 7 opposed the raised crossings. 27 submissions gave neutral comments. In addition:

- 14 submissions suggested there should be raised tables at side road crossings.
- 7 submissions suggested the project start sooner.
- 6 submissions suggested making the road wider.

Examples:

“All desperately needed and on a shorter timescale than you propose. Roads and junctions are already problematic and there are going to be a LOT more houses built before your improvements are even started.”

“Great idea shared footpath, essential, need an upgrade the entire length of Glenvar road. Long overdue.”

“Agree. Especially with improving pedestrian access (paths and crossings) as there are schools in the area.”

2b. Section 2

Glenvar Road, from Glenvar Ridge Road to East Coast Road, where we propose a shared path on the south side of the road, raised crossings and/or coloured surfacing on side roads, and measures to slow vehicle speeds.

146 submissions liked section two in general while 15 submissions expressed some form of opposition to it. 27 submissions highlighted the shared path as an improvement and 6 submissions highlighted the raised crossing as a good safety measure. Conversely, 6 submitters expressed opposition to the shared path and 5 oppose the raised crossings. 40 submissions gave neutral comments. In addition:

- 14 submissions suggested there should also be raised tables at side road crossings.
- 4 submissions suggested making the road wider.

Examples:

“I agree with all the improvements for this section. I don't recall there being any footpaths along this section of the road so this would be a good addition.”

“Shared foot path on the south side of Glenvar Road is an excellent idea.”

“I like the raised intersection to slow the powered traffic.”

2c. Section 3

East Coast Road from Glenvar Rd to Glamorgan Drive where we propose to improve the footpaths, provide separated cycle lanes on both sides of the road, install a raised median / central island separating north and south traffic lanes, and a southbound transit lane.

143 submissions liked section three in general with 5 submitters opposing it in general and 14 submitters raising concerns about property access due to the raised median. 23 submissions highlighted that they liked the improved safety. 21 submissions liked the transit lane and 24 submissions didn't like it. 18 submissions liked the cycle lane and 5 did not like it. 16 submissions liked the raised median. 14 submissions liked the traffic lights. 14 submissions liked the raised platform. 47 submissions gave neutral comments. In addition:

- 33 submissions suggested that roundabouts should be used instead of traffic lights.
- 14 submissions suggested the project start sooner.

Examples:

"Well overdue. Excellent idea. Make sure enough lanes for all the growth at Long Bay especially at school times."

"All excellent, but not lights please. Roundabout is designed to keep traffic moving."

"No traffic lights - too many in area already. Use a roundabout!"

"We object to the raised median...this would prevent us from turning right into our driveway and obviously that's a big inconvenience."

2d. Section 4

Improving the footpaths. Separated cycle lanes on both sides of the road. Transit lanes on both sides of the road. Flush median.

142 submissions liked section three in general while 7 submitters expressed some form of opposition to it. 16 submissions highlighted that they particularly liked the cycle lanes with 5 submitters opposing them. 16 submissions highlighted that they particularly liked the transit lanes with 20 submitters expressing opposition to it. 59 submissions gave neutral comments.

- 27 submissions suggested that roundabouts should be used instead of traffic-lights.
- 9 submissions suggested the project start sooner.
- 4 submissions raised concerns about access to property as a result of the raised median.

Examples:

"Perfect! All bells and whistles. My favourite of all options".

"This is a good idea as the morning traffic usually blocks of the access to East Coast Bay Road."

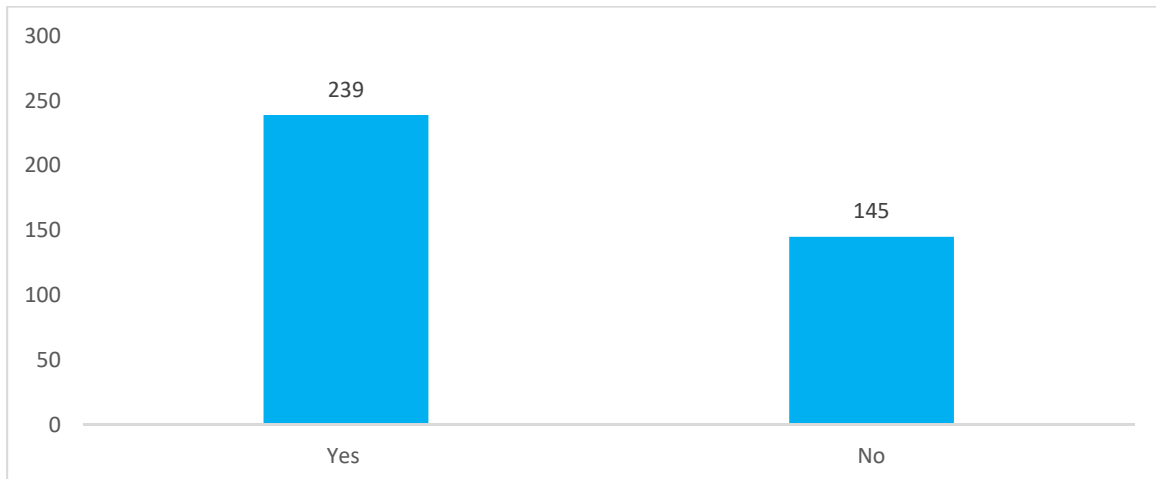
"No traffic lights! It slows everything down - use a roundabout!!!"

"Strongly support the protected bike lanes and the bus/transit lanes in both directions."

"Not satisfied, as it doesn't allow access for 100 residents on East Coast Road to get into/out of their houses and head in opposite directions on the road."

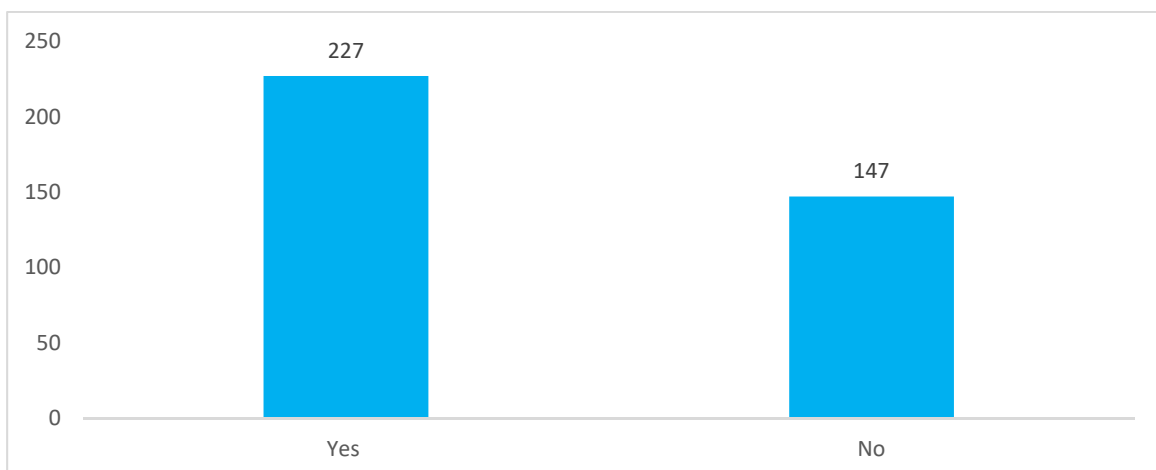
3. Would you be more inclined to travel by foot, bicycle or use public transport if the following improvements were made?

3a. Separated cycle lanes



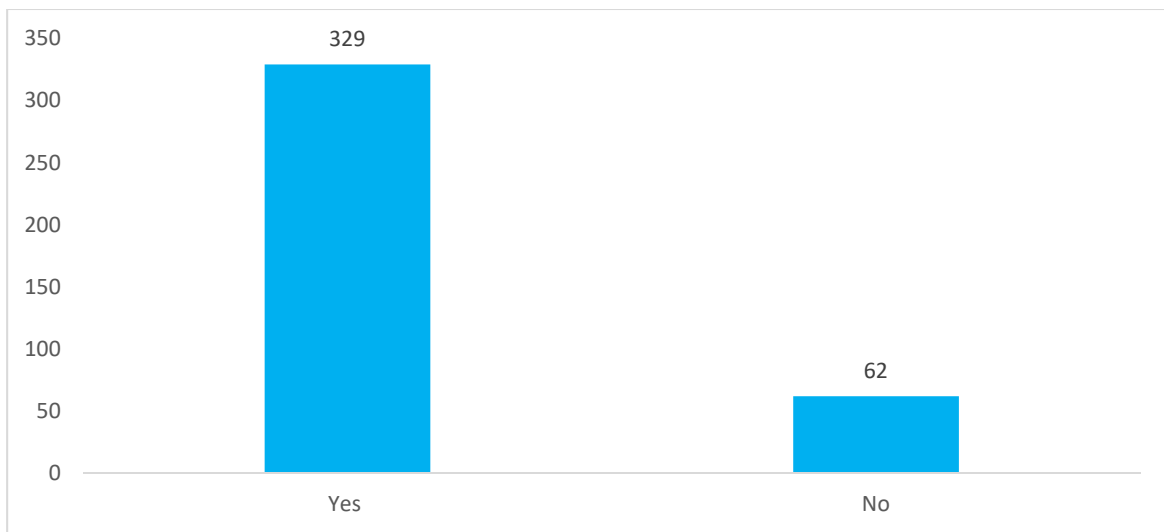
62% of submissions, which expressed a view, suggested that they would be more inclined to travel by bicycle if the proposed improvements were made to provide separated cycleways. Submissions highlighted the improved safety and physical barriers as the main positives. 38% of submissions, which expressed a view, suggested that they would not be more inclined to travel by bicycle if the proposed separated cycle lanes were provided. 5% of those who listed a reason said that they did not ever cycle.

3b. Shared cycle and pedestrian paths



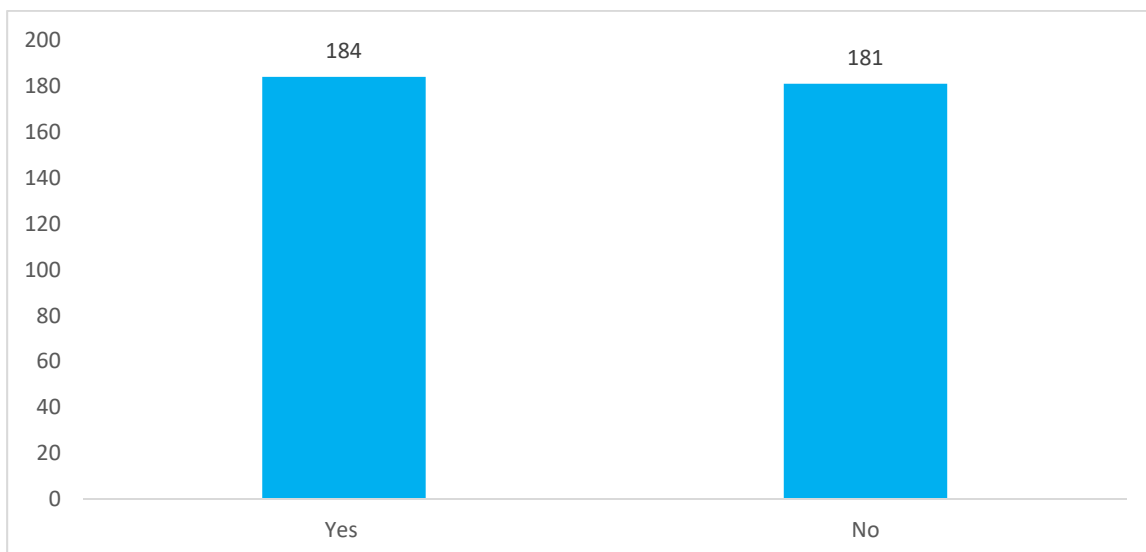
61% of submissions, which expressed a view, suggested that they would be more inclined to travel by foot or bicycle if the proposed shared cycle and pedestrian paths were provided. Submissions highlighted the improved safety and physical barriers as the main positives. 39% of submissions, which expressed a view, suggested that they would not be more inclined to travel by foot or bicycle if the proposed shared cycle and pedestrian paths were provided. 6% of those who listed a reason had concerns with the safety of a shared path.

3c. Improved footpaths



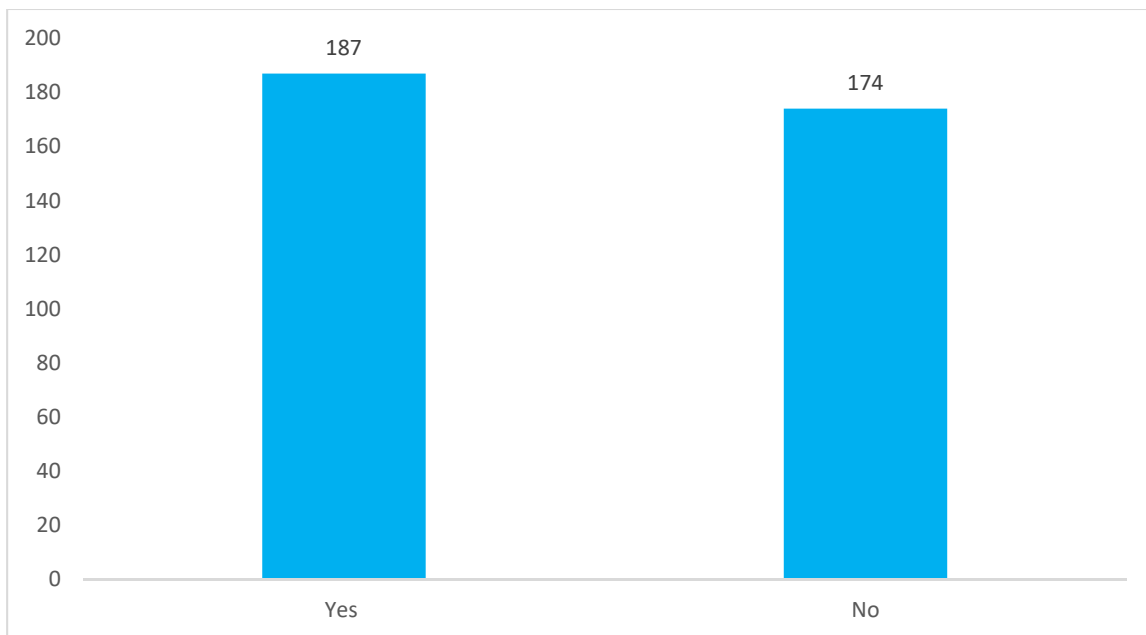
84% of submissions, which expressed a view, suggested that they would be more inclined to travel by foot the proposed footpath improvements were implemented. Submissions highlighted that the condition of footpaths needed to be in better condition and wider to improve safety. 16% of submissions which expressed a view suggested that they would not be more inclined to travel by foot if the proposed footpath improvements were implemented.

3d. Reduced posted speed limit



184 submissions, which expressed a view, suggested that they would be more inclined to travel by foot, bicycle or use public transport if the proposal included reduced posted speed limits and 181 submissions said they would not. Submissions expressed views such as: there's nothing wrong with current speed limit (16 submissions), cars travel too fast (12 submissions), need to enforce the current speed limit (11 submissions) and there will be no need to reduce speed after the proposed improvements (11 submissions).

3e. Dedicated transit/bus lanes



52% of submissions which expressed a view suggested that they would be more inclined to travel by foot, bicycle or use public transport if the proposal included dedicated transit/bus lanes. 48% of submissions which expressed a view suggested that they would not be more inclined to travel by foot, bicycle or use public transport if the proposal included dedicated transit/bus lanes. 15 submissions expressed a view that it would improve bus services whilst 14 submissions expressed a view it would negatively impact other traffic.

4. Do you have any other comments about the issues you face on these roads or suggestions for improvements that could be made?

The main themes included;

- 49 submissions suggested start the project sooner.
- 18 submissions suggested use roundabouts instead of traffic-lights.
- 12 submissions suggested extending further South on East Coast Road
- 12 submissions raised concerns about access to property.
- 4 submissions suggested using two lanes of traffic in both directions.
- 3 submissions suggested parking only on one side of Glenvar Road.

Other submissions

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

Bike Auckland

Thank you for the opportunity to provide feedback on the planned roading layouts for East Coast Road and Glenvar Road, and the intersection improvements at East Coast Road / Glenvar Road / Lonely Track Road as well as Glamorgan Road / East Coast Road.

Executive Summary

We are pleased to see significant improvements proposed for these roads and intersections, in particular the inclusion of protected cycleways and shared paths, and well as the proposed raised / protected intersection layouts for better road safety. These will be particularly beneficial for active modes. One key concern is the lack of cycle facilities on the Glamorgan Drive stub part of the project, which would undermine use of the new best practice facilities on East Coast Road.

Road Cross-Sections

Section 1

While not best practice, we acknowledge the geometric constraints in this area, and thus the proposed shared path. We strongly support the use of raised side road crossings. Raised side road crossings will be crucial in creating a usable and safe path. Ideally, they should also provide legal priority for people on bikes and on foot.

Section 2

Same comments as for Section 1.

We do not believe that coloured “slow” road markings will be effective, particularly where they have no visible gateway function. If there is concern that speeds in this section will be too high, other methods should be investigated.

Section 3

While no dimensions are provided, we are very pleased and highly supportive of the best practice proposals to provide properly protected bike lanes.

To ensure future-proofed facilities that won't have to be rebuilt in the foreseeable future, we would like to see 2m wide (ideally 2.2m wide) protected lanes to allow suitable bike-bike overtaking.

We strongly support the transit lane as well - though we note that we would prefer a bus lane, as transit lanes can be hard to enforce, and use by other drivers can still be an issue for bus services.

We support the raised median for road safety purposes.

Section 4

As with section 3, we strongly support the protected bike lanes, would like to see them between 2-2.2m wide, and support the proposed transit lanes, albeit preferably as bus lanes. Overall, we are very gratified to see the increasing quality standards for active mode facilities proposed as part of this project.

Intersection Glenvar Road/ East Coast Road/ Lonely Track

Overall, we are very pleased with the proposals. Our comments are as follows:

Bike Auckland previously expressed concern that drivers entering and leaving the higher speed zone to the north presented a danger here. We are pleased to see the inclusion of a gateway treatment ahead of the intersection. However, please ensure that the gateway treatment does not pose a pinch point for on-road riders in detail design.

We also support raising the intersection. These measures will provide significant safety benefits for all road users.

The inclusion of protected cycleways heading north-south through the intersection is welcome - including from the gateway treatment.

However, we would like to see the addition of a northbound cycle lane out of the intersection for at least the first 30m or so on the downstream leg to the northeast.

This cycle lane should be a transition zone between protected facilities south of the intersection and no facilities at all to the northwest. This short facility should be explicitly paint-only, first allowing confident road riders to be passed safely by drivers starting from the same green light (drivers will potentially concentrate more here on merging with drivers on the second lane to their right), while then affording riders more opportunity to merge into traffic at an appropriate point in time.

We support the advanced stop boxes on all legs signalling that cyclists are allowed to continue using the road lanes - particularly when going to and from roads that don't receive protected lanes.

Taking the slip lane from Glenvar Rd further south before joining with East Coast Road and raising the slip lane crossings retains safety for cyclists operating around the slip lane and means cyclists don't have to deal with slip lane traffic while crossing the intersection.

The interface between the separated cycleways and the shared path at the raised crossing across the slip lane seems not yet fully worked through - please avoid a design that creates an unnecessarily sharp bend for right turns of riders using the East Coast Road protected lane, after they cross the southern raised table.

The provision of a slip lane for transit / bus use seems a great incentive and priority feature for more space-efficient vehicles using these lanes.

Intersection Glamorgan Drive/ East Coast Road

Again, we are pleased to see a raised intersection used in this location with separated and protected lanes north and south. However, the lack of facilities on Glamorgan Drive is a major flaw. Our comments are as follows:

The lack of any bike facilities on the Glamorgan Drive leg - even in the intersection vicinity with East Coast Road - is a major flaw. The provision of protected bike facilities on ECR - aiming at less confident riders, families etc - will be severely undermined if no safe facilities are provided to access them from the surrounding suburbs in the first place.

While it might be possible to add such facilities at a later stage, the costs of doing so will be much higher and the works much more disruptive at a later stage when this has to be rebuilt yet again. As such, we strongly recommend adding at the very least basic protected or off-road bike facilities onto Glamorgan Drive for the extent of the works (up to near Kate Sheppard Ave). This will avoid forcing riders to ride on-road in a multi-lane intersection Environment or pushing them onto narrow footpaths.

Northbound riders on East Coast Road should have a design that allows them to legally “detour” around the signals / get a green signal on the separated bike lane on East Coast Road - as long as the pedestrian crossings conflicting with this have not been called. This is as per other signals designs long allowed in Austroads practice, and could either be via a “bypass bike lane” around the signals for through riders, or via appropriate signals phasing of the bike aspects (as used on Quay Street and Tamaki Drive / Ngapipi).

Consider closely the need for right turn facilities for bikes. The current concept design would mean that riders wanting to turn right at the signals would risk holding up through riders in the protected bike lane as these are not very generously wide / provide no bike right turn bays where riders can wait for the appropriate turn phase.

In Summary

In Bike Auckland’s view the proposed changes represent not only a significant increase in safety over previous designs but a significant increase in safety for all users. With the addition of protected facilities and a more coherent, connected path network overall, this will also ensure that many more riders are encouraged to use these links.

While the plans are comprehensive in the level of service they provide for cycling there are some areas, notably around the intersection designs, that should be improved. The most substantial flaw is the lack of provision of bike facilities on the Glamorgan Drive “stub” of the project.

Upper Harbour Local Board

We are pleased to see improvements planned for these roads as we know that they are quite congested and dangerous at present. We are pleased to see the inclusion of good walking / cycling infrastructure in the plans.

- We support both signalised intersections.
- At Glenvar intersection we like the advance stop boxes and the new footpaths. A short section of ‘green paint’ should be added on East Coast Road north of Lonely Track Road for riders who have been on the bike path to integrate into the road.
- We wonder if the safe separated bike path can be extended part way down Oteha Valley.

Hibiscus and Bays Local Board

The Hibiscus and Bays Local Board welcomes the opportunity to provide feedback to Auckland Transport (AT) on the Glenvar Road/East Coast Road Improvements Project, funding of which is earmarked in the Auckland Regional Land Transport Plan 2018-2028 (RLTP).

This Project is of high interest to the Local Board. We are pleased to see the Project underway in planning, as sections of road in the project have been in a poor state for decades and the two intersections to be upgraded are hazardous for road users. We were pleased with AT's engagement with the community on the proposed improvements and were not surprised to see that there was such a high level of public interest with 420 public submissions received.

The Local Board is largely supportive of the proposed safety improvements. We have detailed some areas of concern below, which we would welcome your comments on.

Timeframe

Following the Project's inclusion in the RLTP, AT had advertised early 2020 as a start date for work to begin. The Local Board is extremely concerned that this start date has since been pushed out to 2022/23.

The Local Board does not yet feel that there has been adequate reasoning provided that explains why such a delay has occurred. We would also welcome further commentary on how AT could reasonably expedite the process. While we appreciate that a well-planned design process is extremely important to execute the project, we question whether the suggested 18 months (from mid-2020 to late-2021) is an appropriate length of time to finalise the design of the Project.

The Local Board believes there are significant benefits in bringing the Project forward as much as possible. A tender process and signed contract ahead of a General Election would provide the community with greater certainty that the Project will be delivered.

The Project covers sections of road and intersections that are extremely dangerous for all road users. This area is a ticking time-bomb and the Local Board are very concerned that a delay in delivering this Project means two additional years of high danger for pedestrians (many of which are school children), cyclists and drivers. Coupled with housing growth in Long Bay and degrading road quality, waiting an additional two years is an unacceptable safety risk.

Glenvar Road intersection realignment

The Waitemata Series soils are notoriously difficult to build on and the consistency varies greatly around the region. Sections of Torbay are notorious for poor quality soils. Most recently, this was evident in Lingham Crescent, Torbay where a home was demolished due to slips occurring. This is just 1 kilometre from the intersection that is being realigned at Glenvar, Lonely Track and East Coast Roads.

The Local Board is very supportive of the realignment of this intersection, and the upgrade of the intersection of Glamorgan and East Coast Roads. We are supportive of the proposed

signalised lights as we believe this will be a much safer option for all road users – particularly, school children.

We are concerned as to whether the proposed new section of Glenvar Road to be built, that will meet East Coast Road opposite Lonely Track Road, will be possible. It is our understanding that a geotechnical report has not yet been obtained by AT. A worst-case scenario is that the proposed new section of road will not be possible if the soil quality is poor (coupled with the steep topography). In this situation, it would be a frustration and another delay in the Project's delivery to consult on a revised proposal. Another possibility is that a geotechnical report may allow for the original realignment proposal but may cost significantly more than initially anticipated. The community's expectations have been raised, and any alterations to the Project as a whole, would be met with great disappointment.

We would appreciate your comments on whether future AT projects should require geotechnical reports to be conducted first before proposed designs are consulted on. We believe that taking this initial step could avoid the potential for project delays.

Transit Lanes

The Local Board is supportive of the four lanes proposed for East Coast Road between Glamorgan Drive and Glenvar Road. We note that a south-bound lane is proposed as a T2 lane. We assume that in future, the second north-bound lane may be considered for conversion to a transit lane. We are supportive of AT constructing and future-proofing the second south-bound lane but recommend that it be used for all traffic use initially. We would like to reassess its transition to a transit lane at a later point in time, as discussed further below. We would also like reassurance from AT that the construction of an 'all use' second south-bound lane would be done in a way that the transition to a transit lane in future would have minimal impact financially and in its implementation.

The proposed section of road as a T2 lane is approximately 400 meters. Currently, there are no other transit lanes, or plans for any, anywhere in the area that would provide commuters with any efficiency in travel time. We do not believe that such a short transit lane would encourage behaviour change such as car-pooling. Additionally, we believe a transit lane at this time would likely result in bottlenecks of cars between the two signalised intersections. We are however supportive of the current piece of Glenvar Road (that will not be needed for the new intersection) being utilised as a bus and/or T2 lane.

The Local Board has reviewed AT's vehicle occupancy surveys that were conducted in the area in March 2019. We note that 81% of cars in the proposed T2 section of road were single occupancy and that there are four buses per hour travelling in peak times. The Local Board believes that a T2 lane may not be warranted at this point and would like the opportunity to revisit it with AT at a later point, or at a time when any public transport changes are made that would increase the number of buses travelling along East Coast Road at peak times.

Furthermore, the Local Board does not support a T2 lane operating 24 hours a day, 7 days a week. When a T2 lane is required, we would be supportive of peak hours, 5 days a week.

Raised median barriers

We note that the raised median barriers down East Coast Road, between Glenvar Road and Glamorgan Drive, will significantly disrupt people's access to their own homes. We believe this is a design oversight when initial plans had roundabouts proposed for the intersections (which would then have given people sufficient ability to access their driveways). Given that both intersections are now signalised, flush medians would be appropriate. Please confirm whether this is, in fact, the case.

Ancillary roads

The Local Board is wary that roads coming off Glenvar Road are also in a poor state. We are particularly concerned for The Glade (the section of Glenvar Road between 194 and 104 Glenvar Road) that warrants urgent attention and would welcome its much-needed upgrade while significant road works will be undertaken on the same road for this Project.

Thank you for the opportunity for the Hibiscus and Bays Local Board to provide feedback on this consultation. We look forward to hearing back from you on the particular matters we raised and working alongside you as this very important project is delivered.

Additional feedback: bus stops

The Hibiscus and Bays Local Board is currently working through options on how to spend our Local Board Transport Capital Fund. One of the suggestions from AT was to look at renewing the bus stop pull over area on East Coast Road between Glenvar Road and Okura River Road (stop ID 4571, 1007 East Coast Road) as it is in very poor condition. Our Local Board members also noted that the bus pull over area opposite it (stop ID 3177 out the front of East Coast Bays Baptist Church, 1092 East Coast Road) is equally in poor condition with pot holes. These bus stops are used for local schools where they often let children off to wait on the side of the road for a connecting bus to more semi-rural locations (Stillwater, Dairy Flat, Okura etc). They're also popularly used by parents who park up alongside it on the gravel to pick children up.

In our Local Board feedback that was sent to you 4 March 2020, we discussed our views on ancillary roads being upgraded at the same time as the Project (e.g. The Glade). We would also like to include as a late addition to our feedback, that our strong preference would be to see the two bus stops on East Coast Road, between Glenvar and Okura River Roads, resurfaced during the Project. Given their proximity (just a couple of metres) from the proposed realigned intersection, it seems like a logical step to take.

Councillor John Watson – Albany Ward

Firstly, it is good to see safety enhancements for pedestrians, cyclists and motorists in this area and in particular for those longstanding dangerous locations on Glenvar Road.

I'm also reassured by the proposed removal of the raised median barrier which will allow residents to turn safely into their homes on East Coast Road without unnecessary detours.

I do, however, reiterate my concerns as to the overall traffic flows in the area and how they will develop over time, specifically (a) the possible stacking effects of traffic from the single occupancy lane turning left out of Glenvar Road onto East Coast Road during the am and

pm peaks (b) possible congestion with the merging of two lanes into one travelling south after the Glenvar Road intersection with East Coast Road and (c) possible congestion once again with the merging of 2 lanes into one for traffic travelling south straight through the intersection of East Coast Road with Oteha Valley Road. At the risk of stating the obvious, this is a very busy section of road that is accessed heavily from both the east and the north with relatively small distances between the three main intersections. Merging traffic and the funneling of the majority of the traffic into the one lane poses a threat to the overall traffic flow within the network.

In order to provide safe and continuous access to the major public transport hub for the area, the Albany park and ride, I would like to see safer access for cyclists along critical and populous connecting roads like Glamorgan Drive (I'm assuming there has been no change to the initial plans here).

Finally, I would urge that given the current and rapidly increasing stress to the existing network that all practicable efforts be made to expedite this process in order to bring the start date for construction forward.

Design suggestions in feedback and AT responses

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

Design suggestion in feedback	AT response
Shared cycle and pedestrian paths	
Glenvar Rd, section 1: Must have separated footpath and a cycle lane separated from traffic by a berm or a barrier of some kind.	<p>There is limited available space on Glenvar Road and the topography is challenging. While providing a footpath on both sides of the road and / or adding separate cycling facilities would normally be AT's preferred option, in such a location it would involve a significant amount of work that would be well beyond the scope and budget of this project. It would also be extremely disruptive, and the economics would not likely add up at this time.</p> <p>The shared path we are proposing, while not a perfect solution – because people on bikes and pedestrians would prefer their own space, is all we can fit in the available space. Nevertheless, the shared path proposal for Glenvar Road will provide a safer and more enjoyable facility for people walking and on bikes compared to the existing situation. Furthermore, the proposed crossings at each side road are intended to provide priority and safety.</p>
Glenvar Rd, section 1: Being the closest to school, this section would benefit from having the walking and cycling paths separated.	
Glenvar Rd, section 1: There is a need for a footpath on both sides of this section as it leads down to the schools, a lot of kids walk down both sides of the road.	
Glenvar Rd, section 1: Make the footpaths wider.	
Section3: Cycle lanes need to be on the side of the road and not on the footpath. They need to run through without starting and stopping. Traffic coming up the hill needs to be slowed down so bikers can move to the right to turn into Glamorgan drive.	<p>As outlined above, due to a number of constraints the proposal is for a shared path along Glenvar Road. This includes having what are known as 'paired crossings' at side roads, so people walking or biking will have priority over turning traffic.</p>
The lack of any bike facilities on the Glamorgan Drive leg - even in the intersection vicinity with East Coast Road - is a major flaw... we strongly recommend adding at the very least basic protected or off-road bike facilities onto Glamorgan Drive for the extent of the works (up to near Kate Sheppard Ave).	<p>Unfortunately, much of Glamorgan Drive is out of scope for this project. The extent of the Glenvar Road-East Coast Road project cannot be extended without removing elements of the proposal, and of which, will jeopardise the economic benefits of the project and therefore the funding case.</p>

Design suggestion in feedback	AT response
<p>Intersection Glenvar Road/ East Coast Road/ Lonely Track: We would like to see the addition of a northbound cycle lane out of the intersection for at least the first 30m or so on the downstream leg to the northeast. This cycle lane should be a transition zone between protected facilities south of the intersection and no facilities at all to the northwest. This short facility should be explicitly paint-only...”</p>	<p>This will be considered further at the next stage ‘Detailed Design’.</p>
<p>Northbound riders on East Coast Road should have a design that allows them to legally “detour” around the signals / get a green signal on the separated bike lane on East Coast Road - as long as the pedestrian crossings conflicting with this have not been called.</p>	<p>The crossings are proposed as raised crossings and so this can be considered further at the next stage ‘Detailed Design’.</p>
<p>Consider closely the need for right turn facilities for bikes. The current concept design would mean that riders wanting to turn right at the signals would risk holding up through riders in the protected bike lane as these are not very generously wide / provide no bike right turn bays where riders can wait for the appropriate turn phase.</p>	<p>This will be considered further at the next stage ‘Detailed Design’.</p>
Measures to slow vehicle speeds	
<p>Glenvar Rd: There should also be raised tables at side road crossings, with bike/pedestrian priority.</p>	<p>The proposal includes raised pedestrian / cyclist crossings on all side road entrances where the shared path is proposed. The proposal also includes the placing of the Glenvar Road - East Coast Road - Lonely Track Road intersection and the East Coast Road – Glamorgan Drive intersection on raised tables, with signalised crossing phases.</p>
<p>Glenvar Rd: Need raised crossings to reduce car speed before the intersection of Glenvar and Ashley Avenue. There have been at least seven accidents on this corner in the last two years.</p> <p>We do not believe that coloured “slow” road markings will be effective, particularly where they have no visible gateway function. If there is concern that speeds in this section will be too high, other methods should be investigated.</p>	<p>The proposal includes an additional <u>raised</u> pedestrian / cyclist crossing on Ashley Avenue, just before the Ian Sage Avenue intersection.</p> <p>We are no longer proposing coloured surfacing anymore (a part of the slow signs) and all crossings are proposed raised.</p> <p>Additionally, ‘traffic calming’ measures are also included with an overall narrowing of Glenvar Road with additional ‘pinch points.’</p> <p>In terms of the gateway treatment this will be designed at the next stage ‘Detailed Design’ phase.</p>

Design suggestion in feedback	AT response
	As the project progresses to the next stage, 'Detailed Design', there will be further investigation and consultation on required traffic calming measures, the gateway treatment, and safe crossing locations / types.
Dedicated transit/bus lanes	
The 'transit advance' lane should be T2 not T3 to gain greatest effect.	A formal decision on whether the transit advance lane, or other transit lanes for that matter, will be T2 or T3 has not been made yet. The decision will be made through the next stages of the project, either at the 'Detailed Design' stage or during a potential next consultation phase, and certainly will be based around gaining the greatest travel benefits in the local context. However, at this stage of the project, the consultants working on the funding business case are recommending T2 lanes because (as it currently stands) the economic benefits are higher with T2 lanes.
<p>Concerns regarding the transit lanes included:</p> <p>(a) the possible stacking effects of traffic from the single occupancy lane turning left out of Glenvar Road onto East Coast Road during the am and pm peaks</p> <p>(b) possible congestion with the merging of two lanes into one travelling south after the Glenvar Road intersection with East Coast Road and</p> <p>(c) possible congestion once again with the merging of 2 lanes into one for traffic travelling south straight through the intersection of East Coast Road with Oteha Valley Road.</p>	The concerns raised over vehicles having to merge before the transit lanes begin or weave into the transit lanes to make a left turn (for example), are being looked at through the road safety audit assessments. Road safety audits are carried out at each stage of the project, so a number of minor tweaks to the proposal (current plan) and to the design stages are likely before construction starts. AT is focused on delivering a safe and effective option.
<p>The Local Board believes that a T2 lane may not be warranted at this point and would like the opportunity to revisit it with AT at a later point, or at a time when any public transport changes are made that would increase the number of buses travelling along East Coast Road at peak times.</p> <p>Furthermore, the Local Board does not support a T2 lane operating 24 hours a day, 7 days a week. When a T2 lane is required, we would be supportive of peak hours, 5 days a week.</p> <p>The proposed section of road as a T2 lane is approximately 400 meters. Currently, there are no other transit lanes, or plans for any, anywhere in the area that would provide commuters with any efficiency in travel time. We do not believe that such a short transit lane would encourage behaviour change such as car-pooling. Additionally, we believe a transit lane at this time would likely result in bottlenecking of cars between the two signalised intersections.</p>	<p>Without the transit lanes (T2), the project's economic case loses most of the forecasted economic benefits – placing funding in jeopardy. This is because the transit lanes (T2) provides continuous travel time savings (even over this reasonably modest distance), and hence the proposal for 24/7 operation.</p> <p>Any vehicle with more than two people would be able to use the transit lanes (T2) so a high frequency bus service is not immediately necessary and forecasted benefits can be capture from day one. At today's vehicle</p>

Design suggestion in feedback	AT response
	<p>occupancy rates, roughly 1 in 4 cars will use the transit lanes (T2).</p> <p>However, it is also likely that changes will be proposed to the local bus network as the new layout comes into effect and to gain maximum benefits. Especially benefiting those who do not or cannot drive.</p> <p>Further refinements are proposed to make merging in association with the transit lanes (T2) safer. These will be further explored at the next stage 'Detailed Design' phase.</p>
Safety	
<p>At the top end of the Glenvar Road between Fitzwilliam Dr and East Coast Rd I often see school children walking and cycling very close to the path of traffic. There is very little room to give them a wide berth and no footpath.</p>	<p>This is certainly a concern and has been witnessed by the project team. The shared path proposed, outlined above, should alleviate this problem. Additional retaining walls will be required in places to create the required space for the path.</p>
<p>Glenvar Rd: The shared path is good and should be wide enough (4m) to be safe. Raised tables at crossing with bike and pedestrian priority should be provided.</p>	<p>A four-metre-wide shared path would be great but might not be achievable on Glenvar Road given: topography, corridor width and budget. While only at concept stage, to date, AT has been seeking to provide a three-metre-wide path in. The 'Detailed Design' stage will confirm the final path width.</p>
<p>The road surface needs a complete remake - there are patches on patches on Glenvar Road.</p>	<p>Some general road maintenance will be scheduled once the business case for this project has progressed.</p>
<p>Vehicle speeds need to be better controlled than they are currently.</p>	<p>AT is very much focused on safer roads and vehicle speed is key to that. In that regard, the proposal includes a number of concepts aimed at providing safer vehicle speeds and improving safety for all road users. These include:</p> <ul style="list-style-type: none"> - raised crossings; placing the main intersections on raised tables. - an overall narrowing of Glenvar Road with to better manage vehicle speeds.

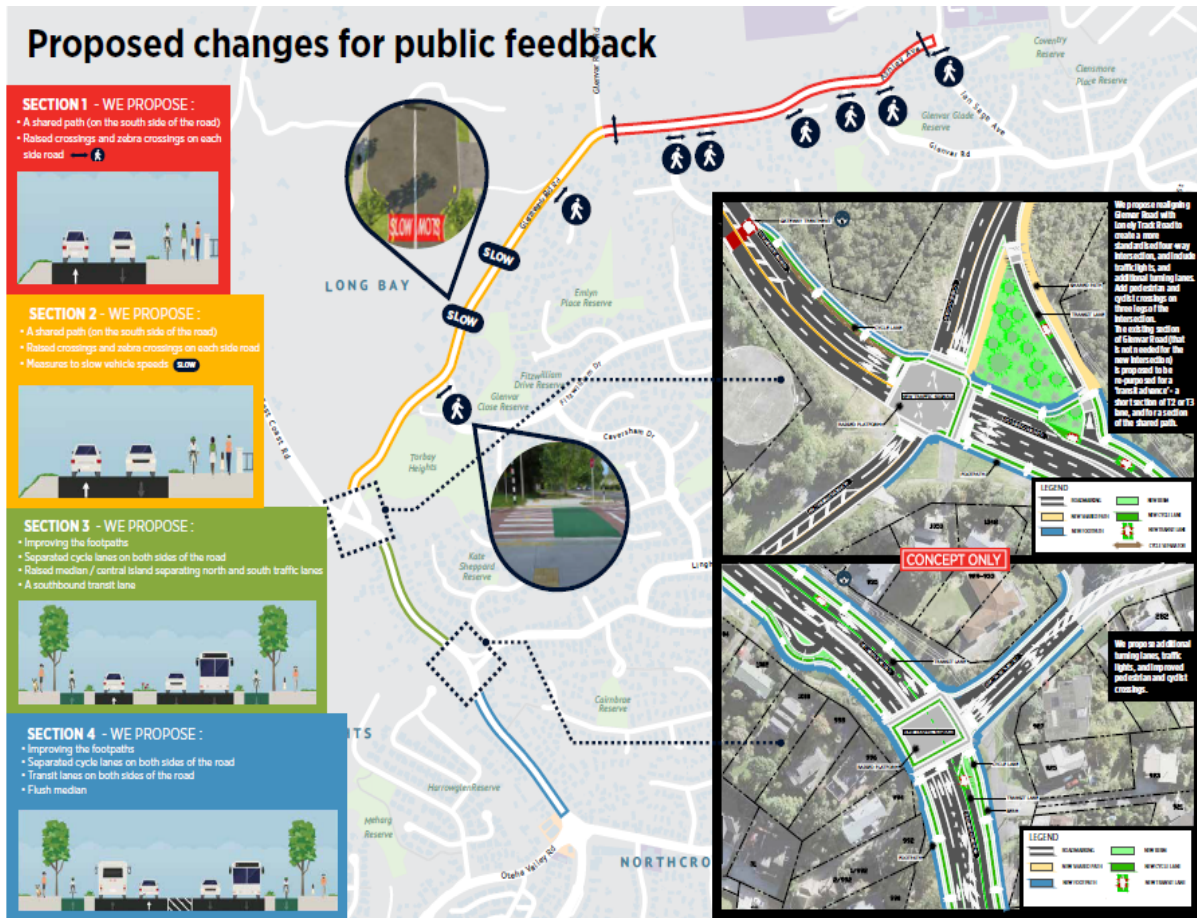
Design suggestion in feedback	AT response
	<p>- a yet to be designed 'gateway' treatment at the rural / urban transition point (where the posted speed limit changes from 80kmh to 50kmh).</p> <p>These concepts will be taken through to the next stage 'detailed design' and developed in further detail. Additional traffic safety measures may also be required.</p>
<p>The proposed intersection. I am concerned that this will make it very hard to cross the road towards Northcross and even getting out my drive towards Lonely track as my driveway will be blocked with cars waiting for the light to turn green. The raised median will mean that in order to go towards Northcross my only means will be to go down lonely track and Rising Parade Road. I assume that this will be the case for many other residents which will increase the amount of traffic diverted that direction.</p>	<p>The proposal has been under constant review as AT works to finalise the Business Case. The Business Case is essentially the funding case. Therefore, as a result of feedback received and as a result of ongoing investigation the East Coast Road median (between Glenvar Road and Glamorgan Drive) has been changed to a flush median with three raised pedestrian refuges. The refuges will be future proofed to enable one of them to be changed into a signalised pedestrian crossing once pedestrian numbers increase. The position of the refuges will be located to minimise property access impacts.</p>
<p>Please make more yellow lines. The road is quite narrow. I always see cars parked at both sides of the road. It is very dangerous to drive pass.</p>	<p>Yellow no parking lines will be part of the package. Drivers should also show great care when passing parked cars. 50kmh is not a target speed, it is a maximum speed.</p>
Congestion	
<p>Maybe improving the width of the east coast road up to Glamorgan would help queues</p>	<p>East Coast Road, at the Glamorgan Drive intersection, is actually quite constrained by the large retaining wall on the southern side, and the slip lane and slope issues on the other side. The proposal includes additional lanes in each direction, and upgraded footpaths and cycle lanes. The proposed transit lane will also provide a more efficient use of space and help to move more people through this section of road. This should allow people to consider whether bus or bike trips work for some of their journeys and should in turn help to move more people through this intersection.</p>

Design suggestion in feedback	AT response
<p>For traffic to flow there must be two lanes both directions, no need for the T2 which will not help traffic flow or ease congestion (Its likely to create congestion in the morning rush hour and after schools come out). The left turn from Glenvar should be a free turn for all not T2 otherwise at times of the day there will be big congestion from the lights back down Glenvar.</p>	<p>The proposal focuses on providing safe transport options and on moving a higher number of people than the corridor moves today. The proposal therefore includes a carefully selected mix of transport mode upgrades that allows for various journey types. Such as, school trips and commuting trips.</p> <p>There is ample evidence that transit lanes / T2s (and alike) move far more people than standard traffic lanes; even when transit lanes can appear quite empty compared to adjacent general traffic lanes. This is because the number of people in cars in the general traffic lanes so often have only one person in them. There is sound evidence to retain the transit lanes (T2s) within the proposal. However, the final decision on that will be made later in the project.</p>
Roundabouts	
<p>Please don't put traffic lights in. Use roundabouts instead. Cheaper, better for traffic flow, reduces speeds and reduces harm in the event of an accident.</p>	<p>Roundabouts do have a number of benefits as outlined in feedback AT has received. However, in the case of the Glenvar Road and Glamorgan Drive intersections, and after extensive assessments of the impacts, signalised intersections are proposed.</p> <p>Some of the more pronounced impacts in relation to these intersections include:</p> <ul style="list-style-type: none"> - it is easier and safer for pedestrians and people on bikes to cross (or make a turning movement at) a signalised multi-lane intersection compared to a multi-lane roundabout - the available space (more so at the Glamorgan Drive intersection) without extensive widening and property acquisition required; - uneven traffic flows which will cause some approaches to excessively queue back as vehicles cannot get 'gaps' to enter the roundabout - because it is not common practice to mix roundabouts and intersections on a short section of road.
<p>The lights being proposed at Glenvar Rd intersection will slow down traffic and cause big congestion issues. A roundabout would help the traffic to flow better but also reduce the risk of people pulling out into incoming traffic when they're impatient.</p>	

Design suggestion in feedback	AT response
Access to property concerns	
<p>I live very close to the proposed intersection. I am concerned that this will make it very hard to cross the road towards Northcross and even getting out my drive towards Lonely track as my driveway will be blocked with cars waiting for the light to turn green. The raised median will mean that in order to go towards Northcross my only means will be to go down lonely track and Rising Parade Road. I assume that this will be the case for many other residents which will increase the amount of traffic diverted that direction.</p>	<p>AT thanks those residents who took the time to provide their feedback on the proposed raised central median. We had considered a flush median previously, but the raised median was progressed for consultation feedback due to several advantages concerning safety, urban design and stormwater. As a result of the feedback received on the access to properties, AT has investigated how a flush median can be made safer and still achieve project outcomes.</p> <p>We are now proposing a flush median on East Coast Road, from Glamorgan Drive to Glenvar Road, with three pedestrian refuge crossings, instead of the raised central median.</p> <p>The specific details and locations of the traffic islands will be determined during the detailed design phase.</p>
<p>We have issues with the new proposed raised median central strips proposed between Glenvar and Glamorgan as this is going to create further safety issues for both north bound and south bound residents, forcing us to undertake illegal u turns at intersections and unsafe access paths to properties between Glamorgan and Glenvar if the current design is adopted.</p>	
Proposed project timescales	
<p>Should have been done years ago. Your timeline is too slow for this work.</p>	<p>AT is aware that many community members have long wanted improvements to Glenvar Road and East Coast Road – particularly at the main intersections. In addition, elected members have voiced their desire for road upgrades. AT included the project in the Regional Land Transport Plan (RLTP) following a public petition. The RLTP has earmarked \$45.6 million dollars for improvements (available if the funding application is approved).</p> <p>We acknowledge the history of requests for improvements to these roads –which is part of the rationale for putting forward a funding application to the NZ Transport Agency</p> <p>To those who have been calling for improvements for some time, we thank you for your patience.</p> <p>There are a number of steps which AT needs to following when preparing the business case and funding application. NZTA then requires that the business case is</p>
<p>This work must be top priority and is absolutely essential right NOW! The proposed time frame is very disappointing.</p>	

Design suggestion in feedback	AT response
	<p>peer reviewed as part of the funding application, which then awaits their decision. We anticipate the decision by July 2020 after which we will be in a position to progress to the detailed design stage which involves:</p> <ul style="list-style-type: none"> • Procuring consultants to complete the detailed design • Completing the detailed design provided no further public consultation is required • Applying for and obtaining any required consents • Going through internal reviews and audits of the design • Managing land acquisition (if required) • Procuring construction contractors <p>Our project team has undertaken to do everything they can to expedite the design process in order to bring the construction period forward. At this stage, they are aiming for construction to begin in the early part of 2022. The proposed timeline is the fastest this process can operate given the steps AT is required to follow and given our dependence on funding approval.</p> <p>We appreciate this is still some time away but hope the detail above provides the community with a better understanding of the progress that is being made.</p>
<p>We are concerned as to whether the proposed new section of Glenvar Road to be built, that will meet East Coast Road opposite Lonely Track Road, will be possible. It is our understanding that a geotechnical report has not yet been obtained by AT. A worst-case scenario is that the proposed new section of road will not be possible if the soil quality is poor (coupled with the steep topography). In this situation, it would be a frustration and another delay in the Project's delivery to consult on a revised proposal.</p>	<p>AT has the benefit of geotechnical investigations from: the 2013 Scheme Assessment Report, the construction of Glenvar Ridge Road, and as this consultation report was being finalised preliminary geotechnical investigations were about to get underway. At the Detail Design stage further geotechnical investigations will also be required.</p> <p>An assumption that ground conditions are more challenging has influenced the project costs. Therefore, slightly higher costs have been added to allow for extra ground work.</p> <p>The knowledge gathered about ground conditions and to be acquired will continuously inform the project and while ground conditions are a cost risk this is a common risk to all projects.</p>

Attachment 1: Proposed designs



Section 1 - A shared path (on the south side of the road). Raised crossings and zebra crossings on each side road.

Section 2 – A shared path (on the south side of the road). Raised crossings and zebra crossings on each side road. Measures to slow vehicle speeds.

Section 3 – Improving the footpaths. Separated cycle lanes on both sides of the road. Raised median/central island separating north and south traffic lanes. A southbound transit lane.

Section 4 – Improving the footpaths, separated cycle lanes on both sides of the road. Transit lanes on both sides of the road. Flush median.

