

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

Route 1: Surrey Crescent to Garnet Road

Your feedback



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Outcome of consultation

AT has used your feedback to help us decide on the most suitable cycleway option and to finalise the design of this route. As a result, we have made the following design decisions:

After careful consideration, we have decided to proceed with Option A.

This option will provide a combined on and off-road cycle lane: on-road running kerbside, next to parked vehicles (separated by a buffer); off-road running through the berm, between the footpath and the line of trees, separated by a grass buffer. The cycle lane will be cycling-only, not a shared path arrangement, and requires removal of fewer on-street parking spaces.

Your feedback suggests this option will better balance the needs of people on bikes, residents and businesses in the area.

As well as being the preferred option (based on your feedback), other reasons for proceeding with Option A include:

- It provides a better facility for less confident cyclists
- It ensures less impact on residents
- It retains more on-road parking spaces
- It gives cyclists better separation from parked cars and opening car doors
- It offers better accessibility for walkers
- It provides better opportunities for cars making right-turns (by retaining the flush median)
- It has less impact on bus stops
- It ensures children and less confident riders can benefit from a separated cycling facility

Changes to the proposed design

As a result of feedback AT will:

- Seek to increase trees and vegetation
- Investigate installing additional pedestrian crossings
- Make changes to our intersection designs for safety
- Consider additional short term parking near businesses
- Minimise on-street parking removal as much as possible

- Where possible, provide physical separation from traffic for bikes

There has been an overwhelming response in favour of using physical separation where possible and AT is delighted that the community shares its interest in creating high quality cycling infrastructure. We have already identified a number of key locations where this will be implemented, predominately in sections where the cycle lane is directly adjacent to live traffic (i.e. where there is no parking protection).

What happens next ...

We expect to begin construction in May 2017, once the detailed designs are completed. 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 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 1: Surrey Crescent to Garnet Road

On Route 1 we proposed walking and cycling improvements from Surrey Crescent to Garnet Road.

This is a 2km route from the intersection of Surrey Crescent and Prime Road, along Surrey Crescent, Old Mill Road and Garnet Road, to the Meola Road roundabout. Our focus on this route is to separate cyclists from pedestrians and vehicles to create a safer and more enjoyable journey for everyone.

We proposed two different options for this route:

- Option A is a mixed on-road and off-road cycle lane with removal of approximately 40 on-street parking spaces.
- Option B is an on-road cycle lane, with removal of the central median in some locations, and approximately 120 on-street parking spaces.

We asked you to indicate your level of support, as well as what you liked about each option, what you would change, and if you had any other comments about our proposal.

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). 255 people submitted feedback on this Route 1: Surrey Crescent to Garnet Road proposal, including 8 duplicate submissions.

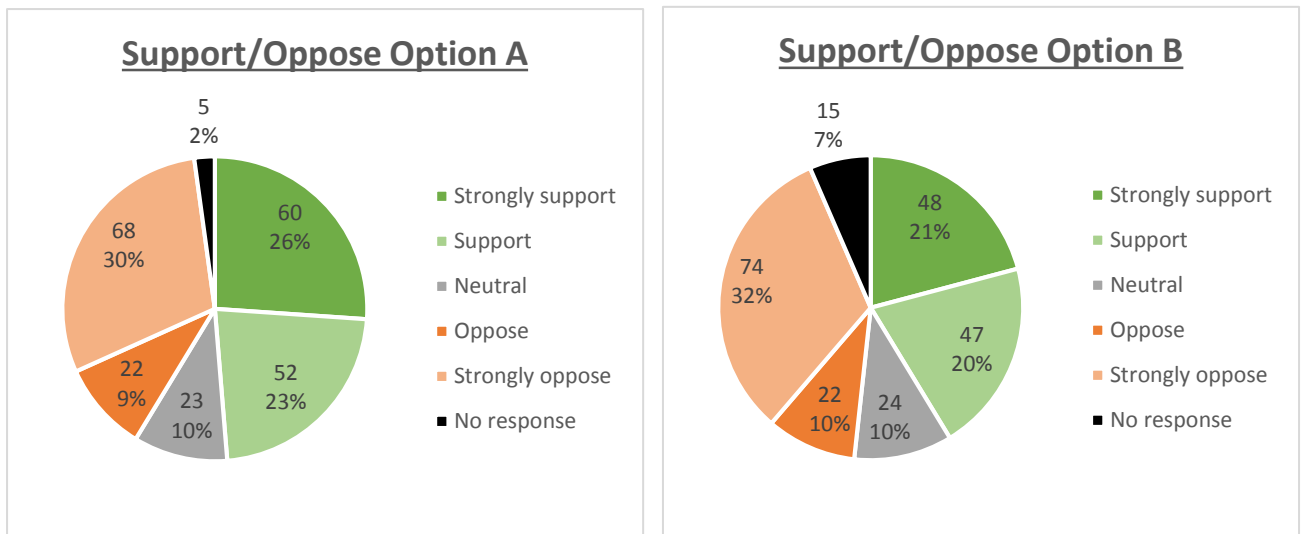
In total, we received 745 submissions on all four routes.

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.

Support for the proposed design options

Your feedback indicates more support for Route 1 design Option A than Option B:

- 49% of submitters supported Option A and 41% supported Option B.
- 39% opposed Option A and 42% opposed Option B.



Summary of public feedback: comments and suggestions

From the comments in your feedback, we identified themes based on what you liked about the design of **Route 1: Surrey Crescent to Garnet 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

General feedback showed support for the proposed improvements for cycling, walking and bus stops on this route:

“I like the investment in cycling infrastructure”

“Encourages environmentally friendly and healthy cycling options”

“The proposal will change people’s transport habits in the area”

“Build the infrastructure to inspire more people to choose the better transport option”

Some submitters liked the idea of having an environment that supports safe travel:

“I want to feel safe to get out of my car and on to a bike”

“The proposal creates a much safer and nicer environment for people walking and cycling”

Other support for the proposal noted that children would be safer walking and cycling to school:

“The improvements could be transformative for school travel”

“Genuinely protected cycle lanes will allow children to cycle to school and reduce the traffic on the roads”

Positive comments on Option A included support for using the berms for cycleways to reduce interaction between cars and bikes:

“I like the use of existing wide berms rather than encroaching on existing road and parking spaces”

People opposed to Option A didn't like the idea of cyclists sharing the footpath with pedestrians, and the additional hazards potentially created by the changes in cycle path level as it goes from off-road to on-road. The proposed design is not a shared path and pedestrians would be separated from cyclists.

Submitters who liked Option B felt the design would be safer for cyclists at intersections, provide greater visibility to motorists reversing out of driveways:

“Option B provides the best separation of traffic modes and the large volume of existing pedestrians and residents that currently use the footpath and berm area”

People also felt the continuous on-road cycle lane in Option B would enable a better flow for commuting cyclists, and by removing more parking spaces, would encourage more people to walk or cycle. While some people liked that Option B retains the grass berm, others felt the berm should be used for the cycle lane rather than putting it on the road.

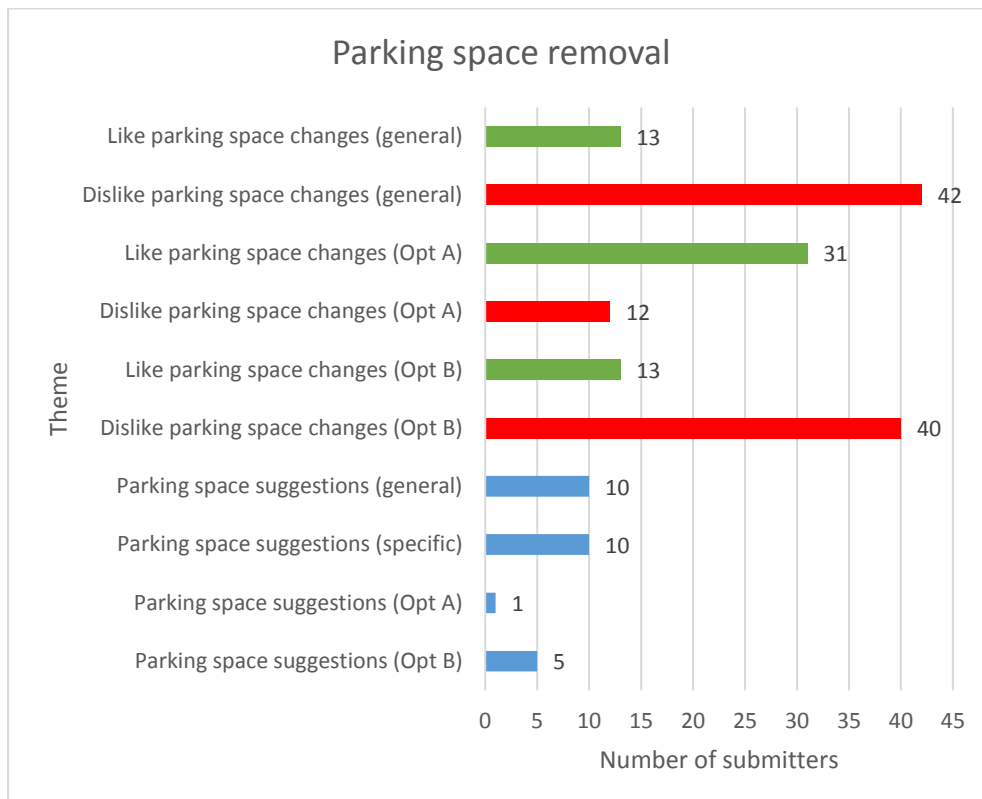
There was support for removing the median strip:

“Remove the median to send a strong signal to cars that it's not a wide road to speed along”

As well as opposition:

“The median provides a good turning lane for both cars and bikes, and keeps the traffic flowing”

Parking space removal



Opposition to the proposal was mainly due to the loss of on-street parking. Some respondents were opposed to the project as a whole including any loss of parking:

“Come up with another option that would be more suited to both residents and cyclists”

Some residents told us:

“We are opposed to any removal of parking spaces as many homes here have no off street parking and it will be a big inconvenience for people.” Other residents were less concerned about losing parking if necessary to achieve safe separate cycle lanes - “as a resident of Old Mill Road I am strongly in favour of implementing separate cycle lanes even if it entails removing many car parks”

Feedback from some submitters expressed a preference for option A with its smaller impact on parking loss, and its prevention of illegal parking:

“This will stop the current parking practice of some residents who park partly on the berms”

The loss of 120 parking spaces in Option B was seen by some people as problematic for residents, visitors and the local schools and kindergarten, with people concerned about not being able to find parking, or having to park a long way from their destination (especially when there are events on at Western Springs). Some submitters expressed concern at parking loss around schools and shops on this route:

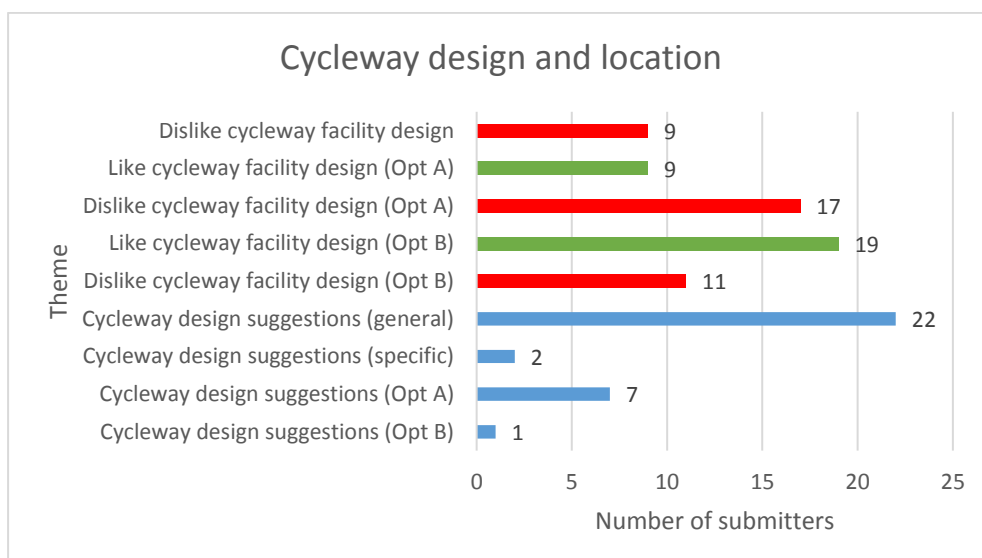
“Parking rage will become a problem”

“Loss of parking will reduce custom for small businesses”

Other feedback on parking around schools stated:

“Parking around Westmere School is a nightmare and the loss of ANY street parking will increase the number of parents parking illegally and increase the risk of kids being hurt”

Cycleway design (including location, separation and safety)



Support for the cycleway designs indicated a preference for protected cycleways, separated from traffic and pedestrians.

Option A comments included:

“I like the dedicated protected cycle route”

“I like being separated from motorised traffic”

“I like the idea of a mix of on-road and off road cycleways as a way of helping children to learn safe cycling practices”

The change in level and surface material proposed in Option A was not liked by some submitters:

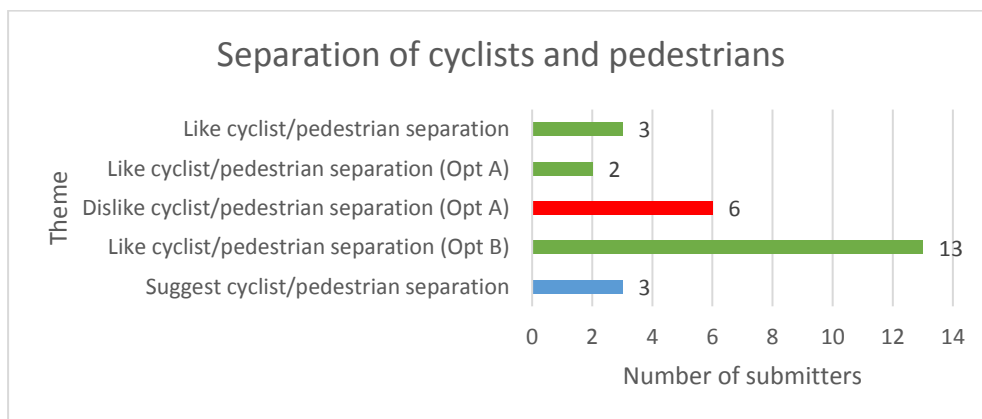
“These variations provide an additional hazard even for experienced cyclists”

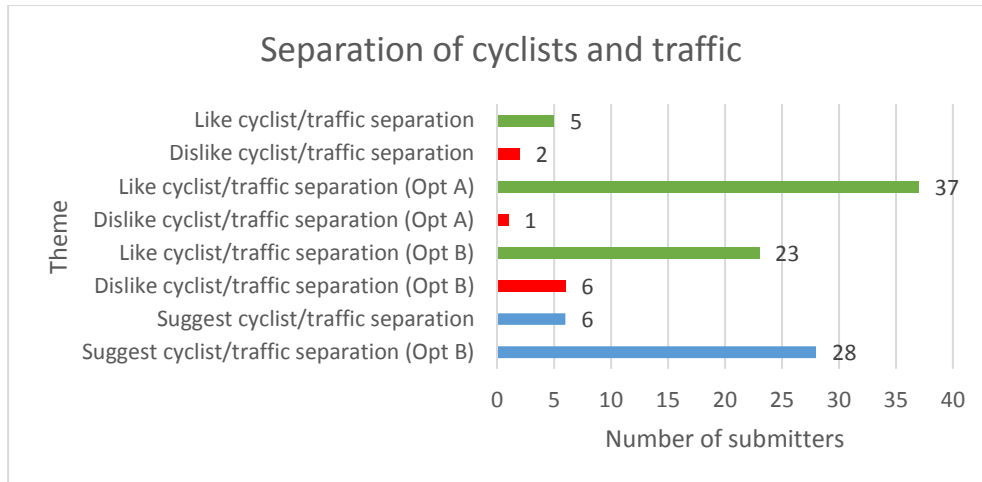
“Surface material will create excessive road noise for residents”

There was support for aspects of the cycleway design in Option B:

“I like the consistency of location, surface level and surface material”

“I prefer the physical separation rather than painted buffers”





Some submitters like the use of parked cars to separate cyclists from the road, while others expressed concern about car doors opening on to cyclists.

Submitters expressed safety concerns with both proposed design options:

“Option A is safer for bicycle riders and pedestrians”

“Option A is better for removing the danger of parked cars knocking cyclists off when they open their car doors”

Option B was considered to be safer by some:

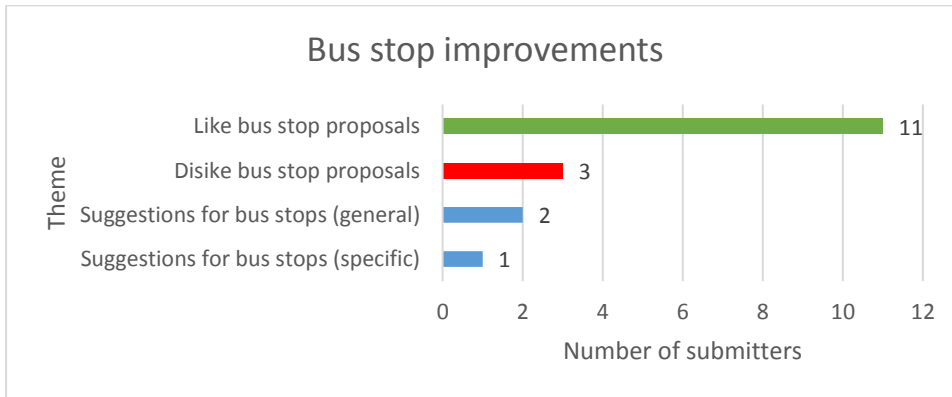
“This is a safer design for people who are not already cyclists”

“Option B is fantastic for the neighbourhood children to be able to get to school safely”

One submitter noted:

“Having children cycling, and being more visible, might help to reduce parents’ speeding”

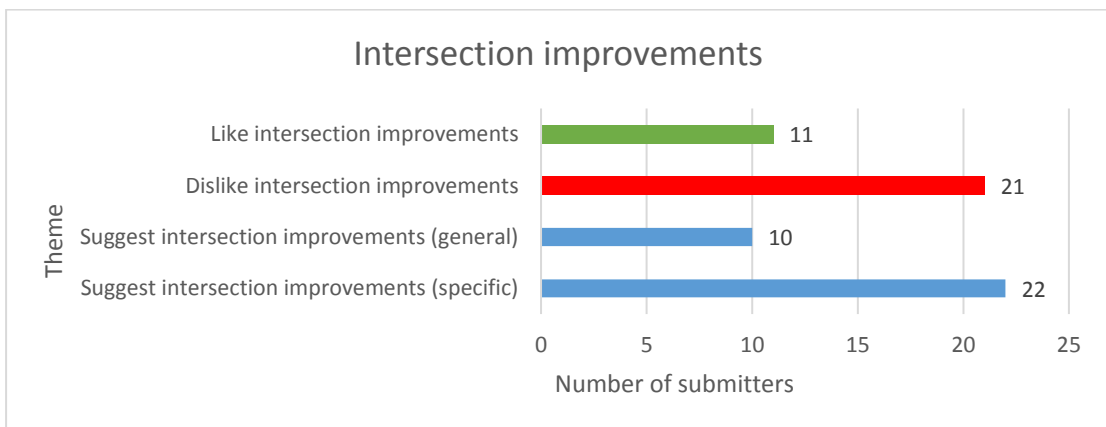
Bus stop improvements



Specific comments mentioned people like the proposed bus stop improvements:

“Floating bus stops better from a safety perspective - removes any potential conflict with buses”

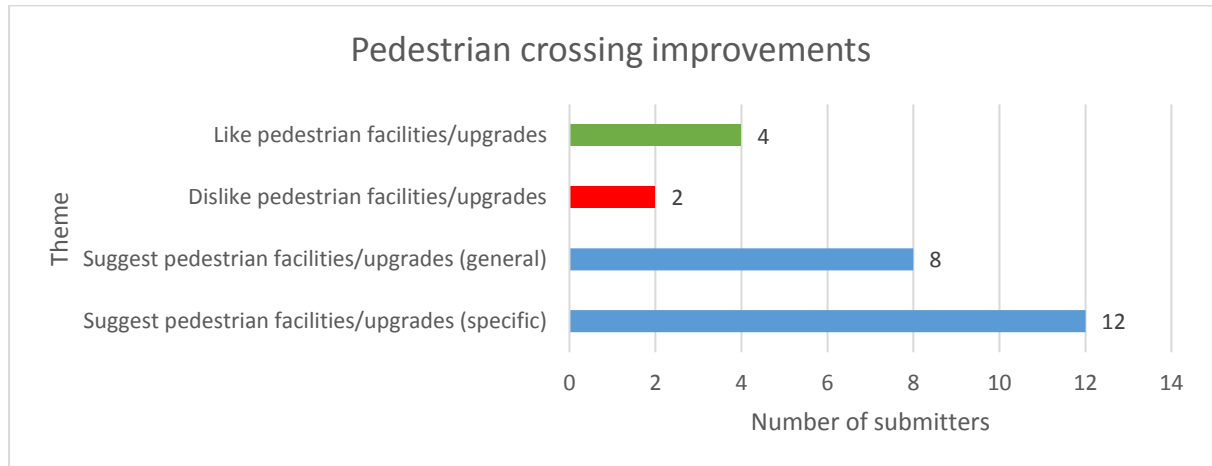
Intersection improvements



We received good feedback on the proposed intersection reconfigurations:

“We are really pleased to see the intersection between Old Mill, West View and Garnet being addressed”

Pedestrian crossing improvements



Submitters liked the proposal to improve the pedestrian crossing near Stanmore Road. Others suggested providing more pedestrian crossings along the route:

"We need more safe crossings, more frequently, along Garnet Road, and at the top of all roads going in to Old Mill and Garnet Rds"

Suggestions

Submitters provided a number of suggestions and comments on various aspects of the proposal including cycle path and footpath design elements, parking, intersections, signage, trees, enforcement and connectivity. AT has considered all these suggestions – please see Attachment 4 for AT's responses to these suggestions.

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

Waitemātā Local Board

The Waitemātā 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 1, BGL did not have a particular preference for either Option A or B, stating that both options had aspects they supported, and would change. They supported separated cycleways, but raised concerns about safety issues and potential confusion surrounding intersections.

Grey Lynn Residents' Association

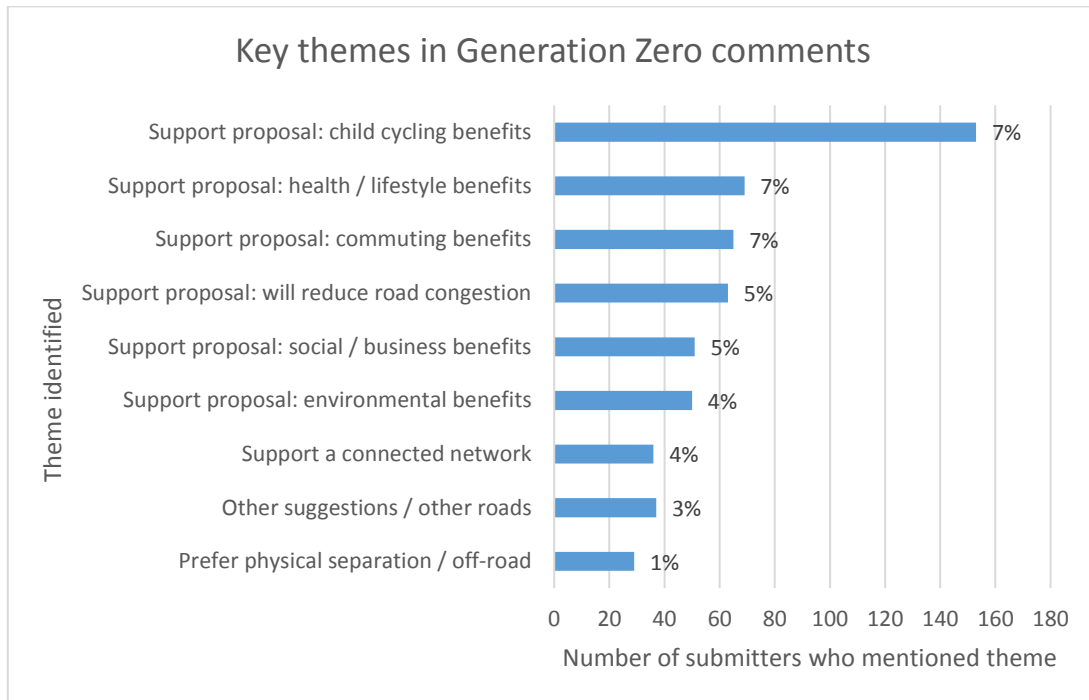
The Grey Lynn Residents' Association (GLRA) provided feedback on all four proposed cycleway routes in a letter to AT. While largely in support of the proposals, they commented that they would like to see more consideration given to improving the streetscapes, and developing the Grey Lynn Shopping Centre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

For Route 1, the GLRA did not have a particular preference for either Option A or B, suggesting both have positive aspects that they support and shortcomings they would like to see improved. With Option A they supported the off road bike paths which separate users from pedestrians and motor vehicles, lose fewer on-street car parks and use existing wide berms. They expressed concerns about the proposed treatment of cycle paths crossing minor roads, where confusion between motor vehicles and cyclist may be an issue. They felt Option B eliminated their concerns with Option A, but expressed a preference for physical separation rather than painted buffers where feasible.

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 1, 98% of Generation Zero submitters indicated support for separated cycle lanes and the increased safety these would provide for people on bikes. Additionally, 96% of submitters agreed with the loss of some car parking ‘as there will still be more than enough to meet demand’, and over 95% supported better facilities for people walking, such as more road crossings along the route.

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 Waitemata Community Board”*.

Attachment 1: Feedback form



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. Do you support or oppose **Option A** (on-road and off-road cycleway)?
- Strongly support Support Neutral Oppose Strongly oppose

1a. What do you like or what would you change about Option A?

.....

.....

.....

2. Do you support or oppose **Option B** (continuous on-road cycleway)?
- Strongly support Support Neutral Oppose Strongly oppose

2a. What do you like or what would you change about Option B?

.....

.....

.....

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

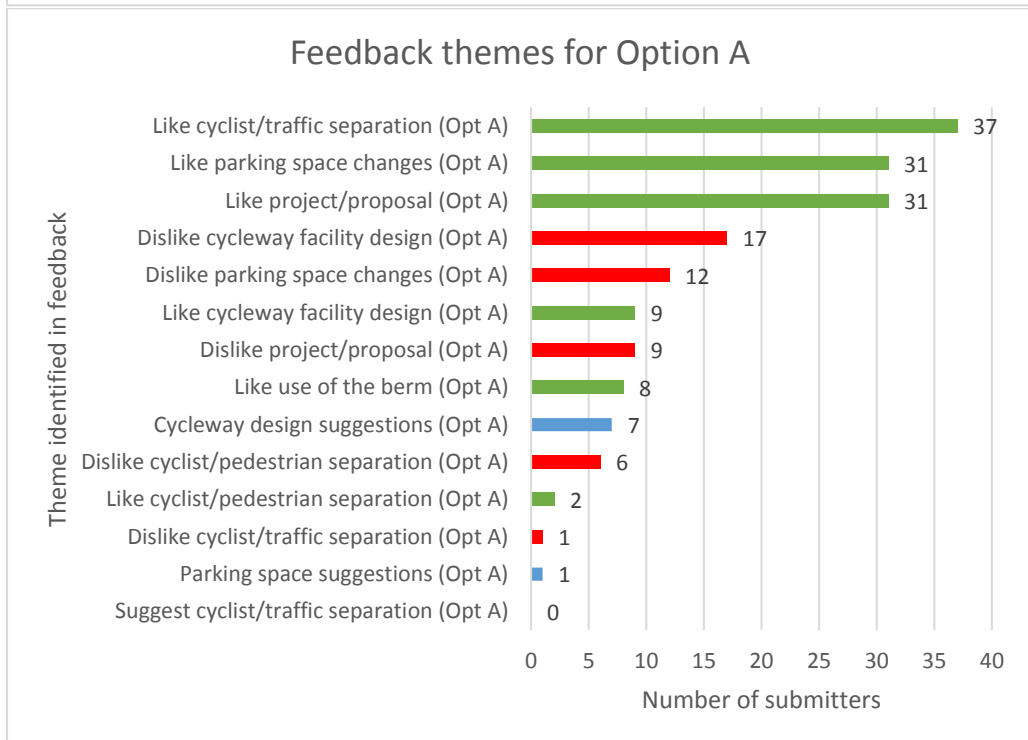
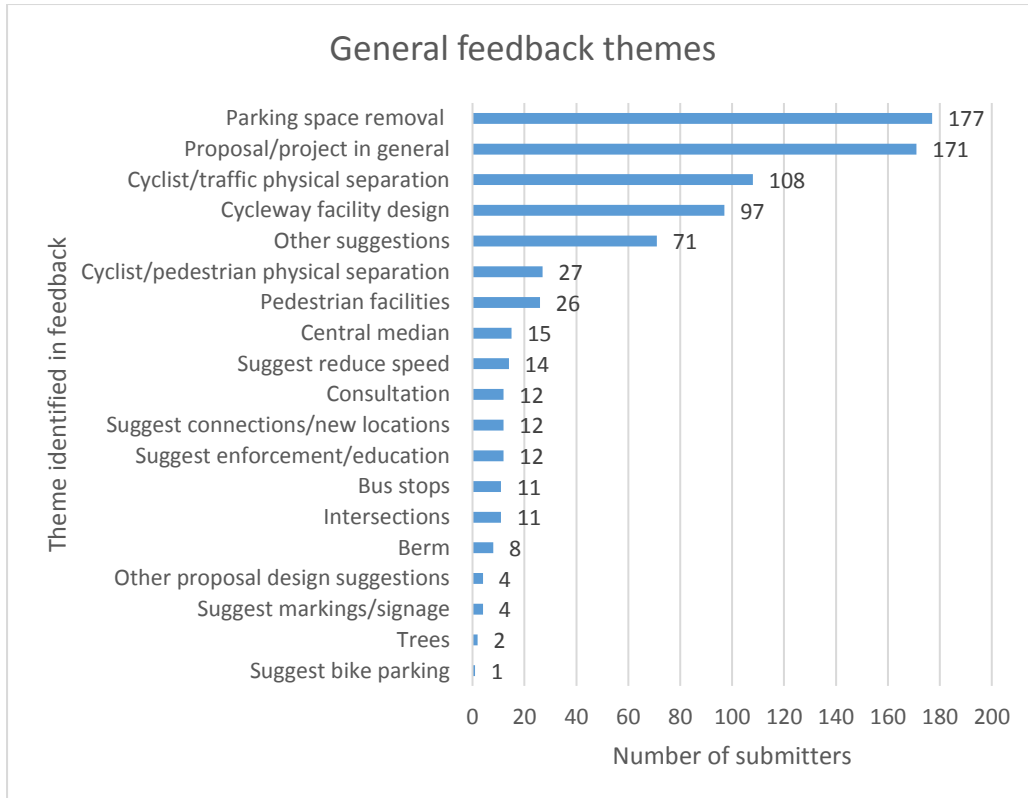
To let you know about our consultation, we:

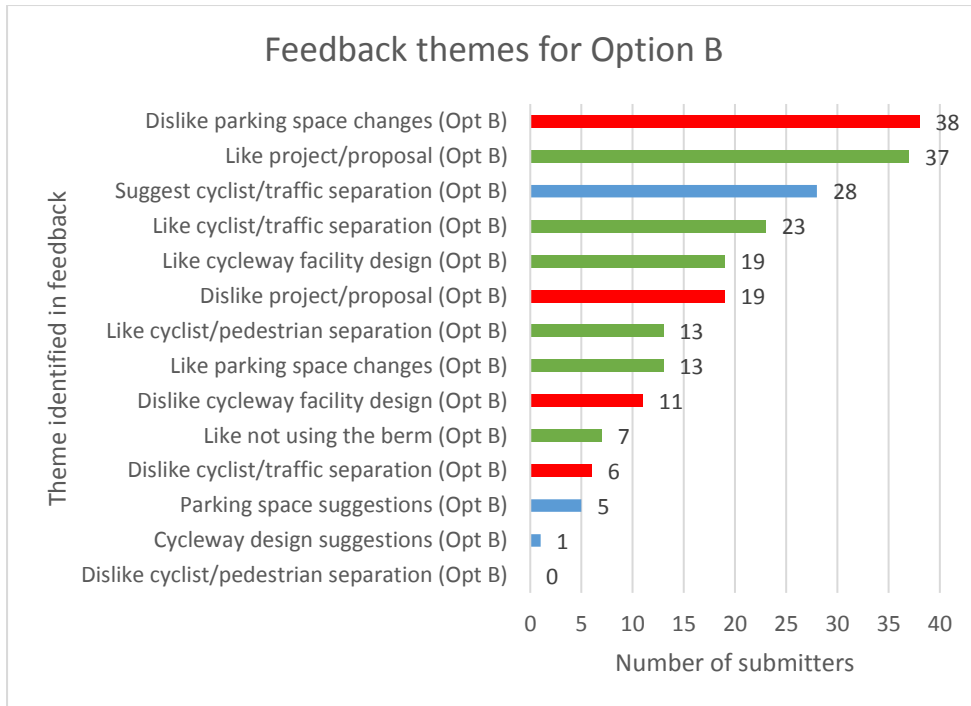
- Hand-delivered brochures to 7,800 addresses in the wider Grey Lynn area and posted 2,900 brochures to non-resident owners in the area
- Emailed or posted brochures to all 860 submitters from our March 2016 consultation on the Inner West cycle route
- Posted notices in the newsletters of 10 schools 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: Feedback comments summarised by theme





Attachment 4: Key themes and submitter comments with AT responses

Theme	Option A illustrative quotes	Option B illustrative quotes	AT Response	
GENERAL				
Like proposal/ project: - Encourages cycling/walking/bus - Suits all users of the road - Expected improved cyclist/ped safety	<ul style="list-style-type: none"> • <i>"Both options will really help to grow cycling in the area and will make cycling a possibility for many of the 'interested but concerned' category, as well as making the area more pleasant for walking."</i> • <i>"About time. Can't come soon enough."</i> • <i>"Encourages environmentally friendly and healthy cycling option."</i> 	<ul style="list-style-type: none"> • <i>"Cyclists safer when completely off road and separated from cars/are not at risk of being hit by cars pulling out of or into parking space. Pedestrians have dedicated route."</i> • <i>"Great balance of cycle, bus, car and retaining as many existing carparks."</i> • <i>"Great to improve cycling, this will enable a lot more school kids to cycle more safely down this busy road."</i> 	<ul style="list-style-type: none"> • <i>"It's fantastic. The neighbourhood children will be able to get to their respective schools safely. Having children cycling and more visible might help reduce parents' speeding."</i> • <i>"It makes it clear and easy to travel on a bike in this area - no on and off stuff required. Much more efficient cycling."</i> • <i>"More time to see cyclists when reversing out of driveway."</i> 	<p>Thank you for your feedback and support of our proposal.</p> <p>We have decided to proceed with Option A, which includes a combination of on and off-road facilities: on-road running kerbside, next to parked vehicles (separated by a buffer); off-road running through the berm, between the footpath and the line of trees, separated by a grass buffer.</p>
Dislike proposal/ project in general: - Unnecessary - There is not demand to warrant facilities - Not suitable for area	<ul style="list-style-type: none"> • <i>"The thought is in the right place, but it is just not needed, it's not worth the funds if it is not an urgent need."</i> • <i>"Like nothing - cyclists and other slow moving safety hazards should be directed away from main roads."</i> • <i>"It unfairly impacts on the properties which currently have off street parking. I also do not believe there has been a demand from the general public to have an increase in cycle ways, and feel that this a quiet area which would not benefit from this kind of infrastructure."</i> 		<p>This design provides physical separation between cyclists, parked vehicles, moving traffic, and pedestrians, for the benefit of all road users.</p>	

Theme	Option A illustrative quotes	Option B illustrative quotes	AT Response
	<ul style="list-style-type: none"> "Any work done to the footpath/berm will be unnecessary expense that puts cyclists and pedestrians at risk of each other." 	<ul style="list-style-type: none"> "The footpath is currently well used by primary school students morning and evening. Moving the cycleway to the road will create an additional danger for these children." 	<p>This option requires fewer on-street parks to be removed, and better balances the needs of people on bikes and other users. In the detailed design phase, we will seek to minimise on-street parking removal as much as possible.</p> <p>This route is intended not just to service the current cycling population in the area, but to encourage others to consider cycling a viable transport option.</p>
PARKING			
<p>Like proposed on-street parking changes:</p> <ul style="list-style-type: none"> - Better for cycling safety - Good to encourage cycling - On-street parking is wasting space 	<ul style="list-style-type: none"> "Either option could work well. If the loss of parking is holding up this project, safe protected space for pedestrians and people using bicycles should be prioritised over on-street parking." "I support removing car parks if this makes cycling and walking safer and encourages more people to use these as options rather than using a car." 	<ul style="list-style-type: none"> "I support removing car parks (Option B) - they are a waste of valuable space." "I completely support a large reduction in parking spaces ... There is very little demand for on street parking in this area." "That even though we lose our off street parking, we can retain our berm driveway parking." 	<p>We have decided to proceed with Option A, which includes a combination of on and off-road facilities: on-road running kerbside, next to parked vehicles (separated by a buffer); off-road running through the berm, between the footpath and the line of trees, separated by a grass buffer.</p> <p>This design provides physical separation between cyclists, parked vehicles, moving traffic, and pedestrians, for the benefit of all road users.</p>

Theme	Option A illustrative quotes	Option B illustrative quotes	AT Response
<p>Dislike proposed on-street parking changes. Concerns about: - Business custom - Resident parking availability - Property value - School parking - Future parking demand - Area cannot manage loss of parks</p>	<ul style="list-style-type: none"> • <i>"Removal of parking spaces around schools and shops on the route could worsen "parking rage" and reduce custom for small businesses."</i> • <i>"Opposed to any removal of parking spaces as many homes here have no off street parking and it will be a big inconvenience for people."</i> • <i>"Loss of parking an issue for residents and will devalue their properties."</i> • <i>"Parking around Westmere School is also a nightmare and the loss of ANY street parking will increase the number of parents parking illegally and increase the risk of kids being hurt."</i> <ul style="list-style-type: none"> • <i>"I have heard that Auckland Transport are going to stop everyone parking on the berm driveway parking. Is that the case? Certainly, if that is taken into account, then the parking on the side roads will have been hugely underestimated."</i> • <i>Loss of parking an issue for residents and will devalue their properties. Old Mill Rd southern side houses are all zoned 1 historical and we cannot do anything with the houses to improve parking.</i> 	<ul style="list-style-type: none"> • <i>"Removes too many local carparks particularly near the Westmere Kindergarten and Westmere Primary."</i> • <i>"Option B is worse than Option A because even more parking spaces are being lost... parking outside my house will be lost, so where am I supposed to park my vehicle?"</i> • <i>"Side roads are not an option as they are already full."</i> 	<p>We have carried out parking demand surveys along the route and its side streets, and can confirm that there will still be sufficient available parking on the route or on nearby side streets with the implementation of the cycleway.</p> <p>The project will look to maximise the number of parking spaces nearby schools. In addition, during the detailed design phase, we will seek to minimise on-street parking removal as much as possible.</p> <p>AT's Parking Strategy sets out the direction for the management of 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 serves a range of uses. The ability to park outside a particular residence is a convenience, rather than a right.</p>

Theme	Option A illustrative quotes	Option B illustrative quotes	AT Response
<p>Suggestions for on-street parking:</p> <ul style="list-style-type: none"> - Ensure school pick up/drop off is not compromised - Install new parking into berm areas - Remove all on-street car parks - Remove two carparks near Isaac Apartments driveway (visibility) - Install angle parking on Old Mill Road to cater for residents without off-street parking - Time-restricted cycleway-and-parking arrangement - Change consent requirements to allow residents to build off-street parking - Provide more parking for Dairy - Provide more parking for residents 	<ul style="list-style-type: none"> • <i>"Ensure that the schools are not compromised anymore as far as school drop off parking is concerned."</i> • <i>"Remove an additional two carparks immediately to the left of driveway exit from the Isaac apartments (54-64 Surrey Cres). It is very dangerous to exit in the morning and this would improve visibility."</i> • <i>"Build parking spaces in to the grass kerb/berm so vehicles are off the road."</i> • <i>"Remove all car parks. Show you actually care about cyclists."</i> • <i>"Put angle parking outside the small stucco houses on Old Mill Road - these cottages are definitely not designed with cars in mind. Most residents do not have 'off street' parking but park on the berm cross over strip."</i> • <i>"Provide a couple 10-minute parking spaces could perhaps be created for Garnet Dairy customers around the corner on Warwick Ave"</i> 		<p>The project will look to maximise the number of parking spaces nearby schools.</p>
			<p>We will investigate visibility at the driveway exit of the Isaac Apartments, for action with this project.</p>
			<p>Creating additional parking, such as in the berm, or angled parking, is out of the financial scope of this project, however we will forward these suggestions onto our Parking team for consideration.</p>
	<ul style="list-style-type: none"> • <i>"I would ensure there is enough room to park a vehicle on the existing vehicle crossing without encroaching on the cycle lane. Many properties have little or no off street parking and rely on being able to park there (not obstructing pedestrians) as well as being able to park on the road."</i> 	<ul style="list-style-type: none"> • <i>"As Option B has even less on-street parking for residents, make the cycle lane active during peak times, i.e. 6.30 am - 9:30 am, 3pm - 6 pm."</i> • <i>"If on street parking is to be removed, lessen the requirements for off street parking i.e reduce the length required from 4.9m to 4m. This means that more people</i> 	<p>We can provide a cycleway that delivers a high level of service without removing all car parks.</p>
<p>We have rearranged the design to accommodate two car parking spaces retained immediately outside the dairy for customers.</p> <p>Parking on/across a vehicle crossing is illegal. Our parking officers also cannot easily determine whether the vehicle belongs to someone living at the property. People parking on/across a vehicle crossing risk receiving an infringement notice.</p>			

Theme	Option A illustrative quotes	Option B illustrative quotes	AT Response
	<p><i>Especially when you have one car per adult in the household."</i></p>	<p><i>would be able to apply for off street parking."</i></p> <ul style="list-style-type: none"> <i>"Dislike removal of 120 car parking spaces, is road widening an option in order to provide cycle lanes and car parking?"</i> 	<p>AT does not intend to change consent requirements in relation to building off street parking.</p> <p>We do not think a timed cycleway would be safe, particularly if used by children and levels of motorist compliance would likely be low. As some cycleway sections are off-road and some on-road, it would be difficult to manage.</p> <p>Road widening to allow parking and an on-road cycle lane is cost-prohibitive, and impractical in many areas due to the steepness and gradient of the road.</p>
CYCLEWAY			
<p>Like cycle facility design:</p> <ul style="list-style-type: none"> - Mixed on and off-road facility (A) - Off-road sections (A) - Student cycling safety (A) - Less possible pedestrian conflict (B) - Good commuting cycling on-road (B) - Good continuous flow for cycling (B) 	<ul style="list-style-type: none"> <i>"Like the way the berm cycle way provides a very 'soft' option for cycling in the vicinity of 2 schools."</i> <i>"I like the idea of a mix of on-road and off-road cycleways as a way of helping children to learn safe cycling practices."</i> <i>"The mixed option seems attractive and sensible."</i> 	<ul style="list-style-type: none"> <i>"We like having the bike lanes on the road because then pedestrians are less likely to walk on the bike lanes."</i> <i>"I prefer the cyclist to be in the street because they come by far too fast. Here they have their own space and will not be close to my children who play out the front of the house"</i> <i>"Good for commuting cycling as all on road"</i> 	<p>We have decided to proceed with Option A, which includes a combination of on and off-road facilities: on-road running kerbside, next to parked vehicles (separated by a buffer); off-road running through the berm, between the footpath and the line of trees, separated by a grass buffer.</p>

Theme	Option A illustrative quotes	Option B illustrative quotes	AT Response
Dislike cycle facility design: - Changes in level and surface material (A) - Location of cycle lane inside parked cars due to dooring (B) - Location of cycle lane inside parked cars due to restricted visibility (B)	<ul style="list-style-type: none"> • <i>"I am a cyclist and I am keen to see the implementation of a Cycleway, but both Plan A and Plan B are problematic to me."</i> • <i>"Do not need to have 2x 1.8 metre cycleways on this stretch of the road. It is excessive."</i> • <i>"Not sure if width of cycle lanes is sufficient for safe passing of slower cyclists."</i> • <i>"I am a cyclist but am happy with the green cycle lanes that look a lot cheaper to produce."</i> 		<p>This design provides physical separation between cyclists, parked vehicles, moving traffic, and pedestrians, for the benefit of all road users.</p>
	<ul style="list-style-type: none"> • <i>"I do not like the changes in level, surface material, as the footpath cycle lane drops back onto the road (& up again) in several T-intersections - this additional hazard even for experienced cyclists, negotiating these variations."</i> • <i>"Cyclists will continue to ride on the road unless there is a road lane."</i> 	<ul style="list-style-type: none"> • <i>"Don't like the difficulty for traffic to turn into driveways across the parked cars and cycle lane."</i> • <i>"I like nothing about Option B. Parked cars and the opening of passenger doors presents a serious hazard."</i> • <i>"Keep pushbikes off the road. They cause so many accidents and problems."</i> 	<p>We expect that the completion of this cycleway and the wider network will encourage more people to cycle, including those who are less confident cyclists, and children, who would benefit from a physically separated cycling facility (as opposed to painted).</p> <p>With the restrictions of available space, consideration of other road users, required route and budget constraints, sometimes facilities that go both on and off-road are unavoidable. Where possible, we will investigate treatments to reduce level changes and improve continuity for cyclists and other road users.</p>

Theme	Option A illustrative quotes	Option B illustrative quotes	AT Response
<p>Suggestions for cycle facility design:</p> <ul style="list-style-type: none"> - Centre cycleway - Remove/narrow median - Asphalt seal instead of chip seal on the road - Use riley kerbs to delineate both sides of cycleway - Adequate buffer needed at drop-off zone (by school) - Bi-directional cycleway instead - Improve visibility of cycleway re reversing cars - Separate cyclists and cars <p>Like proposed physical separation between cyclists and traffic</p>	<ul style="list-style-type: none"> • <i>"I would put the cycle lanes down the middle of the road like in Barcelona."</i> • <i>"This incredibly wide road is currently fine for cyclists. All that needs to be done is to remove the median strip, re-design the pedestrian refuges and mark cycle lanes on the road for official designation."</i> • <i>"I would like to see asphalt seal instead of chip. I think with the road being a high usage transport link and heavy cycle way, asphalt would provide the least noise."</i> • <i>"I think tactile treatments such as Riley kerbs should be used to delineate both sides of the cycleway at all places where a concrete barrier is not present, including intersections and driveways."</i> • <i>"At the drop-off zone outside the school, there needs to be an adequate buffer between bikes and the parked cars, to protect children getting out... and passing bikes from being car-doored."</i> • <i>Why are we not just painting a colourful strip on the existing road and mark it cyclist?</i> 	<ul style="list-style-type: none"> • <i>"Exclude cycle path on west side."</i> • <i>"The proposal needs to take into consideration the uphill slow slogs which a rider is undertaking and swift downhill coasting the rider is experiencing. The issue with off road and in berm cycle paths is cars reversing out of their driveways."</i> 	<p>The design includes a significant buffer between the cycle lane and parked vehicles, to allow for opening of passenger doors, and reduce risk of 'dooring'.</p> <p>In addition, the project team will investigate opportunities for improved separation or physical barriers where space allows.</p> <p>We will also investigate the feasibility of low profile islands at the start and end of parking lanes near intersections, to better clarify where the parking lane is, and where the traffic lane is, and protect parked vehicles.</p> <p>The suggestions for seal material will be forwarded onto our Maintenance team, as this falls under their jurisdiction.</p>
	<ul style="list-style-type: none"> • <i>"Use the existing footpath on the opposite side to Garnet Station Cafe & Dairy and put a yellow line down the footpath denoting pedestrians one side, cyclists the other. A more cost-effective way then spending more rate-payers money."</i> 		

Theme	Option A illustrative quotes	Option B illustrative quotes	AT Response
PHYSICAL SEPARATION			
Like proposed physical separation between cyclists and traffic	<ul style="list-style-type: none"> <i>"There needs to be strong physical separation along the entire route with raised tables at every intersection."</i> <i>"I strongly support the location of the cycle lane between the footpath and parked cars (rather than between parked cars and general traffic). This provides additional protection from traffic for people cycling, and reduces the risk of being 'doored', which can be lethal."</i> 	<ul style="list-style-type: none"> <i>"Option B has a good distance provided between cycling and other objects that may be hazards. It would allow people to easily see bikes coming."</i> 	<p>We have decided to proceed with Option A, which includes a combination of on and off-road facilities: on-road running kerbside, next to parked vehicles (separated by a buffer); off-road running through the berm, between the footpath and the line of trees, separated by a grass buffer.</p>
Dislike proposed re physical separation between cyclists and traffic	<ul style="list-style-type: none"> <i>"I like the emphasis on physical separation, but I prefer option A as I think there is less interaction between cars and bikes."</i> 	<ul style="list-style-type: none"> <i>"I think that physical separators are perhaps overkill and certainly don't need to be any more than 100mm wide."</i> <i>"I worry about parked cars opening doors into cycle lane."</i> 	

Theme	Option A illustrative quotes	Option B illustrative quotes	AT Response
<p>Suggestions for physical separation between cyclists and traffic</p>	<ul style="list-style-type: none"> • <i>“There needs to be strong physical separation along the entire route with raised tables at every intersection.”</i> • <i>“For both Option A and Option B: The proposed ‘Riley kerbs’ do not provide adequate protection and are unlikely to prevent motor vehicles straying into the cycle lanes, especially at places where the road curves. I believe that something more substantial is required to give physical protection for the cycle lanes – perhaps intermittent slim concrete buffers (similar to those used on Beach Rd) – with weaker Riley kerbs in between?”</i> 		<p>those who are less confident cyclists, and children, who would benefit from a physically separated cycling facility (as opposed to painted).</p>
	<p>There were no specific Option A suggestions regarding physical separation between cyclists and traffic.</p>	<ul style="list-style-type: none"> • <i>“At the drop-off zone outside the school, there needs to be an adequate buffer between bikes and the parked cars.”</i> • <i>“I would prefer the on-road lane to have a concrete berm buffer like the Nelson St cycle way.”</i> • <i>“1.5m is too narrow when you still have to avoid passenger Side doors. Is it really safe enough for my kids to use? A raised surface for the cycle lanes would reinforce to drivers to be careful when crossing, and discourage parking in the lane”</i> 	<p>In addition, the project team will investigate opportunities for improved separation or physical barriers where space allows.</p> <p>We will also investigate the drop-off area outside the school, and work with the school to improve cycle safety between parked cars dropping off students and children/people on bikes.</p>

Theme	Option A illustrative quotes	Option B illustrative quotes	AT Response
Like physical separation between cyclists and pedestrians	<ul style="list-style-type: none"> <i>"I strongly feel it is much safer for cyclists to be separated from road traffic than to share routes. Ditto for cyclists and pedestrians, in this plan it would be very tempting for pedestrians to go on cycle path and vice-versa. Safety comes first."</i> 		<p>We have decided to proceed with Option A, which includes a combination of on and off-road facilities: on-road running kerbside, next to parked vehicles (separated by a buffer); off-road running through the berm, between the footpath and the line of trees, separated by a grass buffer.</p>
	<ul style="list-style-type: none"> <i>"The cycle lane is completely separate from the road and footpath"</i> <i>"I support Option A shared path on south & western sides of Old Mill & Garnet as it gives a 'very soft' option of protected path in vicinity of schools."</i> 	<ul style="list-style-type: none"> <i>"I think Option B has a better layout as it would keep bikes away from the footpath and cyclists at speed are clear of pedestrians and ON the road."</i> <i>"Proper separation of walkers, and pedestrians aren't so likely to walk on the cycle way if it's located in the road past the gutter."</i> 	<p>This design provides physical separation between cyclists, parked vehicles, moving traffic, and pedestrians, for the benefit of all road users.</p> <p>We feel that, for the off-road sections, the grass buffer between the footpath and cycle</p>

Theme	Option A illustrative quotes	Option B illustrative quotes	AT Response
<p>Dislike proposed re physical separation between cyclists and pedestrians</p>	<ul style="list-style-type: none"> • <i>“Cycles paths that are up on the berm typically end up being used by walkers and runners. Whilst cyclists avoid the dangers of the road, they are exposed to other issues present by pedestrians. Typically this approach doesn’t work for any cyclist wanting to travel at a reasonable speed of >20km.”</i> • <i>“I would not put cyclists and pedestrians close together. Once you add a dog into the mix then there will be issues.”</i> 		<p>lane will adequately separate pedestrians and cyclists.</p>
<p>Suggestions for physical separation between cyclists and pedestrians</p>	<ul style="list-style-type: none"> • <i>“Many cyclists find that pedestrians are less predictable & as hazardous as vehicles! So the design of these shared areas will need to encourage both to make allowances for the other - if their movements intersect.”</i> • <i>“To limit potential for conflicts between pedestrians and cyclists, ensure a sufficiently wide buffer and that marking clearly indicates separation. (Note there are a lot of dog walkers in this area.)”</i> 	<p>There were no specific Option B dislikes or suggestions regarding physical separation between cyclists and pedestrians.</p>	