

Your feedback on the proposed Te Atatū South bus priority/T2 lanes



1. Te Atatū Road between Edmonton Road and Bridge Avenue
2. The intersection of Te Atatū Road and Edmonton Road, with a short stretch of T2 Lane on Edmonton Road
3. Te Atatū Road between McLeod Road and Edmonton Road
4. The intersection of Te Atatū Road and Roberts Road

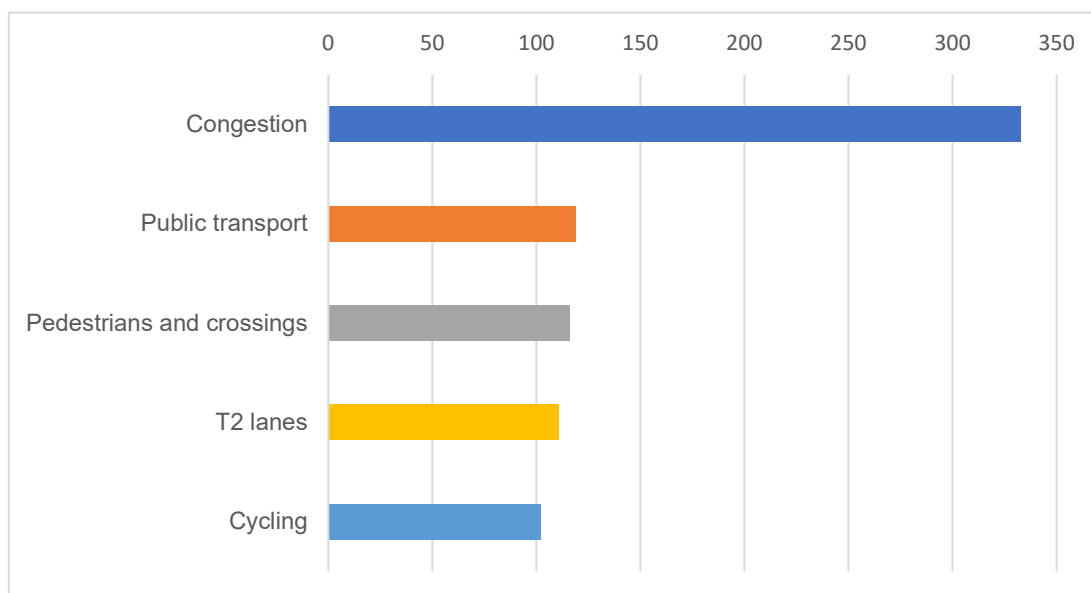
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Summary

We proposed to install bus priority/T2 lanes on Te Atatū Roads South. We consulted on this proposal from 15 November-5 December 2021 and received 471 responses.

Top 5 themes in feedback



Submissions may be counted in more than one theme.

- **Congestion:** Respondents felt the bus priority/T2 lanes would worsen the existing congestion and suggested that AT should take a 'car first' approach to transportation.
- **Public Transport:** Many people wanted to highlight their support to public transport, but it was not suitable for their circumstances.
- **Pedestrian crossings:** The raised table on Te Atatū Road near Yeovil Road was well received. Some expressed concerns that a raised table would create a slight delay in their journey time and cause additional congestion.
- **Bus priority/T2 lanes:** Much of the feedback raised concerns that the lanes would only worsen the current congestion. People also questioned the need for the lanes as they believe the buses are less patronised.
- **Cycle lanes:** Improving the safety of the cycle lanes was a well-supported proposal. Some residents suggested to include additional cycle infrastructure in the project.

Design changes based on the consultation feedback

After carefully considering community feedback, we are proceeding with some changes to the proposal.

Due to concerns around overall traffic congestion in the area, general vehicles will be allowed to utilise the entire northbound lanes (as existing) anytime outside of 7am to 10am as we will:

- Remove the proposed southbound T2 lane on Te Atatū Road between Edmonton Road and Bridge Avenue (Section 1).

- Adjust the operating hours of the planned T2 Lane to 7am – 10am only and remove operating hours from 3pm to 7pm.

Due to concerns around cyclists' safety, we will provide improved cycling facility across Te Atatu Road as we will:

- Extend cycle lane across Jaemont Avenue intersection to 269 Te Atatu Road.
- Extend cycle lane from 149 Te Atatu Road across Roberts Road intersection to 155 Te Atatu Road.

Next steps

We anticipate this project will begin construction in the fourth quarter of 2023, around September and October. We will be in touch with the Henderson - Massey Local Board, schools, residents, and local businesses once we have confirmed the construction timeline.

We will work closely with the community to mitigate disruption as much as possible and ensure advance notice is given of any works.

Background

Auckland Transport and Waka Kotahi are working on a wider project to improve bus services to the West and Northwest of Auckland. As part of the Northwest Bus Improvements project, the Western Express bus service (WX1) will begin operating in late-2023. This service will take passengers between Westgate and the city centre, stopping at Lincoln Road and Te Atatū interchanges.

To help with this, we are proposing some improvements to the southern section of Te Atatū Road. The proposed changes are located on Te Atatū Road between Bridge Avenue and McLeod Road, and a section of Edmonton Road.

Project details

Aucklanders have told us that moving around our city safely and easily is a priority to them.

Therefore, Auckland Transport created a strategy to improve the efficiency of the bus network. This is to meet the future demand for public transport due to population growth in the region.

We proposed improvements on Te Atatū Road between Bridge Avenue and McLeod Road, and a section of Edmonton Road.

These proposed changes align with the Northwestern Bus Improvements project that intends to improve the level of service for active modes as well as the overall operation and safety of the northwestern corridor.

To encourage a shift towards public transport, it is important to enhance the quality of bus services in terms of travel time and reliability. Bus priority measures such as Transit Lanes

are required to allow these services to operate with efficiency aimed at making bus transport an attractive alternative to private vehicle travellers. T2 Transit Lanes will also reduce travel times for private vehicles with two or more passengers, encouraging car-pooling that may help ease congestion especially during rush hours.

For more information about the Northwestern Bus Improvements project, go to [AT.govt.nz/projects-roadworks/northwestern-bus-improvements](https://at.govt.nz/projects-roadworks/northwestern-bus-improvements). You can find more information on the bus priority/T2 lanes at [AT.govt.nz/TeAtatuT2](https://at.govt.nz/TeAtatuT2)

The Te Atatū T2 lanes project will:

- Increase the efficiency and reliability of public transport by making it a competitive option for journeys to, from and within the northwest area.
- Improved public transport uptake to, from and within the northwest area.
- Promote sustainability by minimising the number of cars on the road, fewer cars on the road will reduce carbon emissions.
- Create a better-connected city, improved access for people to opportunities.
- Improve public transport patronage on the Northwest Rapid Transit Network corridor by providing efficient connections to the proposed bus interchange at Te Atatū Road.
- Improve travel times and reliability for multiple occupancy vehicles, buses, and motorbikes.

Consultation

We consulted on the proposed safety improvements from 15 November-5 December 2021.

What we sought feedback on

We asked you these questions:

1. Do you support the proposed changes on Te Atatū Road between McLeod Rd and Edmonton Road?
2. Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?
3. Do you support the changes to the Edmonton Road/Te Atatū Road intersection?
4. Do you support the improvements to the intersection of Te Atatū Road and Roberts Road?

Activities to raise awareness

To let you know about our consultation, we have:

- Mailed brochures to 1500 letterboxes located around the Te Atatū Road (south).
- Set up a project webpage and an online feedback form on our website.
- Posted information on social media.

How people provided feedback

Respondents provided feedback through online submission and by emailing us at ATEngagement@at.govt.nz

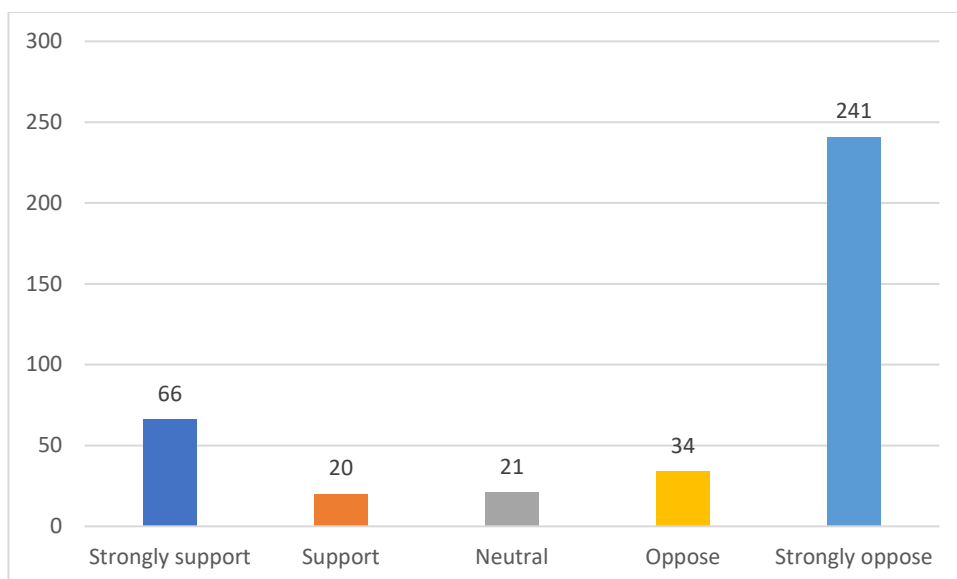
Your feedback

Overview

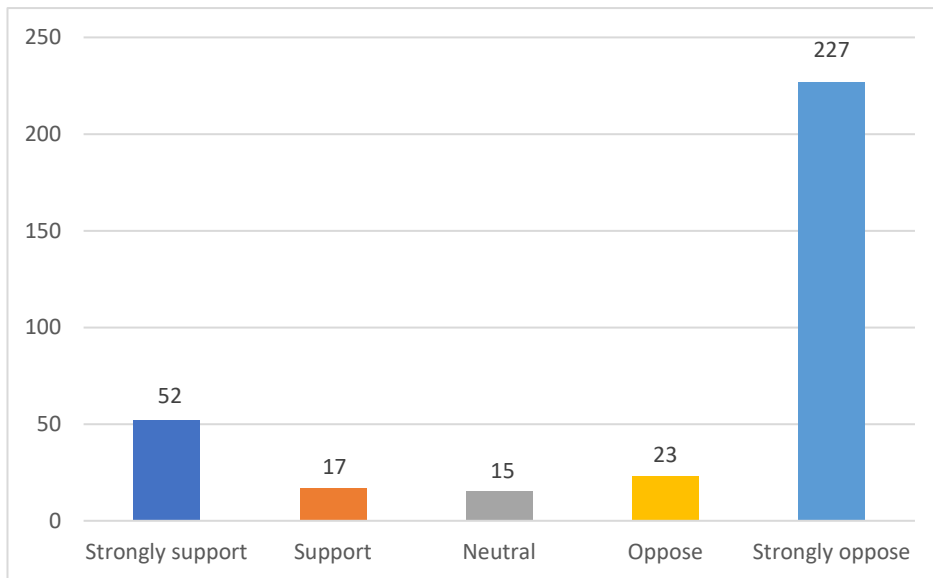
We received 471 responses on the proposal.

General sentiment

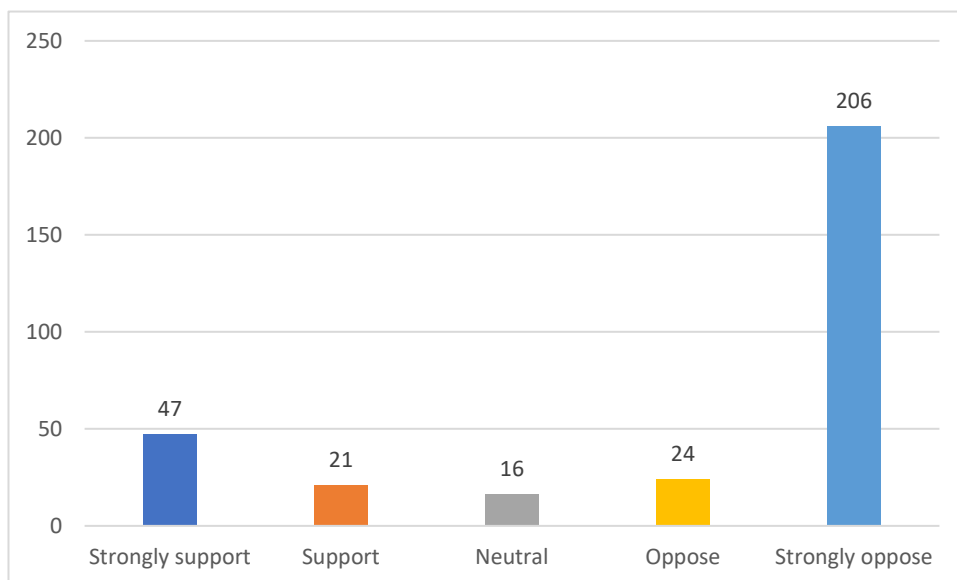
Do you support the proposed changes on Te Atatū Road between McLeod Rd and Edmonton Road?



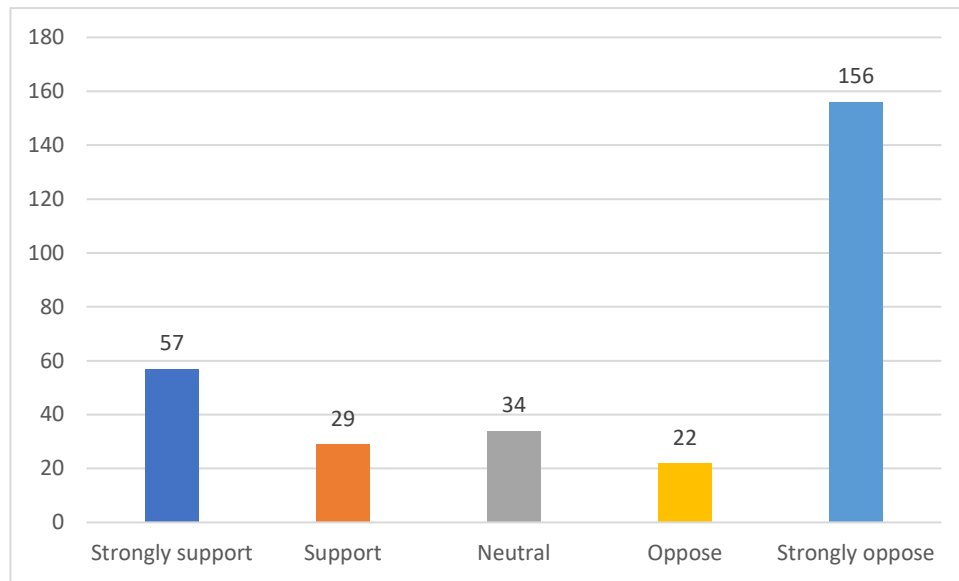
Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?



Do you support the changes to the Edmonton Road/Te Atatū Road intersection?

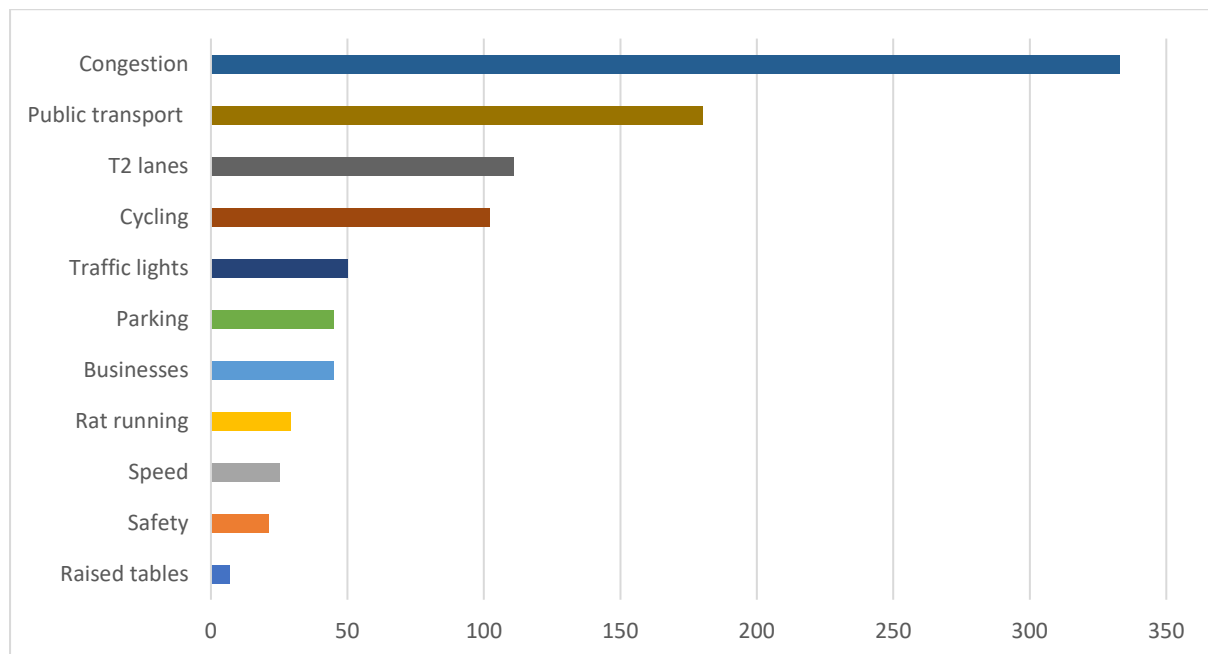


Do you support the improvements to the intersection of Te Atatū Road and Roberts Road?



Themes raised in the feedback

These themes relate to suggestions or issues raised by the respondents on various aspects of the proposal.



Submissions may be counted in more than one theme.

Public Transport

The project aims to create more attractive public transport options for people, however, there were many people who did not believe that is worth investing in despite the existing congestion.

“The public transport system is not good (reliable, fast, affordable) enough to warrant this level of infrastructure investment, and more people will suffer (congestion, frustration, journey times) because of it.”

Some people expressed the following sentiment.

“Would prefer a bus lane and/or T3 Lane. Mode shift is more likely to occur with Bus lanes, and T2 lanes often end up filled with ‘natural’ car-poolers. .”

Congestion

Many people pointed out that Te Atatū Road may experience congestion if the bus priority/T2 lanes were introduced.

“Proposal will create congestion.”

While others believed that Te Atatū Road already has issues due to the number of vehicles using it.

“The traffic on those roads are atrocious, and it is awful to see buses stuck in the lane with other cars.”

“There has been a significant increase in traffic volume due to terraced housing development, causing more congestion – more developments (as planned) will make it worse.”

Cycle lanes upgrades

Improving the safety for people on bikes was an issue that people generally supported. Many people felt that not enough was done to protect people on bikes while others felt that any cycling infrastructure would be a waste of money.

“There are very few cyclists in the area. Not support cycling changes unless proven demand and full separate cycleway. Not enough cycle traffic to justify this cost.”

“I strongly support the proposed improvements to cycle lanes travelling south along Te Atatu Road: witnessed cars driving in the current cycle lane and have been involved in incidents with buses and cars that drift into the cycle lane and force me off the road.”

Bus priority/T2 lanes

Outside of the impact the bus priority/T2 lanes may have on traffic flows, a common theme was the need for enforcement of the existing and any new lanes.

“This suburb is under 30km restrictions and these T2 lanes will make it more difficult to leave Te Atatu South, as the outside lanes are proposed for T2 lanes.”

“T2 lanes hopefully will speed up traffic, way too many single occupant cars on our roads.”

Pedestrian crossings and raised tables

There was a lot of support for improvements to pedestrian facilities, including raised tables.

“Strongly support prioritizing public transport, pedestrians, and cyclists over cars.”

“Changes would be safer for cyclists, pedestrians and promoting public transport.”

Parking

Where parking was concerned, the impact of housing intensification where carparks are not provided with the new properties, is creating frustration among residents.

- *“Removing parking completely will cause another issue and increase crime rates with vehicles grouped in other locations.”*
- *“Do not allow parking in the T2 lane, even when they are not operating. With less traffic and an abundance of parking on side roads, the priority could still be given to buses and cyclists to encourage higher patronage.”*

Design suggestions in feedback and AT responses

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

Do you support the proposed changes on Te Atatū Road, between McLeod Rd and Edmonton Road?

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
Congestion and traffic flow (Mentions 137)	<p>General support for T2 Lanes:</p> <ul style="list-style-type: none"> The traffic on those roads are atrocious, and it is awful to see buses stuck in the lane with other cars. The proposed changes would help with the congestion. Creating a T2 lane for increased people movement will be beneficial given the growing number of residents using this stretch of road. Fully support the T2 lanes proposed. Will be great that buses don't need to wait with the rest of the traffic – currently buses take too long over short distances due to this. T2 lanes will improve reliability and efficiency of buses here. 	<p>General support for T2 Lanes:</p> <ul style="list-style-type: none"> The project will improve the overall operation and safety of the northwestern corridor, and the reliability of our bus services as it would: reduce bus and higher occupancy vehicle travel times encourage carpooling which is more space efficient especially during peak hours
Congestion and traffic flow	<p>General feedback around T2 lanes:</p>	<p>General feedback T2 lanes</p> <ul style="list-style-type: none"> Improved traffic light phasing is also part of this proposal.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
(Mentions 137)	<ul style="list-style-type: none"> • Instead investigate traffic light phasing to be more efficient/effective – better phasing would help relieve a lot of local congestion. • Congestion resulting either from roadworks (installing the proposed changes) or removing a lane for general traffic (to commit to T2 lane) will make it difficult to enter/exit from side streets and will encourage rat-running of local streets in an attempt to avoid traffic, gridlocking the area and making it dangerous for children playing/walking to school. • The proposed changes will make (already bad) congestion worse, causing non-T2 traffic to back up, creating a longer journey for the majority of commuters. 	<ul style="list-style-type: none"> • We will be actively monitoring the impact to the driveway entrance/exit and local rat-running issues as a result of the project, including during the construction period. • The purpose of the proposed T2 lane on Te Atatū Road in Te Atatū South is to optimise the people movement along the corridor. The project will prioritise higher occupancy vehicles (such as buses and T2/T3s), and make sure they have a more efficient and reliable journey. • A T2 lane can carry significantly more people in less space than a general traffic lane and will provide faster journey times for the large number of people that will be eligible to use it. For example, a bus can carry 40 passengers, which, otherwise could all be travelling by car. • This project is part of the wider initiatives to improve the bus operations in West Auckland. New timetables and bus schedules will be implemented to enable more frequent and reliable buses along this key bus corridor. • We agree that bus services are not always the most feasible option for every journey but if more people who can use them do, then this will free up the road

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<ul style="list-style-type: none"> • Public transport, even with the changes, is not a viable option for most people due to cost, unreliability, and multiple bus changes to get to the desired destination. T2 lanes will not fix the issues with the public transport network, just lead to a longer and more frustrating journey for people unable to bus. • There has been a significant increase in traffic volume due to terraced housing development, causing more congestion – more developments (as planned) will make it worse. • Some people must travel alone to work (like tradespeople) and losing a lane to T2 would create more congestion for them. • People aren't ride-sharing right now due to Covid19 – please don't make traffic worse for people trying to socially distance. • There is little traffic after 9am except for maybe one or two days a year. • Te Atatu is one-way in and out, so there are no alternative routes to avoid traffic. • Open two lanes both directions for everyone to improve traffic flow. 	<p>for people who can't use buses. We have changes coming that will provide more frequent buses all day, seven days a week to create access to more destinations.</p> <ul style="list-style-type: none"> • There has indeed been a significant increase in population in the northwestern part of the region. If we were to do nothing, then travel time delays will increase significantly over the next 10 years, particularly as the surrounding areas are now zoned for higher density housing. • Based on travel surveys 41%-60% of people travelling along this corridor will be able to use the T2 lane and as such will enjoy faster and more reliable journey times. Over time, the amount of people using the T2 lane will increase, and even more people will benefit from the T2 lane. • Giving T2 priority on our roads will allow the more space-efficient bus and multi-person vehicle to travel more quickly than single-occupancy vehicles. This will encourage people to use these options which will free up space on the road for others.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<ul style="list-style-type: none"> This proposal is not practical and unnecessary and, from a traffic perspective, demonstrates AT is not using the development levies from higher density development by widening and restricting the entry of side roads onto the main arterial. 	<ul style="list-style-type: none"> In a few years, general vehicles travelling on this corridor could end up with worse travel times than they would if the T2 lane goes ahead, except without a T2 lane, everybody will be stuck in congestion. This is clearly not a sensible scenario to head towards. Our research shows that many of the vehicles travelling along Te Atatu Road are heading to a location well served by public transport, such as the city centre. Also, public transport services in Te Atatu and Henderson are generally regular and accessible. As such, there are large amount of trips where using public transport (or car sharing, or biking) is a practical option.
Crossings and pedestrians (Mentions 10)	<p>General support for proposed pedestrian facilities:</p> <ul style="list-style-type: none"> Strongly support prioritizing public transport, pedestrians, and cyclists over cars. Changes would be safer for cyclists, pedestrians and promoting public transport. 	<p>General support for proposed pedestrian facilities:</p> <ul style="list-style-type: none"> The project aims to improve the safety of pedestrians and cyclists, primarily through the installation of pedestrian crossings, a section of new cycle lanes, and raised protectors along existing cycle lanes.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
<p>Crossings and pedestrians (Mentions 10)</p>	<p>General feedback towards proposed pedestrian facilities:</p> <ul style="list-style-type: none"> • To preserve space (the flush median) for only a handful of turning movements per day at the expense of space that could be used for safe cycle infrastructure, seems out of step with AT's policy to prioritise the safety of pedestrians and people on bikes. • These changes would make it impossible for Primary School aged children to cross the road. • Cycle 'separators' are dangerous unless kept well away from driveways and intersections, also need adequate signage on them. They can also be a trip hazard for pedestrians. • Just keep it pedestrian-only and cyclists use the T2 lane. 	<p>General feedback towards proposed pedestrian facilities:</p> <ul style="list-style-type: none"> • The flush median: <ul style="list-style-type: none"> ○ provides room for vehicles to queue when waiting at intersections or turning into and out of driveways. ○ can also improve traffic flow in some circumstances, such as when southbound vehicles overtake buses using the bus stops or cars turning into driveways. • Removing the flush median and installing new cycle lanes need to be carefully designed to ensure any potential safety and operational issues are mitigated where possible. At this stage we are unable to include this in this project. However, it can potentially be investigated as part of a future project. • We are improving pedestrian safety especially for school kids by upgrading the existing Robert Road and Te Atatu Road intersection to traffic signal control with pedestrian facilities, as well as upgrading the existing crossing facilities (zebra crossing) near Tiroroa Avenue and Wakeling Avenue to a raised signalised crossing. These changes are anticipated to provide greater safety benefits to pedestrians.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
		<ul style="list-style-type: none"> The cycle separators will be designed to ensure there is sufficient clearance from driveways and intersections. Cycle separators are provided to act as a buffer between vehicles and cyclists. They are not provided where pedestrians will walk to avoid being a trip hazard.
Cycling and cycle lanes (Mentions 27)	<p>General support for proposed for cycling facilities:</p> <ul style="list-style-type: none"> The stretch between McLeod Road and Wakeling Avenue is the worst part of my daily 18km bike trip, due mainly to the large amount of on-road parking, narrow traffic lanes, and abusive behaviour from motorists. Need to encourage mode shift: support for bus lanes and bike lanes. 	<p>General support for proposed for cycling facilities:</p> <ul style="list-style-type: none"> The intention of the improvements is to encourage more people to travel by transport modes other than single occupancy vehicles. We are upgrading the existing cycle lane with new cycle separators to improve cyclist safety.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
Cycling and cycle lanes (Mentions 27)	<p>Suggestions for improvements to/for cycling facilities</p> <ul style="list-style-type: none"> • Please consider extending the separated cycleway proposed in front of the Roberts Road shops by reallocating some of the wide berm – the sweeping corner just before these shops when travelling south on Te Atatu Road (lower left of plan on page 3) forces cyclists into the main flow of traffic due to no parking spaces or shoulder. • The cycling facilities proposed need to be safer – suggest removing median lane to commit space to dedicated cycle lane, without the risk of ‘dooring’, or pedestrians and other hazards on the inappropriate ‘shared’ path (in line with AT’s policy to prioritise the safety of pedestrians and people on bikes, aligning with Vision Zero and all-ages cycling goals, as well as providing an important link between the NW cycleway and Te Atatu South/Glendene). Putting bikes in the T2 lane isn’t ‘Vision Zero’ as children cannot safely cycle there. • It seems here that the flush median has been retained at the expense of cyclist safety. • To preserve the median for only a handful of turning movements per day at the expense of cyclist safety seems out of step with AT’s policy to prioritise the safety of pedestrians and people on bikes – this space that could be used for safe cycle infrastructure. 	<p>Suggestions for improvements to/for cycling facilities</p> <ul style="list-style-type: none"> • We have modified the project scope to include cycle lanes with separators at the corner leading towards the Roberts Road and Te Atatu Road junction in the southbound direction. • The flush median: <ul style="list-style-type: none"> ○ provides room for vehicles to queue when waiting at intersections or turning into and out of driveways. ○ can also improve traffic flow in some circumstances, such as when southbound vehicles overtake buses using the bus stops or cars turning into driveways. • Removing the flush median and installing new cycle lanes need to be carefully designed, to ensure any potential safety and operational issues are mitigated where possible. At this stage we are unable to include this in this project. However, it can potentially be investigated as part of a future project.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<ul style="list-style-type: none"> The T2 lanes should operate from 7am-7pm, 7 days a week. This would improve the appeal of public transport, but also provide considerable benefit to people on bikes, who would have a reliable clear route without risk of the "door zone" or parked vehicles. In particular, the corner outside 155 Te Atatu Road is very hazardous, and requires protected cycling facilities. Would prefer a bus lane/T3 and believe it would convert more single occupancy vehicle traffic to Public Transport or cycling. 	<ul style="list-style-type: none"> At this stage, the proposed T2 operating times would provide the most travel time benefit for buses. However, the operating times will be regularly reviewed, and they can respond to changes in congestion/travel times. Based on our survey and analysis, the proposed T2 lane on Te Atatu Road maximise the people carrying capacity comparing to a T3 or bus lane. However, AT will continue to monitor the corridor to evaluate the most appropriate arrangement for Te Atatu Road in the future as traffic pattern evolves over time.

<p>Cycling and cycle lanes (Mentions 27)</p>	<p>General feedback towards proposed to/for cycling facilities</p> <ul style="list-style-type: none"> • The area that you are proposing is too small for another lane: it can't fit one lane and a bicycle lane currently (not that I have EVER seen a bicycle in the cycle lane because there is not enough space, and it is dangerous). • Having a combined cycle, motorbike, car, and bus lane is a dangerous mix – what cyclist would risk it? Have you done your homework on what the demand for cycling actually is on this road or blindly following policies? • Shared path idea is a bad idea (see current shared path from Edmonton to Royal View) as it is super lumpy due to driveway entrances, like driving over judder bars on a car – it is unpleasant and makes me (a daily cyclist) cycle on the road. Just keep it pedestrian-only and cyclists use the T2 lane. 	<p>General feedback towards proposed to/for cycling facilities</p> <ul style="list-style-type: none"> • The proposed new section of cycle lane near Roberts Road can be accommodated in the available space. It is necessary to improve the safety of people on bikes where physically and financially feasible. The cycle lane is being accommodated by realigning the parking area and traffic island outside the shops by Roberts Road. For other sections of the road, this can be accommodated by the removal of some on-street parking as well as the realignment of the flush median and traffic lanes. • We are not proposing a shared cycle/pedestrian path as part of this project. • While the T2 lane is likely to benefit some people on bikes, it is primarily aimed at improving bus travel times and reliability and encouraging more people to travel along this road by space efficient transport modes. There are many T2 corridors in Auckland with no significant risks for cyclists, or any other users allowed to travel on the special vehicle lane. Some cyclists find riding on the transit lane more appealing as it is clear from parking and remove the risk of the door zone during its operational hours.
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Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
Parking (Mentions 32)	<p>General support for proposed for parking measures:</p> <ul style="list-style-type: none"> I support the removal of parking and the intention to improve the situation for buses. 	<p>General support for proposed for parking measures:</p> <ul style="list-style-type: none"> Thank you for the support.
Parking (Mentions 32)	<p>General feedback for proposed for parking measures:</p> <ul style="list-style-type: none"> The modelling has been done or has not accounted for the increased number of high-density housing being built where previously there was one house, and the increased parking requirements resulting from this. Developers no longer need to provide garages or off-street parking, and the few side roads will become car parks and congested. Removing parking here will leave nowhere for all these people to park. Are the tow trucks going to be parked up waiting to get revenue for those that have not vacated the park for peak hour lane changes? Parking on side streets is taken up by parents picking up their kids from the numerous Primary Schools and the Intermediate School that is off Te Atatu Road. How are you accommodating this factor in your planning? Do not allow parking in the T2 lane, even when they are not operating. With less traffic and an abundance of parking on side roads, the priority could still be given to buses and cyclists to encourage higher patronage. 	<p>General feedback for proposed for parking measures:</p> <ul style="list-style-type: none"> Whilst we understand the concerns around the loss of parking, Te Atatu Road is an arterial road where its priority is given to the movement of people, goods and reliable public transport. Kerbside parking space should be allocated to activities which bring the most benefit to the people of Auckland. It is not a sustainable approach to compromise the effectiveness of the transport network to preserve on-street parking that inhibits its people carrying capacity. We understand that parking is lost as a result, however, vehicles can still park in the T2 lanes outside of their

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Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<ul style="list-style-type: none"> • For those of us who visit people in their homes for a job, having to park far away from their home is just not practical: a lot of homes don't have space for visitors off-street and can't turn around. There will be many reversing onto Te Atatu Road which will be dangerous. • Removing parking completely will cause another issue and increase crime rates with vehicles grouped in other locations. • Having driven this route many times at many different times of the day, my only suggestion would be to limit the on-street parking outside the T2 times. I.e. from McLeod Road it be yellow-lined to Edmonton. 	<p>operating hours, so only some long-stay parking will be affected.</p> <ul style="list-style-type: none"> • The operating times of the T2 lane will be regularly reviewed, and they can respond to changes in congestion/travel times.
Public transport (Mentions 89)	<p>General feedback regarding bus stop relocation/removal</p> <ul style="list-style-type: none"> • Removal McLeod/Te Atatu bus stop. Poor outcome for bus passengers – further to walk to bus stops, forcing change of buses at motorway. What is the point of providing more bus priority but making it way harder to even get on the bus in the first place? • Moving bus stops and or shelters one address over (e.g., Relocation of the existing bus stop and shelter from outside 117 to 115 Te Atatū Road & Relocation of the bus stop from 114 to 	<p>General feedback regarding bus stop relocation/removal</p> <ul style="list-style-type: none"> • The proposed bus interchange model is similar to the northern busway which is currently operating successfully on the North Shore. • Typically, AT avoids placing bus stops across driveways where possible. Bus shelters are also generally provided at inbound bus stops, and these would be located within the bus stops area. Evaluation has been made on the bus

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Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<p>116, 137 to 135 Te Atatū Road and the relocation of the shelter from 206 to 204 Te Atatū Road) appears to be of little value based on the explanation given.</p>	<p>stops along the route to make adjustments for reasons such as optimising the catchment through spacing between bus stops, improving bus operation, maximising the available areas for boarding / disembarking for accessibility. These bus stops have been identified for accessibility improvements:</p> <ul style="list-style-type: none"> ○ Bus stop and shelter relocation from #117 to #115 Te Atatu Road– this is proposed so that the bus stop is slightly further away from the intersection for better traffic operations, as well as more space on the footpath/berm for passengers to board and disembark the bus. ○ Bus stop relocation from #114 to #116 Te Atatu Road– this is proposed so that the bus stop will be at where the existing bus shelter is located. This location is better suited for a bus stop as there is better screening from the property. ○ Bus stop relocation from #137 to #135 Te Atatu Road– this is proposed to avoid placing the bus stop across a driveway where possible. ○ Bus stop relocation at #138 Te Atatu Road- this is proposed so that the bus stop will be where the existing bus shelter is located ○ Relocation of bus shelter from #206 to #204 Te Atatu Road– this is proposed so that the bus shelter will be located inside the bus stop waiting area.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<p>General feedback about Public Transport</p> <ul style="list-style-type: none"> • With Covid, people are less likely to use public transport, people are working from home and people are also unwilling to share transport with others. • Bus fares are too high – suggest lowering fees (-50% will easily double patronage). • Many businesses can't use public transport - tradespeople, dog walkers, mobile businesses, cleaning, home care – they rely on their vehicles to make a living. Please consider the impact on everyone. • The bus lane times should be less in the morning and afternoon. No need to be so long. • Various requests for T2 Lane to operate longer. 	<p>General feedback about Public Transport</p> <ul style="list-style-type: none"> • Even with Covid we still need to prepare for the future. It is likely that Auckland will keep growing and so will the demand for transport. It is not feasible to continue to build new roads and widen existing roads to accommodate this increased demand for travel (due to space requirements, costs, and government direction as to transport priorities). • As such we need to plan for the future by creating a more sustainable and efficient transport system that encourages people to catch more space efficient modes of transport. • It is acknowledged that some people (such as trades people) cannot use public transport. This project aims to get more people using space efficient modes of transport. Every person using the bus or in a high occupancy vehicle is potentially one less car on the road. Less cars on the road benefit those people that travel by private motor vehicles. • At this stage, the proposed T2 operating times would provide the most travel time benefit for buses. However, the operating times will be regularly reviewed, and they can respond to changes in congestion/travel times.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<ul style="list-style-type: none"> • Would prefer a bus lane and/or T3 Lane. Mode shift is more likely to occur with Bus lanes, and T2 lanes often end up filled with 'natural' car-poolers. • Cyclists in T2 lanes slow down buses and T2 traffic. • There needs to be a direct Te-Atatu-to-CBD bus line to make people convert to public transport in this area (instead of going through many suburbs). • Lincoln Road is a bigger arterial route: and it would make sense to put in public transport changes there. 	<ul style="list-style-type: none"> • The primary focus of a T2 lane is to provide travel time savings for multiple occupancy vehicles, and decisions on their operating hours are based on the potential benefit for these vehicles. • Based on our observation, cyclists on special vehicle lanes do not create significant congestion issues for other users. • Lincoln Road is a significant distance from Te Atatu Road and does not service the same catchment. People heading from Te Atatu to the city centre are unlikely to do so via Lincoln Road.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<p>General support changes to improve bus operation/public transport network</p> <ul style="list-style-type: none"> • I support the removal of parking and the intention to improve the situation for buses. • This would improve the appeal of public transport, but also provide considerable benefit to people on bikes, who would have a reliable clear route without risk of the "door zone" or parked vehicles. • Improving access/transit for buses will keep them on schedule and give commuters confidence that they will arrive at their destination on time • Having an express route that is impacted heavily by the traffic flow in the area (as it is currently) just doesn't work so this will be great in terms of achieving quicker travel times into the CBD for a more reliable arrival at work time. 	<p>General support changes to improve bus operation/public transport network</p> <ul style="list-style-type: none"> • The project will improve bus time reliability, reduce bus and multiple occupancy vehicle travel times, and encourage more people to travel in multiple occupancy vehicles. This should help reduce the number of single occupancy vehicles on the route and mean that more people are travelling by more space efficient modes of transport.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<p>General feedback regarding changes to improve bus operation/public transport network</p> <ul style="list-style-type: none"> • Buses travel fine down there now: this is not needed or wanted. Changing the bus stops is not going to help either, there are a lot of school buses that use this route as well. Just leave it alone. • Proposal is not about improving traffic flow, it's just trying to get people to use public transport and car share, which is not feasible, practical, or desirable for most of us. And making congestion worse so public transport seems like a better option in comparison, instead of improving the public transport system, is not fair. • The public transport system is not good (reliable, fast, affordable) enough to warrant this level of infrastructure investment, and more people will suffer (congestion, frustration, journey times) because of it. • T2 lanes are appropriate at certain peak times however dedicated bus and cycle lanes are not. If AT is going to reduce which lanes single-vehicle drivers can use, then road taxes should also be reduced on cars and reallocated to buses and bikes (or alternatively picked up by another party). 	<p>General feedback regarding changes to improve bus operation/public transport network</p> <ul style="list-style-type: none"> • This project is part of the wider initiatives to improve the bus operations in West Auckland. New timetables and bus schedules will be implemented to enable more frequent and reliable buses along this key bus corridor. • A T2 lane can carry significantly more people in less space than a general traffic lane and will provide faster journey times for the large number of people that will be eligible to use it. For example, a bus can carry 40 passengers, which, otherwise could all be travelling by car. • We agree with you, and you've pointed out some of the reasons why we will be implementing a new bus network that includes more buses and more bus priority. • We are not making significant changes to existing cycle lanes as part of this project and the proposed T2 lane is not a dedicated bus lane. • Indented bus stops can be difficult for buses to manoeuvre into and out of which makes it hard for buses to re-enter the traffic lane and this reduces the efficiency of bus services. Indenting a bus stop also reduce the

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<ul style="list-style-type: none"> • Instead of commandeering an entire lane for 10% of the traffic, indent the bus stops as the buses hold up traffic when stopping as no one can get past. • This proposal wastes a lot of money on a small percentage of people, and negatively impacts the majority. Buses, bikes, and ride sharing will not be used more because it's not practical 99.9% of the time. 	<p>width of the footpath, resulting in a reduced level of service for pedestrians and passenger waiting and disembarking buses. Indented bus stops are only considered in exceptional circumstances.</p> <ul style="list-style-type: none"> • Bus services are not always the most feasible option for every journey but if more people who can use them do then this will free up the road for people who can't use buses. We have changes coming that will provide more frequent buses all day, seven days a week to create access to more destinations.
Rat running/Side street congestion (Mentions 28)	<p>Concerns regarding rat running</p> <ul style="list-style-type: none"> • Congestion resulting either from roadworks (installing the proposed changes) or removing a lane for general traffic (to commit to T2 lane) will make it difficult to enter/exit from side streets and will encourage rat-running of local streets (as happens currently) in an attempt to avoid traffic, gridlocking the area and making it dangerous for children playing/walking to 	<p>Concerns regarding rat running</p> <ul style="list-style-type: none"> • We will be actively monitoring the impact to the driveway entrance/exit and local rat-running issues (such as on Flanshaw Road and other local areas) as a result of the project including during the construction period.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<p>school. What studies have been made to address the current rat-running issues and prevent them being made worse by the proposal? A high percentage of this traffic is from outside the local area.</p> <ul style="list-style-type: none"> • It is going to shift congestion problems to new areas that did not previously have an issue (e.g. Flanshaw Road). • Very strong consideration required about the median lane/strip on Te Atatu Road from Roberts Road through to Tiroroa Avenue as people currently use this to skip all the traffic to then rat-run through the back streets to come out at Jaemont Avenue. Any changes that increase perceived travel times or actual travel times for some cars will be guaranteed to increase the rat-running through these back streets. • Concerns about more traffic volumes and speed on side roads with schools, kindergartens, day cares, young families, students walking to school, and so on. Many side streets are already narrow. • The few side roads will become car parks and congested. • Increased traffic volume and speed is already an issue on side roads, which the T2 lane proposal is likely to make worse without traffic calming, lower speed limits, or similar 'residential zone' treatments (like those in the residential zone off Edmonton/Flanshaw and Royal roads). 	

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<ul style="list-style-type: none"> Many speeding rat-runners on side streets make it difficult to safely exit/enter residential driveways, as well as dangerous for walking students, or children being dropped at/picked up from school by parents (many schools, kindergartens, daycares). 	
T2 lanes (Mentions 47)	<p>Concerns around T2 lanes</p> <ul style="list-style-type: none"> Someone should have a look at how many cars have 2 people in them during the rush times. You will have single drivers committing offences and driving in the T2 lanes. The addition of the T2 lanes will cause more congestion. Travel lanes very rarely actually incentivise public transport use. Many use buses for commuting into central areas – T2 lanes design removes number bus stops making access harder and more time consuming: this is not an enhancement but a daily inconvenience. This will cause more accidents as you can only move into the T2 lane 50m before turning – it is very stressful if motorists won't let you change in time. Having the T2 Lane at the intersection is going to be incredibly confusing for people wanting to turn left onto Edmonton Road. A lot of people will be caught out with this and cause traffic accidents. 	<p>Concerns around T2 lanes</p> <ul style="list-style-type: none"> Based on travel surveys 41%-60% of people travelling along this corridor will be able to use the T2 lane and as such will enjoy faster and more reliable journey times. Over time, the amount of people using the T2 lane will increase, and even more people will benefit from the T2 lane. The T2 lane will encourage more people to use high occupancy vehicles. Overtime more people using space efficient modes of transport should significantly reduce congestion. The T2 Lane does not require the removal of any bus stops. Some bus stops have been relocated slightly to improve the spacing between bus stops and to improve the accessibility of the bus stop.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
		<ul style="list-style-type: none"> Commuters can enter the T2 lane 50 meters before the intersection. It will be clearly marked as dotted green and white lines.
T2 lanes (Mentions 47)	<p>Suggestions to improve T2 lanes</p> <ul style="list-style-type: none"> Would be good to extend it from McLeod Road back up to at least Kokiri Street. Once the T2 lane is in place it might take a while to get from Kokiri to McLeod (traffic quite often backs up to there now). This T2 lane will need to be monitored by cameras otherwise it will be abused. Please allow people to turn into the T2 lane 50 meters from the Countdown driveway (otherwise people will see the mark 10 meters before the Countdown drive, and think they only have these 10 meters). 	<p>Suggestions to improve T2 lanes</p> <ul style="list-style-type: none"> The T2 lane will now start around 50 meters south of McLeod Road. Based on the analysis, the T2 lane that begins at this extent would be sufficient to improve the bus operations. However, we will be monitoring the performance of the project post construction. Enforcement will potentially ensure the T2 Lane is only being used by permitted vehicles. Commuters who wish to turn left into Countdown can do so using the T2 lane within 50 meters of the Countdown driveway.
T2 lanes (Mentions 47)	<p>T2 lane operation time</p> <ul style="list-style-type: none"> I don't think the T2 lane needs to go until 10am. There is little traffic after 9am except for maybe one or two days a year. 	<p>T2 lane operation time</p> <ul style="list-style-type: none"> At this stage, the proposed T2 operating times would provide the most travel time benefit for buses. However, the operating times will be regularly reviewed, and they can respond to changes in congestion/travel times.

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
	<ul style="list-style-type: none"> • These proposed hours for the T2 lane are extremely long. Reducing the proposed times to 7am-9am and 4-pm till 6pm would better match peak times. 	<ul style="list-style-type: none"> • The T2 Lane will operate until 10am, because the traffic congestion period often extends past 9am and it is anticipated that the peak traffic period will continue to get later into the day as Auckland grows.
T2 lanes (Mentions 47)	<p>Prefer bus lanes or extra normal traffic lanes over T2 lanes</p> <ul style="list-style-type: none"> • I like bus lanes but not T2 lanes. Mode shift is more likely to occur with Bus lanes, and T2 lanes often end up filled with 'natural' car-poolers. • I don't care for it to be a T2 lane, I think it would be more beneficial as just an extra lane during peak hours. • T2 lanes will make the traffic even worse for the majority of commuters as most are single occupant vehicles. Add more lanes instead of effectively taking one away 	<p>Prefer bus lanes or extra normal traffic lanes over T2 lanes</p> <ul style="list-style-type: none"> • A T2 Lane will benefit more people than a Bus Lane or T3 Lane and will still achieve significant travel time savings. Based on traffic and vehicle occupancy surveys of vehicles on Te Atatu Road at the Edmonton Road and Te Atatu Road Intersection (survey completed 10/02/2021). <ul style="list-style-type: none"> ○ Northbound AM Peak: If T2 then 22% of cars and 60% of people will benefit. If T3 then only 5% of cars and 41% of people will benefit. The people benefited figures include bus passengers. ○ Northbound PM Peak: If T2 then 18% of cars and 47% of people will benefit. If T3 then only 4% of cars and 32% of people will benefit. The people benefited figures include bus passengers. ○ Southbound AM Peak: If T2 then 13% of cars and 41% of people will benefit. If T3 then only 2% of cars and 26% of people will benefit. The people benefited figures include bus passengers. ○ Southbound PM Peak: If T2 then 18% of cars and 44% of people will benefit. If T3 then only 3% of cars

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
		<p>and 22% of people will benefit. The people benefited figures include bus passengers.</p> <ul style="list-style-type: none"> • Adding an extra lane would require significant investment, considering the limited amount of road corridor space on Te Atatu Road. We cannot continue to build more roads as this is an unsustainable approach to addressing Auckland's congestion problem.
T2 lanes (Mentions 47)	<p>Cyclists in the T2 lane</p> <ul style="list-style-type: none"> • Cyclists in T2 lanes slow down buses and T2 traffic. 	<p>Cyclists in the T2 lane</p> <ul style="list-style-type: none"> • Based on our observation, cyclists on special vehicle lanes do not create significant congestion issues for other users.
T2 lanes (Mentions 47)	<p>Construction of the T2 Lanes</p> <ul style="list-style-type: none"> • AT spent over two years widening Te Atatu Road – The disruption and congestion resulting from even more construction to now widen again to add T2 lanes will be horrible. 	<p>Construction of the T2 Lanes</p> <ul style="list-style-type: none"> • Most of the changes can be accommodated within the existing road footprint. As such works will have a limited impact on traffic flow or property access along the route and construction timeframes will be significantly shorter than two years. • We will work with affected property owners and businesses in advance to plan the works in a way that minimises disruption. We have formed a Community Working Group made up of representatives from local

Feedback Theme	Main Points	Auckland Transport's Responses
Q1: Do you support the proposed changes on Te Atatū Road between McLeod Road and Edmonton Road?		
		businesses and other organisations that will help plan construction activities.
Traffic lights (Mentions 12)	<p>Feedback regarding Traffic Light operation</p> <ul style="list-style-type: none"> • It would be worth investigating how to best phase the traffic lights – this will go a huge way to removing congestion on these roads. • Need to put in red light cameras at the intersections of Te Atatu Road and Covil Avenue/Jaemont Avenue. Every change of lights you get someone running red lights. • Trying to get into Jaemont Avenue is difficult, with parked cars on either side of the road causing queues that obstruct the traffic lights and make it impossible to get through. • Tiroroa Avenue is already heavily used by traffic to bypass the traffic lights on Te Atatu Road – need traffic calming measures on the road because when all the traffic goes through Tiroroa Avenue it then queues up through Merchant and Jaemont Avenue at that traffic light. 	<p>Feedback regarding Traffic Light operation</p> <ul style="list-style-type: none"> • • The red light for the left turn is to for pedestrian protection. • Auckland Transport and NZ Police strongly support the use of red-light cameras as a safety tool in the management of red light running at high-risk intersections, where appropriate. These high-risk sites have been assessed using Ministry of Transport and NZ Transport Agency criteria as benefitting most from automated safety camera enforcement. They are large urban intersections with significant traffic volumes, where significant safety issues are evident, and the severity of crashes is unusually high. We will pass this suggestion on red light camera to our Road Safety Team for consideration. • We will be conducting traffic signal monitoring and optimisation as part of this project, as well as actively monitor any rat running issue.

Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?		
<p>Congestion and traffic flow (Mentions 82)</p>	<p>Concerns around congestion</p> <ul style="list-style-type: none"> • The proposed changes will make (already bad) congestion worse, causing non-T2 traffic to back up, creating a longer journey for the majority of commuters. • While the commuting habits of some will change, the majority will continue commuting the way they currently do. Feeder roads will impact further, and the constant lane-changing will increase congestion. • Public transport, even with the changes, is not a viable option for most people due to cost, unreliability, and multiple bus changes to get to the desired destination. T2 lanes will not fix the issues with the public transport network, just lead to a longer and more frustrating journey for people unable to bus. • Just when we have seen major upgrades improve traffic flows at peak times, you want to reduce two lanes down to one! • The road works required to implement this and the added congestion in peak traffic simply isn't worth the so-called benefit. • T2 lane is not going to ease congestion nor increase safety. • There is zero point having the T2 lane going faster to reduce emissions when it's going to be cancelled out by the other lane going full speed reverse due to the stupid T2 lane CAUSING congestion. 	<p>Concerns around congestion</p> <ul style="list-style-type: none"> • AT has been working closely with the stakeholders to resolve some design and funding challenges of the proposal. After careful consideration of the feedback received, we have modified the project scope to providing T2 lane for the northbound direction only with some minor modifications to the extent of the T2 lane. The southbound T2 lane will not be progressed further at this stage. • Please refer to the project webpage on the full extent of the change and design plan for details. • Based on travel surveys 41%-60% of people travelling along this corridor will be able to use the T2 lane and as such will enjoy faster and more reliable journey times. Over time, the amount of people using the T2 lane will increase, and even more people will benefit from the T2 lane. • If we were to do nothing, then travel time delays will increase significantly over the next 10 years, particularly as this and surrounding areas are now zoned for higher density housing. • As travel times continue to get worse, building more traffic lanes will not be an option (due to space requirements, costs, and government direction as to transport priorities), so in a few years, general vehicles travelling on this corridor could end up with worse

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?		
	<ul style="list-style-type: none"> • Some people must travel alone to work (like tradespeople) and losing a lane to T2 would create more congestion for them. • Congestion resulting either from roadworks (installing the proposed changes) or removing a lane for general traffic (to commit to T2 lane) will make it difficult to enter/exit from side streets and will encourage rat-running of local streets in an attempt to avoid traffic, gridlocking the area and making it dangerous for children playing/walking to school. • There has been a significant increase in traffic volume due to terraced housing development, causing more congestion – more developments (as planned) will make it worse. • This will cause major headaches for traffic wanting to get from the general traffic lane, across the T2 to round the corner and continue along Te Atatu Road past Countdown, rather than heading straight onto Edmonton Road. • Any traffic joining Edmonton Road at School Road heading north/east will face long delays as non T2 traffic will cause backlogs clogging up Central Park Drive intersection with Edmonton Road and even Alderman Drive roundabout with Edmonton Road. • The new T3 lanes on Onewa Road has increased congestion there – please consider this with regards to this T2 Lane proposal in Te Atatu. • Put concrete by 310 Te Atatu Road across from Jaemont Avenue/Te Atatu Road turn off. The Yellow poles do not prevent cars from Jaemont Avenue to turn right into Te Atatu Road and 	<p>travel times than they would if the T2 lane goes ahead, except without a T2 lane, everybody will be stuck in congestion. This is clearly not a sensible scenario to head towards.</p> <ul style="list-style-type: none"> • A T2 lane can carry significantly more people in less space than a general traffic lane and will provide faster journey times for the large number of people that will be eligible to use it. For example, a bus can carry 40 passengers, which, otherwise could all be travelling by car. • Overall, particularly in a few years, it is likely that installing a T2 lane will speed up journeys and create more reliable journeys for most people using the corridor, without the need for unaffordable and unsustainable investment in widening the road corridor for general vehicles. • The additional cycle separators at the intersection should assist in deterring the illegal right turn. • Single occupant vehicle on Te Atatu Road travelling northbound can use the kerbside lane to turn left onto Edmonton Road within 50 meters of the intersection. • Part of the proposal is to improve traffic light phasing along the route.

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?		
	<p>again holding up traffic flow already on Te Atatu Road, heading towards NW Motorway on-ramp.</p> <ul style="list-style-type: none"> • Instead, investigate how to correctly phase the traffic lights, as this will do a lot to ease congestion on this and surrounding roads. 	
Cycling and cycle lanes (Mentions 28)	<p>General support for proposed cycling facilities/design</p> <ul style="list-style-type: none"> • Great to see bike lane buffers installed. Need more of them. • Edmonton Road northbound existing shared path is useless for bikes, rough and at times full of school students, anything to get a safe cycle lane on this section is great news. • I strongly support the proposed improvements to cycle lanes travelling south along Te Atatu Road: witnessed cars driving in the current cycle lane and have been involved in incidents with buses and cars that drift into the cycle lane and force me off the road. 	<p>General support for proposed cycling facilities/design</p> <ul style="list-style-type: none"> • The intention of the improvements is to encourage more people to travel by transport modes other than single occupancy vehicles.
	<p>General feedback of proposed cycling facilities/design</p> <ul style="list-style-type: none"> • Buses, bikes and ride sharing will not be used more because it's not practical 99.9% of the time. • A waste of money unless totally separate cycle lane all the way down Te Atatu Road. • You are dreaming if you think this is going to get people using buses or biking to the city. You guys need to live out here and experience it. 	<p>General feedback of proposed cycling facilities/design</p> <ul style="list-style-type: none"> • We are only proposing to improve the existing on-road cycle facilities to improve safety in the form for physical separators between the cycle lane and the traffic lane. There is adequate space within the road corridor to provide the separators. The new separators will also benefit people on electric bikes.

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?		
	<ul style="list-style-type: none"> • Getting people onto electric bikes makes more sense. • There are already bike lanes to help those that want to travel that way. 	
Cycling and cycle lanes (Mentions 28)	<p>Concerns with, and suggested improvements to, cycling facilities</p> <ul style="list-style-type: none"> • The cycling facilities proposed need to be safer – suggest removing median lane (which encourages dangerously high vehicle speeds) to commit space to dedicated cycle lane, without the risk of 'dooring', or pedestrians and other hazards on the inappropriate 'shared' path (in line with AT's policy to prioritise the safety of pedestrians and people on bikes, aligning with Vision Zero and all-ages cycling goals, as well as providing an important link between the NW cycleway and Te Atatu South/Glendene). Putting bikes in the T2 lane isn't 'Vision Zero' as children cannot safely cycle there. • FYI – cyclists don't just ride Covil – Edmonton/Te Atatu intersection on one side of the road! Don't bother with half-hearted changes. • Suggest buffered on-road cycle lane (reallocating space from flush median) like the painted cycle lanes between Covil Avenue 	<p>Concerns with, and suggested improvements to, cycling facilities:</p> <ul style="list-style-type: none"> • This project is primarily about encouraging people to use high occupancy vehicles for trips in peak traffic periods but improving travel times for those vehicles. To create a two-way fully separated cycleway along the length of this road would require major investment, including changes to the road footprint. • Removing the flush median and installing new cycle lanes need to be carefully designed, to ensure any potential safety and operational issues are mitigated where possible. This helps to provide high quality infrastructure that accommodates both cyclists with safe connections with the rest of the cycle network and vehicle turning movements. To provide high quality cycle lanes while balancing other transport modes such as pedestrians would require significant physical works which can be costly to implement. The current proposal mostly involved space reallocation with minimal kerb widening. • At this stage, we are unable to include this in this project. However, it can potentially be investigated as part of a future project. Where practicable the proposal has included interventions to improve

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?		
	<p>and Lydhurst Road – would be a good mitigation for the poor, bumpy shared path on the northbound side of this section.</p> <ul style="list-style-type: none"> • The southbound on-road cycleway in this stretch of Te Atatū Road desperately needs protection, so I'm very in favour of that, but the lane is already too narrow (due to the drains which are cut into the bike lane) and is constantly filled with gravel and broken glass. The addition of a barrier needs to be on cycle lane as wide as possible and is regularly street-cleaned to prevent debris. • Existing northbound 'shared path' is unsuitable: dramatically shaped to accommodate vehicles and driveways over pedestrians and cyclists, and the outer edge is unusable for wheelchairs/pushchairs, and basically a BMX track for anyone on a bike. Closer to the houses, the 2m high fences obstruct visibility of users of the path by vehicles leaving driveways, creating a huge hazard. Should be a dedicated footpath instead, with a proper on-road bike lane (reallocating space for median strip and traffic lanes). • If protected cycleways cannot be provided on both sides of the road, the T2 lanes should operate 7am-7pm, 7 days a week to encourage more public transport use and provide a safe route for people on bikes. 	<p>cyclist safety. The current proposal would still be a significant improvement for cycle infrastructure along Te Atatu Road.</p> <ul style="list-style-type: none"> • Upgrading the shared path would require significant investment which would exceed the budget for this project. • At this stage, the proposed T2 operating times would provide the most travel time benefit for buses. However, the operating times will be regularly reviewed, and they can respond to changes in congestion/travel times. The primary focus of a T2 lane is to provide travel time savings for multiple occupancy vehicles, and decisions on their operating hours are based on the potential benefit for these vehicles. • Rubber speed humps will be included at high use crossings only to ensure consistency across the network.

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?		
	<ul style="list-style-type: none"> • Extra protection like bollards or curbs should be given to the painted cycle gutter (I mean "lane") on Edmonton Road and extended further towards School Road. • Protection of the bike lane very much needed - I suggest rubber speed humps at all driveways. Transit lanes are good: could you remove the median to make a bike lane the other way too? • While cycle safety is improved there remains significant danger for cyclists heading south and needing to move from the cycle lane across the turning lane to Te Atatu Road, to continue their journey onto Edmonton. • Cycle 'separators' are dangerous unless kept well away from driveways and intersections, also need adequate signage on them. 	<ul style="list-style-type: none"> • Cycle separators are effective in creating physical separation between traffic lane and the cycle lane. Careful consideration is given on the placements to ensure they do not create hindrance to vehicles using the driveways.
<p>Intersections (Mentions 12)</p>	<p>Concerns around the intersection</p> <ul style="list-style-type: none"> • Police don't have the resources to patrol intersections, so this proposal will increase illegal turns as described. • The intersection at Edmonton/Flanshaw remains a mess. Pedestrian crossing here will continue to be difficult and 	<p>Concerns around the intersection</p> <ul style="list-style-type: none"> • The only changes to intersections that impact on access are the installation of traffic signals. We do not believe this will increase any illegal turns.

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?		
	<p>unfriendly. Light phasing and the number of crossing makes this a prohibitive intersection for all by cars.</p> <ul style="list-style-type: none"> Residents attempting to access to the motorway network from side streets are already faced with lengthy delays due to blocked intersections - this will only increase those wait times for vehicles carrying all number of passengers. Once again plastics have been used at the intersection that are constantly breaking up and getting into the environment. 	<ul style="list-style-type: none"> Active monitoring will continuously be undertaken to observe the impact to the driveway entrance/exit and local rat-running issues.
Pedestrians (Mentions 7)	<p>Concerns regarding pedestrian safety</p> <ul style="list-style-type: none"> The northbound shared path is dramatically shaped to accommodate vehicles using driveways rather than pedestrians or cyclists using the path – vehicles leaving driveways often don't see cyclists or pedestrians. Pedestrian crossing here will continue to be difficult and unfriendly. Cycle 'separators' are dangerous unless kept well away from driveways and intersections, also need adequate signage on them. They are also a trip hazard for pedestrians. It seems only a matter of time before there's an accident, and the pedestrian crosswalk so close to the intersection makes that an even more dangerous prospect. 	<p>Concerns regarding pedestrian safety</p> <p>Unfortunately, investigating the validity of all driveways and upgrading the shared path are not currently within the scope of this project.</p> <ul style="list-style-type: none"> We would encourage pedestrians to use the traffic signals at Covil Road/Te Atatu Road and Vera Road / Te Atatu Road to cross the road. The cycle separators will be designed to ensure there is sufficient clearance from driveways and intersections. Cycle separators are provided to act as a buffer between vehicles and cyclists. They are not provided where pedestrians will walk and be a trip hazard. Provision of pedestrian crosswalks at an intersection is integral for pedestrian accessibility.

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?		
Public transport (Mentions 53)	<p>Support changes to improve bus operation/public transport network</p> <ul style="list-style-type: none"> • I support the narrowing of the lanes, the creation of the buffer for the cycle lane, and the intention to improve the situation for buses. • Yes please, no more buses stuck in traffic! • The transit lane is desperately needed but it's hard to imagine how 3.5 metres will be found for it. • Buses need this priority ASAP. • This would help build momentum before the Northwestern Bus Improvements is completed. It would allow all bus passengers throughout the day to benefit from the lane. 	<p>Support changes to improve bus operation/public transport network</p> <ul style="list-style-type: none"> • The project will improve bus time reliability, reduce bus and multiple occupancy vehicle travel times, and encourage more people to travel in multiple occupancy vehicles. This should help reduce the number of single occupancy vehicles on the route and mean that more people are travelling by more space efficient modes of transport.
Public transport (Mentions 53)	<p>General comments/suggestions about Public Transport</p> <ul style="list-style-type: none"> • Would prefer a bus only lane/T3 as believe this would convert more single occupancy motor vehicle traffic to PT and cycling. 	<p>General comments/suggestions about Public Transport</p> <ul style="list-style-type: none"> • Based on our investigations, a T2 Lane will benefit far more people than a bus lane or T3 Lane and will still achieve significant travel time savings. Based on traffic and vehicle occupancy surveys of vehicles on Edmonton Road/Te Atatu Road Intersection (survey completed 10/02/2021). <ul style="list-style-type: none"> ○ Northbound AM Peak: If T2 then 22% of cars and 60% of people will benefit. If T3 then only 5% of cars and 41% of people will benefit. The people benefited figures include bus passengers.

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?		
Public transport (Mentions 53)	<p>Oppose priority for buses/public transport network</p> <ul style="list-style-type: none"> • The public transport system is not good (reliable, fast, affordable) enough to warrant this level of infrastructure investment, and more people will suffer (congestion, frustration, journey times) because of it. • Making it T2 so buses save 13 minutes on a trip is not worth the stress you will cause on thousands of people in West Auckland that rely on their cars for jobs, family commitments, parent picking kids up from day-cares and schools. • This proposal wastes a lot of money on a small percentage of people, and negatively impacts the majority. Buses, bikes, and ride sharing will not be used more because it's not practical 99.9% of the time 	<p>Oppose priority for buses/public transport network</p> <ul style="list-style-type: none"> • Based on travel surveys 41%-60% of people travelling along this corridor will be able to use the T2 lane and as such will enjoy faster and more reliable journey times. Over time the amount of people using the T2 lane will increase, and even more people will benefit from the T2 lane. • If we were to do nothing, travel time delays will increase significantly over the next 10 years, particularly as this and surrounding areas are now zoned for higher density housing. • As travel times continue to get worse, building more traffic lanes/widening the road is not an option (due to space requirements, costs, and government direction as to transport priorities). It would not be a sensible approach to simply allow congestion to keep getting worse, particularly when we can create high occupancy vehicle lanes (such as T2 Lanes) that encourage people to travel by space efficient transport modes, while enjoying reduced journey times. • Public transport users and people on bikes more often than not also own a car, which they pay to register like other people. Transport improvements are also paid for through rates and general taxes, which a person using public transport or biking is just as likely to contribute to. Also, public transport and biking are much more space efficient modes that help avoid expensive road widening across Auckland.

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?		
T2 lanes (Mentions 27)	<p>Support for T2 Lanes</p> <ul style="list-style-type: none"> • Would be so good to not have to sit on a bus in the same traffic as everyone else. • T2 lanes hopefully will speed up traffic, way too many single occupant cars on our roads. 	<p>Support for T2 Lanes</p> <ul style="list-style-type: none"> • The project will improve bus time reliability, reduce bus and multiple occupancy vehicle travel times, and encourage more people to travel in multiple occupancy vehicles. This should help reduce the number of single occupancy vehicles on the route and mean that more people are travelling by more space efficient modes of transport.
T2 lanes (Mentions 27)	<p>T2 Lanes will cause problems/issues with T2 Lanes as proposed</p> <ul style="list-style-type: none"> • This suburb is under 30km restrictions and these T2 lanes will make it more difficult to leave Te Atatu South, as the outside lanes are proposed for T2 lanes. • T2 Lane is not going to ease congestion nor increase safety – it will make it all worse. • The addition of the T2 lanes will only cause more congestion and travel lanes very rarely actually incentivise public transport use. • This will mean that traffic wanting to turn left into Jaemont • Avenue will have to queue in the slow non-T2 lane. Also, if a person wants to turn left into Jaemont with 2 or more people in the car, they can't use the T2 lane as they won't be able to turn left into Jaemont. • Adding T2 lanes to Te Atatu Road will inconvenience a lot of people who live in the area. If the T2 lane starts on Edmonton before the shops, then you need to lane switch to the left which is 	<p>T2 Lanes will cause problems/issues with T2 Lanes as proposed</p> <ul style="list-style-type: none"> • Based on travel surveys 41%-60% of people travelling along this corridor will be able to use the T2 lane and as such will enjoy faster and more reliable journey times. Over time, the amount of people using the T2 lane will increase, and even more people will benefit from the T2 lane. • The T2 lane will encourage more people to use high occupancy vehicles. Overtime, more people using space efficient modes of transport should significantly reduce congestion. • At this stage, AT will only be progressing with the northbound T2 lane. • Bus services will increase on Edmonton Road in the future and the T2 lane will support these services, making them more efficient across the intersection.

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?		
	<p>not safe. If you guys really want a T2 lane it should be confined to Te Atatu Road.</p> <ul style="list-style-type: none"> T2 lanes are always abused not monitored. 	<ul style="list-style-type: none"> Enforcement will be carried out to ensure the T2 Lane is only being used by permitted vehicles.
<p>T2 lanes (Mentions 27)</p>	<p>T2 Lane operation time</p> <ul style="list-style-type: none"> The T2 / Bus lanes in this stretch of road should be a bare minimum of 7am - 7pm, 7 days a week, to match the proposed bus services in this area. If protected cycleways cannot be provided on both sides of the road, the T2 lanes should operate 7am-7pm, 7 days a week to encourage more public transport use and provide a safe route for people on bikes. 	<p>T2 lane operation time</p> <ul style="list-style-type: none"> At this stage, the proposed T2 operating times would provide the most travel time benefit for buses. However, the operating times will be regularly reviewed, and they can respond to changes in congestion/travel times.
<p>T2 lanes (Mentions 27)</p>	<p>Cyclists in the T2 Lane</p> <ul style="list-style-type: none"> This is not safe for an 8-year-old on a bike, yet it is AT's responsibility to make it safe. Putting bikes in the T2 lane isn't Vision Zero. The fact that cyclists won't have to use the shared path, avoiding bus stop patrons, horrible bumpy driveway entrances and can now ride on the T2 lane is amazing news! 	<p>Cyclists in the T2 Lane</p> <ul style="list-style-type: none"> This project is primarily about encouraging people to use high occupancy vehicles for trips in peak traffic periods but improving travel times for those vehicles. To create a two-way fully separated cycleway along the length of this road would require major investment, including changes to the road footprint. At this stage, we are unable to include this in this project due to the significant investment involved. However, it can potentially be investigated as part of a future project.

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the improvements to Te Atatū Road between Edmonton Road and Bridge Avenue?		
		<ul style="list-style-type: none"> Where practical, we have included some interventions to improve cyclist safety.
Traffic lights (Mentions 6)	<p>Concerns around traffic light operations</p> <ul style="list-style-type: none"> Instead, investigate how to correctly phase the traffic lights, as this will do a lot to ease congestion on this and surrounding roads. 	<p>Concerns around traffic light operations</p> <ul style="list-style-type: none"> Signal operations will be reviewed as part of the project.

Do you support the changes to the Edmonton Road/Te Atatū Road intersection?

Feedback Theme	Main Points	Auckland Transport's Responses
Q3: Do you support the changes to the Edmonton Road/Te Atatū Road intersection?		
<p>Impact on traffic flow and congestion (Mentions 59)</p>	<p>Concerns around traffic flow and congestions</p> <ul style="list-style-type: none"> • Traffic from Flanshaw St turning left onto Te Atatu Road will find it even harder to get onto Te Atatu Road as traffic will back up through the intersection due to the reduction from two general traffic lanes to one. This happens now and it can take several light changes to make it out of Flanshaw St. • Congestion from Te Atatū Road in the northbound/eastbound direction removes the ability for general vehicles (except T2 vehicles) to make a right-turn into Te Atatū Road from the outside/kerbside lane will add congestion back to Glendene Roundabout. The T2 lane will gridlock Te Atatu South access to the motorway. When Lincoln Road upgrade begins and if this T2 lanes are implemented then it will grind West Auckland to a halt. • The traffic already sometimes gets backed up to Strid Road. 	<p>Concerns around traffic flow and congestions</p> <ul style="list-style-type: none"> • AT has been working closely with the stakeholders to resolve some design and funding challenges of the proposal. After careful consideration of the feedbacks received, we have modified the project scope to providing T2 lane for the northbound direction only with some minor modifications to the extent of the T2 lane. The southbound T2 lane will not be progressed further at this stage. • This project aims to get more people using space efficient modes of transport. Every person using the bus or in a high occupancy vehicle is potentially one less car on the road. Less cars on the road benefit those people that have to travel by private motor vehicles. This would help ease the congestion and accommodate the population growth in Te Atatu in the long run.
<p>Changes to the phasing</p>	<p>Suggestions & improvements to phasing.</p> <ul style="list-style-type: none"> • Stop the Left turn RED light when the Green straight and Right turn light turned on, at Edmonton and Te Atatu Road intersection. • Crossing this intersection on foot is horrendous. Need more frequent phasing. Takes 8 minutes to wait for a green light. 	<p>Suggestions & improvements to phasing.</p> <ul style="list-style-type: none"> • Traffic signals will be reviewed as part of this project.

Feedback Theme	Main Points	Auckland Transport's Responses
Q3: Do you support the changes to the Edmonton Road/Te Atatū Road intersection?		
Changes to the intersection (Mentions 19)	<p>Support for proposed intersection changes</p> <ul style="list-style-type: none"> If there is good access for bikes to use the advanced stop box in this intersection, these proposals seem good. This section of Te Atatū Road (from Strid Road north) always has two ad-hoc lanes of traffic. 	<p>Support for proposed intersection changes</p> <ul style="list-style-type: none"> The proposals include existing or new advance stop boxes at three of the four legs of the intersection. The southbound leg of Te Atatu Road does not have an advance stop box, but the cycle lane does continue around the corner.
Changes to the intersection (Mentions 19)	<p>Cyclist safety suggestions</p> <ul style="list-style-type: none"> Traffic moving westbound onto Edmonton Road will merge opposite 224 Edmonton Road. At this location, physical protection for people on bikes will be required. In general, these intersection improvements appear positive. Additionally, there should be some more protection for people on bikes, primarily at the left turn to continue along Te Atatu Road. At this location, a curb ramp for people on bikes to access the pedestrian crossing (Outside 1 Lynhurst Rd) will assist with letting people on bikes use the controlled crossing. As a cyclist this intersection heading north is my worst nightmare trying to turn right when vehicles are going straight ahead. I would ask, will the T2 lane get priority right turn or will straight through traffic be causing issues in middle lane? Yes, to the separated cycle way. 	<p>Cyclist safety suggestions</p> <ul style="list-style-type: none"> Cyclists can continue to use the T2 lane and the cycle lane to travel westbound on Edmonton Road so merging is not required. Cyclists can access the pedestrian crossing via the existing cycle lane. T2 lane users and vehicles heading straight through will both be able to use the kerbside lane on Te Atatu Road (heading north through the intersection). However, cyclists would have to join the traffic into the right turn queue to turn right into Te Atatu Road south or use the traffic signals to cross.

Feedback Theme	Main Points	Auckland Transport's Responses
Q3: Do you support the changes to the Edmonton Road/Te Atatū Road intersection?		
	<ul style="list-style-type: none"> • Provide extra protection to the painted cycle lane on Edmonton further back towards School Road. Drivers will block this cycle lane as they queue. 	<ul style="list-style-type: none"> • School Road is outside of the geographical area of this project. However, we will pass your suggestion to the relevant team for consideration.
Changes to the intersection (Mentions 19)	<p>Intersection priority/design suggestions</p> <ul style="list-style-type: none"> • Not turning right from this intersection would allow a freer flow. • All vehicles should be allowed to turn right. • The intersection already sucks since the last changes. Straight through traffic from Te Atatu Road can't get past the turning vehicles turning onto Edmonton Road as the turning bay was removed. Don't make it worse, leave it alone. • The intersection of Te Atatu Rd and Edmonton Rd is a bottle neck. Two lanes of vehicles heading along Te Atatu Rd towards Te Atatu Rd (motorway) will now have to merge into a single lane. This intersection is ALWAYS blocked due to the angle of the roads and motorists unable to correctly factor 	<p>Intersection priority/design suggestions</p> <ul style="list-style-type: none"> • Motorists would have to reroute using the local road network if right turns are banned, which is not a desirable outcome without suitable alternative routes. • Vehicles on Te Atatu Road will be able to continue to turn right from the inner most lane. • T2 users on Te Atatu Road will be able to turn right from the kerb side lane.

Feedback Theme	Main Points	Auckland Transport's Responses
Q3: Do you support the changes to the Edmonton Road/Te Atatū Road intersection?		
	<p>distance and thru intersection before phase change. A number of these vehicles are large, stopping Edmonton vehicles from moving through the intersection at green lights. Unless this is addressed all vehicles will experience even longer delays than present. This does not appear to have been addressed at all.</p> <ul style="list-style-type: none"> On Te Atatu Road and Edmonton Road intersection facing north, I would suggest adding an electronic sign that prohibits right turn on the kerbside (left) lane when T2 lanes operate. The electronic no-right-turn sign should also display 'EXCEPT BUSES, BICYCLES, MOTORCYCLES AND 2+ OCCUPANTS'. When T2 lanes are not operating (i.e. outside of specified times), the no-right-turn sign shall disappear. You should never have removed the roundabout here: it has slowed things down, increasing the emissions that apparently want to reduce. Plastic elements on the road are constantly breaking and becoming pollution in the environment, none of the recent changes have been an improvement from my personal experience of using the intersection. The proposed right turn change is fine. The Edmonton northbound T2 will destroy any chance of this project improving travel times for the 134 bus service (or anyone travelling from Henderson), and will almost certainly increase the already lengthy delays to this route. In the mornings, traffic on Edmonton starts around the Vodanovich Road and Strid Road streets, and occasionally between Central Park Drive 	<ul style="list-style-type: none"> T2 users on Te Atatu Road will be able to turn right from the kerb side lane. <p>Sorry to hear that you do not like that the roundabout was removed. Traffic signals allow for better regulation of traffic flows during peak traffic periods than roundabouts, as such signals typically improve traffic flows during peak traffic times.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q3: Do you support the changes to the Edmonton Road/Te Atatū Road intersection?		
	<p>and Claude Brooks Drive. Given this is about 1km before the intersection, and traffic is relieved by the break into two lanes, traffic is likely to stretch even further and the occasional tail to Central Park will be constant. This increased length in single lane traffic tail will not add any time saving or efficiency to the T2 cars or buses that wants to use the lane on Te Atatu Road. Already the intersection is a crunch point where it can take 15+ minutes to travel from School Road to passing the intersection, this is likely to be increased, and since the T2 lane starts only 50m before the intersection, this will severely negatively impact on the 134 bus, which is already often delayed by this intersection crunch (the bus turns left onto Flanshaw). Ideally, the T2 section on Edmonton would run the length from the Alderman/Edmonton roundabout for a T2 feeder to improve traffic conditions.</p>	<ul style="list-style-type: none"> • AT will monitor this situation and if necessary, can investigate solutions, such as extending the T2 lane, in the future. Initially, traffic queues may increase along Edmonton Road, which may delay buses and high occupancy vehicles until they reach the T2 lane approaching the intersection. However, this is unlikely to cause overall delays to T2 vehicle journey times because: <ul style="list-style-type: none"> ○ The delays will be made up by the travel time savings the T2 lane provides at the approach to the intersection and along Te Atatu Road. ○ The T2 lane on Te Atatu Road is unlikely to be backed up to the Edmonton Road intersection, so T2 vehicles heading straight ahead from Edmonton to Te Atatu Road will be able to clear the intersection unimpeded. • Overtime, as more people switch to buses and higher occupancy vehicles, the tail back along Edmonton Road should reduce.
<p>Pedestrians and crossings (Mentions 6)</p>	<p>Support for Pedestrian and Crossing facilities:</p> <ul style="list-style-type: none"> • Great to see this area become more pedestrian friendly with all the new homes in the area. 	<p>Support for Pedestrian and Crossing facilities:</p> <ul style="list-style-type: none"> • Thank you for the support.
<p>Pedestrians and crossings (Mentions 6)</p>	<p>Suggestion/Improvements for Pedestrian and Crossing facilities:</p> <ul style="list-style-type: none"> • Put Pedestrian light that will allow pedestrian to go on any directions (like those in CBD). Vehicles wanting to go straight or right turn again got hold up by Left turning Vehicle because 	<p>Suggestion/Improvements for Pedestrian and Crossing facilities:</p> <ul style="list-style-type: none"> • An exclusive phase for pedestrians to allow diagonal crossing at the intersection would not be warranted for this location given the number of pedestrians and the adjacent land-use.

Feedback Theme	Main Points	Auckland Transport's Responses
Q3: Do you support the changes to the Edmonton Road/Te Atatū Road intersection?		
	of pedestrian cross light is green to cross Edmonton Road in front of Countdown.	
Pedestrians and crossings (Mentions 6)	<p>Concerns around proposed Pedestrian and Crossing facilities:</p> <ul style="list-style-type: none"> • Crossing this intersection on foot is horrendous. Need more frequent phasing. • For this to work, there needs to be the ability for vehicles to more freely left turn from Te Atatu to Edmonton. Conflict happens when pedestrian crossing is in use. 	<p>Concerns around proposed Pedestrian and Crossing facilities:</p> <ul style="list-style-type: none"> • The left turn red light is to protect the pedestrians and help them cross safely. The timing of the phasing will be reviewed as part of the project.

Do you support the improvements to the intersection of Te Atatū Road and Roberts Road?

Feedback Theme	Main Points	Auckland Transport's Responses
Q4: Do you support the improvements to the intersection of Te Atatū Road and Roberts Road?		
Pedestrians crossing (Mentions 14)	<p>Support/improvements for the proposed Pedestrian crossing:</p> <ul style="list-style-type: none"> A raised table will force cars to slow down, give priority to cyclists, and make this entire intersection easier for pedestrians to navigate as well. <p>This area is currently very unsafe for pedestrians (walk in this area regularly). Any improvements to safety are strongly supported. A lot of cars turn left out of the shops but then immediately do a u-turn. Support a proposal to make this area safer.</p> <ul style="list-style-type: none"> Put raised pedestrian crossing for the crossing in front of Roberts Road Shop and by the Tiroroa Avenue/Te Atatu Road intersection. Too many pedestrian almost got run over on both pedestrian due to motorists failure to slow down or even stop. 	<p>Support/improvements for the proposed Pedestrian crossing:</p> <ul style="list-style-type: none"> As the Roberts Road intersection will now be signalised, the pedestrian crossings will operate when there is a red signal for that leg of the intersection. This should significantly increase cars giving way to pedestrians using the crossing because cars will also be stopping for the red light. The signalised intersection should provide a safer environment for pedestrians to cross the road. The existing zebra crossing outside Tiroroa Avenue will be upgraded to a signalised pedestrian crossing.
Changes to the intersection (Mentions 27)	<p>Support for proposed changes to intersections</p> <ul style="list-style-type: none"> The intersection at Roberts Road to Te Atatu has been a pain to the residents for so long. You cannot see both ways, and usually you're stuck trying to turn right. It's a known issue, and we are happy to hear about the proposed changes. 	<p>Support for proposed changes to intersections</p> <ul style="list-style-type: none"> Thank you for the support!
Changes to the intersection	<p>Concerns around proposed changes to the intersection</p>	<p>Concerns around proposed changes to the intersection</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q4: Do you support the improvements to the intersection of Te Atatū Road and Roberts Road?		
(Mentions 27)	<ul style="list-style-type: none"> • Please make it a four-way intersection including the carpark intersection. • Customers using the businesses at this intersection who then need to get back onto Te Atatu Road have a difficult time already. This change will make it next to impossible at busy times and will stop many people from using those businesses which will negatively impact on them. • Reducing the number of lanes around the intersection is good. Could you also remove the median to create a bus or protected cycle lane? 	<ul style="list-style-type: none"> • AT would prefer traffic exiting the carpark to use the new traffic signals on Roberts Road to access Te Atatu Road instead of having its own signals. Having a traffic signal for the carpark would impact on the efficiency of Roberts Road and Te Atatu Road intersection. Traffic signal for small commercial blocks is uncommon and is only considered in exceptional circumstances where there are significant safety and operational concerns. • The signalised intersection should make it easier to get back on to Te Atatu Road during busy traffic times as the signals will stop traffic and allow vehicles to enter Te Atatu Road. We will be monitoring the carpark exit post construction. • The median provides a safe turning spot for vehicles turning right into Roberts Road and the shops. For a bus lane or cycle lane to be most effective, these facilities are ideally provided continuously along the route. Removing the flush median and installing new cycle lanes need to be carefully designed, to ensure any potential safety and operational issues are mitigated. This helps to provide high quality infrastructure that accommodates both cyclists and vehicles. At this stage, we are unable to include this in the project but will be considered in future projects. • Moving the entrance to the shops further north will create safety issues as it will reduce visibility of vehicles turning into the shops.

Feedback Theme	Main Points	Auckland Transport's Responses
Q4: Do you support the improvements to the intersection of Te Atatū Road and Roberts Road?		
	<ul style="list-style-type: none"> • Overall, I believe the entrance to Roberts Road shops should be moved further north to improve turn-in visibility (of both oncoming cars and bikes). • The installation of a roundabout at the intersection of Roberts Road and Te Atatu Road is a better long-term solution for this intersection. • This intersection needs some support, it is quite dangerous trying to pull out of this road onto Te Atatū Road. • Suggest a raised pedestrian crossing upgrade for the crossing in front of Roberts Road shop, and by the Tiroroa Avenue/Te Atatu Road intersection. Too many pedestrians have had near misses on both crossings due to motorists' failure to slow down or even stop. • The left-turn in to Roberts Road is hazardous and would preferably involve having the cycle way pass across the top of a raised table. • It's a great idea to signalise this intersection as it is becoming increasingly dangerous with people not being able to get out of Roberts Road. Plus there will be more development down Roberts Road, which will further increase traffic volumes. • The proposal for the Roberts/Te Atatu Road intersection is welcome but it doesn't go far enough – it needs a traffic light 	<ul style="list-style-type: none"> • Traffic signals allow for better regulation of traffic flows during peak traffic periods than roundabouts, as such signals typically improve traffic flows during peak traffic times (compared to roundabouts). Roundabouts usually require a larger land footprint. Given the traffic volume of Te Atatu Road as well as physical constraints, a roundabout will unlikely fit within the road reserve. Also, a land acquisition will be required, which makes this option less cost effective than traffic signals. • The existing zebra crossings by Tiroroa Avenue and Te Atatu Road intersection is being upgraded to signalised pedestrian crossing. Whereas the intersection of Roberts Road and Te Atatu Road is proposed to be signalised, so that pedestrians can use the traffic signals to cross. • The left-hand turn from Te Atatu Road into Roberts Road will now be signalised. The cycle lane on Te Atatu Road will now extend across Roberts Road for continuity. • The Roberts Road intersection is proposed to be signalised. All turning manoeuvres at this intersection will be controlled by traffic signals and conflicting movements will be removed as a result.

Feedback Theme	Main Points	Auckland Transport's Responses
Q4: Do you support the improvements to the intersection of Te Atatū Road and Roberts Road?		
	<p>to manage the volume of traffic that has increased (and will continue to do so) over the years. Often long queues waiting to turn right from Roberts Road.</p> <ul style="list-style-type: none"> • This would greatly inconvenience people coming out of Roberts Road. It will also slow down traffic. I strongly oppose it. • The proposal improves access for Roberts Road (a dead end), but at the cost of access to McLeod Road, which has significant housing estates catchments either side of Te Atatu Road with many bus users. The priority for Roberts over McLeod doesn't make sense. • Not sure of the purpose of the shared path by Roberts Road. I don't think cyclist would be brave enough to go this way if they are jammed in with a traffic lane. 	<ul style="list-style-type: none"> • The signalised intersection would make it safer to access Roberts Road, as it would be easier to enter a side road off a busy road via traffic lights rather than trying to find suitable traffic gaps to exit Roberts Road. • Based on our traffic modelling and analysis, signalising the Roberts Road intersection will not impact the operation of McLeod Road. However, we will be monitoring the situation once the project is completed. • The shared path is provided for cyclists as an alternative to using the traffic signals to travel through the intersection.
Traffic lights (Mentions 24)	<p>Support for Traffic Signals</p> <ul style="list-style-type: none"> • It's a great idea to signalise this intersection as it is becoming increasingly dangerous with people not being able to get out of Roberts Road. 	<p>Support for Traffic Signals</p> <ul style="list-style-type: none"> • The proposal included traffic signals at the Roberts Road and Te Atatu Road intersection.
Traffic lights (Mentions 24)	<p>Concerns regarding Traffic Signals</p> <ul style="list-style-type: none"> • While I think the intersection is unsafe, traffic lights are just a stupid option - you have a set so close to McLeod Road - it's 	<p>Concerns regarding Traffic Signals</p> <ul style="list-style-type: none"> • We will carry out signal monitoring and optimisation to improve the operations and synchronisation of the signals on Te Atatu Road.

Feedback Theme	Main Points	Auckland Transport's Responses
Q4: Do you support the improvements to the intersection of Te Atatū Road and Roberts Road?		
	<p>again going to cause issues as lights never seem to be appropriately synchronised so it will be start-stop, start-stop.</p> <ul style="list-style-type: none"> • Install traffic lights to get the traffic safely out of the Roberts Road carpark instead of forcing them all down Roberts Road to do unsafe U-turns. • Please could traffic lights be considered for Roberts Road? The traffic use on Roberts Road has increased dramatically over the past couple years. The intersection is an absolute nightmare to get in and out of during school drop offs/pick-ups. I'm surprised there hasn't been more accidents as I see people taking risks pulling out of Roberts Road on to Te Atatu Road on a daily basis. • That road is a nightmare to turn right from Robert's Road. Assuming there's going to be a traffic light for this, I am all for this. Also notice that it's only one lane due to parking there - so would love two lanes for rush hour. • Suggest traffic lights to control the flow of traffic from Roberts Road and pedestrians crossing Te Atatu Road. The proposal for the Roberts/Te Atatu intersection is great, but it really needs lights. • Another set of traffic lights at Roberts Road would interrupt off peak traffic flow between McLeod Road and Edmonton Road. 	<ul style="list-style-type: none"> • The Roberts Road and Te Atatu Road intersection is proposed to be signalised. The traffic signals at Roberts Road will have minimal impact when to traffic when travelling along Te Atatu Road. <p>The signalised intersection should make it easier and safer to turn from Roberts Road to Te Atatu Road especially during busy traffic times.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q4: Do you support the improvements to the intersection of Te Atatū Road and Roberts Road?		
Parking (Mentions 7)	<p>Support for proposed parking changes:</p> <ul style="list-style-type: none"> I support the removal of parking. 	<p>Support for proposed parking changes:</p> <ul style="list-style-type: none"> Thank you for the support!
Parking (Mentions 7)	<p>Concerns regarding proposed parking changes:</p> <ul style="list-style-type: none"> There are developments and current homeowners/ renters that are not being considered when you talk about removing parking and only having parking at set times. This is unfair on those people that reside in this area and park on the street front, especially for those who work odd hours and don't fit into the normal 9 to 5 office day. Removal of parking and no stop areas make it impossible for deliveries, especially food deliveries. Visibility turning right from Roberts Road to Te Atatu Road is difficult when there are cars parked along the kerbside of the dairy. 	<p>Concerns regarding proposed parking changes:</p> <p>AT has to allocate kerbside space particularly on strategic transport routes like Te Atatu Road to benefit the wider community. While parking removal at certain times of the day may be inconvenient to some, there are still more properties along Te Atatu Road with onsite parking.</p> <ul style="list-style-type: none"> The signalised intersection will remove concerns about visibility along Te Atatu Road when exiting Roberts Road.
Cycling and cycle lanes (Mentions 30)	<p>Support for proposed cycling facilities:</p> <ul style="list-style-type: none"> This section is one of the worst for cycling on Te Atatū Road, so I support the installation of a signalised intersection, and the narrowing of Roberts Road, as this will make it safer to navigate on a bike. 	<p>Support for proposed cycling facilities:</p> <ul style="list-style-type: none"> Thanks for your feedback.
Cycling and cycle lanes	<p>Concerns for proposed cycling facilities:</p>	<p>Concerns for proposed cycling facilities:</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q4: Do you support the improvements to the intersection of Te Atatū Road and Roberts Road?		
(Mentions 30)	<ul style="list-style-type: none"> • I do not support the removal of the berm. • I am unclear what you mean by a "cycle bypass" - are you widening the footpath and then converting the existing footpath into a cycle lane or shared path? If so, that is not what road reallocation means. It doesn't mean converting the berm space into more paved area so you don't have to find space on the carriageway for cycle lanes. The job you're tasked with is providing a safe transport system, which requires reallocating space on the carriageway for cycle lanes. This is not Vision Zero. • On Roberts Road, instead of a kerb build out to narrow the lanes to one, you should be putting in a protected cycle lane. • Would like to see a diagram of the proposed cycle by-pass? Sounds like a good idea but I can't understand what it will be like from your description. • Could you remove the median to create a bus or protected cycle lane? • Please don't provide a cycle bypass lane - real cyclists don't use these, and drivers get angry that they're not using expensive infrastructure. 	<ul style="list-style-type: none"> • Removal of the berm is necessary to ensure adequate space is provide for pedestrians and cyclists to walk and wait to safely cross the road. • After further consideration, the cycle bypass will now be removed and replaced with footpath extensions. Please refer to the updated drawings and diagrams. • The median provides a safe spot for vehicles turning right into Roberts Road and the shops.

Feedback Theme	Main Points	Auckland Transport's Responses
Q4: Do you support the improvements to the intersection of Te Atatū Road and Roberts Road?		
	<ul style="list-style-type: none"> • T2 and cycle lanes increase the traffic flow problem, not reduce it. • The left turn traffic lane, where it crosses the cycle lane (outside 149 Te Atatu Road), should be slowed/controlled. A raised table here would be the best intervention, with the cycle path moving across the top of the raised table. • Cycle "separators" are dangerous unless kept well away from driveways and intersections, also need adequate signage on them. • There are very few cyclists in the area. Not support cycling changes unless proven demand and full separate cycleway. Not enough cycle traffic to justify this cost. • Extending the separated cycleway proposed in front of the Robert's Road shops around this corner by taking some of the wide berm would greatly improve cycle safety here. • Advanced cycle boxes are simply a traffic hazard and should not be used at all. 	<ul style="list-style-type: none"> • The cycle bypass is unlikely to have any impact on traffic congestion. • There is an existing vehicle crossing at the corner of the car park entrance, as such a speed table cannot be placed here. Rubber speed humps are now proposed at the entrance to align with the proposed on-road cycle lane. • The cycle separators will be designed to ensure there is sufficient clearance from driveways and intersections. Cycle separators are provided to act as a buffer between vehicles and cyclists. • Te Atatu Road is a major cycle network and therefore provision of cycle facilities where practicable are included in the proposal to improve cyclist safety. • We have modified the project scope to include cycle lanes with separators at the corner leading towards the Roberts Road and Te Atatu Road junction. • There is no notable link between advanced cycle boxes and increased crashes.

Feedback from Bike Te Atatū

Comments	AT response
<p><u>Bus lanes</u> - In general, Bike Te Atatū is in favour of bus lanes and of mode shift to public transport and active modes. However, we have several serious concerns about this proposal.</p> <p>“A primary aim of the project is also to maintain and enhance the safety of all road users, particularly vulnerable road users such as pedestrians and people on bikes.” In terms of safe cycling, we don’t think this proposal fulfils that. We would prefer to see bus lanes rather than T2 lanes as we think that will have a greater chance of significant mode shift.</p>	<ul style="list-style-type: none"> • A T2 Lane will benefit far more people than a Bus Lane or T3 Lane and will still achieve significant travel time savings. Based on surveys of vehicles at the Edmonton Road/Te Atatu Road Intersection (survey completed 10/02/2021). <ul style="list-style-type: none"> ○ Northbound AM Peak: If T2 then 22% of cars and 60% of people will benefit. If T3 then only 5% of cars and 41% of people will benefit. The people benefited figures include bus passengers. ○ Northbound PM Peak: If T2 then 18% of cars and 47% of people will benefit. If T3 then only 4% of cars and 32% of people will benefit. The people benefited figures include bus passengers. ○ Southbound AM Peak: If T2 then 13% of cars and 41% of people will benefit. If T3 then only 2% of cars and 26% of people will benefit. The people benefited figures include bus passengers.

	<ul style="list-style-type: none"> ○ Southbound PM Peak: If T2 then 18% of cars and 44% of people will benefit. If T3 then only 3% of cars and 22% of people will benefit. The people benefited figures include bus passengers.
<p><u>T2 lanes</u> – Enforcement of the T2 lanes will need to be strong – are cameras planned? Other nearby T2/T3 infrastructure at the motorway interchange is very badly abused, and there’s no reason why this should be any different.</p>	<ul style="list-style-type: none"> ● T2 lane enforcement - it is planned to implement enforcement camera along Te Atatu Road to ensure the T2 Lane is only being used by permitted vehicles. We will pass your comment about the misuse of these lanes at the motorway to Waka Kotahi.
<p><u>Flush medians</u> - We would like you to consider deleting the flush median along the majority of this project. To preserve space for only a handful of turning movements per day at the expense of space that could be used for safe cycle infrastructure, seems at odds with Auckland Transport’s policy to prioritise the safety of pedestrians and people on bikes.</p> <p>Te Atatū Rd north of Edmonton didn’t have flush medians until the end of 2017. It looks like the bus lanes are only scheduled for Monday to Friday. Te Atatu Road is earmarked for one of the Frequent Routes in the recent Council Targeted Rate announcement which will operate 7am – 7pm, 7 days a week – so it would be good to align the hours with that. It also appears on the Henderson-Massey Local Board Plan as a “proposed express network”.</p>	<ul style="list-style-type: none"> ● Flush median - The flush median: <ul style="list-style-type: none"> ○ provides room for vehicles to queue when waiting at intersections or turning into and out of driveways. ○ can also improve traffic flow in some circumstances, such as when southbound vehicles overtake buses using the bus stops or cars turning into driveways. ○ Removing the flush median and installing new cycle lanes need to be carefully designed, to ensure any potential safety and operational issues are mitigated. At this stage, we are

	<p>unable to include this in this project. However, it can potentially be investigated as part of a future project.</p>
<p>Te Atatu Road between Edmonton Road and Bridge Avenue Southbound</p> <p>Buffers for the painted cycle lanes between Covil Ave and Lyndhurst Rd are a very welcome addition to what is substandard infrastructure. Make sure please that the buffer does not take space from the existing width, which is functionally narrower than advertised because of the non-flush concrete gutter. Continuous greening of the cycle lane along here, particularly in the spaces between these buffers, would be helpful to remind drivers turning into driveways to look for cyclists.</p>	<ul style="list-style-type: none"> • The additional buffers we are introducing will not take the spaces from the existing cycle lane width. The existing cycle lane along this section of road is typically 1.5 meter- wide (kerb to edge line). This is being retained, with the left edge of the concrete separators proposed to be positioned 1.5 meters from the kerb. Additional cycle greening and a cycle symbol will be installed adjacent to some driveways to further enhance awareness of the cycle lane.
<p>Potential problems may arise between cyclists and alighting passengers at the new raised cycle lane through the bus stops outside 291 and 251 Te Atatu Rd – the plans don't mark the width of the new concrete footpath bus passengers should step down onto but it looks very narrow. Extra width in both of these locations is likely impossible while the flush median exists.</p> <p>After the bus stop at 251, please make sure there is sufficient space for confident cyclists to pull out of the cycle lane into the parallel lane if they want to travel straight through the upcoming intersection.</p>	<ul style="list-style-type: none"> • There is 1.4 meter-width for the footpath area for passengers to wait at the bus stop outside 291, and 1.8 meter width is provided at the bus stop outside 251. This is considered sufficient, given the constraints. Due to the driveways immediately south of the bus stop 251, there is a long enough section without concrete kerb separators that will allow confident cyclists to enter the traffic lane.

<p><u>Northbound</u>: Confident cyclists currently use the outside traffic lane here, rather than the shared path, which is very bumpy (rendering the outer half unusable), hazardous (several crashes and near misses along here, usually conflict with driveways), and is no longer best practice for safe active mode facilities.</p> <p>A T2 lane here will probably be welcome to those confident cyclists, as long as traffic is moving at a similar pace to them. Ideally, deleting the flush median here would allow for an on-road cycle lane with buffer protection. If not, any remediation of the existing shared path, to encourage more cyclists to use this safely, would be very welcome.</p>	<ul style="list-style-type: none"> • We will pass on the comment with regards to the existing bumpy shared path to the maintenance team. As to the flush median, kindly refer to the section above.
<p>The intersection of Te Atatu Road and Edmonton Road, with a short stretch of T2 Lane on Edmonton Road</p> <p>Can concrete buffers be added to the southbound cycle lane on the slip lane corner of Te Atatu Rd? Since it was installed, there have been hit posts and rubber buffers which have mostly disappeared after damage from drivers. If there's nothing here, drivers cut this corner into the cycle lane. While this slip lane remains, there's no safe way for southbound cyclists to go from Te Atatu Rd to Edmonton Rd without coming out of the cycle lane to cross traffic lanes. This is only attempted by the most confident cyclists.</p>	<ul style="list-style-type: none"> • We will pass on these comments to our maintenance team.
<p>Without a complete redesign of this intersection, can we request that a mountable kerb is installed so that cyclists can mount the pavement and use the pedestrian crossings? Can we also request that these pedestrian crossings are re-phased to favour pedestrians? The wait here can be interminable, which encourages people to risk crossing against the lights.</p>	<p>With regards to the mountable kerb request, AT will need to provide cycle ramps at each leg of the intersection and formalise this as a shared path area. This is challenging at the Te Atatu South and Edmonton Road approach, where there is a lack of footpath space due to the adjacent boundary/buildings. This intersection is busy with competing demand from different users (pedestrians, buses,</p>

	vehicles). We will investigate further pedestrian improvements.
<p>Concrete buffers are welcome on the short cycle lane on Edmonton Rd – drivers regularly straddle the cycle lane here while waiting at the intersection. Can any extra protection be provided further back towards School Rd where the cycle lane starts? It is often blocked here by drivers waiting to merge into the left-turn (and new T2) lane.</p> <p>One *traffic* issue you should be aware of and which would be good to try and mitigate as part of this project: in peak morning traffic, drivers in Edmonton Rd going straight through to Te Atatu Rd (northbound) use the flush median to queue, then use the right hand lane to go straight ahead. A new central island at 222 Edmonton Rd might help prevent this?</p> <p>Unlikely to be effective this illegal movements can still be undertaken even with a traffic island on the flush median. Also the traffic islands would also hinder right turn access out of the properties.</p>	<ul style="list-style-type: none"> Unfortunately, even with a traffic island on the flush median, these illegal movements may still happen. Traffic islands would also hinder right turn access out of the properties.
<p>Te Atatu Road between McLeod Road and Edmonton Road</p> <p><u>The signalisation of the three existing zebra crossings outside 134, 210, and 250/252 Te Atatu Rd:</u> can you please make sure the light phasing favours pedestrians and not drivers, even at peak time? There has been one recent fatality and several crashes and near misses on this road because crossing points are not frequent enough/not safe enough. In general, this section is the most concerning for cyclists.</p>	<p>This intersection is busy with competing demand from different users (pedestrians, buses, vehicles). We will investigate further pedestrian facility improvements in the future.</p>
<p>The current situation is that cyclists ride in the underused parking buffer (in both directions). This provides a safe space but does require pulling out to pass parked cars, which can be fraught and can subject cyclists to abuse and “punishment passes” (see tweets below).</p> <p>Until Te Whau pathway is built (currently only some sections are funded so unlikely to be complete for many years) there is no safe alternative route for cyclists that doesn’t involve travelling along Te Atatu Rd: until that happens, it needs to be safe for all ages. (And even after that happens, this route on the</p>	<ul style="list-style-type: none"> We proposed to have the transit lanes operate during peak times as this is when vehicles have the greatest demand to travel along Te Atatu Road. The T2 lanes are not expected to be full during the operational hours and cyclists will not have to find their way around parked vehicles.

<p>ridge still needs to be safe for faster cyclists and people visiting Te Atatu South shops and other locations, as per Connected Communities.)</p> <p>If the T2 lanes are expected to be full with other moving traffic, a slower-moving cyclist does not mix with this; stopped traffic and a faster-moving cyclist does not mix either. The proposed solution will be *less safe* for cyclists than the status quo.</p> <p>When we look at this proposal (particularly this section), the overriding impression is that the flush median has been retained at the expense of cyclist safety. Deleting the flush median and reallocating that space to safe cycling infrastructure would go some way to aligning with Vision Zero and all-ages cycling goals, as well as providing an important link between the NW cycleway and Te Atatu South/Glendene.</p> <p>The project overview says this “will improve the level of service for active modes” and so far this has not been demonstrated.</p>	<ul style="list-style-type: none"> For the existing situation, cyclists are required to enter the general traffic lane when overtaking parked vehicles, with the proposal, cyclists would have additional space within the T2 lane to overtake parked vehicles outside of the T2 operational hours. Allowing cyclists in the transit lanes provides them relatively more protection compared to the existing situation. Transit lanes tend to be less crowded which helps reduce conflict with vehicles. Cyclists would be expected to take the lane when travelling along the T2 lane and no longer need to merge with the general traffic. As to the removal of gravel near this section of the road, we will pass it onto the relevant team.
<p>The intersection of Te Atatu Road and Roberts Road</p> <p>The bend in the road near Roberts Rd is currently one of the most hazardous parts of this section of Te Atatu Rd. Northbound, there’s a buffer usually full of gravel and a crash barrier which limits escape opportunities (https://twitter.com/_mharvey/status/1459065744805691393?s=20). Southbound, the parking buffer disappears and the visibility is bad just before the driveway to the shops (https://twitter.com/_mharvey/status/1394186145198608386?s=20).</p> <p>While the extra cycle infrastructure is welcome across the top of the shops, the entrance to that channel is abrupt. If there was an existing cycle lane further back (northwards) it would make more sense. The new shared path on the north side of this junction is confusing; is this intended for cyclists going straight on to use to bypass the lights? If so, surely, they will then rejoin the road just as cars and busses are</p>	<ul style="list-style-type: none"> The proposal design has since been amended, that includes changes to the bend near the Roberts Road shops. A kerb cutback will be made to accommodate a southbound cycle lane with concrete separators. This is proposed to begin immediately south of the entrance to 157 Te Atatu Road and tie into the proposed cycle lane outside the shops. The amended design also no longer proposes a shared path on

catching up with them. If not, then is it just for cyclists visiting the shops/turning into Roberts Rd? If this is the case, then how will this be communicated and are the crossings dual pedestrian/cycle lights?	the north side of Te Atatu Road and the Roberts Road intersection.
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Attachment 1: Updated design