

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

## **Route 3: Greenways Route** (Richmond Road to Great North Road)

*Your feedback*



## Contents

<b>Outcome of consultation .....</b>	<b>2</b>
Changes to proposed design .....	2
What happens next.....	2
<b>Introduction .....</b>	<b>3</b>
Background .....	3
Consultation .....	4
Proposed improvements on Route 3: Greenways Route .....	4
Your feedback .....	5
<b>Summary of public feedback .....</b>	<b>6</b>
Overall support and opposition .....	6
Cycleway separation .....	7
Path and route design suggestions.....	8
Traffic calming .....	9
Crossings and intersections.....	10
Parking, road safety and rat-running.....	11
Vegetation .....	12
<b>Other submissions.....</b>	<b>12</b>
Waitematā Local Board .....	12
Bike Grey Lynn.....	13
Grey Lynn Residents' Association .....	13
Generation Zero .....	14
Petition .....	14
<b>Attachment 1: Feedback form.....</b>	<b>16</b>
<b>Attachment 2: Summary of consultation activities for this project .....</b>	<b>17</b>
<b>Attachment 3: Key themes and submitter comments with AT responses .....</b>	<b>18</b>

## Outcome of consultation

### Changes to the proposed design

AT has used your feedback to help us finalise the design of this route. As a result, we have decided to:

- Widen the alley between Westmoreland Street West and Sackville Street to 3 metres and remove the high timber fence along the western side of the alley
- Remove the STOP signs (also referred to as stop controls), proposed at several intersections along Dryden Street and at the intersection of Grosvenor Street and Crummer Road
- Install roundabouts with pedestrian crossing refuges, at two locations. These are the intersections of Dryden Street and Allen Road, and of Grosvenor Street and Crummer Road
- Replace the proposed traffic lights at the intersection of Grosvenor Street and Williamson Avenue with a signalised midblock pedestrian crossing slightly east of this intersection
- Upgrade the northern footpath on Williamson Avenue to a shared path to encourage use of the main Grey Lynn Park entrance opposite Beaconsfield Street
- Retain the existing 90-degree parking spaces along Grosvenor Street.

### What happens next...

We expect to begin construction as soon as the detailed designs are finished in mid-January 2017. We will update you once the completed designs are available.

## 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 across the city. These routes will create greater freedom of movement and connect people with their places of work and education, local shops, 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 3: Greenways Route

On the Greenways Route we proposed walking and cycling improvements from Richmond Road to Great North Road.

We aim to create a mix of shared paths and calmer speed environments, both on the route and surrounding streets, where people on bikes will feel more comfortable sharing the road with vehicles.

The key features proposed for the route were:

- A new signalised pedestrian crossing on Richmond Road (east of Westmoreland Street)
- Footpath widening along Westmoreland Street to create a 3m-wide shared walking and cycling path
- Raised tables and speed humps along the route and some surrounding streets (Westmoreland Street West, Sackville Street, Hakanoa Street, Cockburn Street, Dryden Street, Grosvenor Street)
- The installation of traffic lights at the intersection of Williamson Avenue and Grosvenor Street (with cycle stop boxes on each approach)
- Four-way 'stop' controls at the intersections of Crummer Road and Grosvenor Street, Baildon Road and Dryden Street, and Prime Road and Dryden Street
- Three-way 'stop' controls at the intersections of Allen Road and Dryden Street, and Firth Road and Dryden Street
- A change from 90-degree parking on Grosvenor Street to reverse-in angled parking
- Limited parking removal (up to 10 spaces) along Dryden Street to accommodate cycle ramps to provide access for people on bikes to paths.

We asked you to let us know what you liked about the proposed improvements on the Greenways Route, if there was anything 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 on the Greenways Route from 168 submitters; either online (using our [Have Your Say](#) website) or via a hardcopy feedback form (which we posted or handed out to interested parties), as well as some via email and phone call. In total we received 745 submissions on all four wider Grey Lynn routes.

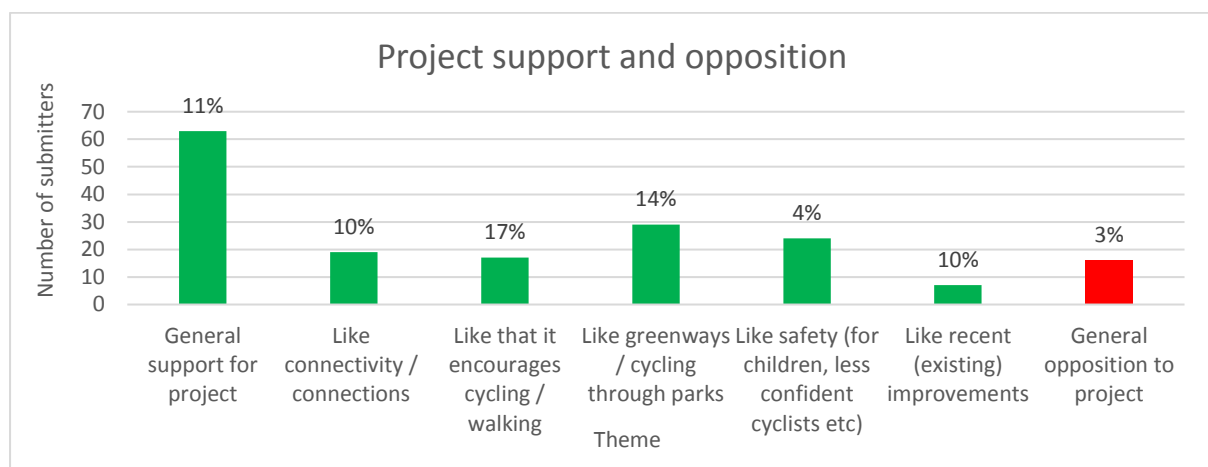
We also received submissions from key interest groups including Bike Grey Lynn, the Waitemātā Local Board, 950 submissions through a Generation Zero online survey, and a petition with 180 signatures. These are addressed in the 'Other submissions' section.

## Summary of public feedback

From the comments in your feedback, we identified themes based on what you liked about the design of the **Greenways Route**, as well as your suggestions for changes and improvements.

Illustrative quotes and AT responses to each themes are included in Attachment 3.

### Overall support and opposition



The feedback showed strong support for the Greenways Route project overall, with 60% of submitters stating this directly:

*“I have lived in the area for over 25 years - great to see this happening”*

*“Great way to link the green spaces together”*

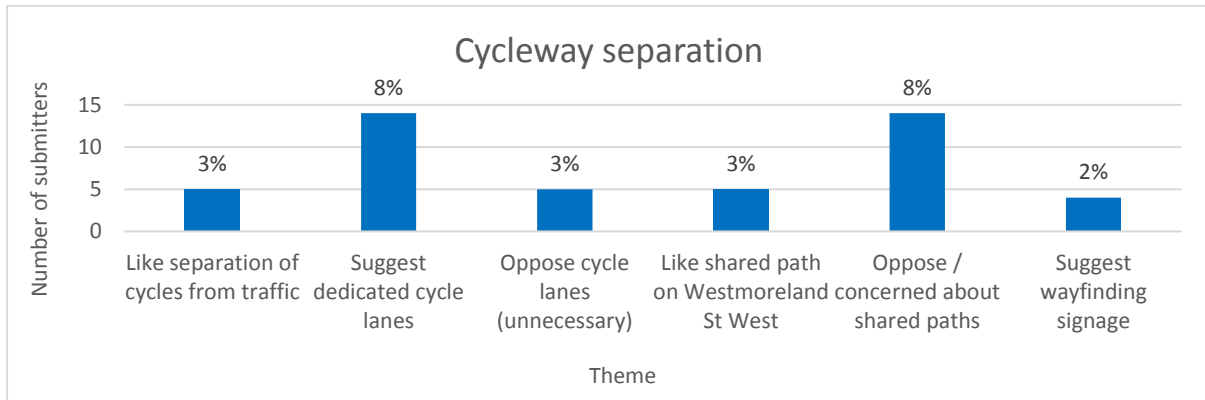
*“I cycle to work along this route and really appreciate any efforts to make it safer”*

In comparison, 10% of submitters said they did not support the project:

*“Cyclists can already get around easily, a total waste of public funds”*

*“You are ruining our neighbourhood... Do not impact traffic with cycle flows”*

## Cycleway separation



Separation of people on bikes from pedestrians and vehicle traffic was a key theme in the feedback, with several submitters suggesting dedicated cycle lanes be installed along all or part of the route:

*“I would ideally like full separation of cycleways with a concrete barrier protecting cyclists from motor vehicles”*

*“Suggest up-hill route [along Grosvenor Street] is protected cycleway inside angle parked cars”*

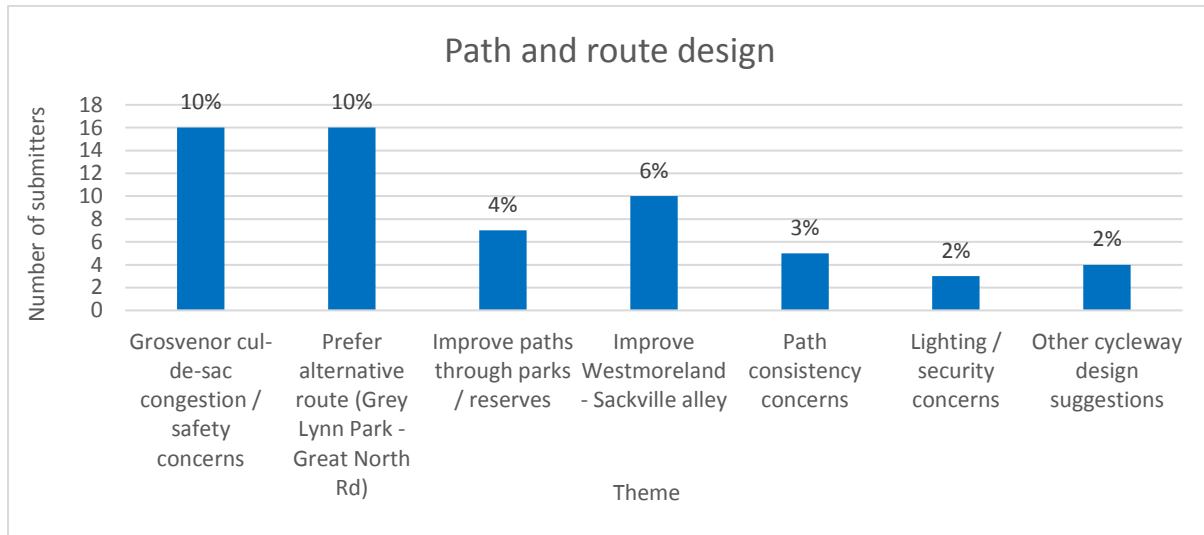
Other respondents didn’t like the shared paths included in the route, or suggested that attention be paid to encouraging pedestrians and cyclists to share the paths courteously:

*“I do not support designs that require pedestrians to share the footpath with cyclists... It attempts to make cycling safer, but in doing so makes walking more dangerous.”*

*“Signage on shared paths to better manage the interaction between cycles and pedestrians”*



## Path and route design suggestions



Some respondents said they would prefer an alternative route between Grey Lynn Park and Great North Road:

*“Grosvenor St is far too steep for me on the return trip. I always cycle up Williamson Ave to Surrey Crescent Shops”*

*“The main entrance to the park is on Williamson Avenue... Beaconsfield Street is wide with berms, with good visibility, and a crossing there would allow straightforward access directly into the park”*

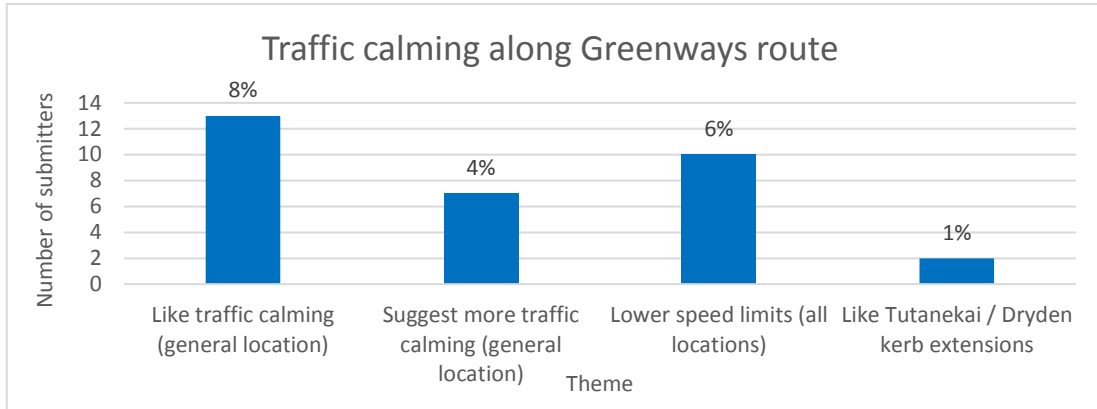
Many had concerns around the inclusion of the Grosvenor Street cul-de-sac:

*“The dead-end part of Grosvenor Street has a vehicle access to the park and is very busy, along with the narrowed end of the street often forcing cars to reverse out... This is going to be dangerous with adding in more bikes and pedestrians”*

Submitters also suggested improving the width and sightlines along the shared path alley between Westmoreland Street West and Sackville Street:

*“The alleyway between Westmoreland and Sackville is extremely tight for its purpose... removing the horrible fence between the Farro carpark would be a huge improvement”*

## Traffic calming

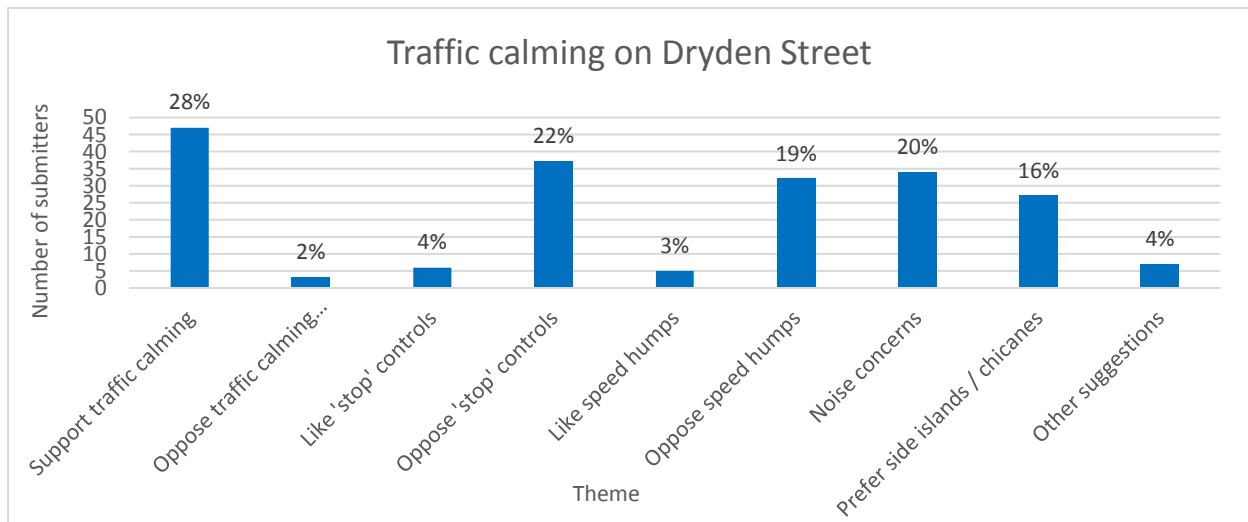


Installation of traffic calming devices along the route was generally popular:

*“[Like] speed tables where the greenway crosses roads.”*

Some submitters suggested lowering the legal speed limits:

*“I would like to see a 30 km/h speed limit for all residential streets in Grey Lynn”*



Traffic calming measures along Dryden Street were strongly supported:

*“I regularly use Dryden St to commute to work... I feel it is a very tricky street even for motorised traffic, with odd cambers, tight corners and often poor visibility. The current legal speed limit of 50kph often feels too fast as it is, and as an occasional cyclist, I would be reluctant to use this route as it is now”*

*“We support measures to reduce volume of traffic and speed along Dryden St”*

However, several respondents objected to the use of STOP signs or speed humps on Dryden Street, or preferred alternative traffic calming measures:

*“Don't want speed humps on Dryden Street”*

*“Three or four way stops at every intersection along Dryden Street seems excessive”*

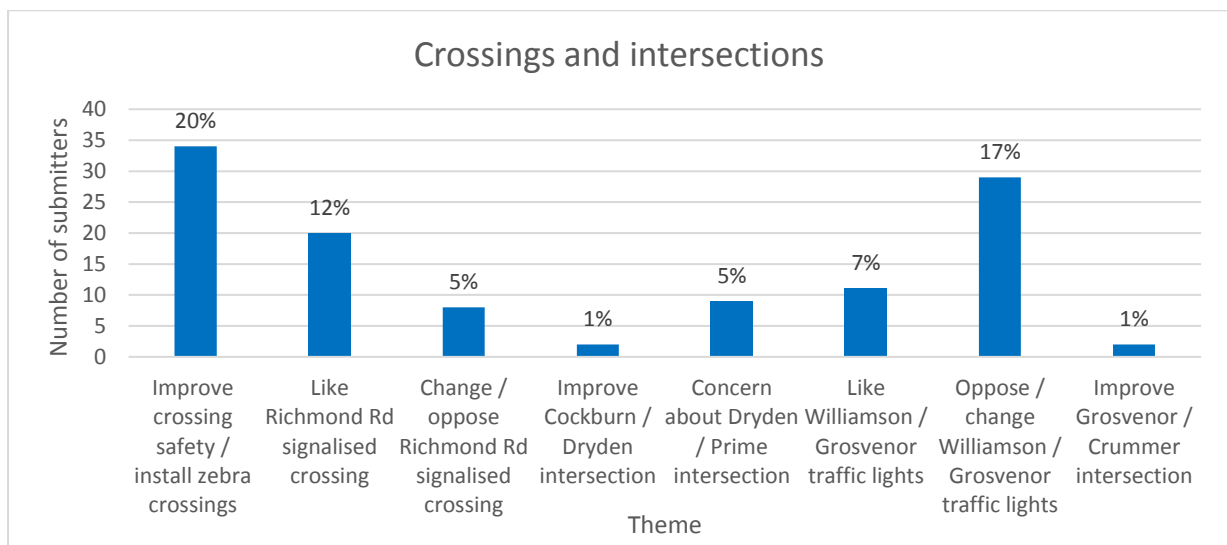
*“Would be better accomplished through the use of chicanes, side islands, or marked pedestrian crossings”*

Traffic noise was also a key concern:

*“Stop-start travel will create more noise as cars accelerate and decelerate. Stop signs (in particular) and speed humps are likely to lead to people repeatedly accelerating and decelerating as they travel down the street”*

*“I am especially happy to see the traffic calming on Dryden St... hopefully this will have the added bonus of reducing traffic noise”*

## Crossings and intersections



The feedback showed that many submitters would like greater priority for pedestrians and cyclists at crossings along the route:

*“Traffic calming will make crossing easier, but we think more formal zebra crossings are also needed”*

The proposed Richmond Road signalised crossing was well-supported:

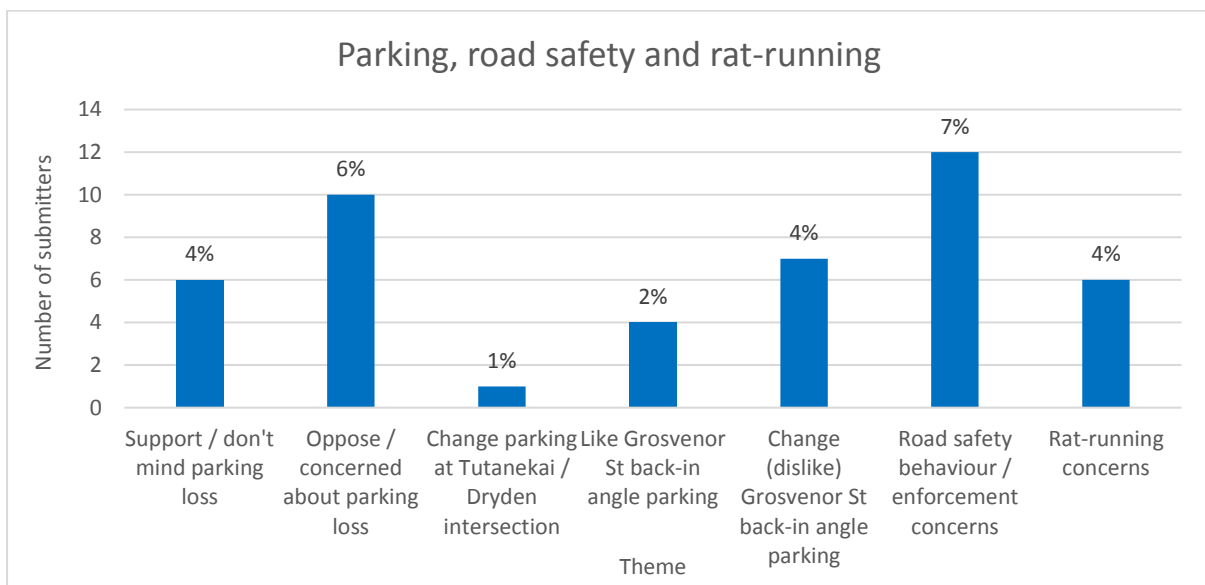
*“[Like] the changes to intersection of Richmond Road, this is a really difficult intersection to negotiate. Always feels unsafe”*

Many submitters opposed the installation of traffic lights to control the intersection of Williamson Avenue and Grosvenor Street:

*“Traffic lights are unnecessary at the junction of Williamson Avenue and Grosvenor Street”*

*“To put an intersection into the area will only enhance the area as being a main road and throughway”*

### Parking, road safety and rat-running



The feedback showed mild concern about parking loss along the route:

*“Dryden already struggles for parking spaces which means I often have to park down the road from my property”*

Some respondents did not like the reverse-in angle parking proposed for Grosvenor Street:

*“Angle parking is dangerous for bikes and I doubt many drivers will comply with the reverse in only rule”*

Concerns were raised about road users breaking road rules:

*“Many park their cars slightly over our driveway”*

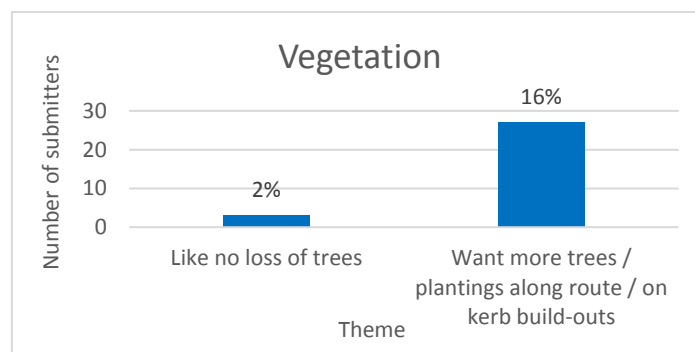
*“Cyclists don't abide by lights anyway”*

A number of submitters were also concerned about rat-running in the area:

*“We do have concern that traffic calming in Dryden will just redirect issues through to other streets”*

*“Any chance [of] restricting entry/exit options on Grosvenor between Williamson & Crummer to reduce its rat-run nature?”*

## Vegetation



Several submitters commented that they would like more trees or other vegetation to be planted along the route:

*“More planting, create more of a park feel on the connections”*

## 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 Waitemata Local Board, Bike Grey Lynn, Bike Auckland, the Grey Lynn Residents' Association, Generation Zero and the petition is summarised below. Concerns raised by these groups have been responded to separately.

### Waitemata Local Board

The Waitemata 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) was largely in support of the proposal, including of separated cycleways where feasible, improvements to pedestrian facilities, and traffic calming measures.

BGL expressed concern about insufficient measures to reduce traffic volumes and improve pedestrian crossing points along Dryden Street. They suggested narrowing further side street entrances in this area, implementing traffic calming measures on Prime Street to connect into Route 1, and increasing cyclist separation from vehicle traffic along parts of Dryden and Grosvenor Streets. They did not support the STOP signs as proposed.

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.

## **Bike Auckland**

Bike Auckland provided feedback on the Greenways Route. While supportive of the project overall, they felt that the route needed to be made more attractive to a wider range of users.

Similarly to BGL, Bike Auckland suggested further measures to reduce traffic along Dryden Street and improve pedestrian crossing points, as well as connecting the route to Surrey Crescent via Prime Road. They raised issues around increasing wayfinding signage and vegetation along the route and improving the paving quality at park entrances. Bike Auckland also had concerns around the safety of the proposed reverse-in angle parking on Grosvenor Street, preferring dedicated cycle lanes along this section.

## **Grey Lynn Residents' Association**

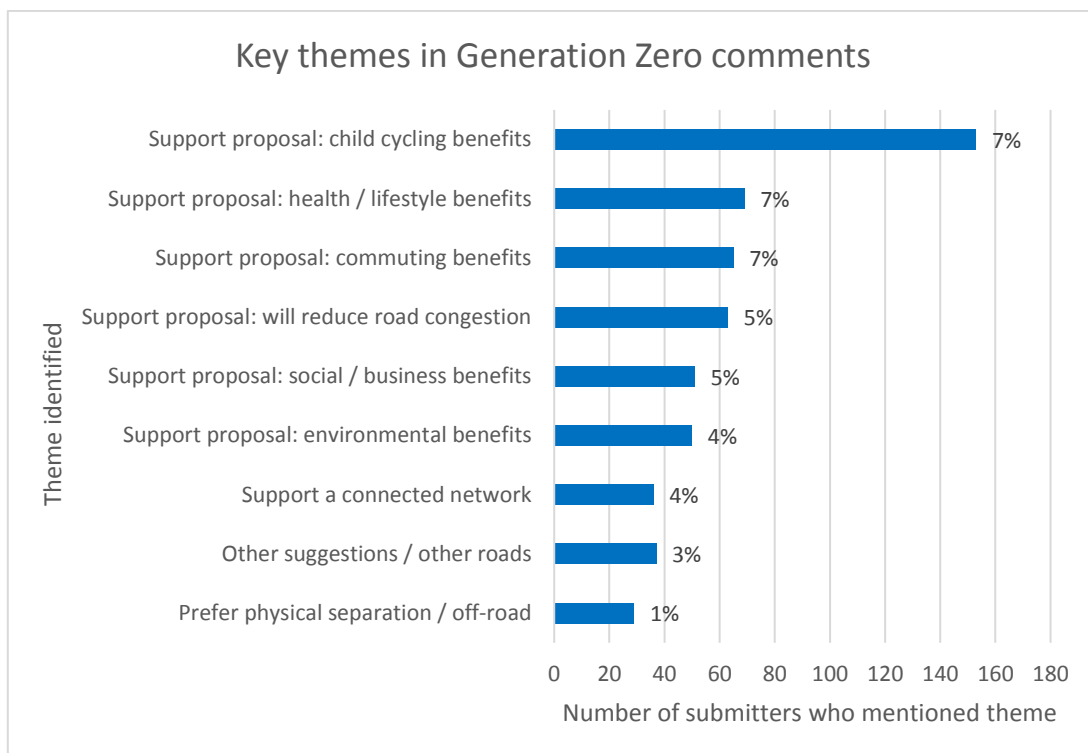
The Grey Lynn Residents' Association (GLRA) provided feedback on all four proposed cycleway routes. While largely in support of the proposals, they commented that they would like to see more consideration given to improving the streetscapes through increased plantings, adjusting parking restrictions, and addressing Grey Lynn Shopping Centre.

The GLRA supported the proposed traffic calming measures along the Greenways Route, but felt that insufficient measures to reduce traffic volumes may limit the route's appeal to less confident cyclists.

## 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.



Over 97% of Generation Zero submitters supported measures to traffic-calm streets along the Greenways Route, in order to create a safe environment for pedestrians and people on bikes.

## 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 signatories requested that we *“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 Waitemata Community Board”*.



## Attachment 1: Feedback form



You can also provide your feedback at [www.AT.govt.nz/haveyoursay](http://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 updated 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.

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: Key themes and submitter comments with AT responses

Theme	Location	Illustrative quotes	AT response
<b>Overall support and opposition</b>			
<b>General support for project</b>	NA	<p><i>"I have lived in the area for over 25 years - great to see this happening. "</i></p> <p><i>"Please try and move a bit quicker than 'end of 2018' for completion. We need these improvements now!"</i></p> <p><i>"The cycle path through Hakanoa and Grey Lynn Park is great - use it lots."</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."</i></p> <p><i>"[I like that] it includes a lot of green areas and beautiful views"</i></p> <p><i>"Great example of using parks to make a more direct route for cycles. "</i></p> <p><i>"Thank you for encouraging cycling. I cycle to work and it couldn't be easier, but when I talk to other people they perceive it as too dangerous so this will help."</i></p>	<p>Thank you for your support. We agree that this will be a great walking and cycling connection.</p>
<b>General opposition to project</b>	NA	<p><i>"I walk these routes regularly. It is and has been a great community resource. It needs to be improved, but for walkers, not at the cost of walkers."</i></p> <p><i>"To use the words 'traffic calming' and 'intersection enhancements' and require one to go to the detailed maps to understand the drastic changes proposed - and no doubt already agreed at every level of the organisation - is totally duplicitous and smacks of the usual Auckland Council/AT so-called "consultation" process... In the case of the Dryden Street it shows the primacy given to the few (bike riders)</i></p>	<p>We received a lot of feedback in support of the Greenways Route, both as part of the Pt Chevalier to City Fringe Cycle Network consultation in early 2017 and the present consultation. This project is important because it connects existing facilities in Cox's Bay Reserve in the north to Great North Road in the south, running through two local parks. It will be both an</p>

Theme	Location	Illustrative quotes	AT response
		<p><i>and the insulting and dismissive treatment of the majority (drivers and residents)."</i></p> <p><i>"Nothing is good about it. Not for pedestrians, cyclists or cars.... You need to do a lot more research and at this stage and it is a total waste of money to satisfy the demands of just a few."</i></p> <p><i>"The Greenways route is not, and never will be, a major cycle route. It is not used by commuter cyclists as it is not part of any obvious route between different parts of town. The Greenways route is a leisure cycling path, used primarily by families. As such, few improvements are required to the existing pathways."</i></p> <p><i>"As a rate payer I feel strongly against this proposal."</i></p>	<p>important recreational route for local people as well as improving the connection to the city centre via Great North Road and Williamson Avenue.</p>
<b>Cycleway separation</b>			
<b>Like separation of cycles from traffic</b>	NA	<p><i>"[I like that] it separates the bicycles a lot from the traffic of the streets."</i></p> <p><i>"[Like that the proposal is] mostly off-road"</i></p>	<p>Thank you for your support. On busy streets, AT aims to provide high quality continuous cycle lanes, ideally separated from general traffic. On quieter roads we look to reduce traffic speeds and volumes to make it safer and more attractive to walk and cycle.</p>
<b>Suggest dedicated cycle lanes</b>	NA	<p><i>"I would ideally like full separation of cycleways with a concrete barrier protecting cyclists from motor vehicles."</i></p> <p><i>"The link between Hakanoa Reserve and Grey Lynn Park should be redesigned to allow complete separation of a bike lane - this does not look like a significant improvement on what is currently a challenging route, also one which is frequented by a high number of school children."</i></p> <p><i>"Get cyclists off the road, they are a hazard to drivers and themselves."</i></p>	<p>The greenways design encourages cyclists and vehicles to share the road along quiet neighbourhood streets with no bus or truck routes. This enables people to walk and cycle away from busy roads and offers leisurely local connections for everyday use; linking residential areas, schools, shops, parks, community facilities and other destinations. Greenways in neighbourhood streets calm and slow traffic by narrowing</p>

Theme	Location	Illustrative quotes	AT response
		<p><i>"Could be bold &amp; restrict parking to one side (north) at end of Dryden St and have designated two way cycle lane on other."</i></p> <p><i>"I would like an off-road cycle lane at the constriction of Dryden St, near the northern entry to Grey Lynn Park for cyclists continuing along Dryden St. Currently, they are not directed onto the footpath here, even though the park frontage offers plenty of space to accommodate such a path."</i></p> <p><i>"Grosvenor St (Williamson to GNR) as chosen route – suggest up-hill route is protected cycleway inside angle parked cars."</i></p>	<p>carriageway widths, introducing slower speed limits and encouraging cars to give way at intersections. These measures will help less confident cyclists and children to feel safer about sharing the road.</p> <p>This project aims to create a mix of shared paths and calmer street environments that will help people on bikes to feel more comfortable sharing the road with vehicles. Providing a dedicated, separated cycleway along Hakanoa and Dryden Streets would require removal of a substantial amount of on-street parking and is not considered necessary to enhance the Greenways route.</p>
<b>Oppose cycle lanes (unnecessary)</b>	NA	<p><i>"The number of riders is very low, and the amount of through and local traffic is high.... Prove that these cycleways positively impact traffic in Auckland before putting them everywhere. The cycleways already in place are empty 95% of the time, but all of the motorists [and] business owners have been negatively impacted."</i></p> <p><i>"Cycle lanes are a disastrous waste of ratepayer money. They are not efficient whatsoever in moving people around a city built on volcanoes!"</i></p>	<p>Research shows that many Aucklanders would cycle more if they felt safer and if better cycling facilities were provided. Evidence from other cycling infrastructure projects, such as Lightpath - Te Ara I Whiti, shows that if we provide safe cycle routes, people will use them. Over the past year we have seen a 30% increase in people using the Northwestern Cycleway and recorded our 100,000th cyclist on Quay Street Cycleway. This project will also improve the route for pedestrians and other users.</p>
<b>Suggest wayfinding signage</b>	NA	<p><i>"Since the physical infrastructure changes are minimal, particularly in the parks, I'd like to see a stronger emphasis on better wayfinding."</i></p> <p><i>"Sackville St seems to be the only place where the greenway is 'signed'. Needs to</i></p>	<p>A programme is currently in progress to improve signage/wayfinding within the cycle network. The</p>

Theme	Location	Illustrative quotes	AT response
		<p><i>be everywhere. "</i></p> <p><i>"Make sure there are good visual links to the surrounding streets. For example, paint bike signs on Rose Road up to Ponsonby Road."</i></p>	<p>programme will cover this and other projects within the Grey Lynn area.</p>
<b>Like shared path on Westmoreland St West</b>	Westmoreland Street West	<p><i>"[Like the] footpath widening along Westmoreland Street to create a 3m-wide shared walking and cycling path. Footpath widening should be the only method of constructing cycle lanes."</i></p> <p><i>"I especially support the initiatives to make the Westmoreland Street/Richmond Rd area safer for all (including motorists)."</i></p>	<p>Thank you for your support.</p>
<b>Oppose / concerned about shared paths</b>	NA	<p><i>"I do not support designs that require pedestrians to share the footpath with cyclists. This is dangerous for many pedestrians (especially older adults, children or people who are blind or partially sighted). It attempts to make cycling safer, but in doing so makes walking more dangerous."</i></p> <p><i>"There also needs to be better signage on shared paths to better manage the interaction between cycles and pedestrians. One good example from the UK is "pedestrians have priority" signs for any pinch-points on the route. Also encouragement to keep left."</i></p> <p><i>" I often walk through [Grey Lynn Park]... [and] am always worrying about doing normal but random things, like stopping, or walking over to the other side of the path to look at something - so much depends on predictability, for both cyclist and walker."</i></p> <p><i>"Possibly [need] some education for pedestrians not to get heated when hearing a cycle bell - it doesn't mean "get out of the way, I'm coming through" but "I'm coming, keep walking normally and don't change direction suddenly."</i></p>	<p>Shared paths are considered appropriate in a park environment. These paths provide good separation from vehicle traffic, and cyclists and pedestrians are encouraged to share them courteously, for example, through our current <a href="#">'Share the paths'</a> campaign.</p> <p>The new sections of shared path along Westmoreland Street West and the alley to Sackville Street will also have a width of 3 metres to provide sufficient space for both pedestrians and cyclists to share.</p>

Theme	Location	Illustrative quotes	AT response
<b>Path and route design options</b>			
<b>Prefer alternative route (Grey Lynn Park to Great North Road)</b>	Grosvenor Street	<p><i>"I live in Arch Hill and occasionally cycle to Richmond Rd by this route. Grosvenor St is far too steep for me on the return trip. I always cycle up Williamson Ave to Surrey Crescent Shops then along Great North Rd. The gradient is much lighter. So putting a cycleway in Williamson Ave would suit me better."</i></p> <p><i>"The proposed route of Grosvenor St is too steep - Elgin St, off the end of the park side entrance is a gentler hill for cyclists."</i></p> <p><i>"The widening of pathways through the park have already been completed for 'shared path' arrangement (which is great, by the way) - leading to the MAIN Grey Lynn Park entrance... I strongly insist on changing the position of the proposed Williamson/Grosvenor traffic signals to be at the main entrance of the Grey Lynn Park, opposite Beaconsfield Street."</i></p> <p><i>"The cycleway should be directed through the Williamson Road entrance to the park and incorporate the crossing to the dairy. We should have one crossing point for the dairy and the cycleway and this is the best point for this. This also lines up perfectly with the bottom of Beaconsfield Road."</i></p> <p><i>"In my opinion, the main entrance to the park is on Williamson Avenue... Beaconsfield Street is wide with berms, with good visibility, and a crossing there would allow straightforward access directly into the Park with ample separation for pedestrians entering in the same locality... Maybe the whole existing pedestrian crossing by the dairy could shift along towards lower Beaconsfield?"</i></p>	<p>Auckland Transport has considered several available roading corridors for a connection between Grey Lynn Park and the Northwestern Cycleway. Elgin Street, Beaconsfield Street and Grosvenor Street were all considered as part of this process, which included completing feasibility studies, scheme investigations and peer reviews to consider the key requirements of this route.</p> <p>Grosvenor Street is the preferred option because:</p> <ul style="list-style-type: none"> <li>• Grosvenor Street is a more direct route between Grey Lynn Park and the connection to the North Western cycleway</li> <li>• A more direct and a more consistent facility improves cyclist experience</li> <li>• Most of the Grosvenor route is already traffic calmed with a number of speed humps along the way</li> <li>• Grosvenor route has a number of tree pits along the way, which is part of greenways infrastructure</li> <li>• Although both streets are considered steep, Grosvenor has more constant grades than Beaconsfield, which has a steeper grades along some sections</li> <li>• The Grosvenor route makes use of existing signalised crossings at Great North Road.</li> </ul> <p>While the route has not been altered, the signalised intersection at Grosvenor has been reconsidered and replaced with a signalised</p>

Theme	Location	Illustrative quotes	AT response
			<p>midblock crossing on Williamson Avenue, close to the corner of Grosvenor Street. The northern footpath on Williamson Avenue is also being upgraded to a shared path, to encourage cyclists to ride towards the main Grey Lynn Park entrance opposite Beaconsfield Street.</p>
<p><b>Grosvenor cul-de-sac congestion / safety concerns</b></p>	<p>Grosvenor Street</p>	<p><i>"The proposed entrance to the park from Grosvenor Street crosses a private blind view driveway... [and] at the bottom of the service entrance to the park off Grosvenor Street, there [are] two blind 90 degree turns on the path. One of them leads [to] and is adjacent to a children's playground (very dangerous) and the second is a main route around the park edge, people will step out onto oncoming bikes going at speed. Compounding to this the service entrance is a downhill and in the dark with large trees sounding the path."</i></p> <p><i>"The dead end (cul-de-sac) part of Grosvenor Street has a vehicle access to the park and is very busy along with the narrowed end of the street often forcing cars to reverse out of as there is not much room to turn around. This is going to be dangerous with adding in more bikes and pedestrians..."</i></p> <p><i>"I am very anti bringing cyclists down an already busy vehicle and pedestrian access route at the bottom of Grosvenor Street where I bring my toddler to play in the playground and use the toddler pool."</i></p>	<p>The design has undergone a safety audit and investigations on-site. We are confident that the proposed design is safe.</p> <p>People on bikes already use this route. Our path design provides a link to both the Grosvenor Street and Williamson Ave entrances.</p> <p>The northern footpath on Williamson Avenue is also being upgraded to a shared path, to encourage cyclists to ride towards the main Grey Lynn Park entrance opposite Beaconsfield Street.</p>
<p><b>Improve paths through parks / reserves</b></p>	<p>NA</p>	<p><i>"The cycleway may prove to not be wide enough through parks, etc. 3-4m width would be great."</i></p> <p><i>"Make more direct street connection to Grey Lynn Park."</i></p> <p><i>"The shared cycle/pedestrian routes through Grey Lynn Park are not safe for pedestrians... I would like to see the shared paths widened and divided for"</i></p>	<p>Auckland Council has recently upgraded the paths through Grey Lynn Park and most of Cox's Bay/Hukanui Reserve. The community and Waitemata Local Board were involved in the consultation process, and it was agreed that shared paths were appropriate in these locations. These are mostly 3 metres wide, however, this</p>



Theme	Location	Illustrative quotes	AT response
		<p><i>separate usage."</i></p> <p><i>"You say there is a shared path through Cox's Bay / Hukanui Reserve, however, this doesn't extend all the way to Richmond Road. From the boardwalk up to Richmond road is quite narrow and I think this needs to be included in the proposal. I understand this path is also on private property so it would make sense to remediate this issue while construction is happening in the area."</i></p>	<p>was limited in places by the presence of playing fields and trees.</p> <p>An upgrade of the final section of Hukanui Reserve, close to Richmond Road, is currently in planning. We will pass your concerns regarding this section onto the Auckland Council Community Facilities team for consideration as part of this project.</p>
<b>Width / visibility concerns Westmoreland to Sackville St alley</b>	Westmoreland - Sackville Street alley	<p><i>"The alleyway between Westmoreland and Sackville is extremely tight for its purpose."</i></p> <p><i>"Speed and visibility are key concerns - high fence near Farro's is a visibility issue."</i></p> <p><i>"[Suggest] better passive surveillance through [Westmoreland to Sackville alley] area through the removal of the fence that abuts Farro Foodstore."</i></p> <p><i>"What provisions for privacy, noise mitigation and safety [will be] provided for properties adjoining some of these cycleways?"</i></p>	<p>The high timber fence is being removed and the path will be widened to 3 metres to make the walkway safer and more attractive for users. We will also be improving lighting along the alleyway.</p> <p>We are working with the owners of the adjoining houses to improve their privacy by installing a new boundary fence.</p>
<b>Path consistency concerns</b>	NA	<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>"As a cyclist sometimes having inconsistent cycle way location can be confusing and you tend to give up and use the road. "</i></p>	<p>The greenways design encourages cyclists and vehicles to share the road along quiet neighbourhood streets with no bus or truck routes. This enables people to walk and cycle away from busy roads and offers leisurely local connections for everyday use; linking residential areas, schools, shops, parks, community facilities and</p>

Theme	Location	Illustrative quotes	AT response
			other destinations. Greenways in neighbourhood streets calm and slow traffic by narrowing carriageway widths, introducing slower speed limits and encouraging cars to give way at intersections. These measures will help less confident cyclists and children to feel safer about sharing the road.
<b>Lighting / security concerns</b>	NA	<i>"Although you say that no improvements are proposed to the existing cycleway through Hakanoa Reserve, I recommend that you improve the lighting to this cycleway in this area to make it safer. "</i>	The lighting in Hakanoa Reserve was installed a few years ago. We will pass your concerns to the Waitemata Local Board for consideration as a future project.
		<i>"I would like to see lighting improvements for the alleyway linking Westmoreland St and Sackville St, as at night it is pitch black and could potentially be a dangerous area to walk through."</i>	As part of the project we have carried out a review of the safety and perception of safety, known as Crime Prevention Through Environmental Design (CPTED). We are implementing the recommendations of this report, including installing lighting.
		<i>"[Suggest] better security for women at night?? "</i>	
<b>Other cycleway design suggestions</b>	NA	<i>"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 consider opportunities for bike parking along the route.
		<i>"Make sure the path has an even surface. Consider making [the path] wider - say 4 metres."</i>	The path will have an even surface and at 3 metres wide, will be sufficient for people on foot or bike to share safely.

Theme	Location	Illustrative quotes	AT response
		<i>"Why is the Westmoreland St West pathway 3m wide when all others are only 1.8m?"</i>	The footpath along eastern Westmoreland Street West is being widened to 3 metres, making it safe for pedestrians and cyclists to share. Traffic volumes along this street are too high for cyclists to safely share the road with vehicles. We are also widening the alley to Sackville Street to 3 metres.
		<i>"If it were possible to take the main entrance for the Farro Mitre 10 car parks to an Easement through the NZ Post property, that would reduce the congested traffic on Westmoreland, and make it easier to accommodate the wider cycling path."</i>	Moving the car park entrance to these properties is outside the scope of this project.
<b>Traffic calming</b>			
<b>Like traffic calming (general location)</b>	NA	<i>"[Like] speed tables where the greenway crosses roads. "</i> <i>"[Support] all the options for slowing traffic and the table crossing at lower Dryden St/Cockburn St... These are locations that there is the most difficulty for pedestrians and others to navigate through safely."</i> <i>"Great that the footpath will be widened with raised tables."</i>	We agree that the proposed speed tables will calm traffic and contribute to a safer route for cyclists and pedestrians.
<b>Suggest more traffic calming (general location)</b>	NA	<i>"Concerned with a general lack of boldness with designs – need to narrow traffic lanes and remove flush medians. This will make the roads safer as cars will travel at a slower speed.... Need to narrow down roads further and create calmer traffic. Make the cars feel like guests in this space."</i> <i>"I'm not sure I like the look of some of the sharrows on street. I believe that traffic calming is required if the streets are too wide and will encourage drivers to go fast."</i>	<p>We think the proposed speed calming measures are sufficient to meet Local Paths guidelines. We will evaluate their effectiveness in slowing traffic and reducing traffic volumes after construction.</p> <p>Most of Grosvenor Street is already traffic-calmed with a number of speed humps along the way. We will be installing planted islands with cyclist pass-</p>

Theme	Location	Illustrative quotes	AT response
		<p><i>"Currently I cycle up Grosvenor to Great North Road on the footpath. Would appreciate any calming on the road."</i></p>	<p>throughs to narrow the road to one lane at two points between Williamson Avenue and Crummer Road, as well as a new roundabout at the intersection of Grosvenor Street and Crummer Road. These measures should further calm traffic along this road.</p>
<p><b>Lower speed limits (all locations)</b></p>	<p>NA</p>	<p><i>"I would like to see a 30 km/h speed limit for all residential streets in Grey Lynn (excluding arterials). This would support use of the greenways route."</i></p> <p><i>"I am concerned that with the introduction of the speed reduction devices and 4 way stop controlled intersections on Dryden also being implemented that Schofield Street will be seen as a way to travel more quickly through the area as it does not have any speed limiting devices in place at the moment... Perhaps a 40kmh speed limit can be introduced for Schofield."</i></p> <p><i>"Please consider also reducing speed limits."</i></p>	<p>Changing the speed environment is the key to achieving compliance and lower speeds, more so than changing speed limits because:</p> <ul style="list-style-type: none"> <li>• Posting lower speed limits without changing the physical road environment is unlikely to be effective and tends to result in poor compliance</li> <li>• Speed limits below 50kph in minor local roads are unlikely to be an enforcement priority for the police so these roads need to be designed to be self-enforcing</li> <li>• If good road design is implemented to control the operating speed, then speed limit signs become visual clutter with no real benefit.</li> </ul>
<p><b>Like Tutanekai / Dryden kerb extensions</b></p>	<p>Dryden Street</p>	<p><i>"[Like] kerb build-outs at intersections to narrow crossing points and lower speeds."</i></p>	<p>Thank you for your support. The kerb extensions will slow vehicles as they turn in and out of side streets as well as reduce the crossing distance for pedestrians, meaning they are less exposed to turning traffic.</p>
<p><b>Support / want Dryden</b></p>	<p>Dryden Street</p>	<p><i>"The traffic calming along Dryden makes sense as it slows traffic in an area where there are a lot of children coming and going from the park."</i></p>	<p>Thank you for your feedback, we agree that traffic calming along Dryden Street will be beneficial.</p>

Theme	Location	Illustrative quotes	AT response
<b>St traffic calming</b>		<p><i>"I like the traffic calming proposals throughout this route... [Dryden Street] is a very tricky street even for motorised traffic, with odd cambers, tight corners and often poor visibility. The current legal speed limit of 50 kph often feels too fast as it is, and as an occasional cyclist, I would be reluctant to use this route as it is now."</i></p> <p><i>"I like that... it will hopefully reduce traffic on Dryden."</i></p> <p><i>"We support measures to reduce volume of traffic and speed along Dryden St"</i></p> <p><i>"I support the implementation of a raised table on the Dryden street to the North of Dryden/Prime Road intersection."</i></p>	
<b>Like Dryden St speed humps</b>	Dryden Street	<p><i>"Speed tables / humps are much more effective for safely slowing traffic than side islands."</i></p> <p><i>"[Like] the new speed bumps along Dryden St to slow traffic down around the park."</i></p> <p><i>"I am not in favour of stop signs all along Dryden Street. I think speed bumps do the job of slowing traffic"</i></p>	Thank you for your feedback, we will install speed humps along Dryden Street.
<b>Like 'stop' controls along Dryden</b>	Dryden Street	<p><i>"We support the 4-way stop and 3-way stop controls along Dryden St"</i></p> <p><i>"[Like] the three way stop sign, but am cautious how popular with vehicles this will be. Have lived on Hakanoa street and there is a lot of rat-running through Dryden and Cockburn up to Richmond and then down John St to Jervis Rd."</i></p> <p><i>"[Support] the intersection controls at Dryden/Allen Sts. These are locations that there is the most difficulty for pedestrians and others to navigate through safely."</i></p>	The 3 and 4-way stop controls have been reconsidered based on the feedback we received. We are instead investigating installation of a roundabout at the intersection of Dryden Street with Allen Road, as this is considered less confusing for motorists.

Theme	Location	Illustrative quotes	AT response
<b>Don't want traffic calming on Dryden St (unnecessary)</b>	Dryden Street	<p><i>"I haven't seen anyone on a bike down Dryden Street. People take their bike to [the] park and ride there. "</i></p> <p><i>"I also think [4-way stop signs] are a little bit unnecessary along the length of Dryden St. Less confident cyclists can use the park and more confident cyclists will be ok with the street how it is currently."</i></p>	<p>We received a lot of feedback in support of traffic calming along Dryden Street. We want a street environment suitable for less confident riders. We propose traffic calming to reduce the currently high traffic volumes and to slow traffic along the Greenways route. Traffic calming measures are most effective when placed at regular intervals along the road, which is why we are proposing several speed humps.</p>
<b>Prefer (planted) side islands / chicanes over proposed speed humps and stop controls</b>	Dryden Street	<p><i>"The goal should be to achieve constant low speeds, rather than stop-start travel... the 'alternative treatment' involves narrowing the road by installing side islands, on which large trees could be planted. Installing one or more of these treatments for each block would greatly enhance the tree canopy in Dryden St, would slow traffic, would enable more continuous traffic flow at constant low speeds (compared with stop signs) and could remove the need for extensive use of stop signs throughout the street."</i></p> <p><i>"Traffic calming on Dryden Street and improved access to the Greenways route would be better accomplished through the use of chicanes, side islands, or marked pedestrian crossings [than 3- and 4-way stop controls]."</i></p> <p><i>"Prefer side islands or even better chicanes [over speed humps]."</i></p> <p><i>"I would support a kerb build-out/road narrowing on the western side of Dryden St, between Allen Rd and Baildon Rd. This would both slow traffic and provide play space for children, who are separated from Grey Lynn Park by the road."</i></p>	<p>Based on the feedback we received, the proposed 3- and 4-way stop controls have been reconsidered and will no longer be installed. We are now investigating installation of a roundabout at the intersection of Dryden and Prime Streets.</p> <p>The proposed speed humps are a cost-effective way to reduce traffic speed and volumes and we will be installing these along Dryden Street. We will consider further opportunities for plantings along the route.</p>
<b>Other traffic calming</b>	Dryden Street	<p><i>"Divert traffic away from Dryden St rather than implementing a myriad of other measures. This could be done by blocking access to Dryden St from Hakanoa St"</i></p>	<p>The proposed speed humps are a cost-effective way to reduce traffic speed and volumes and we</p>

Theme	Location	Illustrative quotes	AT response
<b>suggestions for Dryden St</b>		<p><i>and Cockburn St similar to what is in place in Westmoreland St."</i></p> <p><i>"What about making Dryden Street a 40km zone?"</i></p> <p><i>"More raised tables than speed humps would be preferable as they use road space better, leaving a flat surface while also disincentivizing speeding."</i></p>	<p>will be installing these along Dryden Street. We will consider further opportunities for plantings along the route.</p>
<b>Dislike / concern about Dryden St speed humps</b>	Dryden Street	<p><i>"Don't want speed humps on Dryden Street"</i></p> <p><i>"Speed bumps in residential streets don't work! Most people in frustration are hard on the brakes to go over the bump then are hard back on the throttle before braking for the next one."</i></p> <p><i>"Speed humps will likely cause significant noise pollution for residents... [and] significant atmospheric pollution from the speeding and slowing down of traffic between the humps and stops. This will particularly be the case if raised tables, stop controls and speed humps are all utilized... There is also no mention of on-street parking being reduced due to speed bumps being implemented so it is misleading to suggest only 10 spaces will be reduced to accommodate cycle ramps"</i></p>	<p>Speed humps, as proposed, are a cost-effective way to reduce traffic speed and volumes and we will be installing these along Dryden Street.</p> <p>The 3 and 4-way stop controls have been reconsidered. We are instead investigating installation of a roundabout at the intersection of Dryden Street with Allen Road.</p> <p>It will be permitted to park across the Dryden Street speed humps.</p>
<b>Dislike / concern about Dryden St 'stop' controls</b>	Dryden Street	<p><i>"Roundabouts would be safer than 4 way stops as many people don't really know who to give way to at stop signs, especially 4 way stops."</i></p> <p><i>"I don't think four or three way stops are necessary along Dryden St, it would be good to keep it the main road with right of way. I live on Dryden and don't think this is an issue at all. "</i></p> <p><i>"Not sure if the four way stop signs for Dryden will mean I have to stop as I cycle</i></p>	<p>The 3 and 4-way stop controls have been reconsidered based on the feedback we received. We are instead investigating installation of a roundabout at the intersection of Dryden Street with Allen Road, as this is considered less confusing for motorists.</p>

Theme	Location	Illustrative quotes	AT response
		<i>or drive along Dryden. This is a key connector road and would not want it to be stop start. "</i>	
<b>Traffic noise concerns</b>	Dryden Street	<p><i>"People using Dryden St as a shortcut are often in a hurry and travel at speeds that make the street unsafe, noisy and unpleasant... Traffic is the most important source of community noise. Noise causes a range of problems, including annoyance, sleep disturbance, poorer mental health, elevated blood pressure and heart disease... Stop-start travel will create more noise as cars accelerate and decelerate. Stop signs (in particular) and speed humps are particularly likely to lead to people repeatedly accelerating and decelerating as they travel down the street."</i></p> <p><i>"Much of the traffic noise on Dryden St seems to be associated with the uneven and somewhat dilapidated road surface"</i></p> <p><i>"I am especially happy to see the traffic calming on Dryden St, I've long thought that this is necessary - especially at the northern end where the road slopes downhill adjacent to Grey Lynn Park (hopefully this will have the added bonus of reducing traffic noise also)."</i></p>	<p>The 3- and 4-way stop controls have been reconsidered based on the feedback we received. A roundabout is instead proposed for the intersection of Dryden Street with Allen Road as this is less confusing for motorists.</p> <p>Speed humps are a cost-effective way to reduce traffic speed and volumes, which will improve the safety of the route. We will be installing speed humps at regular intervals along Dryden Street to promote consistent low speeds, which should help to reduce traffic noise.</p> <p>Improving the road surface along Dryden Street is outside the scope of this project, however, we will pass your concerns onto the Road Maintenance team.</p>
<b>Crossings and intersections</b>			
<b>Improve crossing safety / change speed tables to zebra crossings</b>	NA	<p><i>"I support the new speed table on Westmoreland Street but believe this should be a formal raised zebra crossing... there should be a formal raised zebra crossing at the entrance to Hakanoa Reserve. This would provide a safe crossing point for children."</i></p> <p><i>"I do have anxiety about the crossing of Sackville Street... It would be good if cyclists and pedestrians had priority at such crossings."</i></p>	<p>As part of this project, we have considered safer crossing opportunities and believe that the proposed speed tables, kerb extensions, and pedestrian refuges will provide these. The roads along the route should be a low speed, low volume environment, so formal crossings are not needed.</p>



Theme	Location	Illustrative quotes	AT response
		<p><i>"Dryden St is currently a difficult road to cross, especially for children but sometimes even for adults, especially at rush hour. Traffic calming will make crossing easier, but we think more formal zebra crossings are also needed... At present, Dryden St has high traffic speeds and volumes, making it unsafe for many children to cross, and it is a barrier to walking to school."</i></p> <p><i>"The refuge at the top of Allen Road is currently critical so please retain it or replace it with a table crossing or similar."</i></p> <p><i>"The speed hump on Dryden, north of Prime Rd intersection would be better as a speed table / crossing point as many children walk to and from school along this route &amp; the foot path is discontinued at the bottom of Prime Rd on the south side."</i></p>	<p>Pedestrian (zebra) crossings are only appropriate where there is a high pedestrian demand because an often-empty crossing will be reduced in a motorist's awareness (specifically regular drivers of the route). Coupled with the increased perception of safety by pedestrians, this increases the risk of collisions.</p> <p>We are currently investigating installation of roundabouts, including pedestrian refuge crossings, for the intersections of Dryden Street and Allen Road, and of Grosvenor Street and Crummer Road.</p>
<b>Like Richmond Rd signalised crossing</b>	Richmond Road	<p><i>"I support the Richmond crossing as it will greatly benefit pedestrians. I live locally and frequently cross Richmond to access the shops. Currently that is a risky exercise due both to the volume of road traffic, and the number of turning movements in the area. The current crossing is out of the way for people using that part of the Greenways route, for either cycling or walking."</i></p> <p><i>"[Like] the changes to intersection of Richmond Road, this is a really difficult intersection to negotiate. Always feels unsafe."</i></p> <p><i>"[Like] improved pedestrian crossings and safer intersections."</i></p>	<p>Thank you for your support. We agree that it is important to install a safe crossing facility on this busy stretch of road.</p>
<b>Change / dislike Richmond Rd</b>	Richmond Road	<p><i>"Making this cycleway will impact traffic flows negatively on Richmond Rd with more traffic lights."</i></p> <p><i>"Put an underpass under Richmond Road"</i></p>	<p>This section of Richmond Road has high volumes of traffic and intersects with several busy side streets, making it a difficult road for pedestrians and cyclists to cross. The signalised crossing should not significantly impact on traffic, as it will</p>

Theme	Location	Illustrative quotes	AT response
<b>signalised crossing</b>		<p><i>"The intersection between Richmond Rd and Westmoreland St might be improved by moving the crossing lights to cover this intersection rather than being right beside it. It can be very difficult getting in and out of this street with cars coming quickly down the hill or turning out of Parawai Cres."</i></p> <p><i>"This intersection requires more research and investigation than appears to have been done, with numerous accidents and near misses occurring already."</i></p>	<p>only be activated when people are waiting to cross the road. Building an underpass would be expensive and outside the scope of this project.</p> <p>The signalised crossing should help facilitate traffic flow out of Westmoreland Street West, as vehicles will be able to exit the street while Richmond Road traffic is stopped at the lights.</p>
<b>Improve Cockburn / Dryden St intersection</b>	Dryden Street	<p><i>"The Cockburn/Dryden intersection is a sore point of the design. I would suggest a full speed table covering the entire intersection."</i></p> <p><i>"3 way stop seems inadequate. The descent of Cockburn St already has [a] raised table that doesn't work. The visual of 'straight through &amp; instinct to accelerate up the Hakanoa rise' and vice versa, needs tempering with more green cues and narrowing."</i></p>	<p>The 3-way stop controls proposed at the intersection of Dryden and Cockburn Streets have been reconsidered based on feedback we received. The new speed table proposed on Cockburn Street near this intersection should help to calm traffic along this part of the route.</p>
<b>Concern about existing Dryden St / Prime Rd intersection</b>	Dryden Street	<p><i>"Vehicles are regularly failing to stop at the intersection of Prime Road and Dryden Street."</i></p> <p><i>"The intersection of Dryden St and Prime Rd very dangerous. Cars travel quickly and the visibility looking north is limited. Morning work traffic creates a particularly dangerous time, with many children/families crossing this intersection to get to Grey Lynn School (between 8.15-9am). Very difficult with young children/strollers/pets. "</i></p>	<p>A new speed hump will be installed close to the northern side of this intersection on Dryden Street. This should help to calm traffic at this intersection.</p> <p>The proposed 4-way stop controls have been reconsidered based on feedback we received. More substantial changes to this intersection are outside the scope of this project, however, we will pass your concerns onto the <b>Road Safety</b> team for investigation for future projects.</p>
<b>Like Williamson /</b>	Grosvenor Street	<p><i>"I support the traffic lights at the corner of Williamson and Grosvenor. It is important that there be a safe place for people to cross when using the greenways"</i></p>	<p>As a result of public feedback, we will no longer put in traffic lights at this intersection. We will</p>

Theme	Location	Illustrative quotes	AT response
<b>Grosvenor traffic lights</b>		<p><i>route between Grey Lynn Park and Great North Rd. A painted zebra crossing would not be sufficient, especially for children."</i></p> <p><i>"Having biked here heaps, it's so great that the traffic lights are going in to support crossing Williamson Ave - this was always really hairy."</i></p>	<p>instead install a signalised crossing on Williamson Avenue, just east of the Grosvenor Street intersection.</p>
<b>Oppose / change Williamson / Grosvenor traffic lights</b>	Grosvenor Street	<p><i>"Please don't install those traffic lights - they are a waste of money and will inconvenience everyone. Traffic lights generally speaking are over used. The Ponsonby Road end of Williamson Avenue is now ridiculous. The extra traffic lights just cause drivers to 'rat run' through residential side roads in an effort to avoid them. "</i></p> <p><i>"The intersection between Williamson and Ariki is problematic with lots of car crashes there... it would solve two problems at once to put the lights in at Ariki/Williamson instead of Grosvenor/Williamson."</i></p> <p><i>"I do not understand why there will be lights at the Williamson Ave / Grosvenor St intersection. I have lived on Grosvenor for 10 years - and the only time it is difficult to cut across that intersection is at peak hours. And I have done it many times with young children."</i></p> <p><i>"Grosvenor/Williamson intersection signalisation could instead be a "Median Barrier" from the local path toolkit."</i></p> <p><i>"I am strongly opposed to the intersection-lights being inserted on Williamson Ave... to put an intersection into the area will only enhance the area as being a main road and throughway... If you place lights in the area, drivers will stop then fail to stop a few hundred metres at the pedestrian crossing as they will think they can continue along the road."</i></p> <p><i>"Doesn't make sense to have traffic lights at Williamson and Grosvenor... Think</i></p>	<p>As a result of public feedback, we will no longer put in traffic lights at this intersection. We will instead install a signalised midblock crossing on Williamson Avenue, east of the Grosvenor Street intersection.</p> <p>The northern footpath on Williamson Avenue is also being upgraded to a shared path, to encourage cyclists to ride towards the main Grey Lynn Park entrance opposite Beaconsfield Street.</p>

Theme	Location	Illustrative quotes	AT response
		<i>the proposed will cause a bank up in more traffic as too close to top Surrey lights at the top of Williamson."</i>	
<b>Improve Grosvenor / Crummer intersection</b>	Grosvenor Street	<i>"The four way stop at Crummer Rd and Grosvenor St - have concerns that it will not be safe. Drivers down Grosvenor St do not stop at this intersection as it is."</i>  <i>"Raised platform at Crummer/Grosvenor would be sweet..."</i>	This has been reconsidered and we will now be installing a roundabout in place of 4-way stop controls. This will help to calm traffic at this intersection.
<b>Parking, road safety and rat-running</b>			
<b>Support / don't mind parking loss</b>	NA	<i>"Parking will be lost from my street, and I am happy with this, as I would much rather have the cycling and walking improvements than extra parking. Surely it's more important for children and adults to be able to safely walk and cycle around Grey Lynn."</i>  <i>"The limited parking removal along Dryden Street is also appreciated as several people in their homes rely on the parking around streets."</i>  <i>"Parking on Westmoreland St, near Richmond Rd, often seems obstructive."</i>	<p>Thank you for your feedback. Parking loss across the route will be minimal.</p> <p>The parking spaces on the eastern side of Westmoreland Street West are being relocated to the western side of the street as part of this project.</p>
<b>Oppose / concerned about parking loss</b>	NA	<i>"We have concerns that some parking on the road at Sackville will be removed and [residents] will have nowhere to park."</i>  <i>"Will there be any compensation for the significant loss of street parking [on Westmoreland Street West]?"</i>  <i>"There is nothing dangerous about the street although the stretch by the park is a little tight, but parking there is much needed and should not be removed; people drive more carefully there anyway."</i>	<p>A small number of parking spaces will be removed across the route to accommodate new speed calming measures. The overall parking loss will be minimal and have a negligible impact on parking availability as there is plenty of on-street parking in this area.</p> <p>The existing car park spaces along Westmoreland Street West are not being removed, but will be</p>

Theme	Location	Illustrative quotes	AT response
		<p><i>"Dryden already struggles for parking spaces which means I often have to park down the road from my property."</i></p> <p><i>"I have real concern for [Dryden] street parking... please investigate mechanisms for side islands or chicanes that retain niches for parking (e.g. as in Brown Street)."</i></p>	<p>relocated from the east to the west side of the street as part of this project.</p> <p>It will be permitted to park across the speed humps that are proposed on Dryden.</p>
<b>Change parking at Tutanekai / Dryden intersection</b>	Dryden Street	<i>"Remove angled parking space nearest speed table outside of Grey Lynn Park [presumably means on Dryden St], potential for reversing drivers to conflict with cyclists."</i>	Thank you for your feedback, we will investigate removal of this parking space.
<b>Like Grosvenor St back-in angle parking</b>	Grosvenor Street	<p><i>"Back-in angle parking is a good solution to satisfy demand and minimise conflicts with cyclists."</i></p> <p><i>"We like the change of existing parking on Grosvenor Street to reverse-in angled parking to utilise the space more efficiently."</i></p>	Based on the feedback we have received, angle parking has been reconsidered and removed from the proposal. The parks will instead be reinstated to 90 degree parking as per existing, and drivers will be encouraged to reverse-park.
<b>Change (dislike) Grosvenor St back-in angle parking</b>	Grosvenor Street	<p><i>"Angle parking is dangerous for bikes and I doubt many drivers will comply with the reverse in only rule, as many drivers stay away from parallel parking because they don't like reversing!"</i></p> <p><i>"The proposed route down Grosvenor Street also causes the parking at the top near Great North road to become very unsafe. To get people from both sides of the road to reverse into and angled park immediately after a set of traffic lights coming over a rise is very dangerous."</i></p>	Based on the feedback we have received, angle parking has been reconsidered and removed from the proposal. The parks will instead be reinstated to 90 degree parking as per existing, and drivers will be encouraged to reverse-park.

Theme	Location	Illustrative quotes	AT response
<b>Road safety behaviour /enforcement concerns</b>	NA	<p><i>"Cyclists don't abide by lights anyway."</i></p> <p><i>"Kids aren't watching the road as they are on their phones"</i></p> <p><i>"Drivers down Grosvenor St do not stop at [the Grosvenor St/Crummer Rd] intersection as it is. There will be more car congestion around the area as commuters park their cars in the area and catch buses to the CBD. Many park their cars slightly over our driveway and make it difficult to get into our driveway."</i></p> <p><i>"Cars are speeding like crazy down the Cockburn Street hill and swinging across to the other side of the road when they turn around the corner into Dryden street. This is the taxi route for countless cars. Drivers are not stopping at compulsory stops. "</i></p> <p><i>"Quite a few boats tend to stick out from driveways and seriously impede pedestrian access on footpaths as do some cars parked very inconsiderately so that we have to walk around onto the road - some simple enforcement could go a long way."</i></p>	<p>Both the NZ Transport Agency and AT carry out education campaigns to promote cycling and encourage considerate behaviour between people walking, cycling and in cars. These concerns will be forwarded to AT's Campaigns team for consideration with public awareness campaigns.</p> <p>We expect the proposed traffic calming to reduce traffic speeds and volumes along the Greenways route.</p> <p>Please report any instances of illegal parking to <a href="#">AT's contact centre</a> for our parking team to investigate. Dangerous driving should be reported to the police.</p>
<b>Rat-running concerns</b>	NA	<p><i>"Williamson &amp; Crummer junctions: Any chance [of] restricting entry/exit options on Grosvenor between Williamson &amp; Crummer to reduce its rat-run nature? There are parallel access options via Crummer."</i></p> <p><i>"My personal path if heading up to Surrey Cres is Allen Rd, Selbourne St... I was hoping for some more substantial changes to limit rat-runs in this area"</i></p> <p><i>"We do have concern that traffic calming in Dryden will just redirect issues through to other streets, esp Selbourne and Schofield, which I like being a bit quieter when I walk."</i></p> <p><i>"I fear that the current plans will funnel motor traffic into Prime Road."</i></p>	<p>The focus of this project is to provide a safe and appealing walking and cycling connection. The proposed traffic calming should discourage and reduce rat-running along the Greenways route. Traffic calming on other routes may be considered in future.</p>

Theme	Location	Illustrative quotes	AT response
<b>Vegetation</b>			
<b>Like no loss of trees</b>	NA	<i>"The no tree removal is great."</i>	Thank you, we agree.
<b>Want more trees / plantings along route / on kerb build-outs</b>	NA	<p><i>"Trees are important in city streets. They make streets more attractive, help to slow traffic and can help to muffle traffic noise. They also help encourage cycling and walking, which is particularly relevant to this project... Auckland Transport and Auckland Council should also ensure that trees that are planted are well maintained in the future."</i></p> <p><i>"The original Greenways proposals were not just about walking and cycling links, but that they would have significant extra plantings to make this a connected green space that would have run-off capture and potentially even wildlife movement benefits. So the on-road sections should have big pavement build outs with significant new plantings."</i></p> <p><i>"At Tutanekai, kerb extension should be landscape planting (preferred threshold), not just grass."</i></p>	We will consider more planting along the route, as budget allows.
<b>Out of project scope</b>			
<b>Suggest cycling facilities on connected routes / streets</b>	Out of scope	<p><i>"Dryden St route needs to be extended, possibly up Prime Rd to Surrey Cr... More routes need to be looked at ASAP: Richmond Rd from Parawai Cr to Ponsonby Rd; Williamson Ave from Surrey Cr to Ponsonby Rd; Ponsonby Rd. These routes are essential for creating a strong network of cycle infrastructure."</i></p> <p><i>"We are waiting for the cycle lanes on Jervois and West End Roads."</i></p>	These suggestions are outside the scope of this project. However, we have passed them on to the Walking, Cycling & Road Safety team, who will consider these connections for future projects.

Theme	Location	Illustrative quotes	AT response
		<p><i>"The entry/exit onto Rose Road is an important route which could do with a redesign easing the final gradient."</i></p> <p><i>"Add traffic calming measures to Millais Street... the street is narrow and motorists are increasingly driving faster and more aggressively."</i></p> <p><i>"Need to link to other routes - west to Meola Reef and south - east to Northwestern cycleway. "</i></p>	<p>The Greenways routes are part of a three year \$200 million multi-agency programme of investment in cycling infrastructure to make it safer and more convenient to travel by bike, by creating a network of cycleways. We have prioritised routes based on public feedback and our own investigations. This network will be expanded over the coming years as funding allows.</p>
<p><b>Suggest cycling facilities in other areas (general)</b></p>	<p>Out of scope</p>	<p><i>"There are numerous other parks that could be used to form a network of "Biking Super Highways" that are not on main roads. Many bigger cities use the adjacent streets for that. See Canning Street and Napier Street in Melbourne, Victoria, Australia for two absolutely classic examples."</i></p>	
<p><b>Other suggestions</b></p>	<p>Out of scope</p>	<p><i>"A safe route to Richmond Road School could be achieved by providing raised zebra crossings at the ends of Arnold St, Farrar St (and possibly also Dryden St) where they meet Cockburn St."</i></p> <p><i>"Allow specific spaces for food carts along the route so that casual cafes can operate on weekends."</i></p> <p><i>"Can you please make a law to reduce private business parking in Central Auckland, or some way to control this problem... Right now there is absolutely no sign telling dog owners to leash their dogs when next to one of the 2 children's playgrounds."</i></p> <p><i>"The link by the creek between West End Road and Richmond Road needs to be open to buses, pedestrians and cars."</i></p>	<p>These concerns are outside the scope of this project. However, we will pass them onto the relevant AT and Auckland Council teams for consideration.</p>



