

**Consultation on wider Grey Lynn improvements for pedestrians,
bus users and people on bikes**

Route 4: Great North Road

Your feedback



Contents

Outcome of consultation	2
Changes to the proposed design	2
What happens next... ..	2
Introduction	3
Background	3
Consultation	4
Proposed improvements on Route 4: Great North Road.....	4
Your feedback	5
Summary of public feedback	6
Support and opposition.....	6
Separated cycle lanes	6
Bus stop improvements	7
Bus lane operation hours.....	7
Floating bus stops	8
Intersections and side streets	8
Pedestrian crossings	8
Parking removal	8
Bike parking.....	9
Improving connections to other cycling networks	9
Other submissions.....	9
Waitematā Local Board	9
Bike Grey Lynn.....	9
Grey Lynn Residents' Association	10
Generation Zero	10
Petition	11
Attachment 1: Feedback form.....	12
Attachment 2: Summary of consultation activities for this project	13
Attachment 3: Feedback comments summarised by theme	14
Attachment 4: Key themes and submitter comments with AT responses	18

Outcome of consultation

AT has used your feedback to further develop the proposal for a cycling and bus priority route along Great North Road. The designs will be finalised in the coming months, but the key features will be:

- Construction of a 1.6m wide on-road cycleway, in each direction along Great North Road, with a 0.4m wide physical separator between the cycleway and the bus lane. While the cycleway will run along the majority of the route, there will be a short section between Coleridge Street and Crummer Road where, due to space constraints, the cycleway will revert to a shared path
- Retention of the existing bus lanes on both sides of Great North Road
- Changes to the intersection layout at Great North Road / Bond Street / Grosvenor Street. We are investigating realigning the entry to Grosvenor Street, constructing a raised table across Grosvenor Street, and installing an additional pedestrian crossing on the east side of the intersection
- Installation of additional pedestrian refuge crossings along Great North Road.

Changes to the proposed design

- The cycleway has been widened from 1.5m to 1.6m
- We will use physical separation along the route wherever possible.

What happens next...

We have some further investigatory work to complete, but expect to begin construction in late 2017.

Introduction

Making it easier to cycle in Auckland is one way we are improving your travel options. Auckland Transport (AT) is working with Auckland Council and the NZ Transport Agency to build a network of safe cycle routes in Auckland. These routes will create greater freedom of movement and connect people with their places of work, local shops, schools, tertiary institutions, parks and other community facilities.



Background

In March this year, we asked for feedback on a proposed network of cycling routes in the area between Point Chevalier and the city fringe, bounded by the Northwestern motorway and the sea. Community feedback strongly supported our proposed network and has helped us make changes and improvements to our designs that will benefit pedestrians, people on bikes and bus users.

Based on your feedback, we have proposed four cycle path routes in the wider Grey Lynn area as follows:

- Route 1: Surrey Crescent to Garnet Road
- Route 2: Richmond Road
- Route 3: Greenways Route (Richmond Road to Great North Road)
- Route 4: Great North Road

These routes are in a part of Auckland that already has a lot of people on bikes, with potential for numbers to grow. By prioritising this area for cycling improvements, we are catering to people who currently cycle and encouraging others to consider cycling as an option.

Consultation

In September and October 2016, AT consulted on these four proposed routes for the wider Grey Lynn area. The consultation period ran for five weeks, from 16 September to 21 October 2016. You could provide us with feedback using an online submission form (on our Have Your Say website) or a hard copy form that we posted or handed out to interested parties. See Attachment 1 at the end of this report for a copy of the feedback form, and Attachment 2 for a summary of consultation activities for this project.



Proposed improvements on Route 4: Great North Road

The following information presents the main points from your feedback on one of these proposed four cycle path routes - Route 4: Great North Road. On this route we proposed improvements for people on bikes and bus users for the section of Great North Road between Crummer Road and Ponsonby Road.

We aim to deliver a safer, more appealing route for people on bikes while making bus journeys in peak times faster and more reliable. This will predominantly be a route for people to cycle into the city from this area and further west. It will also allow more people to access shops along Great North Road.

The key features proposed on this route were:

- Installation of a predominantly on-road cycle lane, on both sides of the road, separated from the bus lane by a physical or painted buffer
- Enhancement of intersections to improve safety
- Extension of bus lane operating hours
- Physical extension of bus lanes to reduce bus interactions with traffic and reduce journey times
- Reduction in the number of bus stops to increase efficiency of bus services
- Improvements to bus stops to increase safety for cyclists
- Narrowing of the central median strip
- Provision of a new large loading zone to accommodate car transporter vehicles
- Reduction of on-street parking spaces by approximately 13% of available parking.

We asked you to tell us what you liked about the proposed improvements on Great North Road, what you would change about the proposal, and if you had any other comments.

We have analysed your feedback to identify what you liked about each option, and have considered all your suggestions and comments. Your feedback has helped us to improve the design for this route, as well as assisting us with designs for future routes. It is particularly helpful for us to learn what you like about our proposals so that we can design walking and cycling facilities that more people will want to use.

Your feedback

We received public feedback from online submissions (through our Have Your Say webpage) and hardcopy submissions (which we posted or handed out to interested parties). 171 people submitted feedback on this Route 4: Great North Road proposal, and in total we received 745 submissions on all four routes.

We also received submissions from key interest groups including Bike Grey Lynn, the Waitematā Local Board, 950 submissions through a Generation Zero online

survey, and a petition with 180 signatures. These are addressed in the 'Other submissions' section.

Summary of public feedback

From the comments in your feedback, we identified themes based on what you liked about the design of **Route 4: Great North Road**, as well as your suggestions for changes and improvements. These themes are presented in graphs in Attachment 3 at the back of this report.

Support and opposition

Feedback showed overwhelming support for the proposed improvements on Great North Road with approximately 86% of responses being positive:

"Excellent proposals"

"Better use of available space and conditions that encourage cyclists and bus users"

"Great to see this enhancement to Great North Road"

People who did not support the proposal were mainly concerned about bus stops #8111 and #8109 being repositioned outside The Dylan apartment block:

"I strongly object to the location of bus stop #8111/#8109 (and loss of pavement space) outside the Dylan"

Other opposition was more concerned about the loss of parking along this route:

"Leave carparks as they are as they are needed by residents and workers, and the side streets are parked out"

And loss of the central median:

"Please keep [the median strip for parking]. The median strip is widely used by all businesses up and down this section of road for car parking"

Separated cycle lanes

Your feedback told us you loved the separated cycle path design:

"I really love the dedication to physical separation along this major road"

“Having a safe, secure cycle lane is fantastic”

Segregation from buses was important to some submitters:

“I like the fact that the cycle lane will be separated from the bus lane by a buffer-zone - this is an important safety feature”

Others liked the safety aspect of cycling away from traffic and pedestrians:

“I like the separation of the cycle lane from general traffic”

“It is a good idea to separate cyclists from buses and pedestrians”

Some people valued the separation design using buffers rather than painted lines:

“It is good to see the cycle lanes designed to a high standard rather than painted ones”

Bus stop improvements

Many submitters thought the bus stop improvements were fantastic:

“Consolidating and moving the bus stops is very smart”

“I like the rationalisation of bus stops. It's good that pairs of bus stops are all opposite each other”

Bus users were supportive of improvements that would decrease their travelling time:

“I like that the number of bus stops is reduced from 14 to 10 resulting in a more efficient bus service”

“I like that the proposed cycling paths will speed up transport for buses”

Bus lane operation hours

We received great support for the extended operating hours of the bus lanes:

“Extending the hours of the bus lane is genius”

A number of submitters suggested further extending the bus lane hours, including implementing 24/7 (full-time) bus lanes, and providing consistent bus lane hours across the entire bus network:

“Please extend the hours for all bus lanes”

"Make bus lane times consistent across the network"

Floating bus stops

The majority of submitters thought the proposed floating bus stop design was great:

"I love the floating bus stops - they will help cyclists avoid the leapfrog-the-bus syndrome"

Intersections and side streets

We received many comments about our intersection improvements on Great North Road:

"I like the intersection improvements which will increase safety for people on bikes"

"The kerb build-outs at intersections will make the environment safer for cyclists"

Specific suggestions addressed hook turns at intersections:

"I think it is really important to have hook turns so they can easily and safely make a right turn without going into the middle of the road"

Other submissions suggested further intersection improvements:

"I suggest improvements to prevent cars cutting across cyclists to turn left onto Bond Street"

"The Ariki Street/Great North Road intersection should become a left turn only"

Pedestrian crossings

Feedback on pedestrian crossings suggested providing more crossings:

"Add safe pedestrian crossings or traffic islands close to bus stops"

Some suggestions were more specific:

"The Bond Street/Great North Road intersection needs a pedestrian crossing"

Parking removal

Response to our proposal to remove parking spaces was mixed:

"I approve of removing car parks to allow for full bus lanes"

"Parking is hard enough already without the loss of another 23 parks"

"The proposal will have a significant impact on major parking issues that already exist. You need to implement residential parking as soon as possible in Grey Lynn and Arch Hill"

Bike parking

We received several suggestions to install bike parking:

"Please install 3-5 bike racks at the intersections of Great North Road/Ponsonby Road and Great North Road/Bond Street"

Improving connections to other cycling networks

Support for improving connections to other cycling networks was positive:

"I am happy that the cycle network is being connected up in areas I use regularly"

Graphical summaries of the feedback comments (summarised by theme) and the number of submitters commenting on that theme, are included in Attachment 3.

Other submissions

In addition to the public feedback we received through our submission forms, we also received submissions from key interest groups. Feedback from the Waitematā Local Board, Bike Grey Lynn, the Grey Lynn Residents' Association and Generation Zero and the petition is summarised below. Concerns raised by these groups have been responded to separately.

Waitematā Local Board

The Waitematā Local Board provided feedback on all four routes. AT is working with the board to resolve concerns raised, as designs are developed for construction.

Bike Grey Lynn

Bike Grey Lynn (BGL) provided feedback via a letter sent to AT, which was largely in support of the proposal. Particular aspects of the proposal BGL supported included continuous bus lanes, separated cycleways, improvements to pedestrian facilities, and traffic calming measures. Aspects of the proposal which BGL were concerned

about included potential confusion at intersections, a lack of traffic volume control measures and the fact that the route would not continue through the Grey Lynn shopping centre.

BGL also suggested forming a working group of various stakeholders with a vested interest in this proposal, to achieve the best possible design outcomes for all parties.

For Route 4, BGL supported separated cycleways along the route. Its submission raised concerns about areas where cycleways would cross driveways and catch-pits, creating hazards for cyclists. BGL also provided suggestions for improvements that would increase safety around intersections.

Grey Lynn Residents' Association

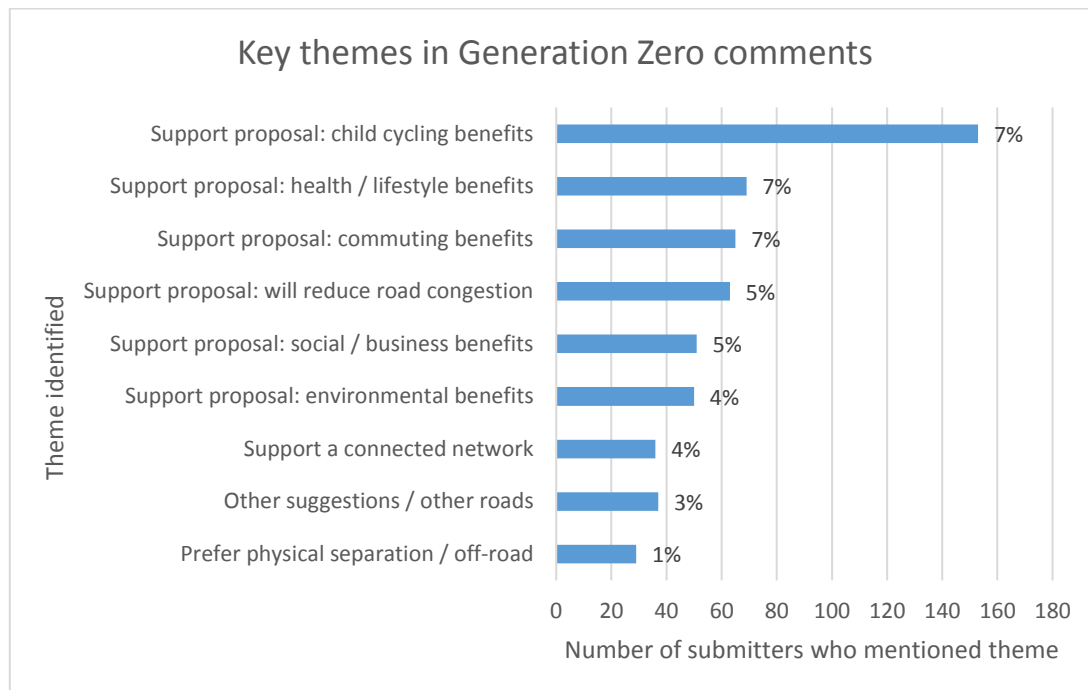
The Grey Lynn Residents' Association (GLRA) provided feedback on all four proposed cycleway routes in a letter to AT. While largely in support of the proposals, they commented that they would like to see more consideration given to improving the streetscapes, and developing the Grey Lynn Shopping Centre in the future.

For Route 4, the GLRA supported the separated cycle way along the route, with a preference for physical separation rather than painted buffers. They also suggested AT investigate ways to plant more trees, make crossings safer and mitigate the parking loss on the route.

Generation Zero

Generation Zero created a survey on their website with a quick submit form encouraging people to provide support for the four proposed routes. This form included nine route-specific statements with tick-boxes so that submitters could indicate their support for each design aspect, as well as a comments box for additional feedback.

We received 950 responses through the Generation Zero survey, with the large majority of respondents supporting the proposals. The most frequently-stated reason for their support was that the routes would benefit children and young people cycling in the area.



For Route 4, close to 98% of submitters supported protected, bus-separated cycleways along Great North Road and 96% of submitters supported cycle lanes which go around the back of bus stops (i.e. floating bus stops). In addition, nearly 99% agreed with the statement calling on AT to put in a cycleway through the Grey Lynn town centre.

Petition

AT received a petition with 180 signatures focusing on the wider four route consultation. The petition expressed concern about removal of residents' parking, road narrowing, "park and ride" provisions in side streets, traffic slowing strategies and hazardous buffer zones.

The petition requested us to *"enact a moratorium on the proposed Grey Lynn cycleway until genuine consultation and debate with the entire community can be held, and then heard by the new Auckland Council and the Waitematā Community Board"*.

Attachment 1: Feedback form

Feedback form

Route 4: Great North Road



You can also provide your feedback at www.AT.govt.nz/haveyoursay

All feedback must be provided by **midnight Sunday 9 October 2016**.

You are welcome to include your own pages if you need more space to provide feedback. If you do, please make it clear which question you are commenting on.

Personal Information

Providing your personal details is optional, however providing us with your postal or email address ensures that we can contact you with updates to the project following the close of consultation.

Name:

Street Address:

Suburb:

Post Code: Email:

Phone:

1. What aspects of the proposal do you like, and why?

2. What aspects of the proposal would you change, and why?

3. Do you have any other comments or concerns about the proposal?

Please turn page

Privacy: Auckland Transport recognises privacy is an important matter to all people. You can be assured any information you share with us will be treated with strict confidence, and will only be used for the purpose of this proposal.

Attachment 2: Summary of consultation activities for this project

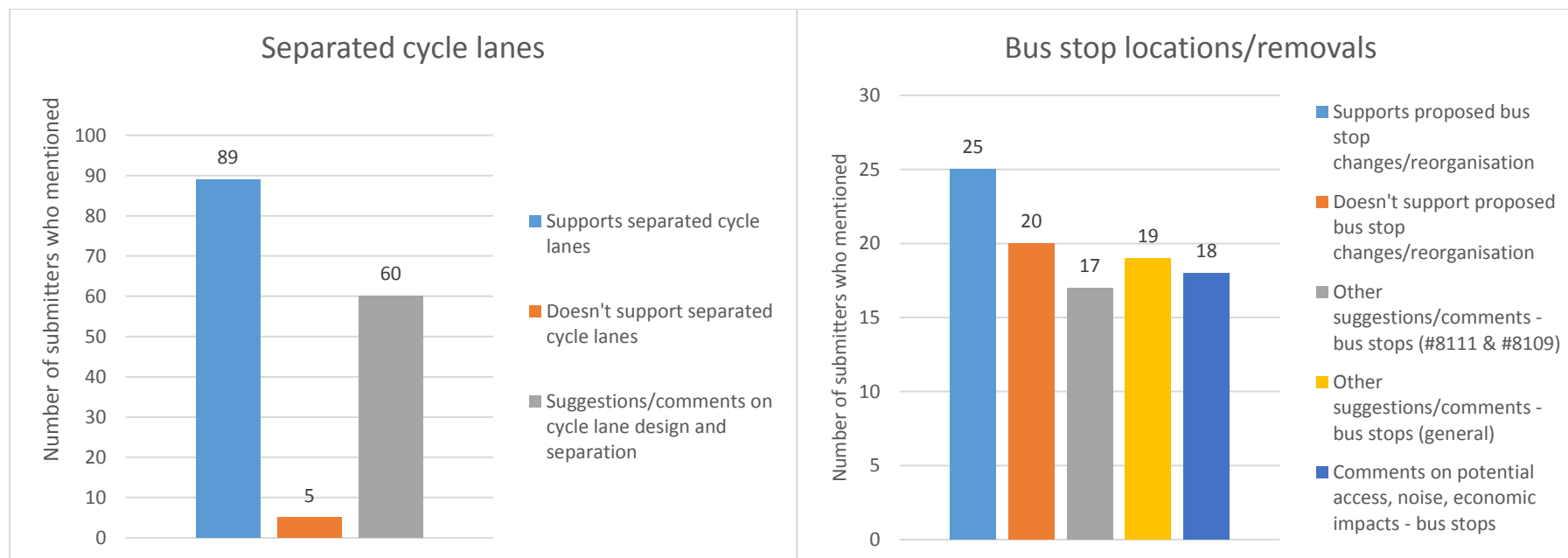
To let you know about our consultation, we:

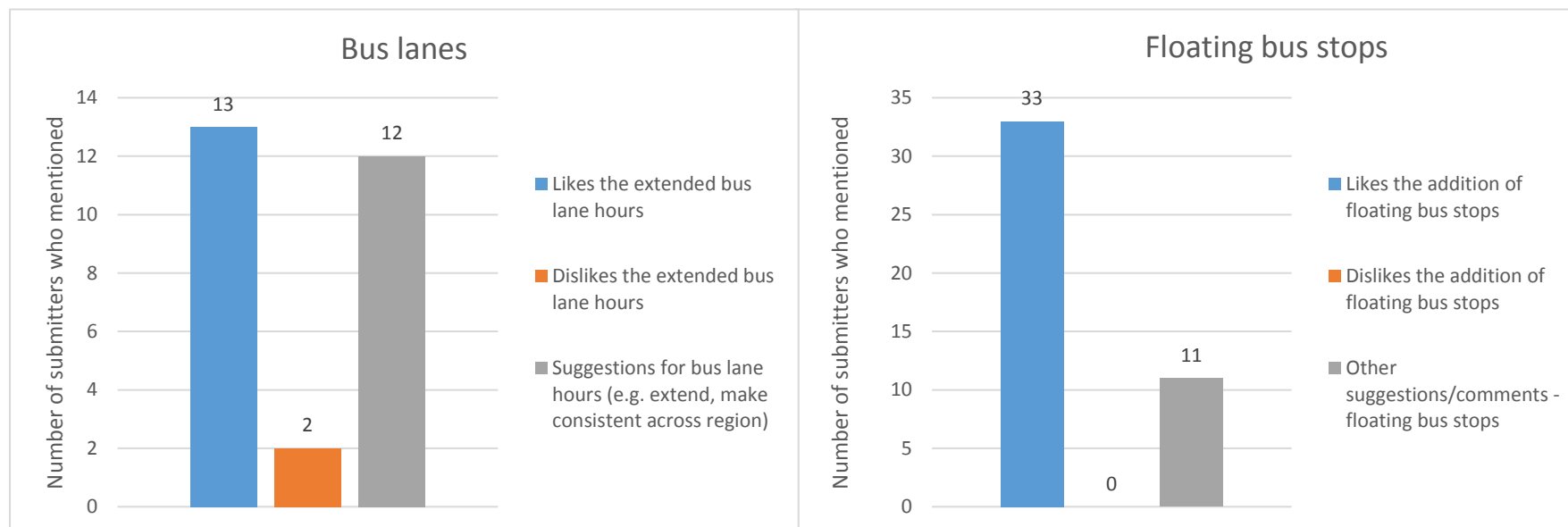
- Hand-delivered brochures to 7,800 addresses in the wider Grey Lynn area and posted 2,900 brochures to non-resident owners in the area
- Emailed or posted brochures to all 860 submitters from our March 2016 consultation on the Inner West cycle route
- Posted notices in the newsletters of 10 schools in the area
- Distributed brochures to local shops, businesses and libraries (libraries also received hardcopy feedback forms and detailed design plans for the public)
- Advertised in the Auckland City Harbour News, and on Google and Facebook
- Advertised via the AT, Auckland Council and Local Board Facebook pages, AT's LinkedIn, Twitter and Instagram pages, and the Shape Auckland website
- Set up a webpage with details of our proposal and feedback forms
- Held two open days at the Grey Lynn Farmers Market (as advertised in the brochure) to provide information about our proposals.
- Placed posters in all bus stops on Great North Road between Crummer Ave and Ponsonby Road.

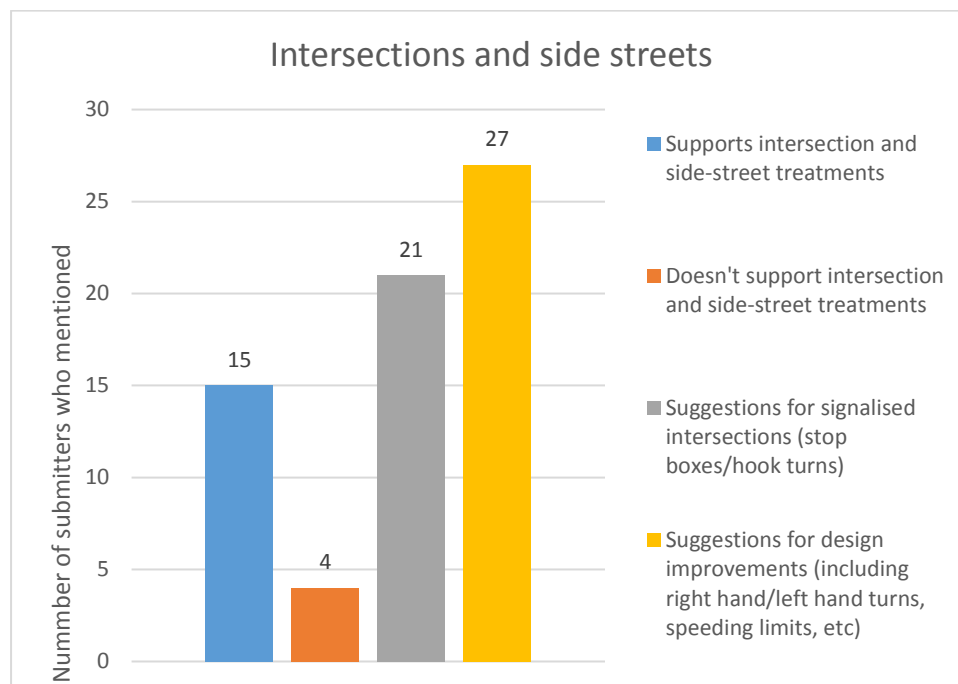
Initially a three-week consultation, we extended it by two extra weeks. We posted a letter advising all residents in the affected area of this, and hand-delivered letters to businesses. Another advertisement went in the Auckland City Harbour News, and we also advised schools and key stakeholders of the extension.

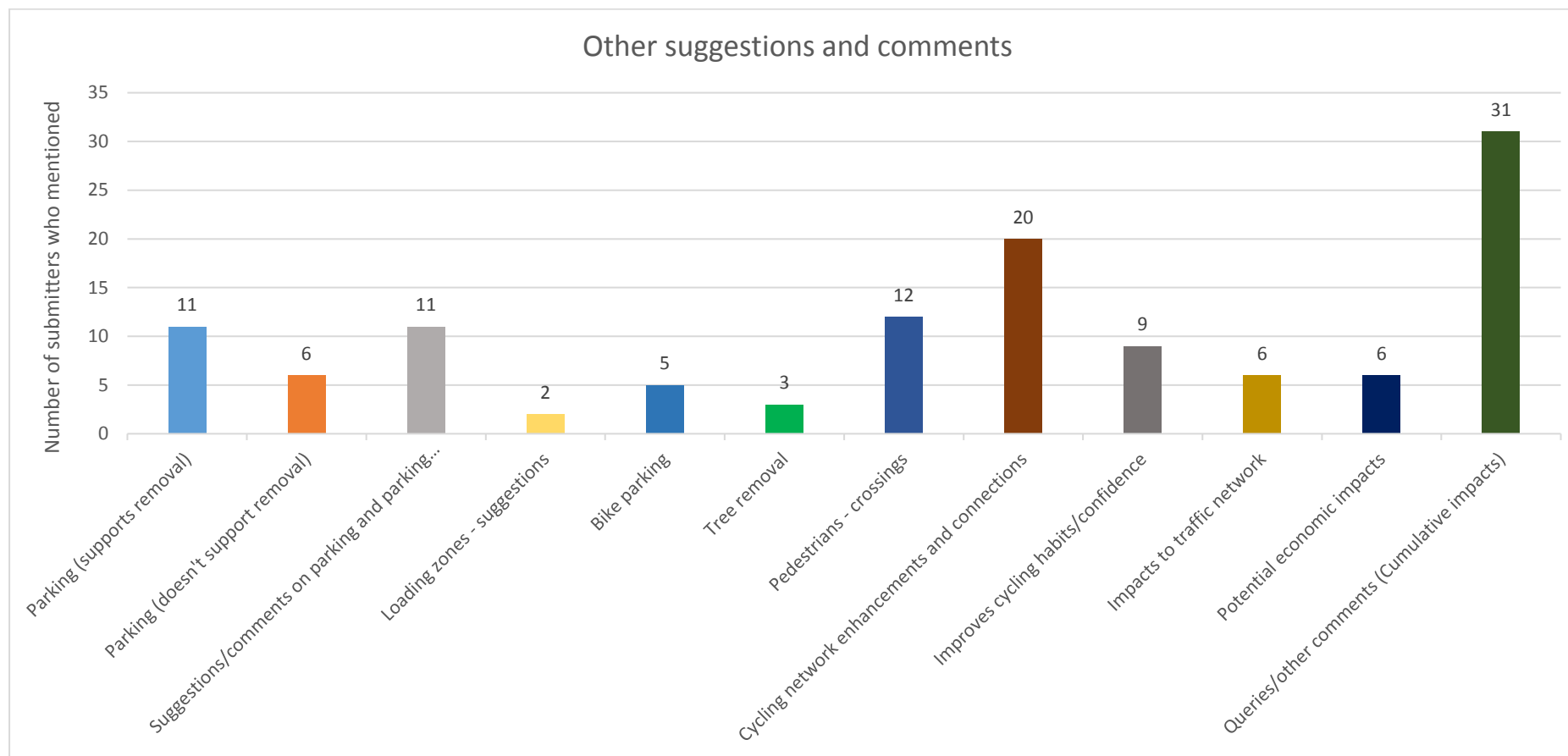
In addition, AT met with businesses in the West Lynn shopping centre, and on Great North Road and Richmond Road. We also met with residents and business owners in a public meeting on Richmond Road, and they also met with the Grey Lynn Business Association manager to discuss the proposed parking restrictions.

Attachment 3: Feedback comments summarised by theme









Attachment 4: Key themes and submitter comments with AT responses

Theme	Illustrative quotes from feedback	AT response
Support and opposition to project		
General support for project	<p><i>"I am very pleased to see these plans. I think all the plans look great"</i></p> <p><i>"Great work - speed up the execution of it"</i></p> <p><i>"At 60 I want to feel safe to get out of my car and on to a bike, shop and live locally. This proposal will make me feel safer"</i></p> <p><i>"Great work - speed up the execution of it"</i></p> <p><i>"Early this year I acquired an e bike for my 60th birthday - a return to cycling after a gap of 25 years. Now I cycle almost every day and the car is used no more than twice a week. My partner and several neighbours are now very interested in e bikes and are expressing more than a passing interest in cycling. When cycling I am more aware of the neighbourhood I pass through and find I stop at more and different cafes"</i></p>	<p>Thank you for your feedback and comments. Based on the feedback received, we will be proceeding with the improvements for Great North Road as proposed. These improvements will provide a safer, more appealing route for people on bikes while making bus journeys in peak times faster and more reliable.</p>
General opposition to the project	<p><i>"There is nothing to like about this proposal"</i></p> <p><i>"Parking is hard enough already without the loss of another 23 parks. If you are removing even more parking there needs to be real thought into how to alleviate it"</i></p> <p><i>"I like the idea of having cycle lanes, but don't think your proposal is rigorous enough"</i></p>	

Theme	Illustrative quotes from feedback	AT response
Other general comments on project	<p><i>"How many car lanes will be left? How many car parking spots will be left? Why spend so much time and money with preferential treatment for cyclist and buses?"</i></p> <p><i>"The current Great North Road cycling system is good enough"</i></p> <p><i>"All that's required is a simple white line down the middle (like Tamaki Drive) for pedestrians and cyclists. Currently there are very few pedestrians that use this stretch of road so the footpath is an overkill anyway"</i></p>	
Bus lane feedback		
Likes the extended bus lane hours	<p><i>"Extending the hours of the bus lane is genius"</i></p> <p><i>"It will make a big difference for bus passengers"</i></p> <p><i>"Proposal will improve the efficiency of public transport along the corridor"</i></p>	Thank you for your comments on our proposed improvements to bus lanes. To encourage public transport to be more attractive, and the service more reliable, bus lane hours will be extended as part of this project. AT will look at further extending these hours according to traffic conditions, and intends to standardise hours across the network outside the CBD. Standardisation of bus lane hours also simplifies things for bus drivers.
Dislikes the extended bus lane hours	<p><i>"Keep bus lane operating hours as they are"</i></p>	
Suggestions for bus lane hours (e.g. extend, make consistent across region)	<p><i>"Bus lane hours are not long enough"</i></p> <p><i>"Extend bus lane hours further city bound to 7 am - 11 am, and west-bound to 3pm - 7pm"</i></p> <p><i>"Need to extend bus lanes to 24 hours"</i></p> <p><i>"Make bus lane times consistent across the network"</i></p>	
Feedback on bus stop locations/removals		

Theme	Illustrative quotes from feedback	AT response
Supports proposed bus stop changes/reorganisation	<p><i>"I like the rationalisation of bus stops along Great North Road"</i></p> <p><i>"... a better way to use space and make it easier for new bus passengers"</i></p>	Thank you for your feedback on improvements to bus stop spacing and locations.
Doesn't support proposed bus stop changes/reorganisation	<p><i>"Some of the bus stops you wish to move are the busiest"</i></p> <p><i>"The proposed gap between stops will be too large under the new proposal and the new locations of the stops is likely to discourage people to use the bus."</i></p> <p><i>"I oppose the reduction of bus-stops from 14 to 10. The comment that this will 'improve bus service efficiency' is a classic piece of corporate-style spin. What you really mean is that it will save money and make the designs easier."</i></p> <p><i>"I oppose the removal of bus-stop 8109. The Bond Street intersection is a strategic focal point that needs bus-stops, as at present, to serve the commuters in its nearby side streets and apartment blocks."</i></p>	<p>The proposed bus stop locations aim to achieve better and more logical spacing of bus stops. 400 metres is the optimum spacing required to provide people with decent access to the bus stop balanced with efficient operation of the bus service. There are currently too many bus stops along Great North Road which means the buses spend too much time stopping, making journey times long. AT has taken on board your feedback on bus stops #8111/ #8109 and will investigate an alternative placement for these bus stops.</p>
Other suggestions/comments - bus stops (#8111 & #8109)	<p><i>"I believe a better location for bus stop 8111/8109 is about 45 meters further along Great North Road in an easterly direction, which would place the bus stop between Harcourt and Elgin Streets and in front of a tow truck business, rather than a fully occupied apartment building with likely retail businesses at street level. This would be a safer and more efficient option."</i></p> <p><i>"I would keep the bus stop 8109 as it provides great access to Bond St, leading to Eden Park, and Kingsland"</i></p> <p><i>"Bus stop 8111/8109 should not be placed so close to an intersection. The bus stop on the corner of Harcourt Street and Great North Road is dangerous."</i></p> <p><i>"#8109 and #8108 should be close together - should always be able to see the bus stop for the other direction, to aid legibility of the network. #8111 could be removed easily, very few people use it. Bus stop #8109 is near a key</i></p>	

Theme	Illustrative quotes from feedback	AT response
	<p><i>intersection (Bond St) and accommodates access to/from Kingsland. I have also heard that buses using Bond St will increase, so taking this bus stop out would cut off people further towards Grey Lynn from accessing those services"</i></p> <p><i>"The bus-stop (8111 & 8109) should be moved up [to the Bond St/Cooper St intersection] so that it is near a [pedestrian] crossing"</i></p> <p><i>"Please don't remove Bus Stop 8109. Bus Stop 8109 is [currently] under-cover at Philippe's and caters for all the people from Bond, Home, Sedan, Cooper, Grosvenor Streets"</i></p> <p><i>"If bus stop [8111/8109] stays in proposed position can design be changed to 8108 or 8113, where the bike path stays on the road? Design of 8111/8109 bus stop takes too much of footpath"</i></p>	
	<p><i>"Proposed 8111 & 8109 cannot be reached safely from the southern side of Great North Rd. "</i></p>	AT is investigating the installation and placement of pedestrian crossing facilities near bus stops on Great North Road.
Other suggestions/comments - bus stops (general)	<p><i>"Bus stops should always be located in pairs (and connected by a crossing), so that passenger will know where to catch the bus on their return journey if they are unfamiliar with the area"</i></p>	AT locates bus stops in pairs where possible.
	<p><i>"A bus stop should not be so close to an intersection as it obscures the vision of motorists (eg. people pulling out of Harcourt St)"</i></p>	A bus is only present at a bus stop for approximately 20 seconds, and only if a passenger wants to get on or off the bus. At other times visibility will not be impeded.
	<p><i>"It seems silly to move bus stops 8107/8105 from before Ariki St to now between Ariki St and Turakina St as it costs money and not necessary. Proposed placement [of bus stop 8107/8105] would be noisy for the apartments above"</i></p>	The proposed bus stop locations aim to achieve better and more logical spacing of bus stops. 400 metres is the optimum spacing required to provide decent access to the bus service balanced with efficient operation of the bus service. There are currently too many bus stops along Great North Road

Theme	Illustrative quotes from feedback	AT response
	<p><i>"Leave bus stop 8107 where it is as the combined stop"</i></p> <p><i>"I think the best place for the bus stop [8107/8105] would be just before the camera shop, there's no apartment building exit and the camera store has greater range of visibility"</i></p> <p><i>"Remove existing bus stops #8107 and #8105, and replace with a new stop in the 'floating' bus stop design at 205-209 Great North Road (west to Turakina Street). Adding a bus stop [8107/8105] will give residents even more to contend with, increased pedestrian numbers rushing to catch the bus/getting off distracted by phones, music being the most concerning"</i></p> <p><i>"Stops 8102 and 8103 are close to the next set of stops at the intersection of Ponsonby and Karangahape Roads. These stops should be removed, and stops near 8104/8105 retained, as they are better spaced. A set of stops is needed near the Bond Street intersection, to facilitate transfers between Great North Road services, and the 202 on Bond Street, which is to be a Frequent route in future. Stop 8113 should be removed, and 8112 and 8111 (or stops in their vicinity retained). This would result in better stop spacing between Ponsonby Road and the Grey Lynn shops, and enable transfers near Bond Street"</i></p> <p><i>"Keep bus stops 8105 & 8104 - these are positioned close to the light controlled pedestrian crossing. Removing 8105 and 8104 will likely result in people crossing directly (jaywalking) rather than at the controlled crossings"</i></p> <p><i>"Could 8102 and 8103 be moved a block further down without negatively impacting passengers from Newton School, etc? "</i></p> <p><i>"The 2 new bus-stops (8107 & 8105) (8106 & 8104) should have a pedestrian crossing so that passengers can cross quickly and safely. The new bus service (202) will need bus-stops at the Great North Rd end of Bond St"</i></p>	<p>which means the buses spend too much time stopping, making journey times long.</p>

Theme	Illustrative quotes from feedback	AT response
	<i>"Remove one more set of bus stops just before the Ponsonby Rd bus stop - these two are too close together"</i>	
	<i>"The critically important factor when consider bus stops as a part of a strategic network are to minimise the walk distance where there is an interchange function between bus routes. In this case there is a need to consider the interchange function between Great North Road and Ponsonby Road; and Great North Road and Bond Street"</i>	
	<i>"Add a shelter to the new 8107 and 8106 stops"</i>	All new and existing bus shelters in Great North Road will have bus shelters.
	<i>"No talking bus stops as very loud for residents"</i>	Real time information signs are not a part of this project.
	<i>"Please confirm that platforms for passengers at floating bus stops will be raised so that access to buses is easy?"</i>	Floating bus stop designs will ensure good access to the buses.
Comments on potential access, noise, economic impacts - bus stops	<i>"Remove bus stop #8108. Bus stop #8108 is in an area of high conflict with buses overtaking cyclists at the Bond St lights, and then immediately veering left into this bus stop, and bikes having to veer right to get past buses parked at this stop. "</i>	As the cycle lane is separated from the road at bus stop #8108 buses will not need to swerve left past cyclists, or enter the cycle lane, to enter this bus stop.
	<i>"I'm concerned about the volume of noise 8111 & 8109 will generate, especially late in the evening (and impact on Dylan residents)"</i>	While AT designs bus stop locations to suit the needs of all Aucklanders, we will investigate an alternative placement for bus stops #8111 and #8109.
	<i>"Access to The Dylan fire hydrant might be obscured too by the proposed 8111/8109 merged bus stop"</i>	
	<i>"For future tenants in the commercial space at the base of the building (the Dylan), having buses stopping and starting would be a definite disadvantage"</i>	

Theme	Illustrative quotes from feedback	AT response
	<p><i>especially if it becomes a busy café - will have negative impact on the building and therefore the value of the property."</i></p> <p><i>"This entry point to 398 is directly opposite the newly built Dylan Apartments and one of that building's main entry points for residents, their visitors and a major access way for delivery and house removal trucks. To consider putting a bus shelter right in front of this entrance door is ludicrous in the extreme."</i></p> <p><i>"I suggest that plans for the floating bus stop #8111 & #8109 are stopped. I suggest that bus stop #8111 remains as it stands. Re-positioning this bus stop [8111] has little advantages, yet many disadvantages for the residents of the apartment building at 365-367 Great North Road and will cause traffic impacts. Residents of the apartments at 365-367 Great North Road would have their outdoor areas impacted by fumes."</i></p>	
	<p><i>"As a tenant of 217 Great North Road the proposed change will increase the noise and pollution to a residential street block."</i></p>	Great North Road is a busy bus corridor. These additional changes will not further increase noise and pollution to a residential street block.
Feedback on floating bus stops		
Likes the addition of floating bus stops	<p><i>"The bus stop cycle bypasses are great. Please provide as many as you can, and as much space for them as possible"</i></p> <p><i>"...allows space for cyclists around bus stops so they don't have to enter the traffic lane."</i></p> <p><i>"Floating bus stops will speed up transport for buses."</i></p>	Thank you for your comments and support for our new floating bus stop design.

Theme	Illustrative quotes from feedback	AT response
Other suggestions/comments - floating bus stops	<i>"Please provide as many bus stop bypasses as you can, and as much space for them as possible"</i>	
Separated cycle lanes		
Supports separated cycle lanes	<i>"Physical separation makes the road feel much safer for cyclists, encouraging more people to cycle along the road"</i> <i>"Really love the dedication to physical separation along this route"</i> <i>"Good to see the cycle lanes designed to a high standard rather than painted ones which do not appeal to less confident cyclists as they provide less safety"</i>	Thank you for your comments and support for our proposed cycle lanes.
Doesn't support separate cycle lanes	<i>"Remove the dedicated on-road cycle lane"</i> <i>"Off and on-road bike paths are problematic as cyclists will ride straight ahead."</i>	Ideally, we would have liked to continue the on-road separated cycle lane on both sides of the road through the bend. Unfortunately, there is not enough space to do so. Going uphill the cycle lane will be continuous. Coming downhill, people on bikes will have 2 options. More confident riders may want to stay on the road and use the bus lane through this section. Less confident riders have the option of mounting the existing footpath (which will be converted to a shared path) via new ramps and stay away from the live traffic lanes. We recognise that at times there can be a significant amount of illegal parking on the footpath which is an issue for pedestrians and will become more of an issue if the area becomes a shared path. The project team will work with the parking compliance team to address the illegal parking behaviour.

Theme	Illustrative quotes from feedback	AT response
	<p><i>"Don't use a physical barrier between cycle paths and car lanes. Non-physical separation (that is only painted) means bikes are still highly visible for cars and considered to still be on the road and therefore must be yielded to."</i></p>	<p>We recognise that some people on bikes are very confident riders and prefer to share the road with general traffic. Our research indicates that they represent only a small proportion of people who would potentially be willing to ride. Research shows that many Aucklanders would cycle more if they felt safer and if better cycling facilities were provided. Typically, these people want to be separated from vehicular traffic as much as possible. For this reason, on busy streets AT's general approach is to provide high quality continuous cycle lanes, ideally separated from general traffic. On quieter roads AT would look to reduce traffic speeds and volumes to make it safer and more attractive to walk and cycle.</p>
Suggestions/comments on cycle lane design and separation	<p><i>"Please ensure the cycle lane is physically separated – with a solid, durable divider"</i></p> <p><i>"a physical barrier is important. A painted barrier does not stop cars from entering the cycle lanes"</i></p> <p><i>"..... serious dividers are required (not just flexi posts or Riley kerbs that cars and buses can just drift over)"</i></p> <p><i>"In my experience, buses are the worst offenders and often drift over painted cycleways, which is quite scary to watch or experience - the barriers between cyclists and vehicles are critical"</i></p>	<p>We are aiming to provide some form of physical separation between the live traffic lane and cycle lanes wherever possible. The type of physical barrier may change along the route depending on the specific locations. For example, at vehicle crossings we need to allow vehicles to enter and exit properties, in other areas the barrier can be more robust. The specific details will be worked through during the next design stage.</p>
	<p><i>"Physical separation of the bike lane would be great particularly on the western curve"</i></p> <p><i>"Make the whole route a separated cycle lane"</i></p>	<p>Ideally we would have liked to continue the on-road separated cycle lane on both sides of the road through the bend. Unfortunately, there is not enough space to do so. Going uphill the cycle lane will be continuous. Coming downhill, people on bikes will have 2 options. More confident</p>

Theme	Illustrative quotes from feedback	AT response
	<p><i>"Consistency in installation of bike lanes (as few changes between on-road and off-road as possible) is desirable, as it causes less confusion for motorists as well"</i></p> <p><i>"Consider ramps onto the cycle lane to allow less experienced cyclists to avoid having to merge with the traffic would be a cheap solution which would substantially increase safety for cyclists"</i></p> <p><i>"The mixed cycle/pedestrian route in front of St Joseph's Church is a compromise. Currently car parking on the footpath there is a nightmare for pedestrians and I can't see the church wanting to accommodate cyclists and pedestrians."</i></p>	<p>riders may want to stay on the road and use the bus lane through this section. Less confident riders have the option of mounting the existing footpath (which will be converted to a shared path) via new ramps and stay away from the live traffic lanes. We recognise that at times there can be a significant amount of illegal parking on the footpath which is an issue for pedestrians and will become more of an issue if the area becomes a shared path. The project team will work with the parking compliance team to address the illegal parking behaviour.</p>
	<p><i>"The cycle lane should be wider. Yes, it's 2-way...but even so, it's too narrow to pass other riders in most of this section. Seriously, it's up hill on the way to town along this route, there's a wide range of physical fitnesses, and therefore speeds that people ride. And 1.5m is not wide enough to pass someone else on a bike... a 1.5m cycleway will be worse."</i></p>	<p>AT will investigate options to make the cycle path wider during the next design stage. Due to the corridor constraints we have allocated 2m total width on each side of the road to accommodate a dedicated cycle lane. The only exception is the section by St Joseph's church where there is not enough width and we are providing an off-road shared path. The 2m width must also accommodate the physical separation/barrier (where we are providing one). With only 2m to play with, we need to consider how much space to allocate to the cycle lane and how much to the buffer/barrier.</p>
	<p><i>"Ensure the vertical dividers are set in solid "wheel stop" style bases, to ensure added protection and longer life."</i></p>	<p>We are aiming to provide some form of physical separation between the live traffic lane and cycle lanes wherever possible. The type of physical barrier may change along the route depending on the specific locations. For example, at vehicle crossings we need to allow vehicles to enter and exit properties, in other areas the barrier can be more robust.</p>

Theme	Illustrative quotes from feedback	AT response
		The specific details will be worked through during the next design stage.
	<i>"Ensure the vertical dividers are set in solid "wheel stop" style bases, to ensure added protection and longer life."</i>	We are aiming to provide some form of physical separation between the live traffic lane and cycle lanes wherever possible. The type of physical barrier may change along the route depending on the specific locations. For example, at vehicle crossings we need to allow vehicles to enter and exit properties, in other areas the barrier can be more robust. The specific details will be worked through during the next design stage.
	<i>"The lanes you propose need to be wide enough for cyclists to pass each other."</i>	Given the corridor constraints we have allocated 2m total width on each side of the road to accommodate a dedicated cycle lane. The only exception is the section by St Joseph's church where there is not enough width and we are providing an off-road shared path. The 2m must also accommodate the physical separation/barrier where one is being provided. Given that we only have 2m to play with we will be considering how much space to allocate to the cycle lane and how much to the buffer/barrier during the next design stage.
	<i>"Use part of the wide footpath [instead of building separated cycle facilities]"</i>	Shared paths are appropriate in many instances however in some cases they can create conflict with pedestrians and therefore separation is preferred. For this project we think it is better to avoid the potential conflict between pedestrians and people on bikes by providing dedicated separate facilities whenever possible.

Theme	Illustrative quotes from feedback	AT response
	<i>"Need to address how people enter and exit the cycle lanes safely when exiting/entering the side streets (e.g. if they live in the area). "</i>	Left turns into and out of side streets are well catered for. Right hand turns into side streets and right hand turns out of side streets are more complicated because people on bikes need to cross 4 lanes of traffic to access or exit the cycle lanes. We are investigating additional crossing points along Great North Road that will also help people on bikes cross the road more safely. However, given the number of intersections (over 20 intersections on this section) and the likely volumes of people wanting to make right hand turns it is not feasible to provide a crossing point for every intersection.
Intersections and side streets		
Supports intersection and side-street treatments	<i>"I like the side-street kerb buildouts to slow traffic in/out of these streets (and make the environment safer for cyclists and pedestrians). (Like) raised table at the busier side-streets and crossing refuges/mid-road islands."</i> <i>"It's great that the Grt North Road/ Kirk Street intersection is narrowed"</i> <i>"Much improved safety for cyclists wanting to travel to or from K Rd to Surrey Cres intersection"</i>	Thank you for your comments and support for our proposed intersection improvements.
Doesn't support intersection and side-street treatments	<i>"Ped safety on side street would be better with narrowing or refuges at least or raised tables at best. Greenway. Pedestrian safety needs to be included as above & possibly some mid road refuges."</i>	On side streets we are building kerbs to tighten the intersection up. This will reduce the crossing distance for pedestrians meaning they are less exposed to turning traffic and also slow vehicles as they turn in and out of side streets. There have been some suggestions that we should provide speed tables at side streets but at this stage they are not

Theme	Illustrative quotes from feedback	AT response
		being investigated further due to budget constraints. The kerb build-outs will improve pedestrian and cyclist safety.
	<i>"The intersection between Bond St and Gt North Road [needs to be changed]. When coming from the city (on Gt North Rd) the cyclists need to be very wary of left turn traffic (into Bond St)."</i>	We are investigating the Bond St intersection as part of the next design stage. We recognise that the current design is not friendly to people on bikes and that the introduction of cycle lanes will create additional conflict points that will need to be addressed: For people on bikes going towards Grey Lynn, we need to facilitate the right hand turn from Great North Road into the Greenway route on Grosvenor St and we also need to protect them from traffic turning left into Bond St. For people on bikes going toward K Road, we need to facilitate the right hand turn into Bond St and also protect them from traffic turning into the Greenway route on Grosvenor St. We also need to provide people on bikes with a safe connection between Bond St and the Greenway Route on Grosvenor St. At this stage we have not decided on the best way to address the above but are considering exclusive cyclist phase, hook turns and barnes dance options as well as standard treatments. We are also looking at opportunities to improve the level of service for pedestrians (by potentially providing an additional pedestrian crossing leg). These improvements need to be balanced against the impact they have on general traffic flow and bus travel times and reliability.
Suggestions for signalised intersections (stop boxes/hook turns)	<i>"Rather than providing advance boxes for bikes, as these require cyclists to cross multiple lanes of traffic, I would prefer a hook turn treatment"</i> <i>"Bond Street junction options need to have good, continuous cycle lanes"</i>	We are investigating the Bond St intersection as part of the next design stage. We recognise that the current design is not friendly to people on bikes and that the introduction of cycle lanes will create additional conflict points that will need to be addressed: For people on bikes going towards Grey

Theme	Illustrative quotes from feedback	AT response
	<p><i>"Hook turns or signalised cycle right turns are better than advanced stop boxes"</i></p> <p><i>"Advance stop boxes are scary to use"</i></p> <p><i>"Could some cyclist green boxes please be added. There is a lot of confusion about who can go in cycle lanes and who can sit in the green boxes at intersections."</i></p> <p><i>"Allow cyclists to turn right from left lane"</i></p> <p><i>"Ensure the Bond Street signals do not require the use of advanced stop boxes to turn right (use of hook turns instead supported)"</i></p> <p><i>"I think this is really important to have hook turns so they can easily and safely make a right turn without going into the middle of the road. Otherwise cars and buses have a tendency to drift into cycle lanes and these really aren't safe, especially for kids"</i></p> <p><i>"Advance stop boxes for right turns are only usable by the most confident riders, since they involve crossing traffic to get to the correct position. A better solution for right turns is to facilitate signalised hook turns - a widened bike area to provide space for hook turns should be included when the intersection is eventually redesigned"</i></p> <p><i>"Facilitate right hook turns for bike at important Bond St & Grosvenor St junction"</i></p> <p><i>"At intersections, please provide hook turns for safe right turns – we want this everyday movement to be stress-free"</i></p> <p><i>"Sort out the Grosvenor St /Bond St intersection including dedicated bike lanes up and down the top end of Grosvenor St"</i></p>	<p>Lynn, we need to facilitate the right hand turn from Great North Road into the Greenway route on Grosvenor St and we also need to protect them from traffic turning left into Bond St. For people on bikes going toward K Road, we need to facilitate the right hand turn into Bond St and also protect them from traffic turning into the Greenway route on Grosvenor St. We also need to provide people on bikes with a safe connection between Bond St and the Greenway Route on Grosvenor St. At this stage we have not decided on the best way to address the above but are considering exclusive cyclist phase, hook turns and Barnes dance options as well as standard treatments. We are also looking at opportunities to improve the level of service for pedestrians (by potentially providing an additional pedestrian crossing leg). These improvements need to be balanced against the impact they have on general traffic flow and bus travel times and reliability.</p>

Theme	Illustrative quotes from feedback	AT response
	<i>"Need improvements to prevent cars cutting across cyclists to turn left onto Bond Street."</i>	
Suggestions for design improvements (including right hand/left hand turns, speeding limits, etc.)	<i>"More entry treatments on side roads please, to slow turning traffic and make it easier for pedestrians"</i>	On side streets we are building kerbs to tighten the intersection up. This will reduce the crossing distance for pedestrians meaning they are less exposed to turning traffic and also slow vehicles as they turn in and out of side streets. There have been some suggestions that we should provide speed tables at side streets but at this stage they are not being investigated further due to budget constraints. The kerb build-outs will improve pedestrian and cyclist safety.
	<i>"Proper right turns at intersections via Dutch-style protected intersections"</i> <i>"Try to avoid people on bikes having to turn right with all the cars"</i> <i>"Would like the option to turn right into side streets so something mountable or with gaps at opportune times should be considered"</i>	Left turns into and out of side streets are well catered for. Right hand turns into side streets and right hand turns out of side streets are more complicated because people on bikes need to cross 4 lanes of traffic to access or exit the cycle lanes. We are investigating additional crossing points along Great North Road that will also help people on bikes cross the road more safely. However, given the number of intersections (over 20 intersections on this section) and the likely volumes of people wanting to make right hand turns it is not feasible to provide a crossing point for every intersection.
	<i>"The Ariki St Great North Rd intersection should become a left turn (=city bound) only to reduce congestion at a difficult to turn right (west bound) intersection due to reduced visibility from apartment building +pedestrians +cycle lane +bus lane and traffic. It is safer for cars to get to Bond St from Ariki St via Elgin St."</i>	This is outside the scope of this project. We have passed this request to AT's Traffic Engineering team for further investigations

Theme	Illustrative quotes from feedback	AT response
	<p><i>"More entry treatments on side roads please, to slow turning traffic and make it easier for pedestrians"</i></p> <p><i>"Install kerb build-outs at more intersections with side streets"</i></p> <p><i>" all of the intersections with side streets should be narrowed to slow turning cars and make it safer for pedestrians to cross"</i></p> <p><i>"Where practicable, raised tables should be used at side streets, to enhance the pedestrian environment and give more priority to pedestrians"</i></p>	<p>On side streets we are building kerbs to tighten the intersection up. This will reduce the crossing distance for pedestrians meaning they are less exposed to turning traffic and also slow vehicles as they turn in and out of side streets. There have been some suggestions that we should provide speed tables at side streets but at this stage they are not being investigated further due to budget constraints. The kerb build-outs will improve pedestrian and cyclist safety.</p>
	<p><i>"Optimize road layout to minimize speeding by cars/buses"</i></p> <p><i>"Reduced speed limits where appropriate"</i></p> <p><i>"Make speed limit 30 km/hr for cars. Need signage that asks motorists to look out for cyclists"</i></p> <p><i>"Reduced traffic speed would also help improve safety for cyclists"</i></p>	<p>The project provides separation from general traffic for people on bikes and reduces the need for reducing general traffic speed. At conflict points such as side streets and vehicle crossings we aim to slow turning vehicles. At intersections this is done by building kerbs out to make people take the turn at a slower speed and at vehicle crossings we are investigating mountable humps to encourage slower speeds. Given the arterial function of Great North Road it is likely to remain a 50km/hr zone even under the new speed management guide. The Police are working on a proposal for a new speed camera site in the Grey Lynn area which would help to improve compliance with the existing speed limit, but no changes to the speed limit are planned.</p>
	<p><i>"Painted 'no-stopping' zones at intersections to allow turning traffic to enter side streets when roads are congested. Plan a treatment for side roads to reduce traffic conflicts with cyclists and buses."</i></p>	<p>In AT's experience, 'no-stopping' markings are generally ineffective and potentially dangerous to introduce. They give motorists an expectation that vehicles will not drive onto the marked area resulting in a false sense of security. This has tended to increase the potential for motorists turning into the</p>

Theme	Illustrative quotes from feedback	AT response
		'Keep Clear' area to be hit by an approaching vehicle. This risk is increased in multilane roads; a queue of vehicles in one lane reduces without visibility of the next lane that may have oncoming traffic. The road code states it is illegal to enter or attempt to cross an intersection unless there is space for your vehicle on the other side.
	<i>"Consider blocking the entry of some side streets, e.g. Sussex St, to stop 'cut through' driving."</i>	Banning entry into side streets will increase traffic volumes on Great North Road and adjacent side streets and cause delays. There tends to be high incidence of non-compliance with these bans. These bans are an inconvenience to drivers and unlikely to be supported by businesses and residents.
	<i>".... the intersection between Great North Road and King Street could be investigated. The completion of the Bunnings store will add a lot of traffic to this junction and traffic lights may help manage this?"</i>	The project team is aware of the Bunnings development at the King St intersection and will ensure that the cycleway design is consistent with the latest plans.
Other suggestions		
Parking (supports removal)	<i>"Although I am a car driver I am not concerned by the loss of car parks if this loss is caused by the process of providing better cycling infrastructure"</i> <i>"I support the removal of parking to enable this to happen"</i> <i>"I approve of removing car parks to allow for full bus lanes"</i> <i>"It [the proposal] reflects that major thoroughfares should not have on-street parking. That is a luxury for small town New Zealand, and Auckland is not a small town"</i>	Thanks for your feedback and comments on our proposal.

Theme	Illustrative quotes from feedback	AT response
	<p><i>"I disagree that parking is necessary for businesses, in a near day in the future we will all be on bikes and doing business just the same, the age of the automobile is nearing its close"</i></p> <p><i>"Reducing space for cars is a positive step which will allow people to safely travel on foot and by bicycle"</i></p>	
Parking (doesn't support removal)	<i>"Do not remove any on-street parking spaces"</i>	<p>While some parking removal is necessary to improve safety for all road users, we will aim to arrange the parking to retain as many</p> <p>Aerial images are taken every two years thus it can't be most accurate representation of ground. Residential parking zones in future will restrict the ability of commuters to park on residential streets. Residential parking zones will create parking availability on side streets and less dependency on Great North Road. Parking on central median strip is illegal and businesses shouldn't use it for parking.</p>
	<i>"The use of outdated map imagery and guesstimated existing parking is a very flawed starting point for making proposals. By removing in fact far more parking in Map Section G172, the existing parking shortage in the area becomes more deficient. Workers will further migrate into residential streets to park off Great North Rd, further aggravating residents - in an area set for even more apartment constructions - projects which fail already to cater internally for 2-car residents."</i>	
	<i>"The cycle lane will reduce patronage to the shops and businesses along this section of Gt North Rd caused by the reduction of car parking"</i>	
	<i>"Leave car parks as they are between Northland St and Elgin St as they are needed by residents and workers as side streets parked out, especially Harcourt St due to apartment building on corner. "</i>	
	<i>"Please keep [the median strip for parking]. The median strip is WIDELY used by ALL businesses up and down this section of road [for car parking]."</i>	
	<i>"Remove more parking if necessary"</i>	Thank you for your suggestion on our proposal.

Theme	Illustrative quotes from feedback	AT response
Suggestion/comments on parking and parking removal	<i>"Restrict car dealers leaving their cars on the road for sale. Too many large trucks double-park in the section of Great North Rd to unload cars to car dealers."</i>	We will be providing a loading zone at Nixon Street for transporters. Auckland Transport will soon be proposing restrictions on side streets which will make it difficult for car dealers to park their vehicles.
	<i>"We live on Partridge St and it's increasingly difficult to get a park - with losing 23 car parks & the new kindergarten opening soon on our street, we really need residents parking."</i>	AT's Parking Strategy sets out the direction for managing parking in Auckland. The residential parking policy recommends a move away from reserving parking solely for the use of residents. This is because on-street parking is a public asset and should be able to be used by anyone. The ability to park outside a particular residence is a convenience, rather than a right.
	<i>"Parking is hard enough already without the loss of another 23 parks. Add to this the strain on the area with all of the extra apartment buildings. We understand from the real estate agent the new building on corner of Turakina street has no carparks attached to the one bedroom apartments. If you are removing even more parking there needs to be real thought into how to alleviate it. On my own street (Sussex) it is wide enough to have diagonal parking down one side. You now also need to consider residents only parking (maybe one side of each street) We are under real stress with everyone from the city parking in our streets and busing into town - I have seen fist fights in our street over it and if you are adding more buildings, more apartments, more businesses to Great North Road you cannot afford to be removing yet more car parking."</i>	
	<i>"[Proposal could have an] Impact on significant and major parking issues that already exist. You need to implement residential parking asap in Grey Lynn and Arch Hill!!!! PLEASE speed up the residential parking process and this needs to take priority before major roadworks commenced"</i> <i>"The residents rely on on-street parking spaces so the gained parking should</i>	A residential parking zone is a parking time-restriction that applies across a residential area. If you are a resident or run a business within the zone, you can apply for permits and coupons that give you exemption from the restrictions. AT is aware of the parking issues that already exist. In Grey Lynn and Arch Hill areas. Currently, there are three operating parking residential zones in Auckland which are St. Marys

Theme	Illustrative quotes from feedback	AT response
	<i>follow a close distance to the houses where possible instead if various random locations"</i>	Bay, Mt. Eden and Freemans Bay. Grey Lynn and Arch Hill are on our priority list.
	<i>"Promote horizontal parking in the side streets, to fit more cars in. Most of these streets are wide. "</i>	AT does not support angle parking in this location due to safety issues.
	<i>"On-site parking provision for the Bunnings Warehouse has been determined based on customer demand to avoid parking overflow onto surrounding streets. Also, the consultation documents show 13 car parking spaces being replaced with an equal amount along the frontage of the subject site. We recommend that this is maintained to avoid the Bunnings car park being used by the general public should parking demand in the area increase. "</i>	We will accommodate as many parking we can while making sure driveway access and visibility is maintained.
	<i>"Install parking meters to ensure faster turnover of the remaining car parks."</i>	AT has no plans to introduce paid parking at this time. Paid parking can only be introduced if we have 85% car park occupancy rate.
Loading zones - suggestions	<i>"Currently those car transporter vehicles frequently park in the median, so reducing the median strip would require the provision of this loading zone"</i> <i>"There needs to be allowances for loading zones for businesses"</i> <i>"Just want to know how you are going to manage all the trucks from VW, Lexus, Mazda ford who use the median to unload cars and double park decreasing visibility"</i>	AT will install a new large loading zone near Nixon Street to accommodate car transporter vehicles. Additionally, there is an existing loading zone at Pollen Street which should also be used by transporters. Parking in the central median flush in unsafe and is illegal.
Bike parking	<i>"The only thing I didn't see listed in the plans was a proposal to add more places to park bikes. If people are going to start using these new cycle ways and your goal is to encourage more people to cycle, it is important to build ample places for bike parking"</i>	We will investigate opportunities to provide additional bike parking at key locations during the next stage of the design.

Theme	Illustrative quotes from feedback	AT response
	<p><i>"Would like to suggest bike racks behind bus stops, and also outside cafes, apartments and new Bunnings store"</i></p> <p><i>"Please install 3-5 bike racks at the intersections of Great North Road / Ponsonby Road and Great North Road/ Bond Street"</i></p>	
Tree removal mitigation	<p><i>"The replacement tree should be planted on Ariki Street not just somewhere on the route"</i></p> <p><i>"Would like a lot more trees planted along this stretch of road to green the city, especially given the increased urban development"</i></p> <p><i>"People will be annoyed about tree removal - we live on Ariki Road"</i></p>	Thank you for your comments and suggestions - AT will consider these at the detailed design stage.
Pedestrian crossings	<p><i>"Ensure that there are adequate controlled pedestrian crossings"</i></p> <p><i>"Add a pedestrian crossing island to enable safe crossing for people from Arch Hill side. It is simply a matter of time before someone is hit if pedestrian crossings are not considered"</i></p> <p><i>"Wherever the new bus stop [8111/8109] is finally located, there should be an associated pedestrian crossing over Great North Road in the immediate vicinity"</i></p> <p><i>"We need a pedestrian crossing between Potatau Street & King Street on Great North Road. There are lots of people that cross the road to get to the bus and stand on the medium strip which is dangerous. The only other pedestrian crossing is way down the road so not ideal."</i></p> <p><i>"There are few safe places along this stretch of Great North Road for pedestrians to cross from one side of Great North Road to the other, it would</i></p>	We are investigating providing new crossing facilities based on the feedback received. It is likely that they will be refuges rather than controlled crossing points (i.e. zebras or signals). We will be prioritising locations close to bus stops.

Theme	Illustrative quotes from feedback	AT response
	<i>be good to see a pedestrian crossing put in somewhere or more designated safe places for pedestrians to cross the road"</i> <i>"Add safe pedestrian crossings close to bus stops, even just traffic islands"</i>	
	<i>"Fix the drain covers as these are too dangerous for cyclists"</i>	The drains / storm water catch pits along the route will be upgraded to make them cycle friendly.
	<i>"Remove the median strip to create more space on footpaths to allow for the increased population in this area, and create nicer feeling of amenity and allow for cafe and bar seating on footpaths which will undoubtedly become more common within the next ten years."</i>	Given budget constraints we are not looking at altering kerb-lines apart from: the area near St Joseph's Church where space constraints require localised widening and kerb build outs on side streets to slow tuning vehicles and reduce pedestrian crossing distances. This means there is limited opportunity to widen existing footpaths.
	<i>"Development/widening of footpaths should be done. Widen footpath for use by other forms of personal transport such as non-electric and electric scooters. Do not extend bus lanes to intersections (there are way too many empty buses cluttering Victoria Street/Nelson Street intersection for example). "</i>	
	<i>"As this route will be a busy commute arterial, I do wonder whether there will be a need for signage or controls around the interaction between people using the bus stops and those on the cycle lane."</i>	We aim to minimise the potential conflicts between pedestrians and people on bikes through the design of the bus stops. Some bus stops will have bypasses to allow people on bikes to bypass the bus stop. The remaining stops will be designed to make it clear that people boarding and alighting buses have priority and people on bikes should slow and give way to bus passengers.
	<i>"Priority should be given to buses, bikes and pedestrians along the whole length."</i>	There are a number of pedestrian improvements as part of the project. Kerb build outs at side streets will slow traffic and reduce crossing distances making it safer and less stressful for people walking along Great North Road. There will be additional crossing points along Great North Road to make it
	<i>"It's great for cyclists. But the route needs to be improved for pedestrians too."</i>	

Theme	Illustrative quotes from feedback	AT response
		easier and safer to cross the road. We are also investigating pedestrian improvements to the Bond St intersection.
General/Other comments		
Cycling network enhancements (interconnectability with other networks)	<i>"It shows that Auckland is emerging as a great cycling city that is developing a robust cycling network"</i>	Thank you for your comments.
Improves cycling habits/confidence	<i>"I think an encouragement of cycling and other methods of transportation will benefit the area and the commuters"</i>	
Impacts to traffic network	<i>"You will increase traffic through side streets as a result of this proposal"</i>	Thus proposal is not impacting on capacity of Great North Road. Turning traffic volumes have been considered and allowed as a part of this design.
	<i>"The redesignation of the road space to cater for the cycle lane will necessitate an even further reduction in the width of the critical median strip. A very significant case in point is the large complex at 398 Great North Road which is populated by multiple, largely industrial buildings, and sees over 1,000 traffic movements per day out of and into Great North Road. Over 200 dogs are transported daily to the Barkley Manor site alone, involving 4 traffic movements per day per vehicle. Virtually no vehicles are already able to fully be paused in that width of median and when it is narrowed, turning vehicles as at #398 will block all traffic coming behind or force them into the bus lane."</i>	The median is being retained where possible and locations where there are significant turning movements have been prioritised.
Potential economic impacts	<i>"There is a lot of confusion about who can go in cycle lanes and who can sit in the green boxes at intersections. Are motorcyclists allowed in these locations?"</i>	Motorists are not allowed in these locations. We will pass this on to Auckland Transport's Road Safety campaigns team.

Theme	Illustrative quotes from feedback	AT response
	<i>Can there please be some increased education about who goes where on the road?"</i>	They recently did an education campaign around motorcycling in bus lanes.
	<i>"This agenda to turn Auckland into a cycling haven is noble but cannot become an idealistic, purist mission. Cyclists do not warrant special conditions above other transport other than considerations of a route made as safe as possible by feasible, realist means. The needs of one sector have no priority over other sectors and so workable solutions must be found to be acceptable to all road users. Auckland must learn from mistakes already made in other places and not place ambitious visions ahead of common sense"</i>	Thank you for your comments.
	<i>"I gather proposal is really bus-focused but more could be done to improve pedestrian environment. More really needs to be done- it wouldn't be major. People walking to become passengers are quite integral to buses."</i>	
	<i>"Please consider the impact of the new hardware store going in along the ridge"</i>	The project team is aware of the Bunnings development at the King St intersection and will ensure that the cycleway design is consistent with the latest plans.
Queries/other comments (Cumulative Impacts)	<i>"Please consider the impact of the new hardware store going in along the ridge"</i>	The project team is aware of the Bunnings development at the King St intersection and will ensure that the cycleway design is consistent with the latest plans.
Out of scope for this project		
Out of scope	<i>"How about some connections to the Northwestern cycleway?"</i>	We have an ambitious programme to deliver significant cycling infrastructure improvements over the next three years. We are already planning for the next projects that can be delivered once the next round of funding is confirmed.

Theme	Illustrative quotes from feedback	AT response
	<p><i>"A cycling grid is only a grid if it is completed. It is important as I meet far too many people who would like to cycle, but are afraid to do so because of the fragmentation of the wider cycle network"</i></p> <p><i>"One of the weaknesses of this proposal as a whole is the lack of connection to other parts of the Auckland cycle network. The North-western cycleway runs relatively close to some points along the proposed routes, but there are no obvious plans to connect these." For example, I would like to see cycling infrastructure added along Bond Street to provide a link from Great North Road to the North-western cycleway. Other points on this route could also be linked, e.g. Waima St to the overbridge that connects to the Northwestern cycleway, and much safer connections on Newton Rd. It is also relevant for other routes that form part of this proposal, such as links from Old Mill Rd to St Lukes Road (Route 1)"</i></p> <p><i>"A much more workable solution for cyclists is to have Williamson Ave designated for this purpose. Far less heavy transport uses this route. Fewer buses use it. Much less commercial demand for parking spaces. Safer for cyclists, safer for the public. Keep the road as is with nothing changed unless it is already dysfunctional"</i></p>	<p>We will be connecting up existing and new infrastructure to create a network of high quality cycle ways that will make cycling a realistic and attractive alternative for getting to work and other everyday journeys. You can find more about the proposed network on our website.</p>
Out of scope	<p><i>"Out of scope for this project but I do hope the habit of people parking on the footpath (soon to be shared path) around the Grey Lynn library and church next door will cease"</i></p>	<p>We recognise that at times there can be a significant amount of illegal parking on the footpath which is an issue for pedestrians and will become more of an issue if the area becomes a shared path. The project team will work with the parking compliance team to address the illegal parking behaviour.</p>