

# Karangahape Road Streetscape Enhancement Project

## Public feedback received in late April and early May 2016.

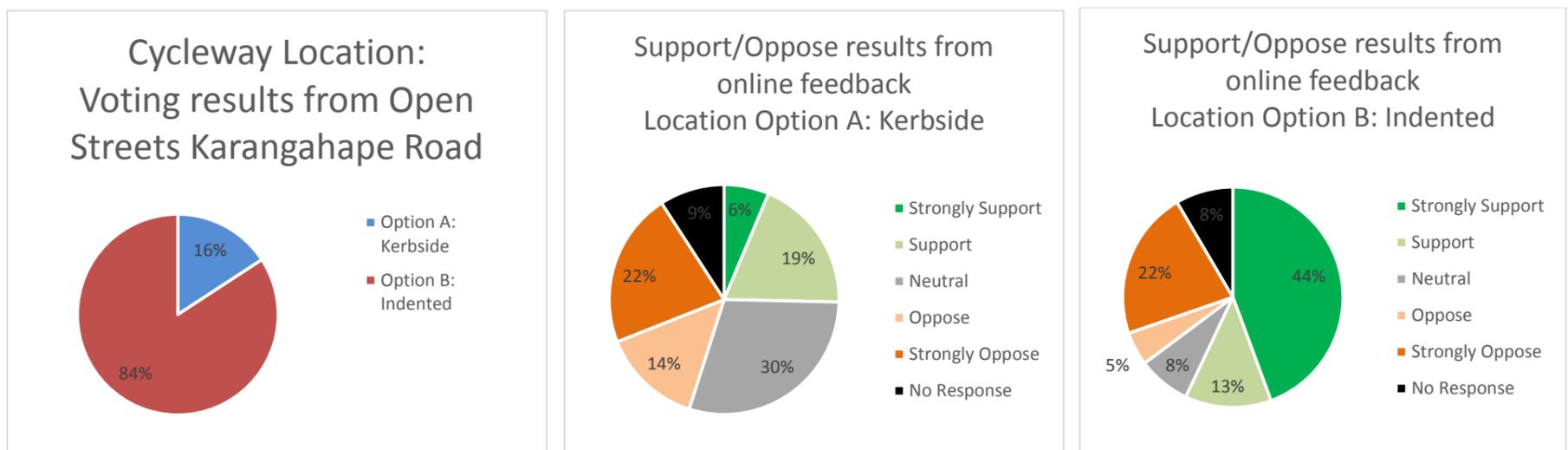
In late April and early May 2016 the Karangahape Road Streetscape Enhancement Project Team invited feedback from the public on some initial design options for the cycleway along K Road.

The project team set up a stall and displays inviting feedback at the Open Streets event. Members of the public were asked to use sticky dots to vote on several design options and could also provide comments using sticky notes. Additionally, an online feedback form was available and promoted via a letter drop to around 2800 addresses and also at the event.

In total, 370 pieces of qualitative feedback were collected: 228 submissions via post-it notes and feedback forms, and 142 people submitted online feedback forms. The key themes resulting from this feedback are outlined and explored in more detail on the next page.

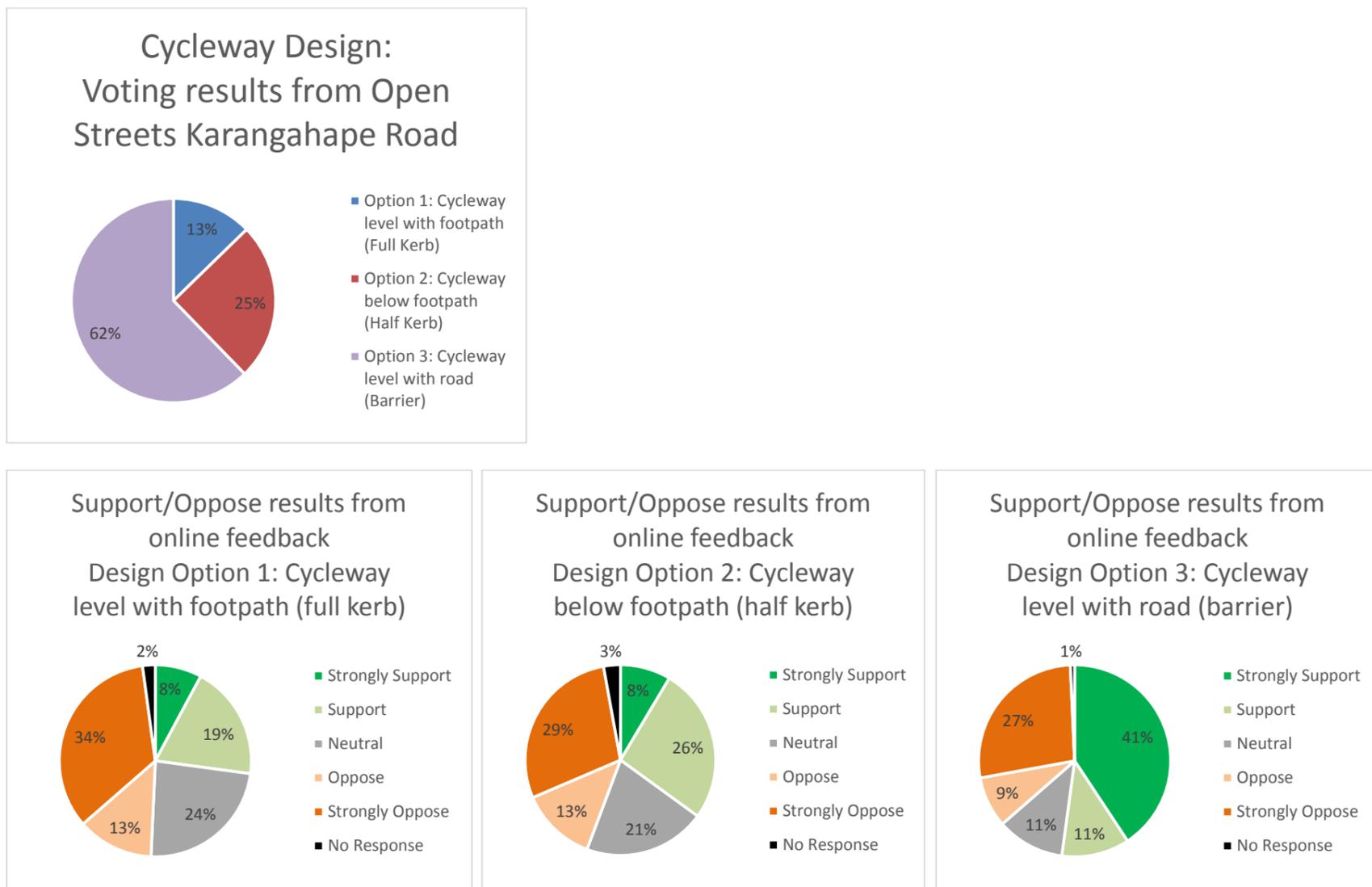
At the event, members of the public were able to 'vote' in two categories: 'Location' (kerbside or indented) and 'Design' (Full kerb, half kerb, or barrier). 1841 total 'voting dots' were counted. Via the online feedback form, submitters were instead asked to *rate* their support for each option in each category. There were 142 total submitters who provided feedback online. This feedback is separated according to category below.

## Cycleway Location



The results show the vast majority of people supported the 'Indented' option.

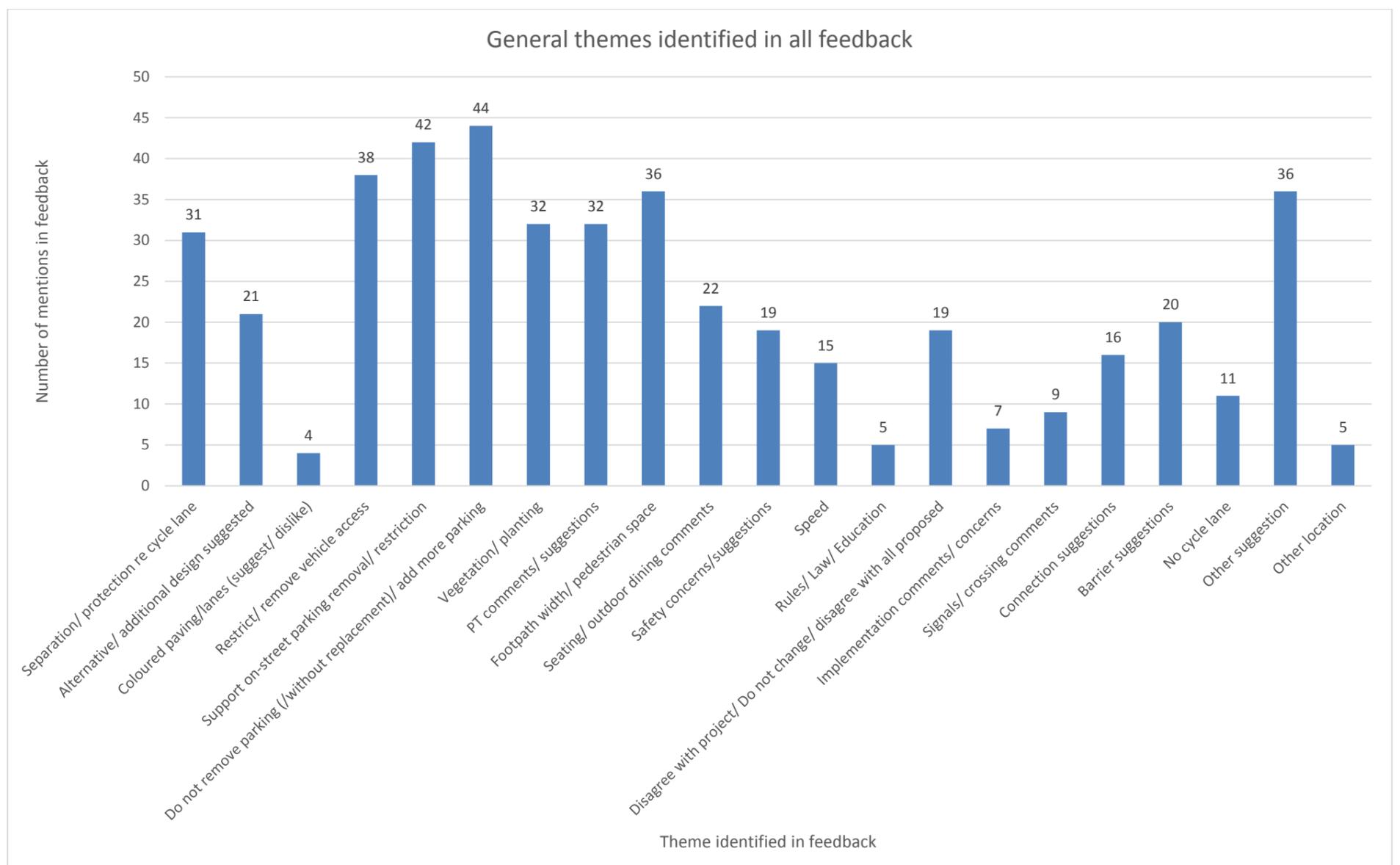
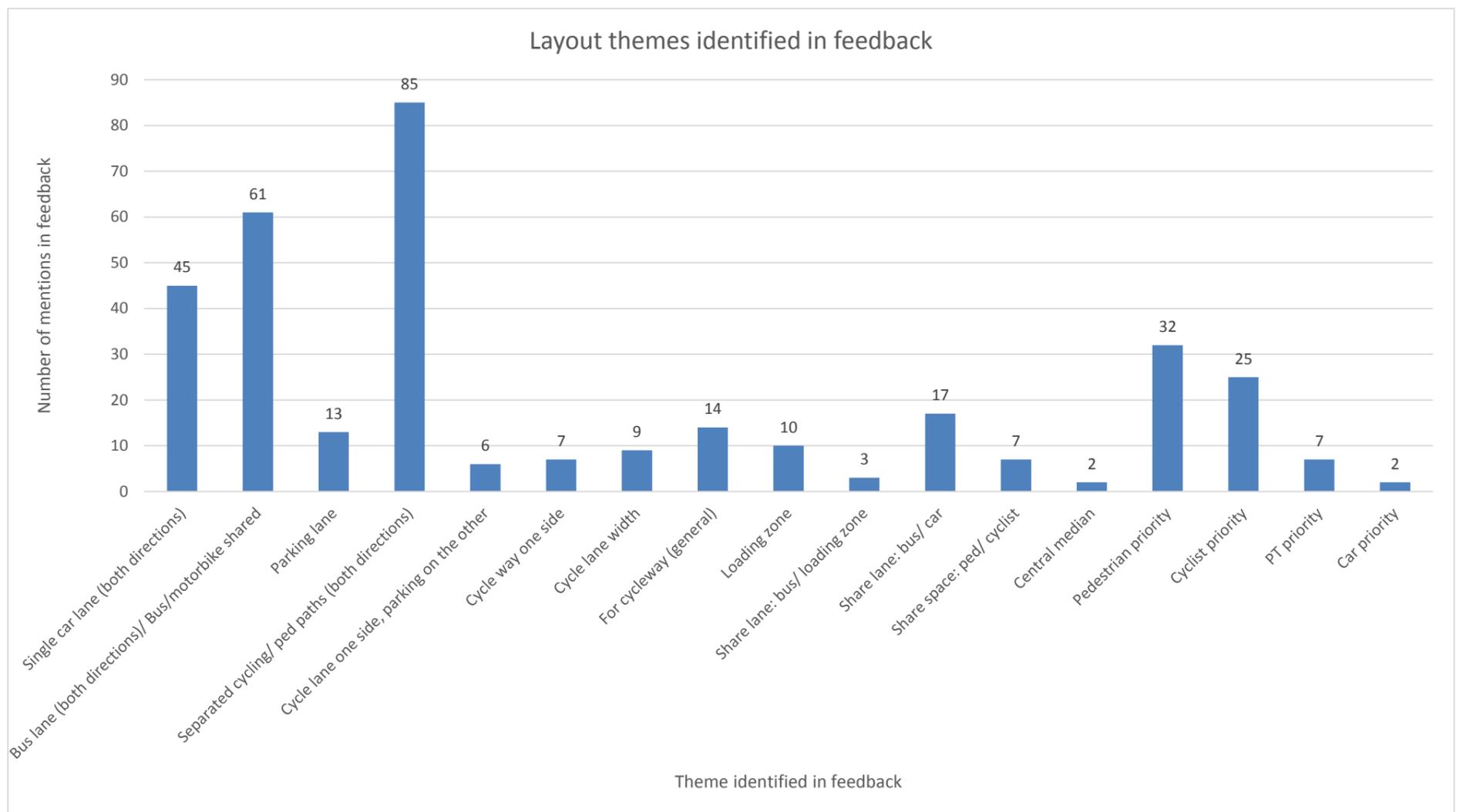
## Cycleway Design



The results show that the vast majority of people supported the 'level with road (barrier)' option.

## Themes identified in feedback

These themes have been identified via post-it notes, hardcopy forms and online feedback forms.



Theme	Sub-theme	Times mentioned	Illuminative quotes
<b>CYCLEWAY LOCATION Votes/Ranking comments</b>			
<b>LIKE Location Option A: Kerbside?</b>			<ul style="list-style-type: none"> <li>Looks better. I love the nature barrier between road and cycle way</li> </ul>
<b>DISLIKE Location Option A: Kerbside?</b>			<ul style="list-style-type: none"> <li>Puts cyclists in a position where it is harder for pedestrians to see them as they go to cross the road and also has the cycle traffic very near to mixing with the heavier vehicles.</li> </ul>
<b>LIKE Location Option B: Indented?</b>			<ul style="list-style-type: none"> <li>If the cycleway is clearly marked (bright green as per usual) and pedestrians are not encourage to get close (bins and seating are adequate distance away, then this option would have better flow</li> <li>Indented provides spaces for pedestrians to cross without standing in the cycle lane. Also it addresses my concern about making cyclists feel less a part of the pedestrian realm and more part of the vehicle realm with road level does; so a indented road level option reorients cyclists back towards pedestrian realm. Also provides better connections back to pavement for all those shopping trips, cafe and restaurant stops.</li> <li>Pedestrians and cyclist have good sight of each other as well as a good waiting point for pedestrians waiting to cross the road with better viability.</li> <li>Better protected from car and visually much safer (to encourage more people to cycle)</li> <li>Great for pedestrians and prevents them going onto the road to cross where it can be dangerous for them. Safest for cyclists. I LOVE option B!</li> <li>Much better in my opinion. If pedestrians are crossing the road there is space for them outside of the cycle lane to wait. Also it is good protection from buses and more green space would benefit K road in many respects!!</li> <li>Safest for cyclists and pedestrians, looks good.</li> <li>Seems preferable as it is safer, lower cost, and provides more room for the tree canopy. The 'less separation from pedestrians' con is only a big issue if the cycleway is at the same level as the footpath.</li> <li>This is the best option combining safety, lower cost and aesthetic greenery.</li> <li>Awesome option! It will look great and really help cyclists feel safe</li> </ul>
<b>DISLIKE Location Option B: Indented?</b>			<ul style="list-style-type: none"> <li>Makes it difficult for a cyclist to do a right turn at an intersection. How much of the planting space will be removed so that they can join the road and get to the centre line? How will this affect the overall feel to the road when so much planting is removed? Cyclists are primarily road users and need to be able to use the road safely.</li> </ul>
<b>CYCLEWAY DESIGN Votes/Ranking comments</b>			
<b>LIKE Design Option 1: Cycleway level with footpath (full kerb)?</b>			<ul style="list-style-type: none"> <li>This option, with the cycleway being CLEARLY DEFINED would be my preference, and with existing pedestrian crossings extended across the cycleway of course.</li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
<b>DISLIKE Design Option 1: Cycleway level with footpath (full kerb)?</b>			<ul style="list-style-type: none"> <li>• Full kerb as shown is hard/expensive to move</li> <li>• On K Rd I don't think this option would work too well as there is a lot of foot traffic that wander at a slower pace along the street, popping in and out of shops etc. It would be best with a slight separation between pedestrians and cyclists.</li> <li>• Will have pedestrians walking on it.</li> <li>• There is not much indicating the difference between the cycle lane and the footpath. This could cause problems with people unfamiliar with the area. It could be a safety hazard with some cyclists wanting to cycle quickly.</li> </ul>
<b>LIKE Design Option 2: Cycleway below footpath (half kerb)?</b>			<ul style="list-style-type: none"> <li>• Gives cyclists the ability to get out of the cycle lane if its blocked without being forced to get off their bike</li> </ul>
<b>DISLIKE Design Option 2: Cycleway below footpath (half kerb)?</b>			<ul style="list-style-type: none"> <li>• Could be improved by providing greater separation from the road (as it is one of the cons listed)</li> </ul>
<b>LIKE Design Option 3: Cycleway level with road (barrier)?</b>			<ul style="list-style-type: none"> <li>• 3 provides more safety aspects, could this be a one way system?</li> <li>• From experience with the Beach Road cycleway and along Tamaki Drive, unless you make a cycleway very clearly different to the pavement then it will be used by pedestrians, dangerous for both parties</li> <li>• In some ways I prefer the pavement level option because it seems like cyclists are more part of the pedestrian realm rather than a 'transport realm' but given the amount of pedestrian traffic on I road option 3 is safer for all.</li> <li>• Best option - safest for everyone and most practical.</li> <li>• By far the safest particularly for children who in my experience can be a bit wobbly. A fall off a raised cycle lane would be terrible for a child as this puts the child in front traffic.</li> <li>• Keeps cyclists and pedestrians safe while reducing costs of moving services. Would need to create new methods of adding plants or artwork.</li> <li>• People will park on the cycleway if it is possible, A raised Barrier is the best way to prevent this</li> <li>• Walking through the suburbs of Sydney, option 3 was amazing. The barrier also were planted out and was used well by cyclists. Auckland pedestrians do not tend to walk in a straight line and quite oblivious. Having cyclist and pedestrians on the same level does not help the situation for cyclists much.</li> <li>• By far the safest for cyclists and I am sure there are ways to plant trees and have seating with this option.</li> </ul>
<b>DISLIKE Design Option 3: Cycleway</b>			<ul style="list-style-type: none"> <li>• Barrier often prevents drainage &amp; accumulates glass, gravel so better to have at the same level so can be cleaned more easily</li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
level with road (barrier)?			<ul style="list-style-type: none"> <li>• Isn't practical when you are on a bike and you want to veer off to a side street it is much harder to break free from the cycle lane.</li> <li>• The concrete barrier, if it has gaps in it at intervals, would look messy, like the one on Nelson Street. Are the gaps in the barrier on Nelson Street for Stormwater?</li> </ul>
<b>LAYOUT THEMES IDENTIFIED IN FEEDBACK</b>			
Single car lane (both directions)		45	<ul style="list-style-type: none"> <li>• Decrease availability to cars generally, one lane each direction only.</li> <li>• General traffic needs one lane on both ways</li> <li>• I say you should have a single lane for all traffic, and a taxi/bus lane</li> <li>• I think cars are NOT the future and we should just have one lane for them each direction.</li> <li>• Reduce the vehicle lane to one lane</li> </ul>
Bus lane (both directions)/ Bus/motorbike shared		61	<ul style="list-style-type: none"> <li>• 24 hour bus lanes taking up one lane on each side (in middle).</li> <li>• 3m bus only lane - not T2 or T3 - this should be at least a 12hr bus lane, preferably 24hr</li> <li>• Buses are so frequent through this area, expecting cyclists to share with buses is ludicrous. Buses do not work with cyclists.</li> <li>• Buses should have a peak hour only bus lane which should also be a T2. Not T3. T3 lanes are unrealistic.</li> <li>• Dedicated 24/7 bus/T3 lanes in each direction</li> <li>• Not sure about bus lanes but if so peak hour only bus lanes! Would be silly to waste valuable road space on 24h bus lanes.</li> <li>• Full-time bus lanes; Alternatively, peak hour bus lanes with off-peak parking.</li> <li>• Having bus lanes separated from general traffic is important, to keep the public transport fluid.</li> </ul>
Parking lane ( <i>this theme was just people who stated a parking lane in 'layout'. Parking is addressed further in next section</i> )		13	<ul style="list-style-type: none"> <li>• More parking required - Just 30 minutes should be free to encourage people to shop</li> <li>• Parking/bus/loading bay</li> <li>• Peak bus/ off-peak parking</li> <li>• Share bus stop/ parking/ loading zone</li> <li>• Lane for parking</li> </ul>
Separated cycling/ ped paths (both directions)		85	<ul style="list-style-type: none"> <li>• A dedicated indented cycle lane with a kerb to the footpath along the whole road</li> <li>• Bike lanes would be amazing. Scary cycling along K Rd, as footpaths full of people and the road full of cars and crazy buses. Would be good for cycle way to be separated from both pedestrians and cars. Enough room for bikes to pass as some can ride leisurely to the side and commuters can speed past.</li> <li>• Bike/footpath separation - many walkers stray into cycle lanes unless there is a very clear height/surface delineation.</li> <li>• Cycle lanes along the footpaths should be separated from the road with planting.</li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
			<ul style="list-style-type: none"> <li>• <i>Cycle lanes must be separated with a concrete barrier.</i></li> <li>• <i>Cycle lanes should be clearly defined and not impinge on pedestrian needs.</i></li> <li>• <i>Dedicated cycle way in each direction.</i></li> <li>• <i>If more people will be coming to K Rd with the City Rail then it is critical that peds don't cause an issue to cyclists</i></li> <li>• <i>Pedestrians and cyclists are not the same. Both need amenity beyond being away from traffic.</i></li> <li>• <i>Separate bike lane from bus lane, the buses are scary when on a bike!</i></li> <li>• <i>The current parking lanes should be shared between dedicated cycle lanes and expanded footpaths and planting areas.</i></li> </ul>
<b>Cycle lane one side, parking on the other</b>		6	<ul style="list-style-type: none"> <li>• <i>Bi-directional cycle lane one side, parking lane on the other</i></li> </ul>
<b>Cycle way one side</b>		7	<ul style="list-style-type: none"> <li>• <i>As a some-time cycle user I believe there should be a cycleway down K Rd. Currently i very rarely ride on the road, only when it is quiet. Other times I ride slowly on the footpath. BUT I believe the cycleway should be on one side of the road only.</i></li> <li>• <i>One lane for dual direction bike lane.</i></li> <li>• <i>Two way separated bike lane on one side of the road. With concrete barrier between traffic.</i></li> </ul>
<b>Cycle lane width</b>		9	<ul style="list-style-type: none"> <li>• <i>2m wide cycleway please</i></li> <li>• <i>Are the bike lanes wide enough to ride side by side?</i></li> <li>• <i>Def a 2m wide bike lane to make sure people can pass other cyclists safely.</i></li> <li>• <i>Does a tricycle fit?</i></li> <li>• <i>Wider bike lanes for people who are not too coordinated.</i></li> </ul>
<b>For cycleway (general)</b>		14	<ul style="list-style-type: none"> <li>• <i>All ages &amp; abilities bike space!</i></li> <li>• <i>Clear bike separation = bikes can go fast - safely as ebikes grow this is important.</i></li> <li>• <i>Proper safe bike lanes</i></li> </ul>
<b>Loading zone</b>		10	<ul style="list-style-type: none"> <li>• <i>Keep loading zone - needed to keep businesses.</i></li> <li>• <i>Loading zone on one side</i></li> <li>• <i>Loading zones - a few ideas: - create loading zone close by on side street intersections and on streets and laneways parallel to K Rd -Perhaps narrow the footpath and cycle path in places to allow an on street goods vehicle loading zone - allow loading at certain locations within the bus lane. at these locations yellow hatch the general traffic lane so that buses can pull out to get around the loading zone</i></li> <li>• <i>Minimise loading zones to only where essential and look at side street options where possible.</i></li> <li>• <i>No public parking except for 15min loading zones</i></li> <li>• <i>Share bus stop/ parking/ loading zone</i></li> </ul>
<b>Share lane: bus/</b>		3	<ul style="list-style-type: none"> <li>• <i>One lane for buses and loading zones</i></li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
loading zone			<ul style="list-style-type: none"> <li>• <i>Parking/bus/loading bay</i></li> </ul>
Share lane: bus/ car		17	<ul style="list-style-type: none"> <li>• <i>4 lanes for cars to be shared with buses. As now, only 1 peak time bus lane share with T2. 24 hours bus lanes are definitely not needed</i></li> <li>• <i>Don't think we need bus lanes on K Rd: Not necessary</i></li> <li>• <i>I think the current arrangement of buses sharing lanes with general traffic works well enough. As a regular bus user I don't see any problems there.</i></li> <li>• <i>K Rd already has traffic problems and definitely should not have any lanes for general traffic removed. If buses are going to be routed along K Rd, they should use existing infrastructure, especially as the upcoming CRL Station on K Rd will reduce the number of buses on K Rd.</i></li> <li>• <i>No need for bus lanes as people can use the new CRL. Take a car or bus to the train station, then a train to and from the CBD.</i></li> </ul>
Share space: ped/ cyclist		7	<ul style="list-style-type: none"> <li>• <i>Footpath and cycleway combined. So few cyclists a separate lane is not required. Cyclists are only passing through on K Rd, not retail buyers.</i></li> <li>• <i>Widen the footpath/cycle lane</i></li> </ul>
Central median		2	<ul style="list-style-type: none"> <li>• <i>Narrow the centre verge currently too wide and wasted space.</i></li> <li>• <i>Would like to keep central median to stop dangerous U turns.</i></li> </ul>
Pedestrian priority		32	<ul style="list-style-type: none"> <li>• <i>Fit parking in if you can, but only if it can be done without sacrificing space from pedestrians and cyclists. [also cyclist priority]</i></li> <li>• <i>I think parking in the main K Road Block (between Queen Street and Pitt Street) is less important than efficient catering for pedestrians, diners and cyclists. [also cyclist priority]</i></li> </ul>
Cyclist priority		25	<ul style="list-style-type: none"> <li>• <i>Bike 100% , no cars or buses.</i></li> </ul>
PT priority		7	<ul style="list-style-type: none"> <li>• <i>The other two lanes (one each way) can become bus lanes, ideally 24 hour bus lanes - or possibly T3 lanes, but preferably bus lanes.</i></li> </ul>
Car priority		2	<ul style="list-style-type: none"> <li>• <i>No Cycleway, create 4 lanes for cars!</i></li> </ul>

### GENERAL THEMES IDENTIFIED IN FEEDBACK

Separation/ protection re cycle lane	Like/ want family friendly	3	<ul style="list-style-type: none"> <li>• <i>All ages &amp; abilities bike space!</i></li> <li>• <i>Bike lanes safe for all ages 8-80 years. Kids shouble be ok using it.</i></li> </ul>
	Like/ want cyclist-ped separation	11	<ul style="list-style-type: none"> <li>• <i>Being vision impaired, I would strongly prefer a wider footpath and more separation from cyclists.</i></li> <li>• <i>Clear bike separation = bikes can go fast - safely as ebikes grow this is important.</i></li> <li>• <i>Cyclists move very quickly and pedestrians, such as children or clueless adults, could be a liability if they do not notice the cycleway and get too close or walk on</i></li> <li>• <i>Cyclists separated from pedestrians and following pattern of the road means less stopping for bikes.</i></li> <li>• <i>From experience with the Beach Road cycleway and along Tamaki Drive unless you make a cycleway very clearly different to the pavement then it will be used by pedestrians, dangerous for both parties</i></li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
	Like/ want cyclist-car separation	15	<ul style="list-style-type: none"> <li>• Pedestrians and cyclists are not the same. Both need amenity beyond being away from traffic.</li> <li>• Planting on both sides of the street, use separation of cycle lanes from vehicular lanes to plant on separation.</li> <li>• Separate bikes from cars = fast for bike + safe</li> <li>• Separated lanes make both cyclists and motorists feel safer.</li> <li>• Separated from traffic = happy, safe bikers</li> </ul>
	Like/ want cyclist-bus separation	2	<ul style="list-style-type: none"> <li>• Separate bike lane from bus lane, the buses are scary when on a bike!</li> </ul>
Alternative/ additional design suggested	Additional cycle facilities	2	<ul style="list-style-type: none"> <li>• Put a cycle lane through it [K'Rd/Ponsonby intersection]- cars try and overtake when you are biking through.</li> <li>• Please increase the number and frequency of bike racks.</li> </ul>
	Additional street features	2	<ul style="list-style-type: none"> <li>• At the Ponsonby end, the project's scope should include (if it doesn't already) Howe, Hereford and Hopetoun Streets, to connect with the proposed cycle route on Hopetoun Street, and improve amenity for the residents of the new apartment complexes. Howe St in particular (as far as Hopetoun St) has significantly large footpaths, which could feature street trees or rain gardens.</li> <li>• Perhaps barriers between road and footpath approx 1.5m high to encourage outdoor dining.</li> </ul>
	Suggest cycle lane design	10	<ul style="list-style-type: none"> <li>• Copenhagen bike lanes through the city, pretty please.</li> <li>• Could this be a one way system?</li> <li>• Important to have disability access across cycleway.</li> <li>• Make it like option three but with the cycle track and the barrier being half-kerbs.</li> <li>• My support is conditional on the cycleway only being on one side of the street.</li> <li>• Turning onto other streets needs to be clear, safe &amp; prioritised for cyclists.</li> <li>• Why not vary the pavement width rather than always straight lines? E.g alternate café furniture w/ bike parking.</li> <li>• The key to accommodating all the users - being able to share between uses is not a green cycle path - rather a simple road layout which doesn't widen, slim and stop and start.</li> </ul>
	Suggestion for road layout design	5	<ul style="list-style-type: none"> <li>• Designated drop-off zones</li> <li>• Each side should have... car parking access to car park building.</li> <li>• Keep bikes on the road [not on footpath]</li> <li>• Reallocate the 3350mm parking bay between pedestrians and bicyclists</li> <li>• You can create the strongest barrier by separating cycleways from the road with parked cars a la NYC, other cities. Footpath --&gt; Cycleway --&gt; parallel parks --&gt; roadway. In my opinion this would be the best appropriation of current infrastructure.</li> </ul>
	Other	2	<ul style="list-style-type: none"> <li>• Could we please fix up that terrible motor way over bridge? It is a completely flawed design that serves none of the existing or future uses well. What a lost opportunity that could be resurrected in</li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
			<p><i>this exciting process.</i></p> <ul style="list-style-type: none"> <li>• <i>Lack of designated Motorcycle parking on streets around the city with the exception of the university precinct. In Melbourne bikes are allowed to park on footpaths closest to the curb-free. Motorists get very unpleasant should you legally take up and pay for a parking space in a pay and display area.</i></li> </ul>
Coloured paving/lanes	Suggest/ Like coloured paving/ lanes	3	<ul style="list-style-type: none"> <li>• <i>Different colours and materials should be used to clearly delineate the different transport modes.</i></li> <li>• <i>Need to have clearer visual indicator of cycle path...pink cycle way.</i></li> <li>• <i>Pink lane is great if you're going all the way, but this is really a key project to make cycling in the city centre safe and enjoyable.</i></li> </ul>
	Dislike coloured paving/ lanes	1	<ul style="list-style-type: none"> <li>• <i>Please don't ruin the cycle ways with bright coloured paving!</i></li> </ul>
Restrict/ remove vehicle access	Restricted/ limited vehicle use	7	<ul style="list-style-type: none"> <li>• <i>Cars only at night.</i></li> <li>• <i>Close for trucks. Bus only @ certain times. 1 lane in/1 lane out.</i></li> <li>• <i>Severely restrict car access, and allow only buses during peak hours.</i></li> </ul>
	No cars or buses	7	<ul style="list-style-type: none"> <li>• <i>A human space. Cars kill.</i></li> <li>• <i>Bike 100%, no cars or buses.</i></li> <li>• <i>Bus and cyclists only between East and Pitt St.</i></li> <li>• <i>Close off to traffic completely. If that isn't possible allow access only to emergency vehicles, and possibly buses</i></li> <li>• <i>I would like to see pedestrian/cyclist only area on K Rd between Queen St and Pitt St</i></li> <li>• <i>Pedestrianise a section of K Rd. No vehicles. It will become a destination and create a sense of community. Even if only in the weekends in summer.</i></li> <li>• <i>Pedestrian mall with trees</i></li> </ul>
	No private vehicles	22	<ul style="list-style-type: none"> <li>• <i>Bus lane, all other space ped's &amp; bicycles only only. No cars.</i></li> <li>• <i>Can K Rd become a street that allows only cyclists, pedestrians + maybe buses.</i></li> <li>• <i>Cars do not contribute economically or socially here. This is central Auckland.</i></li> <li>• <i>Car free city, invest in public transport everywhere.</i></li> <li>• <i>Do not change any road design, just lock out all cars.</i></li> <li>• <i>Move K'Rd to a bus and taxi road only no public vehicles between Queen St and Pitt St</i></li> <li>• <i>No cars but some form of motorised vehicle for those with mobility difficulties.</i></li> <li>• <i>No cars!!! Pedestrian street.</i></li> <li>• <i>My preference would be to make K road between Queen St and Pitt St for Buses, Taxi's, Service vehicles, Motorcycles and emergency vehicles.</i></li> <li>• <i>No car zone!</i></li> </ul>
	Redirect traffic	2	<ul style="list-style-type: none"> <li>• <i>Get the cars using k Rd as a shortcut to motorways to use alternative routes.</i></li> <li>• <i>No taxi at night. Taxi rank away from K'Rd.</i></li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
<b>Support on-street parking removal/restriction</b>	<b>No on-street parking</b>	22	<ul style="list-style-type: none"> <li>• Dislike parking at all on K’Rd, suggest less parking on K rd.</li> <li>• Eliminate parking to create space</li> <li>• Get rid of parking- so few parks it won’t make any difference to the number of people shopping as there will be so much foot and cycle traffic.</li> <li>• No parking and if parking, bikes are inside it</li> <li>• It might seem unpopular to remove car parking and reduce vehicle capacity, but the aim is to get cars out of the city. Cars should accommodate for the city, and not the other way around. It's the only way we can have an effect on end user trip behaviour.</li> <li>• No on-road parking, just some waiting zones for taxis. On-road parking has no place on a main road in a city centre.</li> <li>• No parking on arterials ever (except disability parking - need enough of that)</li> <li>• No public parking except for 15min loading zones</li> <li>• Take away all car parks; no more street parking very annoying</li> </ul>
	<b>Less on-street parking</b>	2	<ul style="list-style-type: none"> <li>• Same goes for car parking - reduce it to get more people coming by other means.</li> <li>• I think there's scope to reduce parking along K’Rd - it causes a bit of a backlog sometimes when people are parking, and creates clutter</li> </ul>
	<b>Time-limited parking suggested</b>	3	<ul style="list-style-type: none"> <li>• Time Limited parking (30-60min)</li> <li>• Parking not too important (drop off zones / maybe half hour parking spots only; parking more appropriate down Mercury Lane area.</li> <li>• Remove most parking (provide alternative spaces in neighbouring streets?); There is already so little parking available, perhaps that should be reduced further and made for 45min max.</li> </ul>
	<b>Replace parking with cycle facility</b>	8	<ul style="list-style-type: none"> <li>• Remove on street parking and use this space for the cycle lane. Look at options for creating parking buildings nearby as a possible revenue source to cope with the demand created by this.</li> <li>• Remove all car parking with lane for bike track – separated</li> <li>• Reallocate the 3350mm parking bay between pedestrians and bicyclists.</li> <li>• Replace parking with Copenhagen lanes.</li> <li>• I think parking in the main K Road Block (between Queen Street and Pitt Street) is less important than efficient catering for pedestrians, diners and cyclists.</li> </ul>
	<b>Move parking to side streets/ parking buildings</b>	7	<ul style="list-style-type: none"> <li>• K’Rd has several side streets, maybe better to park down those than on K’Rd? I've never personally attempted to park on the road. But the side streets of K’Rd can be a bit dodgy and scary...</li> <li>• Minimise parking (should be off side streets or car parks) as relatively dead space. Minimise loading zones to only where essential and look at side street options where possible.</li> <li>• Parking may have to be sacrificed to add the cycle lanes, so AT should invest in a new multi-story carpark in the vicinity to compensate for this, as parking is important to the area's businesses.</li> <li>• Parking on side streets only. Alternatively peak hour bus lanes with off-peak parking.</li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
			<ul style="list-style-type: none"> <li>• <i>Parking would be better underground. Taxis could stop on additional lanes situated in some areas, so the number of lanes could variate.</i></li> </ul>
<b>Do not remove parking</b>	<b>Keep all parking</b>	26	<ul style="list-style-type: none"> <li>• <i>All car drivers, cyclists, pedestrians need to take greater responsibility for their safety, keep parking on K'Rd</i></li> <li>• <i>Based on the image, the carparks appear to be over 3m wide, this can be reduced significantly, to provide enough room for footpath widening or cycle lanes without compromising parking.</i></li> <li>• <i>Car parking and private motor vehicle space allocation should not be hindered or reduced. All options need to include the same amount of car parking that is currently available.</i></li> <li>• <i>Car parking for visitors to K'Rd so that they will be safer when walking back to their vehicles after a day out shopping or a night out on the town. People do NOT want to walk miles down the side streets that are not safe to walk to get to their cars so leave the car parking spaces alone. Parking is a safety measure for people who go to dinner or a nightclub on K'Rd.</i></li> <li>• <i>Don't take away kerbside parking!</i></li> <li>• <i>No BICYCLE LANE. Taking parking, pedestrian footpath, either of only two road lanes. Get real don't destroy the economy of K Rd. Think it out there is no K Rd spare space</i></li> <li>• <i>Where is the car parking? That area is bad enough for parking without losing what seems to be all of the car parks along there! They need to stay.</i></li> </ul>
	<b>Keep parking/ business concerns</b>	11	<ul style="list-style-type: none"> <li>• <i>Bike and bus lane combine to still allow parking. As a business owner on K Rd I am concerned that there will be no parking left for customers. I don't see any provision in these plans for parking? Buses do not run all night: soba drivers, families and workers need parking</i></li> <li>• <i>Don't remove parking. I am having trouble leasing my shop because of the scarcity of parking opportunities shop owners + customers need parking for pickup and delivery.</i></li> <li>• <i>No options for car parking, will devastate businesses, seen it happen where bus stops take up most parking outside shops</i></li> <li>• <i>So where do the cars park? This is why more businesses in this area are struggling.</i></li> </ul>
	<b>Add more parking</b>	4	<ul style="list-style-type: none"> <li>• <i>More parking required - Just 30 minutes should be free to encourage people to shop, otherwise I will just go to the mall and park for free</i></li> <li>• <i>Parking is very important. K Rd needs a large public car park around the Howe St area. Lots of apartments, full of people who have cars, yes they do, and the council in its 'wisdom' has not insisted that developers supply parks in the buildings.</i></li> <li>• <i>We need more parking including bike and scooter parks</i></li> <li>• <i>We need more parking for cars. Car parks earn revenue, nobody pays to park a bike. Bikes do not pay for roads, cars do. Stop discriminating against Cars in favour of bikes.</i></li> <li>• <i>There must be available curb side parking for the local businesses that rely on drop in business from customers who are on the move. Please don't take away our parking, it will severely hinder our ability to do business effectively.</i></li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
			<ul style="list-style-type: none"> <li>• <i>There needs to still be kerbside parking - it is insane to remove it. All for progress but don't hurt the businesses. It's hard being a small business and we needs cars to have a place as well.</i></li> <li>• <i>Will there be ANY parking left on K Road for people to visit businesses? If not, what provision will council make to ensure the K road businesses get customers? [Project is a] Good idea but please think through the implications for removing parking. Not everyone can or will use public transport to visit the district. We go into K Rd at least twice a week and parking is already at a premium. If you make it much more car unfriendly we just won't go. In much the same way as we don't go to Kingsland since all parking there became metered.</i></li> <li>• <i>Lack of designated Motorcycle parking on streets around the city with the exception of the university precinct. In Melbourne bikes are allowed to park on footpaths closest to the curb-free. Motorists get very unpleasant should you legally take up and pay for a parking space in a pay and display area. Other cities allow free scooter and m/cycle parking on footpaths.</i></li> </ul>
	<b>Need to provide replacement parking if removing</b>	3	<ul style="list-style-type: none"> <li>• <i>It's about people but you might need a multi-level parking building somewhere</i></li> <li>• <i>You still need to keep some roadside parking somewhere I believe, or have clear provision for it in side streets: leave the parking no to bikes</i></li> <li>• <i>Every business needs ample car parking. If you remove parking from the street you'll need to provide it somewhere close by. Parking building. People go to malls because they can park there car. Few people will attempt public transport.</i></li> </ul>
<b>Vegetation/ planting</b>	<b>Like/ want planting/ trees</b>	21	<ul style="list-style-type: none"> <li>• <i>Don't remove any trees</i></li> <li>• <i>I like the tree line boulevard. It's more pleasant than just a hard streetscape.</i></li> <li>• <i>More planting is always a good idea.</i></li> <li>• <i>I encourage as much tree planting as possible for both beautification and cleaning the air and creating cool shade for summer.</i></li> <li>• <i>More trees! Bring back the green.</i></li> </ul>
	<b>Not Nikau Palm trees</b>	4	<ul style="list-style-type: none"> <li>• <i>Trees but not Nikaus.</i></li> <li>• <i>Nikaus are overdone in CBD. Something else please.</i></li> <li>• <i>No more scruffy Nikaus wrenched from the bush.</i></li> </ul>
	<b>Other suggestions</b>	5	<ul style="list-style-type: none"> <li>• <i>Avocado trees</i></li> <li>• <i>Gardens + green spaces need to be looked after to keep them beautiful. People looking after them need to be out of traffic and out of the way of cyclists.</i></li> <li>• <i>Homeless people sleeping in bush. Don't make it too dense.</i></li> <li>• <i>Parking is needed, planting is not, as only attracts rubbish and litter.</i></li> <li>• <i>Potential stormwater treatment with rain gardens would be cool!</i></li> </ul>
<b>PT comments/ suggestions</b>	<b>Fix current issue</b>	4	<ul style="list-style-type: none"> <li>• <i>Change the bus stop at the junction of Pitt: move it back - corner is a log jam with buses.</i></li> <li>• <i>Fix bus stop problems.</i></li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
			<ul style="list-style-type: none"> <li>• <i>Fix up the seats for the people waiting for a bus - the seats are way too high.</i></li> <li>• <i>How will buses use the stops and those waiting for buses get on the buses? [with options of cycleway between pedestrians and bus lane]</i></li> </ul>
	<b>Suggest bus stop location/ design</b>	5	<ul style="list-style-type: none"> <li>• <i>Changes I would make include bus stops in the area of the K Road bridge, with no other bus stops between the bridge and Symonds Street.</i></li> <li>• <i>Don't set up bus stops on cycle lanes - super dangerous.</i></li> <li>• <i>Planter/separator/bus stop Island</i></li> <li>• <i>Preferably no metal public benches (there are some at bus stop 7130) and they are freezing to sit on in cold weather or when wearing shorts / dresses / clothing made of thin material. The wooden public benches, such as those in Albert Park, are much better.</i></li> </ul>
	<b>Want trams/ light rail</b>	19	<ul style="list-style-type: none"> <li>• <i>Tramway in middle</i></li> <li>• <i>Trams please</i></li> <li>• <i>Make sure you future proof for running trams in the centre lanes when moving services etc.</i></li> <li>• <i>Restrict access to cars on K Rd, build light rail.</i></li> <li>• <i>Light rail (middle of K'Rd)</i></li> <li>• <i>If we were to remove bus services along K Road and introduce a light rail service in the middle of the street (similar to San Francisco tram services), the light rail road can double as a bicycle path.</i></li> </ul>
	<b>Bus routes/ fares/ times</b>	4	<ul style="list-style-type: none"> <li>• <i>Don't penalise me for taking bus transfers please</i></li> <li>• <i>Extend public transport to early hours. I know what its like to be a shift worker.</i></li> <li>• <i>Just focus on getting buses running regularly at 10 minute intervals. No trams, just lots of little buses shuttling people around.</i></li> <li>• <i>Please improve bus route options from K Rd and Q st/university.</i></li> </ul>
<b>Footpath width/ pedestrian space</b>	<b>Widen footpath/ more pedestrian space</b>	30	<ul style="list-style-type: none"> <li>• <i>Increase footpath width and outdoor dining spaces.</i></li> <li>• <i>Based on the image, the carparks appear to be over 3m wide, this can be reduced significantly, to provide enough room for footpath widening or cycle lanes without compromising parking.</i></li> <li>• <i>I think the current footpaths width is only just adequate, when one takes the amount of space currently used for street dining. With the likelihood of increased pedestrian traffic I think wider would be a wise choice.</i></li> <li>• <i>More room will be needed for pedestrians, as at peak hour people from Girls Grammar, Auckland Uni and many businesses already fill the path.</i></li> <li>• <i>The footpaths on K road should be wider where there are restaurant terraces</i></li> <li>• <i>Widen footpath on train station side only &amp; make more provision for pedestrians.</i></li> <li>• <i>Widen the footpath/cycle lane; when the Auckland Girls grammar school gets out, the footpaths are already very crowded so widening that would be a good idea.</i></li> </ul>
	<b>Do not widen footpaths</b>	3	<ul style="list-style-type: none"> <li>• <i>No need for wider paths</i></li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
			<ul style="list-style-type: none"> <li>• <i>The foot paths are already wide</i></li> <li>• <i>The footpaths feel too wide in some areas, don't think there is a need for wider footpaths.</i></li> </ul>
	<b>Keep same footpath width/ do not narrow</b>	2	<ul style="list-style-type: none"> <li>• <i>Footpaths must be kept as wide.</i></li> <li>• <i>Footpaths should not be narrowed. Wider footpaths will encourage more outdoor dining and allow more planting</i></li> </ul>
	<b>Reduce footpath width</b>	1	<ul style="list-style-type: none"> <li>• <i>There are fewer pedestrians than days gone by narrow the footpaths not create further congestion on road</i></li> </ul>
<b>Seating/ outdoor dining comments</b>	<b>Like outdoor dining and seats/ more room required</b>	17	<ul style="list-style-type: none"> <li>• <i>Cycle lanes are a good idea for safety, but I think in order for K Rd to retain its flavour and vibrancy as a destination area, cycle lanes should not impact on businesses who may wish to use areas outside their shops such as cafes, bars and shops that may want stalls outside.</i></li> <li>• <i>Footpaths should be wider so cafes &amp; bars can better offer more outdoor dining</i></li> <li>• <i>Less lanes for cars should mean we can keep street dining with keeps the street vibrant.</i></li> <li>• <i>Perhaps barriers between road and footpath approx 1.5m high to encourage outdoor dining.</i></li> <li>• <i>Street dining is amazing, really activates the space making it feel safer at night and more friendly.</i></li> <li>• <i>We need wider footpaths and more room for street dining and street events.</i></li> </ul>
	<b>Dislike outdoor dining and seats/ no more room required</b>	3	<ul style="list-style-type: none"> <li>• <i>Do not allow any more pavement dining or drinking, there is not enough space. Pavement bar seating creates an unsafe environment for pedestrians.</i></li> <li>• <i>No need for more room for street dining or street events.</i></li> <li>• <i>Seating also needs to be sparse as they mostly attract undesirables. Let the cafes (as they do now) put out tables and chairs.</i></li> </ul>
	<b>Street dining/ signage should not hinder peds</b>	2	<ul style="list-style-type: none"> <li>• <i>If street dining plenty of room needs to be left for people walking which needs to be clear of sign boards</i></li> <li>• <i>On street dining has its place in creating an outdoor scene; however more than one row deep begins to encroach on the enjoyment for other users like pedestrians who have to navigate around obstacles like street signs, furniture, and other pedestrians, buskers, etc. No on street dining near bus stops.</i></li> </ul>
<b>Safety/ security/ lighting/ hazard</b>	<b>Kerb design is tripping hazard</b>	4	<ul style="list-style-type: none"> <li>• <i>Being vision impaired (and there are quite a few of us) I am opposed to any creation of further trip hazards. We have more than enough of those already</i></li> <li>• <i>Tripping hazard (half-kerb)</i></li> <li>• <i>Watch out for the drunk people tripping over the curb!</i></li> </ul>
	<b>Current pavement is unsafe</b>	3	<ul style="list-style-type: none"> <li>• <i>Change the paving slabs on the pavement, when wet a complete hazard.</i></li> <li>• <i>Footpath surface is very slippery in wet weather - replace.</i></li> <li>• <i>Replace the stupid tiles on foot path with ones that don't make you slip over.</i></li> </ul>
	<b>Lighting</b>	2	<ul style="list-style-type: none"> <li>• <i>Regardless of the outcome, an emphasis on safety for all users is important, including security, lighting so that enjoyment of the area will be increased and the area utilised more.</i></li> </ul>
	<b>Personal security</b>	2	<ul style="list-style-type: none"> <li>• <i>Street security also needs to be improved; more lights, and security staff</i></li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
			<ul style="list-style-type: none"> <li>Deal with the alcohol abuse/drunkenness and fighting. Close bars earlier please.</li> </ul>
	Cycleway design unsafe	5	<ul style="list-style-type: none"> <li>Turning onto other streets needs to be clear, safe &amp; prioritised for cyclists. Public pumps/tool kits. Well-lit at night. Promote good etiquette.</li> <li>Given that I've seen cars drive on footpaths numerous times, this (kerb design) doesn't offer enough protection from agro drivers.</li> <li>The problem is when you need to go somewhere on the other side of the road. Cars get angry if you don't stick to path but you need to get out ie. Carlton Gore Rd.</li> <li>From experience with the Beach Road cycleway and along Tamaki Drive unless you make a cycleway very clearly different to the pavement then it will be used by pedestrians, dangerous for both parties</li> <li>Cycleway inside is safer.</li> </ul>
	Parked car hazard	2	<ul style="list-style-type: none"> <li>Parked cars opening doors is the scariest.</li> <li>Walking lanes to be on the inside not next to the cars.</li> </ul>
	Pedestrian safety	1	<ul style="list-style-type: none"> <li>Making the side street to main road connections safer to pedestrians. Many side roads are used as short cuts at speed and it's not pleasant negotiating especially with a child</li> </ul>
Speed	Suggest 30km/h	7	<ul style="list-style-type: none"> <li>30km/hr speed limit = safer for all! Walkers, bikers, cars, buses.</li> <li>Should have a 30km/h speed limit.</li> </ul>
	Suggest 40km/h	3	<ul style="list-style-type: none"> <li>Reduce speed limit to 40kph</li> </ul>
	Suggest lower speed limit (general)	5	<ul style="list-style-type: none"> <li>A low speed zone as in Orewa Boulevard will make it safer for all users.</li> <li>Lower speed limit</li> </ul>
Rules/ Law/ Education	Cyclist behaviour	4	<ul style="list-style-type: none"> <li>Cyclist awareness and rules and regulations for pedestrians! (So people don't walk out in front of bikes)</li> <li>Cyclists need to adhere to red lights on pedestrian crossings. I don't mind on other crossing if they make allowances.</li> <li>Educate cyclists to actually use the paths instead of the reduced roadway.</li> <li>Traffic rules that protect all uses of road needs to be established and disseminated for safety. In Denmark, when bus stopped at bus stop, cyclists must stop in order to protect bus passengers.</li> </ul>
	Parking on footpaths	1	<ul style="list-style-type: none"> <li>Other cities allow free scooter and m/cycle parking on footpaths.</li> </ul>
Disagree with project/ Do not change/ disagree with all proposed	Waste of time/ money	4	<ul style="list-style-type: none"> <li>A waste of time. leave as is, you're wasting money on this 'consultation' attempting to solve a problem that doesn't exist</li> <li>Stop wasting ratepayers money. How many cyclists actually pay rates? Why should the majority of ratepayers be forced to subsidise these facilities? Please choose the cheapest option or leave it like it is. The council spent megabucks upgrading Krd not that long ago.</li> </ul>
	Unnecessary	1	<ul style="list-style-type: none"> <li>There is no need for a cycleway on K Rd. For safer cycling a cheap and easy low speed zone is all that is needed</li> </ul>
	Not worth loss of	5	<ul style="list-style-type: none"> <li>No BICYCLE LANE. Taking parking, pedestrian footpath, either of only two road lanes. Get real don't</li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
	parking/ road		<p><i>destroy the economy of K Rd. Think it out there is no K Rd spare space.</i></p> <ul style="list-style-type: none"> <li>• <i>No need for more cycle lanes. Keep it as it is with curbside parking</i></li> <li>• <i>No parking anywhere seems like a terrible idea. I vote for none.</i></li> </ul>
	Leave as is/ do not change	8	<ul style="list-style-type: none"> <li>• <i>Do not change any road design, just lock out all cars</i></li> <li>• <i>Don't fix something that isn't broken.</i></li> <li>• <i>K Road is wonderful as it is. It needs no changes at all. It has the widest footpaths of almost any city street and can accommodate many more walkers.</i></li> </ul>
	Other	1	<ul style="list-style-type: none"> <li>• <i>Not safe enough for cyclists.</i></li> </ul>
Implementation comments/ concerns	Consultation request/ concern	4	<ul style="list-style-type: none"> <li>• <i>As someone who lives and works and plays in this area. I would like to see better consultation of residents. Residents need access to their suburbs by cars as well as public transport, bikes and footpaths. Please consult with neighbouring suburbs to ensure areas such as Grafton and Arch Hill continue to be viable community to live in, not just to pass through.</i></li> <li>• <i>I think what was presented at the Open Streets today was outrageously biased and is a typical example of council faux consultation. It presented limited options to choose from with a pre-conception that cars are bad and bikes are good. I am a resident living in Howe Street in an apartment building K Road is my neighbourhood not a cycle zealot's pipe dream!</i></li> <li>• <i>Talk to the residents who live on K'Rd too</i></li> <li>• <i>Make sure public consultation includes wider suburbs. Wider letter drop. At the least notify residents (&amp;business) associations from a wider area e.g nearby suburbs. Link this project to hospital e.g need safer link for cyclists.</i></li> </ul>
	Implementation suggestions/ concerns	2	<ul style="list-style-type: none"> <li>• <i>How about we try both with a bit of paint and road cones. Many comments + opinions but actually testing them out will provide insights that can't be predicted from a drawing.</i></li> <li>• <i>How will these be implemented without taking a road lane away? I thought this survey was about K Rd enhancements, it focuses on cyclist!</i></li> </ul>
	Material suggestion	1	<ul style="list-style-type: none"> <li>• <i>Will the footpath material be changing? The current light grey paving looks slippery - is it? It looks better than the Queen Street type paving because it hides stains better and is a more cheery light colour, however.</i></li> </ul>
Signals/ crossing comments	Pedestrian/ Cyclist light phasing/ demand	6	<ul style="list-style-type: none"> <li>• <i>Change the light phasing have an automatic green man.</i></li> <li>• <i>Look at intersections as well. When cyclists have to stop and press buttons to cross it stops the flow.</i></li> <li>• <i>Look at Stockholm "Green Wave". Traffic lights in rush hour are adapted to cyclists so it is a good flow in cycle traffic and cars are allowed there but not encouraged. Intersections are important, that's where there will be problems and accidents. Big gives way to small who gives way to smaller.</i></li> <li>• <i>Pedestrians should not need to have to press the button to get the Green man - you don't have to in other countries. It should go on automatically when the light phase changes.</i></li> <li>• <i>What's the story about the intersection with no pedestrian light? Sort out the K'Kd/Ponsonby</i></li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
			<p><i>intersection - too many phases for cars (Pedestrians have to wait way too long)</i></p> <ul style="list-style-type: none"> <li>• <i>Cycle lights for control at intersections; Think about how you terminate the cycleways to merge back into traffic safely. Set a layout + standard that folks can learn + understand.</i></li> </ul>
	<b>Signal cycle detection</b>	1	<ul style="list-style-type: none"> <li>• <i>Many of the intersections do not pickup bikes - and often there are no detectors in the advance boxes. This needs to be sorted out - cyclists should not have to go through a red light or be forced to go onto a foot path and press the pedestrian button.</i></li> </ul>
	<b>Crossing design/ frequency</b>	3	<ul style="list-style-type: none"> <li>• <i>More crossings</i></li> <li>• <i>More mid-block pedestrian crossings.</i></li> <li>• <i>Penguin crossing.</i></li> </ul>
<b>Connection suggestions</b>	<b>Public Transport connections</b>	2	<ul style="list-style-type: none"> <li>• <i>Better links to public transport.</i></li> </ul>
	<b>Downtown/ city connections</b>	5	<ul style="list-style-type: none"> <li>• <i>Better pedestrian links to the cloud.</i></li> <li>• <i>Connect K rd to downtown for cyclists.</i></li> <li>• <i>There is no connection to downtown, pedestrianise plus cycleway down Queen St please.</i></li> </ul>
	<b>Connect K'Rd to pink cycle lane</b>	4	<ul style="list-style-type: none"> <li>• <i>Connection/ramp from K'Rd overbridge down to pink cycle lane - easier access from K'Rd to Viaduct and downtown.</i></li> <li>• <i>Ramp from K rd overbridge to pink cycle-way!!!</i></li> </ul>
	<b>Other</b>	5	<ul style="list-style-type: none"> <li>• <i>At the Ponsonby end, the project's scope should include (if it doesn't already) Howe, Hereford and Hopetoun Streets, to connect with the proposed cycle route on Hopetoun Street, and improve amenity for the residents of the new apartment complexes.</i></li> <li>• <i>Link this project to hospital e.g need safer link for cyclists.</i></li> <li>• <i>Safe cycle route all the way to the Domain/Auckland Hospital.</i></li> <li>• <i>Might be worthwhile to make some improvements to pedestrian amenity of the side streets on the southern side of the section in the city (e.g. Mecrucy Lane) as part of the CRL works and to improve the connections to the Lightpath, although this may not be necessary with the improvements planned for Pitt Street.</i></li> <li>• <i>As many cycle connections as possible.</i></li> </ul>
<b>Barrier suggestions</b>	<b>Suggest vegetation barrier</b>	17	<ul style="list-style-type: none"> <li>• <i>Cycle lanes along the footpaths should be separated from the road with planting</i></li> <li>• <i>Footpath separated by trees</i></li> <li>• <i>Need plants in barriers.</i></li> <li>• <i>Planting at kerbside. This would greatly enhance the look of the street. Becomes quite beautiful with the planting. Also feels safe for cyclists.</i></li> <li>• <i>Planting on both sides of the street, use separation of cycle lanes from vehicular lanes to plant on separation.</i></li> <li>• <i>Two of these votes are conditional on including street planting/rain gardens/low impact stormwater</i></li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
			<p><i>design between cyclists and peds.</i></p> <ul style="list-style-type: none"> <li>• <i>Vegetation barrier from emissions</i></li> </ul>
	<b>Suggest concrete barrier</b>	2	<ul style="list-style-type: none"> <li>• <i>Cycle lanes must be separated with a concrete barrier.</i></li> <li>• <i>With concrete barrier between traffic [and cycleway on one side].</i></li> </ul>
	<b>No concrete barrier</b>	1	<ul style="list-style-type: none"> <li>• <i>Cycle lanes no concrete barrier</i></li> </ul>
<b>No cycle lane</b>	<b>Not at the expense of parking</b>	4	<ul style="list-style-type: none"> <li>• <i>No BICYCLE LANE. Taking parking, pedestrian footpath, either of only two road lanes. Get real don't destroy the economy of K Rd. Think it out there is no K Rd spare space.</i></li> <li>• <i>Cycle way should not come at the expense of parking in the area.</i></li> <li>• <i>Keep it as it is with curbside parking</i></li> </ul>
	<b>Will not be used/ unnecessary</b>	5	<ul style="list-style-type: none"> <li>• <i>Cyclists also don't use the cycle lanes properly now. Sunday open day was a good idea. But honestly only one display was about cyclists taking care. Nothing about using the roads properly etc. For instance "passing turning cars on the left" And yes I cycle too.</i></li> <li>• <i>The new cycle way that runs under K Rd is always empty.</i></li> <li>• <i>There is no need for a cycleway on K Rd.</i></li> </ul>
	<b>Other</b>	2	<ul style="list-style-type: none"> <li>• <i>No bike lane on K'Rd.</i></li> <li>• <i>No Cycleway, create 4 lanes for cars!</i></li> </ul>
<b>Other suggestion</b>	<b>Remove canopies</b>	2	<ul style="list-style-type: none"> <li>• <i>Remove the canopies that hide the nice facades.</i></li> <li>• <i>No canopies for better looking city/celebrate architecture.</i></li> </ul>
	<b>Gentrification</b>	3	<ul style="list-style-type: none"> <li>• <i>Are there any measures in place to prevent gentrification of the area?</i></li> <li>• <i>No gentrification.</i></li> <li>• <i>Gentrification</i></li> </ul>
	<b>Stormwater</b>	2	<ul style="list-style-type: none"> <li>• <i>Stormwater - is there a possibility of a bioention system either on K Rd or along the nearby streets. It would greatly increase vegetation and sustainability.</i></li> <li>• <i>Potential stormwater treatment with rain gardens would be cool!</i></li> </ul>
	<b>Aesthetics/ Culture</b>	5	<ul style="list-style-type: none"> <li>• <i>Will there be any information displays about the history of K Rd (there are some of these all around Auckland. Will there be an increase in public art displays / sculptures (using local or national artists)?</i></li> <li>• <i>Art focus K Rd identity, landscape linkages.</i></li> <li>• <i>Ensure Maori identity is a priority</i></li> <li>• <i>Fill the void where the motorway bridge is. Something better than plain glass panels.</i></li> <li>• <i>Heritage walking tour/interpretive signage.</i></li> </ul>
	<b>Maintenance</b>	3	<ul style="list-style-type: none"> <li>• <i>Are dogs included in the project, such as sheltered places to tie dogs up when entering a shop, free poo bags, signs to nearby dog parks.</i></li> <li>• <i>Will both recycling and general rubbish bins be provided along the streets.</i></li> <li>• <i>Spend some of this money just on the maintenance and cleaning of the area.</i></li> </ul>
	<b>Public facility</b>	4	<ul style="list-style-type: none"> <li>• <i>Drinking Fountains to fill Water Bottles like at the Ferry Terminal are needed.</i></li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
			<ul style="list-style-type: none"> <li>• Will frequency of public loos be increased?</li> <li>• Indoor skate park</li> <li>• Public pumps/tool kits.</li> </ul>
	People/ behaviour	3	<ul style="list-style-type: none"> <li>• Care for our poor who live round here.</li> <li>• Deal with the alcohol abuse/drunkenness and fighting. Close bars earlier please.</li> <li>• Promote good ettiquette.</li> </ul>
	Events/ use of space	10	<ul style="list-style-type: none"> <li>• More events like this!</li> <li>• More regular events like open streets.</li> <li>• More suitable to functional multipurpose public space in an urban precinct.</li> <li>• Performance artist.</li> <li>• Promote community events.</li> </ul>
	Other	11	<ul style="list-style-type: none"> <li>• Increased signage which includes maps and directions to popular places / attractions, such as those in the CBD.</li> <li>• Make sure you future proof for running trams in the centre lanes when moving services etc.</li> <li>• No cars but some form of motorised vehicle for those with mobility difficulties.</li> <li>• NO ELECTRIC CARS IN ANY BUS LANES ANYWHERE IN NZ.</li> <li>• Too many cars short-cutting through side streets at the Ponsonby end of K Road. ie cars from Newton to Freemans Bay etc. Some side streets such as Gundry St Hereford St should be no right turn. These streets are used as a short cut from waiting at the traffic lights at K Rd, Newton Rd, Ponsonby Rd and Gt North Rd.</li> <li>• None of these options allow for riders wanting clean air from exhaust gases!!! I ride upwind of traffic all the time! I choose my route dependent on wind! I ride on footpaths to avoid cars and fumes!</li> <li>• Trees/lake in centre - flying fox</li> <li>• Turning onto other streets needs to be clear, safe &amp; prioritised for cyclists.</li> <li>• What about the cyclists just cruising + wanting to mix with walkers. Not everyone is racing in lycra.</li> <li>• Why not vary the pavement width rather than always straight lines? E.g alternate café furniture w/ bike parking.</li> <li>• Will the streets be made narrower?</li> </ul>
Other location	Grafton Bridge/ Park Road	2	<ul style="list-style-type: none"> <li>• You will need to ensure Grafton bridge safe for cyclists and pedestrians first.</li> <li>• Please consider Grafton bridge + Park Rd when doing this great improvement. Park rd is proposed to become a mottle wall of buses in the new bus plan. Send buses up Khyber pass. Pedestrians/Cyclists and occassionaly cars and bus connection from train station to hospital to be on Park Rd and Grafton Bridge. Make Park Rd + Grafton Bridge a pedestrian/cyclist friendly connection to K Rd and the Domain.</li> </ul>
	Queen Street to	2	<ul style="list-style-type: none"> <li>• There is no connection to downtown, pedestrianise plus cyclways down Queen St please.</li> </ul>

Theme	Sub-theme	Times mentioned	Illuminative quotes
	downtown		<ul style="list-style-type: none"> <li data-bbox="882 177 1435 201">• <i>What about Queen St. Cycle to downtown.</i></li> </ul>
	Other	1	<ul style="list-style-type: none"> <li data-bbox="882 217 2136 533">• <i>Cycling to walking - it's not just about K Rd. need to consider the whole journey. Great North Rd could be great to bike down but it's not - plenty of space for a separated cycleway. Ian Mckinnon Drive needs sorting out too. Its bloody dangerous mixing cyclists going downhill at 25 km/h plus with pedestrians on that shared path. I won't use it when I am cycling as it's too dangerous/scary for cyclists. Ian Mackinnon Drive needs separated cycle lanes going in both directions. We also need a separated cycle lane going down Queen Street. It's very dangerous at the moment with cars and buses parking at various places. There needs to be a cut down to access the cycleway/shared path that runs along Canada St. There used to be one and then it got taken out. That's just mad. I have to jump the Kerb going uphill every day to get onto it - there needs to be another cut down.</i></li> </ul>