



# Feedback on Karangahape Road enhancements



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## Summary

### Major themes in feedback

Most feedback was strongly supportive of our proposed enhancements and has helped us to finalise the overall layout. Here's what you told us:

- **K Road character** – your comments reinforced our design focus on retaining and enhancing the unique character and feel of K Road.
- **Separated cycleways** – we received a huge amount of feedback in support of the proposed protected cycle lanes, particularly around the separation from cars and buses.
- **Increased bus lane priority** – feedback suggested extending the bus lane hours and route, and replacing more parking with bus lanes. AT will implement extended bus lane hours as proposed. Hours may be further extended in future, if required.
- **Availability of car parking** – removal of peak-hour car parking was a major concern for members of the K Road Business Association (KBA) and some members of the public. We will work with the KBA on a parking management plan to help address these concerns.
- **Use of footpath space** – we received strong support for the proposed reallocation of footpath space, and many suggestions for enhancing its use which we will look at in our detailed design phase.
- **More greenery, less tree removal** – your comments ranged from support for the proposed tree relocations and plantings, to alternative tree and planting suggestions, and concern about the loss of existing trees. We will work with our designers and arborists to manage tree relocations and explore opportunities for additional plantings. We will also reconsider the cycle ramp placement at Canada Street so we can retain the plane tree.
- **Managing potential conflict between pedestrians, people on bikes and buses at bus stops** – some feedback expressed concern about the potential for conflict between users where the cycle lane goes behind bus stops on the K Road bridge. We think the proposed design will reduce conflict, but will consider this further during the detailed design phase. We also plan to keep clear space at the back of the bus shelters, paint the cycle lane a different colour to the footpath, and make the bus shelters transparent to increase visibility.



## Next steps

Based on your feedback, we will proceed with the layout as proposed. Please see the project plans in [Attachment 4](#).

Later this year we will seek further community feedback on the detailed design elements of the project so we can finalise plans for construction. We expect to begin construction in 2018.

Suggestions and issues that we will address at the detailed design stage include:

- Colour of the cycleway
- Design of the cycleway buffer between Pitt and Queen Streets
- Street furniture including seating
- Lighting
- Artwork
- Bike parking
- Landscaping including planting additional nīkau palms
- Additional pedestrian crossings
- Intersection design
- Interactions between cyclists and pedestrians at bus stops.



## Background

The Karangahape Road (K Road) enhancement project is a joint project between Auckland Council and Auckland Transport (AT), which aims to preserve the road's unique character and create a street environment that supports the local community and meets the needs of a growing population.

## Project information

Karangahape Road is a colourful hub in Auckland's social and business scene, with a vibrant, eclectic collection of shops, galleries, cafés, bars and restaurants.

It is a popular destination with a flourishing residential and business community. Thousands of people walk along K Road every day and it is one of the busiest cycle routes in Auckland. By 2018, during peak times there will be 63 buses per hour travelling between Ponsonby Road and Pitt Street. Completion of the City Rail Link (CRL) in 2023 with a new K Road station on Mercury Lane, and a potential light rail station on Upper Queen Street, will see K Road become even busier.

The enhancement project will make K Road a more attractive place for businesses, residents and other users, and ensure it is ready for the changes ahead. Its design will reflect Māori cultural values, and tell the story of local mana whenua history.

The project includes a cycleway along the length of K Road and part of Upper Queen Street, which will connect to a network of existing and planned cycleways in the area. By the end of 2018, a cycle network will be in place providing access to parts of the city centre and the wider Auckland area, such as Grey Lynn, Pt Chevalier, Glen Innes and the Northwestern Cycleway.

## Previous public feedback

In early 2016, we engaged with the K Road community to get feedback on some initial design options. We also surveyed local businesses and over 600 people on K Road to understand their perceptions and use of the street. This feedback showed strong support for the project, and for our preferred way of separating people on bikes from pedestrians and vehicles.



## Proposed enhancements

The enhancement project will include:

- Improvements for pedestrians
- A separated cycleway in each direction
- Peak hour bus lanes
- Bus stop relocations
- Changes to traffic flow
- Rain gardens, trees and landscaping
- Changes to parking
- Upgraded street lighting
- Street furniture, cycle parking, arts and culture
- Opportunities for outdoor dining and street activities.

Please see [Attachment 2](#) for visual representations and summaries of the designs.

## Consultation

Our latest public consultation on the proposed K Road enhancements ran for five weeks, from 18 October 2016 until 20 November 2016.

Feedback could be provided using an online form on our [Have Your Say website](#), or a hard copy form that we mailed or handed out to interested parties.

See [Attachment 1](#) at the end of this report for a copy of the feedback form.

## Consultation activities

To publicise our consultation, we:

- Hand-delivered 2,700 brochures to residents and businesses in the K Road area
- Handed out 20,000 brochures on K Road
- Mailed 4,100 brochures
- Emailed 297 people who had signed up for project updates
- Advertised in the New Zealand Herald, Auckland City Harbour News, Central Leader
- Advertised on Facebook and Google
- Promoted through Twitter, media releases and flyer hand-outs at cycling pit stops
- Held open days at St Kevins Arcade and the Pitt Street Methodist Church.

In addition, AT met with the K Road Business Association to determine the views of its members. Various meetings were also held with developers, landlords, businesses and the K Road Design and Architecture Group.

## Feedback form

Our feedback form was presented in five different sections consistent with the five different sections of the project:

- **Section 1: Ponsonby Road to Pitt Street**
- **Section 1a: K Road Bridge**
- **Section 2: Pitt Street to Queen Street**
- **Section 3: Queen Street to Symonds Street**
- **Section 4: Upper Queen Street**



Each section has a different design. Please see [Attachment 2](#) for a summary of the design for each section.

We asked people if they had any general comments on the project, as well as what they liked about the proposed enhancements for each section, and what they would like to change.

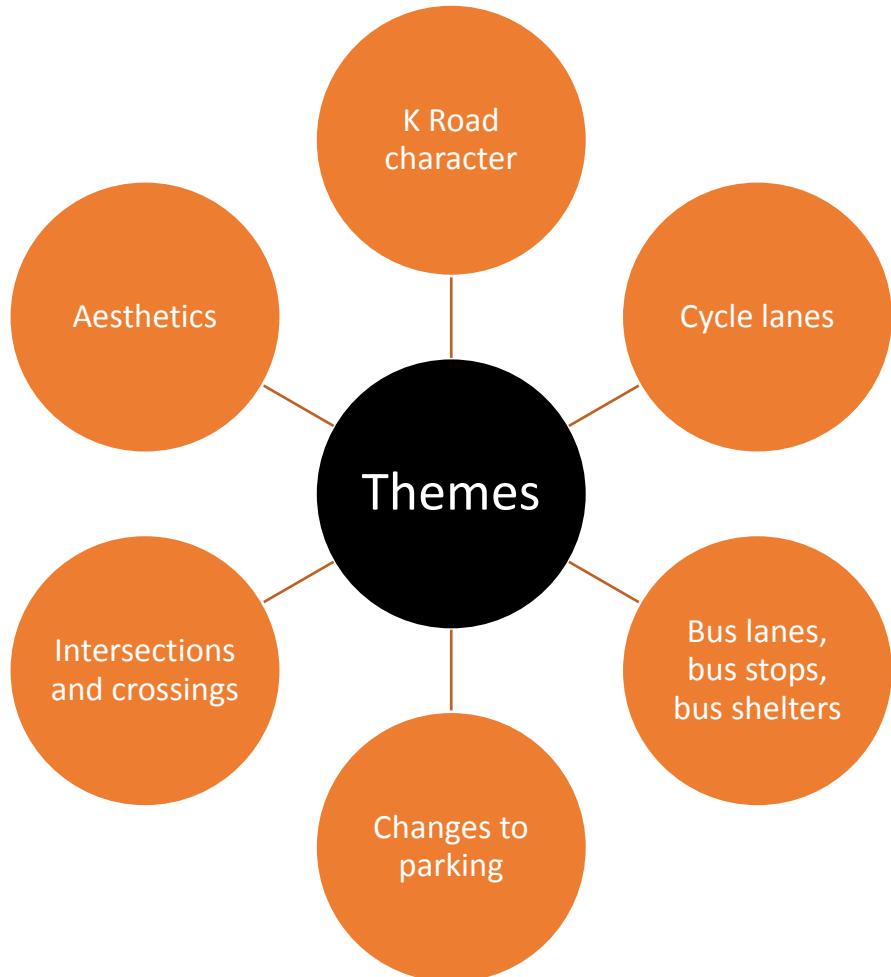
## Feedback

We received feedback through a number of sources – our AT submission form, the K Road Business Association, the Association's survey of its members, a survey undertaken by Generation Zero, and from the Waitematā Local Board.

### (1) Public feedback to AT

We received 508 submissions through both our online and hardcopy feedback forms, with feedback on the whole project as well as on each of the five sections. From analysis of this feedback we identified a number of themes based on what you liked and what you would change or improve in the designs.

### Overview of themes

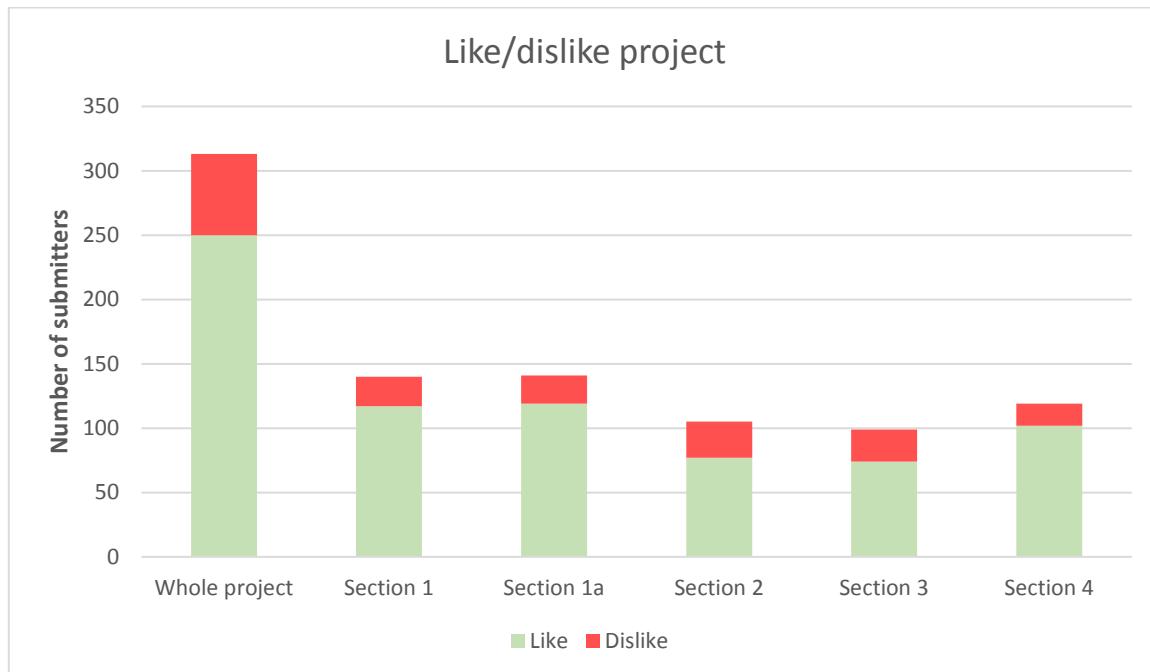


Please see [Attachment 3](#) for further themes and our responses to the points raised.

## Overall support

Submitters like the design of the project as a whole, as well as the designs for each section:

*"It is an excellent design which will make the K Road area more vibrant and interesting."*



Some comments supported a particular aspect of the project:

*"I really like the future-focussed designs, thinking about all the people on foot and bikes... and people arriving on buses, light rail, and CRL. It will make it so much more attractive to go shopping there, and easier to cross the road, and easier to commute along."*

*"Like that the cycle paths connect Grafton Bridge with the proposed K' Rd cycle lanes and the greater cycle path network at Upper Queen St (SH16 cycle path, Grafton Gully cycle path, Lightpath etc.)"*

But some submitters felt the enhancements unnecessary:

*"K' Road is a unique part of Auckland city and I'd like to keep it that way. It does not need to change, it does not need beautifying."*

## K Road character

Retaining K Road's character is a major consideration for this project and we received much feedback on the importance of this:

*"Keep K Road alive and buzzing."*

*"There is a good fit between K Road's unique character, which embraces diversity, and cycling, which is also for everyone."*

Your feedback provided many suggestions for preserving and enhancing K Road's character, heritage value and culture:

*"Reinforce the unique and complex character of K Road (through) street furniture design and arrangement as well as paving choice."*



*"Add lighting... to make the colour pop at night to embrace the red light history but also to show the future of lit bike paths."*

*"Māori cultural values associated with Karangahape Rd need to be more explicitly referenced in the design of the cycle paths and landscaping."*

*"It is essential that the distinctive character of K Road is retained."*

Some people felt our project will negatively impact on K Road's character:

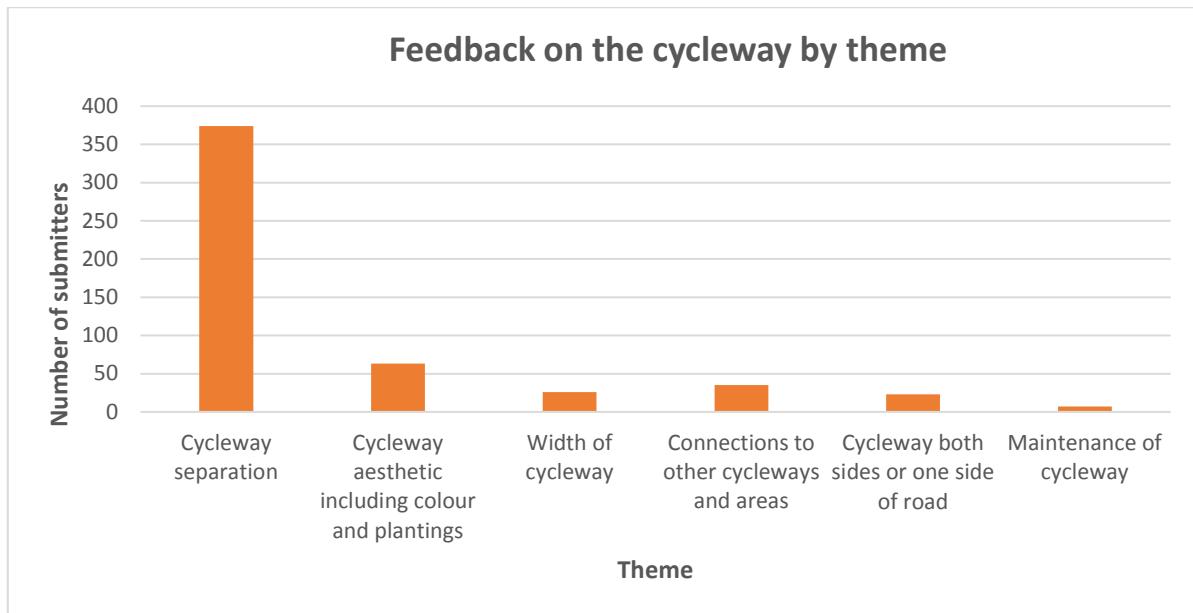
*"The gentrification of K Road is stripping the road of its unique character and replacing it with a boring, white-washed bourgeois community pottering around at overpriced cafes and various boutiques, offering nothing interesting to the character of the road."*

*"We are concerned the proposals will result in a loss of the unique and historic character of the area. The designs... are rather generic and bland."*

## Cycle lanes



A key feature of this project is the separated cycleway running the length of K Road. The cycleway design changes along the route, with varying widths, surfaces, and separation methods (including raised islands, coloured surfacing and textured edges).



## Separation

There were many positive comments on the dedicated, separated cycle lanes proposed in our design:

*"Bikes are protected and separate from pedestrians, awesome!"*

*"Really good to see cyclists given a safe divided pathway to use - not a shared path and not a painted line on the side of the road next to the traffic!"*

*"Great to have separated cycle lanes. Keep the lanes separated from cars and pedestrians and the place will thrive."*

And a few negative comments:

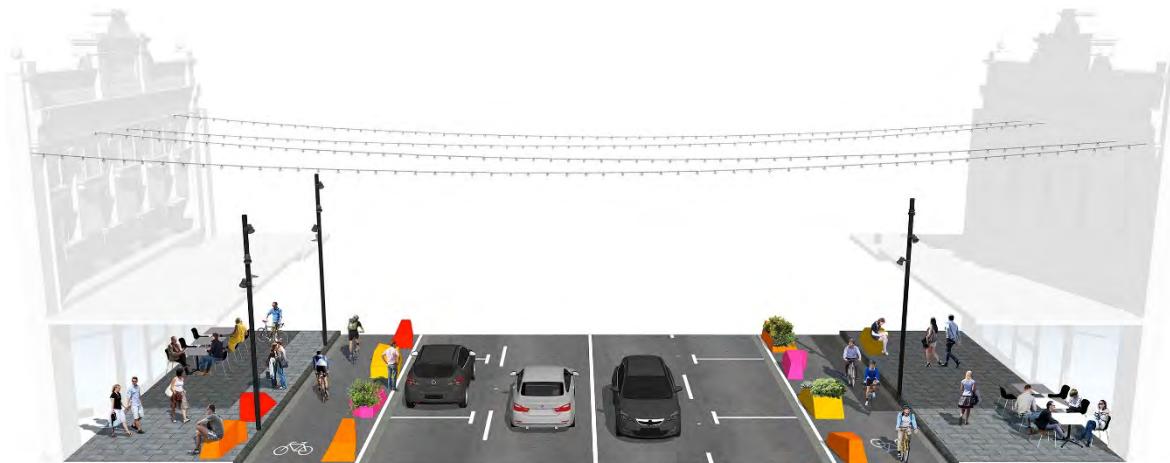
*"Please please please don't do the separated cycle ways with barriers between the cyclists and the road."*

Submitters commented on the various separation methods:

*"The continued physical segregation and buffer will prevent 'dooring' of cyclists."*

*"Don't you dare for one moment think a 10cm high by 30cm wide barrier will make a difference."*

*"I love the colourful pots that separate the cycle lane and the road, it keeps the vibrancy of the road but allows safety for cyclists."*



Some submitters wanted more separation on parts of the cycle lane:

*"More hedge planting between car and bike lane to deter pedestrian jaywalking across cycle lane and road."*

*"May need great differential in height or some other clue... to absolutely eliminate parking or even pausing of cars in the cycle lane."*

Or wanted better separation on the Queen Street to Symonds Street section where the cycle lane will be raised and level with the footpath:

*"This section offers less protection than the others - why?"*

*"Add planting boxes as the buffer between protected cycleway & motorized vehicles."*

*"Being a very dangerous stretch for cyclists given that there are THREE traffic lanes on that side of the road... barrier-protected cycle lanes are even more important."*

On the K Road overbridge, the cycle lane will run behind the bus shelters. Most submitters who commented on this design thought the concept was good:

*"Cycle lanes behind bus shelters are great, physically separating cyclists from big buses and cars, which can be very intimidating and scary."*



But there were a few submitters who were less enthusiastic:

*"Having the cycle lane between the footpath and the bus stops is maybe not such a good idea."*

Some submitters noted opportunities for possible conflict with pedestrians running for, or exiting the bus:

*"I can see safety incidents occurring with pedestrians "meeting" cyclists as they access and leave bus stops."*

*"Pedestrians on a foot path aren't looking for hazards and will be more than likely hit by a cyclist if they're in a rush to catch their bus."*

And provided suggestions to minimise the conflict:

*"Cyclists may need to be slowed here via a road treatment so there are no crashes with pedestrians."*

*"The bike lanes need warnings to be aware of pedestrians running to catch a bus."*

## Colour

Submitters suggested using bright colours to better differentiate the cycleway from the footpath, and many suggested using pink paint to visually connect with the nearby pink Te Ara I Whiti - Light Path:

*"Use pink surfacing on the cycleway. Matches Light Path below and will increase pedestrian perception of cycling space reducing conflict and trip hazard."*

*"Colour the path pink instead of the usual green. It will help add to the vibrant life of K' Rd."*

## Width

The width of the proposed cycleway (between 1.5 and 2m) generated several comments, with most people wanting wider cycle lanes:

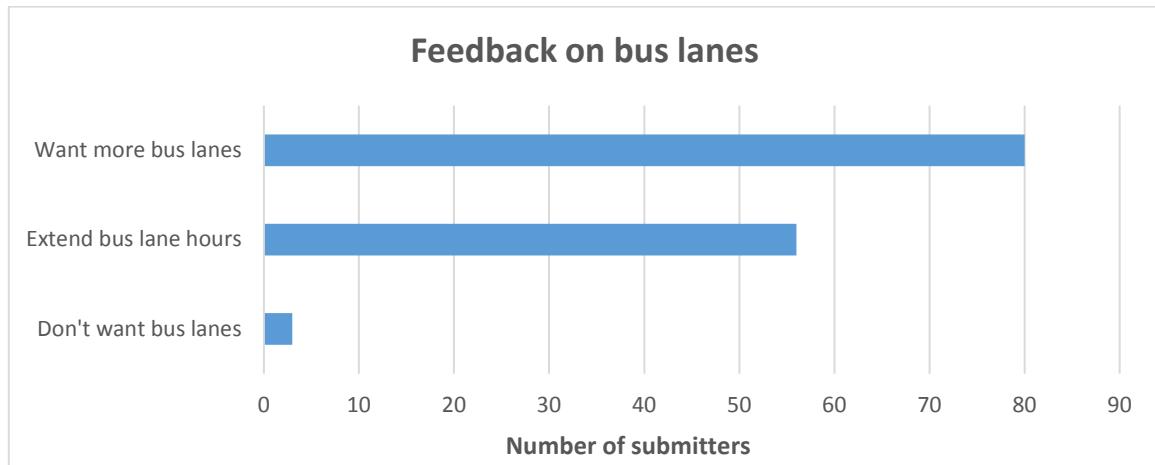
*"The cycle lane is too narrow to cater for both passive/recreational vs aggressive cyclists."*

*"1.5 and 1.8 meter cycle lanes are too narrow; they need to be all 2 meters wide."*

## Buses

Peak hour bus lanes, bus stop relocations, and floating bus shelters are features of the K Road enhancement project. These changes will improve bus efficiency and reliability.

### Bus lanes



We propose changing some kerbside parking into bus lanes during peak traffic times. Feedback suggested most people supported this proposal, with some wanting more bus lanes (by removing additional parking along K Road):

*"Replace car parking with continuous bus lanes... to encourage people to use public transport."*

*"Bus lanes are long overdue for K Rd! I am very disappointed that these bus lanes do not extend along the length of K Rd!"*

*"Don't like cars in bus lanes - no cars in the bus lanes, no parking any time, keep them for buses."*

And others wanting bus lane hours extended or altered:

*"Maybe bus lanes should be longer in duration - 3-7pm."*

*"Bus lane needs to be 24/7."*

*"Align bus lane hours with peak shopping hours (9am-3pm)"*



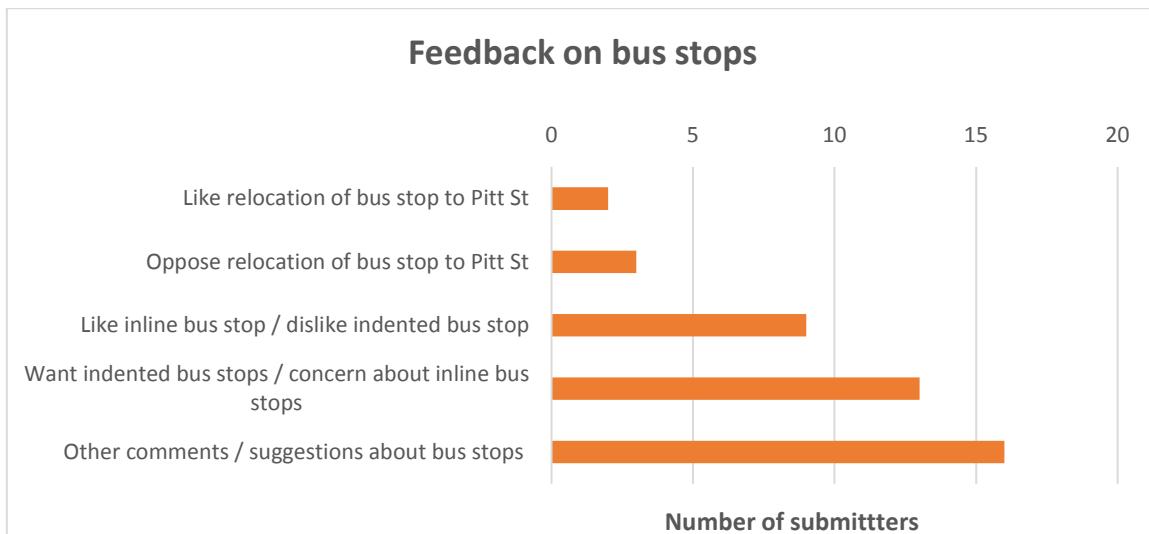
Not everyone was in favour of bus lanes though:

*"I do not think it is necessary to have bus lanes on this section. There is never that much traffic to make it worthwhile spending money to put in bus lanes."*

Some feedback addressed consistency of bus lane hours:

*"Bus lane hours should be consistent across the city not different for different streets."*

## Bus stops



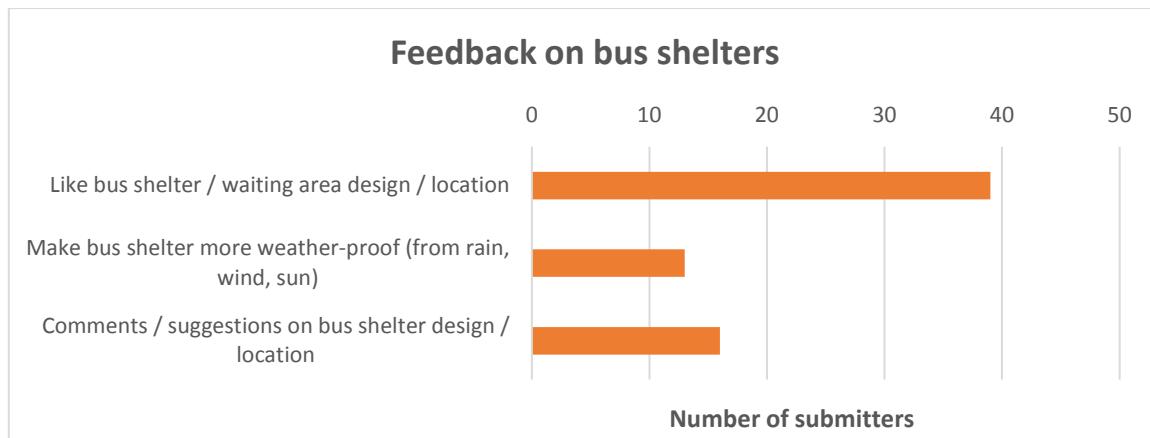
We will reconfigure some bus stop locations and designs including relocation of two bus stops to Pitt Street. On the K Road overbridge, we will indent the bus stops on the busier westbound side to allow general traffic to bypass stopped buses (indented bus stops). Bus stops on the eastbound side of the overbridge will continue to sit within the bus lane (inline bus stops).

We received feedback on both types of bus stop:

*"I think off-line (indented) bus stops are better so buses aren't held up by those ahead. We need to keep transit fast and efficient."*

*"Leave the bus stop in the bus lane – there is lots of space here already. I often get the bus from here and see no issues."*

## Bus shelters



We received many comments and suggestions on the bus shelters on the K Road overbridge. Some submitters liked the new location of the shelters, which will be closer to the road:

*"This works better than having the bus stops at the back and pedestrians walking through and getting in the way of those waiting for buses – the proposed design is much better than what's currently on K' Rd!"*

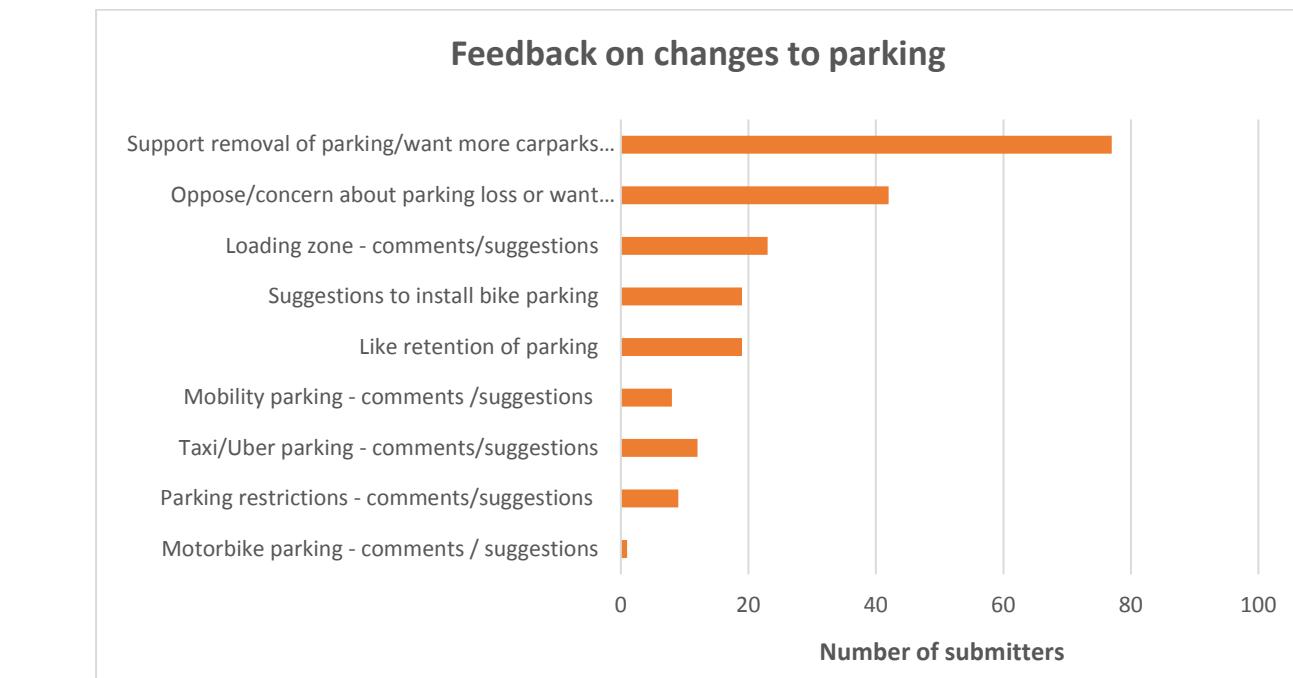
Others commented on the bus shelter design, or made suggestions to improve them:

*"Please get rid of those terrible existing bus shelters. They marginalise pedestrians and public transport users alike, they do not even perform the basic concepts of shelter, the design of the screens completely destroy what was a fantastic view (both ways). They are aesthetically revolting. I literally don't walk down that end of K Road anymore so I don't have to see the bridge. Oh, also they create a wind tunnel."*

*"The current shelters offer absolutely no shelter from the rain and bitterly cold winds. There is no incentive to use bus services... there is an urgent need for shelters to be replaced with ones that actually provide shelter."*

## Changes to parking

AT will make changes to parking along K Road to improve bus efficiency and accommodate the new cycleway. While much of K Road will retain existing on-street parking, parts of the road will only have kerbside parking at off-peak traffic times to accommodate the bus lane. We received a variety of responses to the proposed parking changes.



The majority of responses were in support of parking removal, particularly where it would enhance bus efficiency and provide separated cycleways:

*"Get rid of more parking - there is ample parking on side streets. Less parking would provide more space for walking and cycling."*

*"Replace car parking with continuous bus lanes – there is no reason to keep car parks on the main street in my opinion as drivers can park in inside streets, carpark buildings etc."*

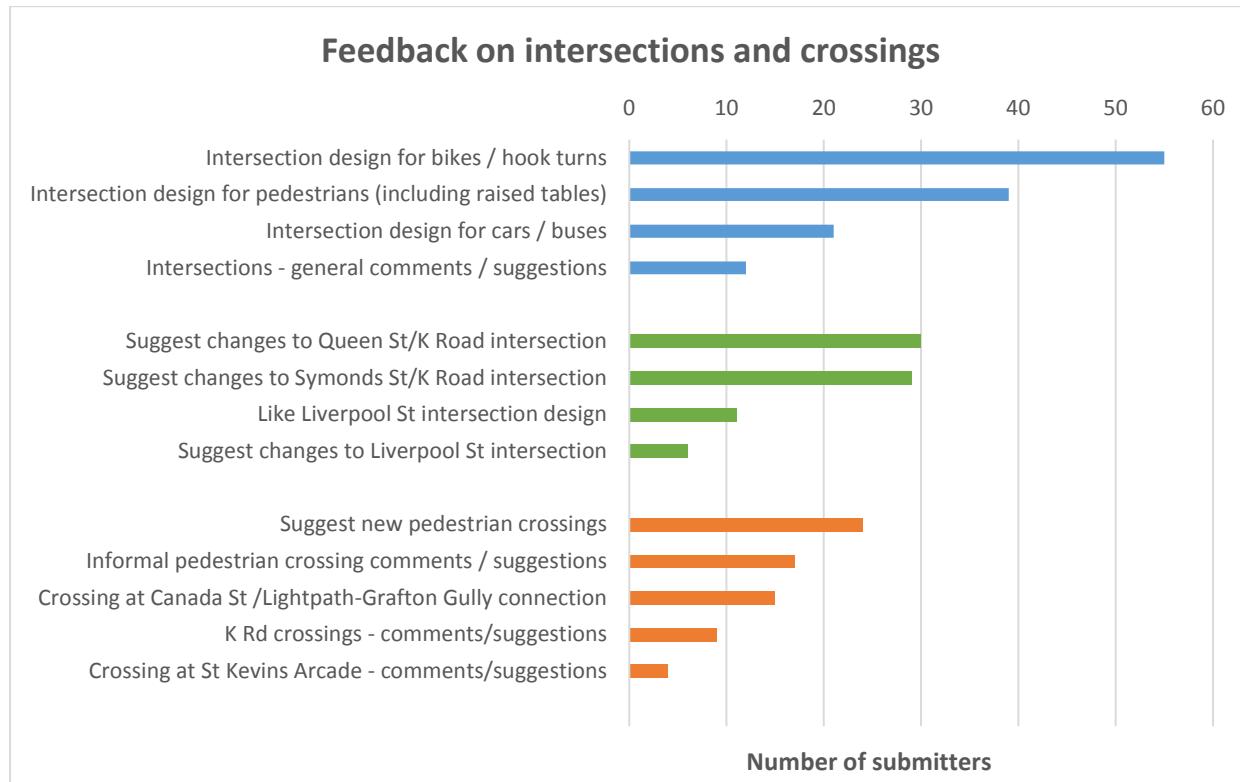


*"Don't allow parking – it will impede the flow of buses."*

*"Keep on-street parking – it is important for facilitating easy access to the K Road strip for picking up friends, popping into shops etc."*

*"Remove cycleway in favour of parking."*

## Intersections and crossings



Your feedback provided specific suggestions for improvements to intersections and crossings, as well as highlighting some concerns:

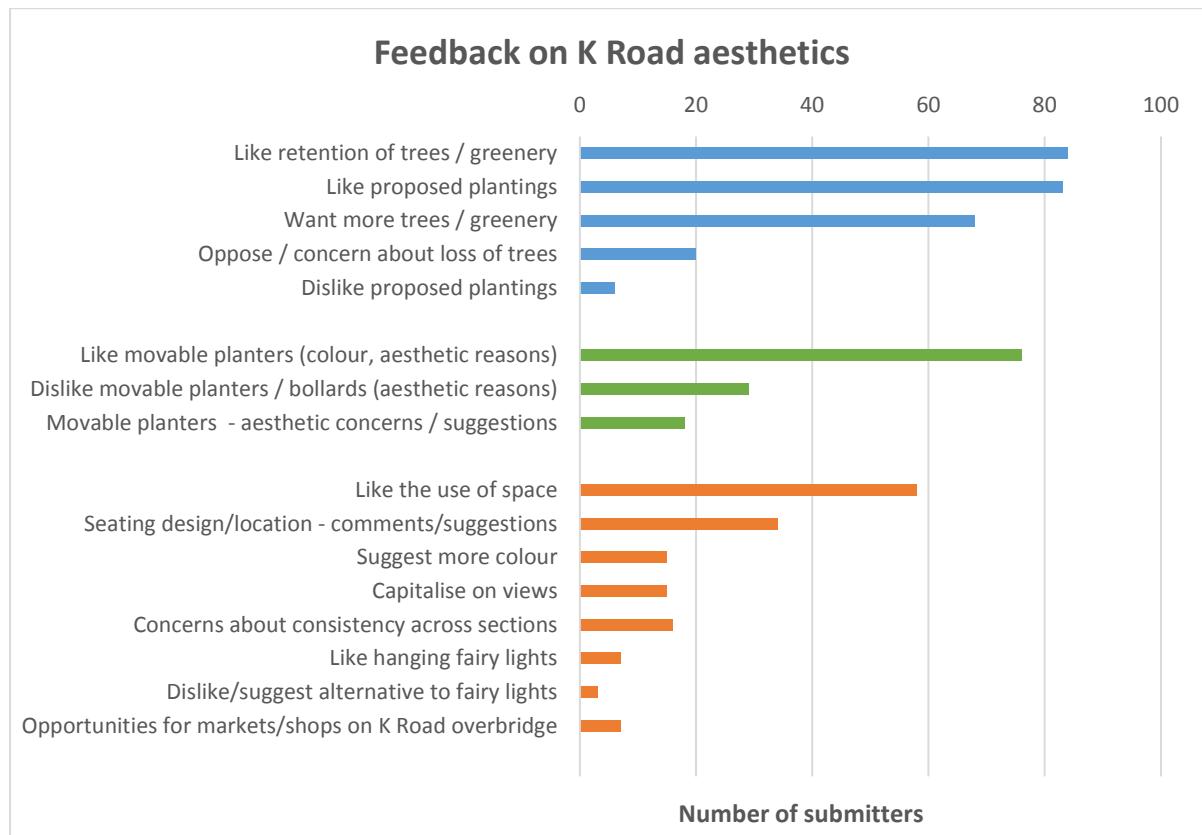
*“Transitions across intersections need to be continuous for the bike lane, and not narrow or be cut off.”*

*“Improve the ability of pedestrians to cross Gundry Street. It is currently a very wide road and is difficult, and therefore hazardous, to cross.”*

*“Queen Street/K Road intersection needs to be made a Barnes dance and have slip lanes removed. Also needs the right hand turn from K Road into Queen Street reinstated.”*

*“I like that there is some effort to guide cyclists with hook turns with painted bicycle boxes.”*

## Aesthetics



## Greener

We will incorporate rain gardens, trees and landscaping to create a greener, more attractive environment. Submitters liked the proposed increase in greenery on the street, and supported the use of rain gardens to manage and treat stormwater run-off:

*"Using trees in the cycle lane separator is a good idea as it helps make the street more green."*

*"I like the increase in greenery which doubles as storm water drainage areas – excellent."*

Some wanted more plantings:

*"More plants would reduce both noise and fumes and make for an even better cycling experience."*

*"Suggest planting more native trees, and even more nikau."*

A few submitters felt the nīkau palms inappropriate for K Road:

*"The palm trees are massively out of place. Palm trees are for the Bahamas not a city street."*

We received good support for our proposal to retain or relocate the existing nīkau:

*"While the removal of trees is necessary for enabling the works, I think it is great they will be re-planted within the project space where possible. However, there should be a significant net gain of trees."*

And some concern about relocation or removal of trees:

*"Although we support public transport, we would rather have the magnolia trees retained than see double decker buses go along K Road."*

Suggestions to enhance the K Road overbridge included adding more greenery:

*"Landscaping in the way of planter boxes would add much needed greening to the bridge section."*

*"Need more colour - whether in artwork on the glass bridging or by planting strips."*

## Movable planters



The possible use of coloured, movable planters to separate the cycleway generated a range of responses.

*"Use of colour and varying shapes in cyclist / vehicle separators is great. Suits character of street, creative and vibrant."*

*"Great to see the use of movable barriers: smart, cheap and flexible."*

*"The planters for the separators are super cool! Makes the street look really pretty."*

*"The flower pots near the cycling lane need to go. They could attract more hippies which is the last thing this street needs."*

*"Hopefully the planters look cool/not too naff :)"*

## View

Submitters commented on the view from the K Road overbridge, and suggested ways we could maximise view opportunities:

*"Could more be made of the view and the amazing location of this bridge? Must have one of the best views from a bus stop in the world!"*

*"The panels on the bridge are not see through and the view is obscured. It would be much more interesting to be able to see through these panels, watch traffic and see the view to Mt Eden."*

## Seating

AT will introduce street furniture, including seating, along K Road. Although the designs have not yet been finalised, some submitters offered feedback on the seating:

*"Please keep the original benches. The orange ones won't suit the authentic vibe of K Road. The orange ones are garish and 'modern' and K Road is AUTHENTIC and TIMELESS, not 'modern'."*

*"I'd like to see lots of good street furniture."*

*"I'd like some seating to look at the motorway views."*

## Colour

Your feedback suggested using more colour on K Road to enhance its vibrancy, or improve cycleway separation. Suggestions also included colouring the cycleway pink:

*"Paint all the cycleway PINK. Make K Road vibrant by making it colourful. The dull concrete asphalt is too boring for K Road. K Road is about standing out from the crowd. Plus the Pink Path is literally few metres away."*

*"Perhaps the cycle paths should be in a bright colour (pink) so pedestrians do not walk on them."*

## Use of space

Submitters liked the redistribution and enhanced sense of space on the pavements:

*"I like the redistribution of space to people, not just cars. This will have a hugely positive effect on businesses in this area."*

*"Makes it more appealing for people to walk around."*

*"I've always hated walking on this part of the road, but the increased distance between pedestrians and cars seems better."*

*"The trees and extra separation from the road will make the footpath a much nicer place to be, as a pedestrian or outside diner for example."*



## (2) K Road Business Association (KBA)

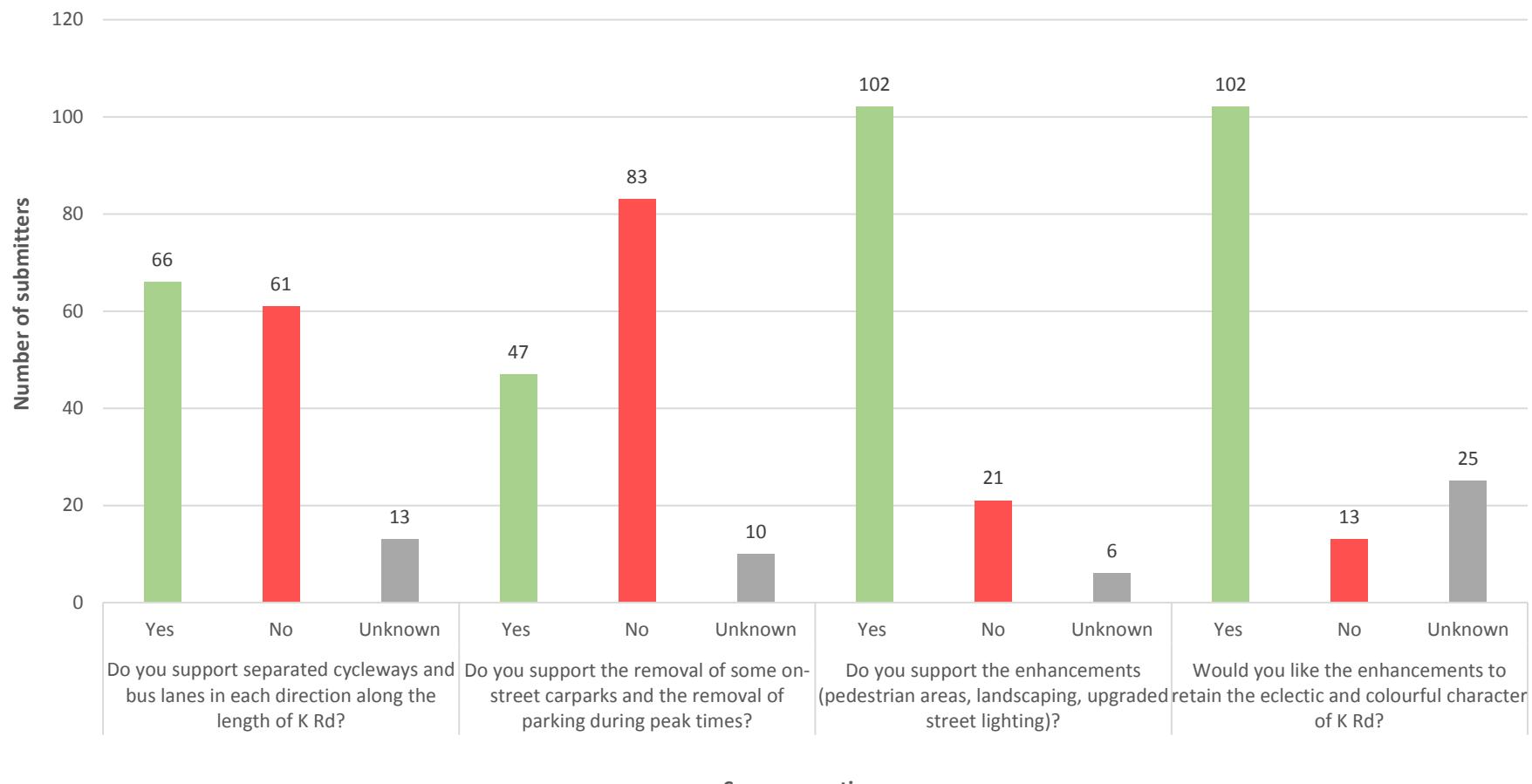
### K Road Business Association survey

The Karangahape Road Business Association (KBA) undertook its own survey of K Road businesses, asking the following questions:

- Do you support separated cycleways and bus lanes in each direction along the length of K Rd (yes/no)? Why?
- Do you support the removal of some on-street car parks and the removal of parking during peak times (yes/no)? Why?
- Do you support the enhancements (pedestrian areas, landscaping, upgraded street lighting) (yes/no)? Why?
- Would you like the enhancements to retain the eclectic and colourful character of K Rd (yes/no)? Why?
- Do you have any other comments?

The KBA survey received 140 responses, which we have summarised in the following graph:

## K Road Business Association survey responses



## Illustrative quotes from the KBA survey

*"Allowing for safe cycling to and from our studio is important for employee safety (as we have regular cyclists as part of our team) and also for clients and as part of our business image."*

*"90% of our staff and a large number of our customers cycle to our shop. Reducing the impact of the car is our duty as year 2050 and 2016 dwellers."*

*"Inner city areas like K Road cannot continue to be planned around cars. Our customers are likely to travel by other means."*

*"It will be very inconvenient for walking and customers wanting to park for short durations and will adversely affect our small businesses."*

*"(Will be) safer for cyclists, will slow down traffic, hopefully will discourage through traffic...encourage walking, parking off K Road and will substantially increase the friendliness/accessibility/liveability of K Road."*

*"(Don't support) because the cycleways are only used by 2% of the customers to K Road. As a consequence we will lose the street carparks. K Road will lose its character and become a main thoroughfare."*



## K Road Business Association submission

The KBA also wrote a submission on our proposed enhancement project making the following points:

### Improvements for pedestrians, including wider or decluttered footpaths:

*"While the KBA is supportive of enhancing and/or retaining the unique character, heritage and diversity/difference of K Rd, especially for pedestrians who are shopping in the precinct, our members hold some concerns about the enhancements being made to support dedicated bus lanes and cycleways. If this is the case, unfortunately the KBA has reservations about the proposed cycleways and enhancements."*

**A high quality cycleway on both sides of the road, separated from general traffic, usually by a raised island with sections of planting:**

*"While a number of our members support cycling, many of those members had some reservations about dedicated cycleways on both sides of the road (especially in addition to dedicated bus lanes). There are concerns this will primarily support commuter bus users and cyclists, who will use K Rd as a thoroughfare and not a destination for shopping, dining or doing business. However, the KBA would consider other options (e.g. one cycle lane/bus lane on one side of the road) as a compromise if that could be shown to promote K Rd as a destination rather than a thoroughfare."*

**Reduction in parking:**

*"The KBA is concerned about both the permanent removal of car-parking and the peak hour removal of car-parking as well as removal of loading zones as many of our members believe this will have a significant negative impact on business viability on K Rd. It seems clear that this is required to introduce dedicated bus lanes and cycleways and our members oppose K Rd becoming a highway rather than a destination for shopping, dining or doing business."*

**Bus lanes and relocation of bus stops:**

*"Careful consideration should be given to the impact of the operation of bus lanes on K Road businesses and users of the street. There also need to be improvements made to the bus shelters on the K Rd bridge so that they actually provide shelter for bus passengers."*

**Changes to traffic lanes:**

*"Our members have concerns about the proposal to reduce K Rd to one single lane in each direction on the K Rd Bridge and between Pitt Street and Queen Street during peak times because this may create significant problems for emergency vehicles (including Fire Trucks and Ambulances located on nearby Pitt St), access to the Hospital across Grafton Bridge and it will create major congestion on K Rd."*

**Rain gardens to help manage and treat storm water run-off:**

*"Our members generally support rain gardens to help manage and treat storm water run-off, but ask that the planting should not be difficult to clear of needles and syringes."*

**Tree location to create space and additional planting:**

*"Our members generally support more trees on K Rd. We note that while some members support more nikau palms, others have concerns that nikau palms provide almost no shelter or shade (and consequently some members prefer exotic or native trees which provide those benefits)."*

**Relocating loading zones and taxi stands:**

*"Our members have told us that there are already too few loading zones on K Rd. They also told us that the removal of all loading zones on K Rd for the extended peak times proposed (7am to 10am and 4pm to 7pm) will have a significant detrimental*

*effect on businesses on K Rd. Our members oppose the removal of loading zones on K Rd and submit instead that the proposal must provide for several loading zones on K Rd throughout the entire day.”*

### Construction:

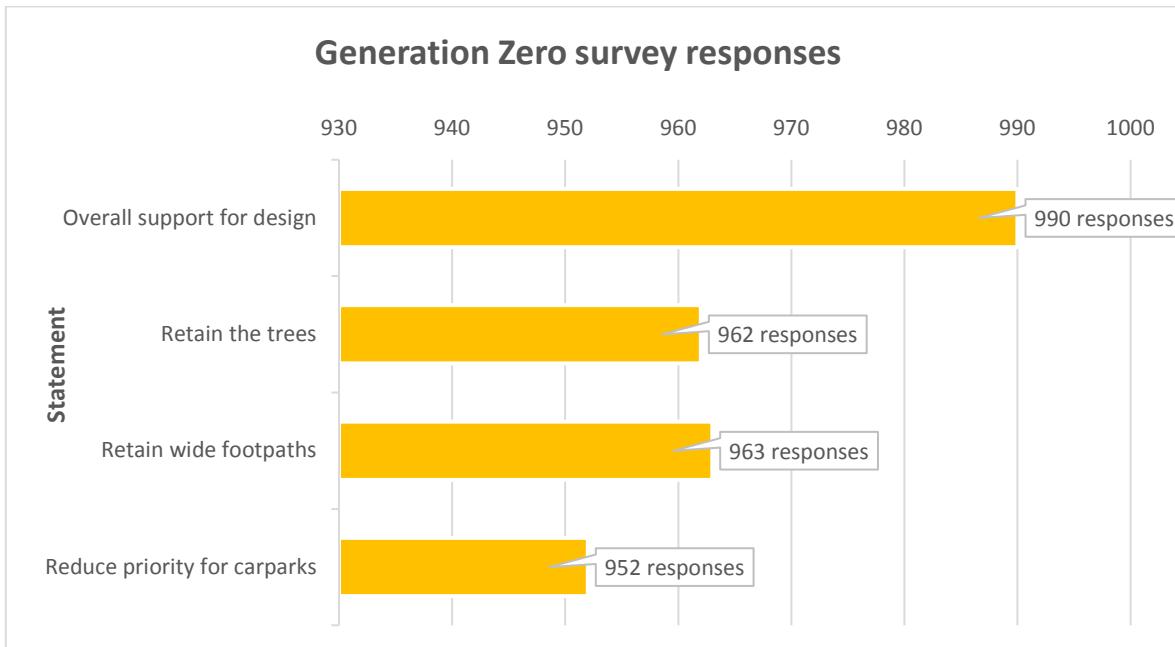
*“Our members support the careful and co-ordinated management of the construction phase to minimise impacts on businesses and users. Consideration should be given to compensation for tenants whose businesses are adversely affected by construction delays.”*

## (3) Generation Zero

Generation Zero posted a survey on its website asking readers if they supported the following statements:

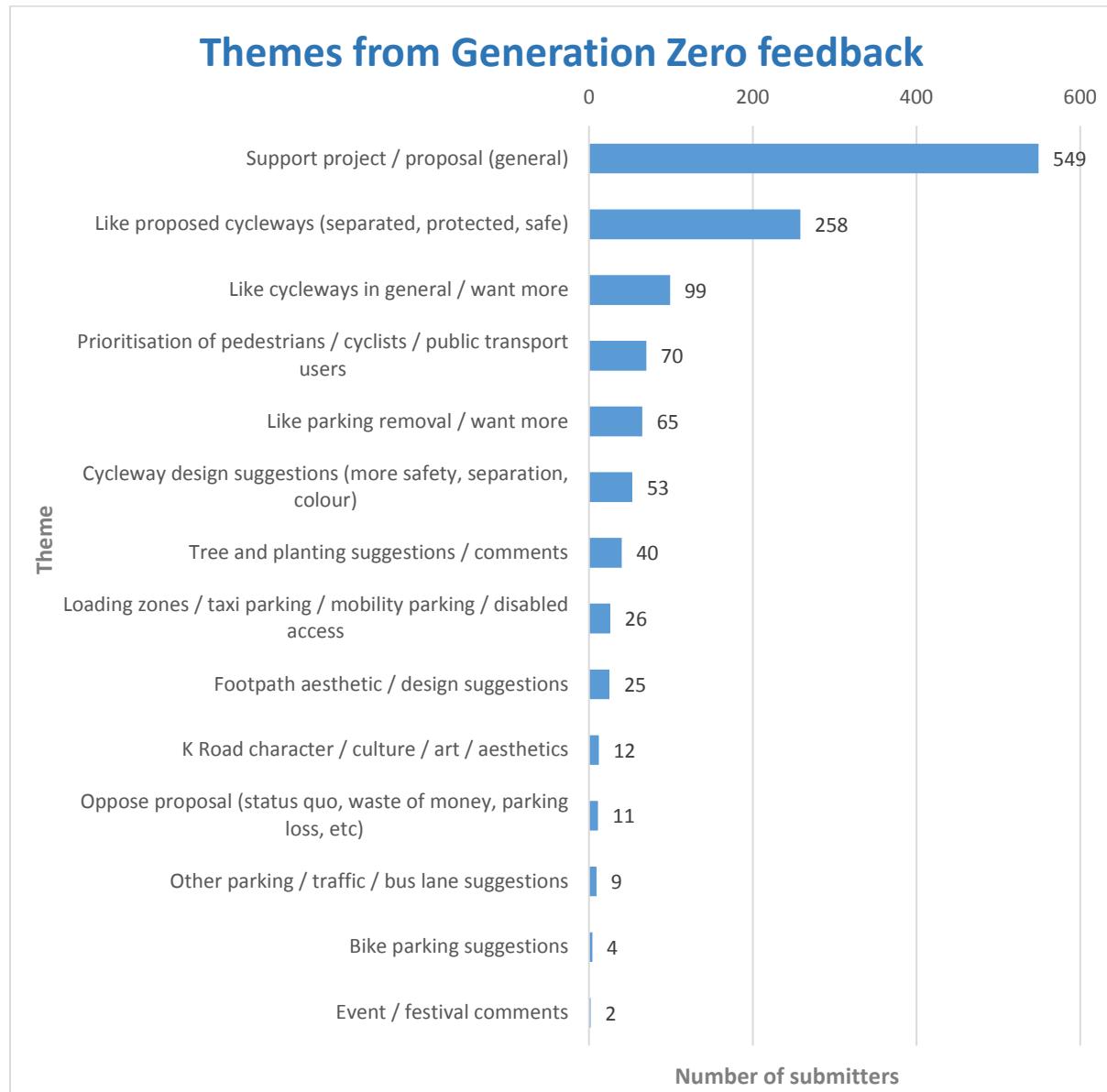
- I think the designs are excellent and would like to add my name in support of the K Road Cycleways and Street Enhancement.
- Please ensure as many trees that are affected by the upgrade are retained or replanted where possible.
- Please ensure footpath space is preserved for shops, restaurants and bars to contribute to active street life.
- Please ensure that the cycleway and loading zones are prioritized above on street carparks. Most K Road visitors don't arrive by car and the street design needs to reflect that.

This survey received approximately 990 responses, summarised as follows:



Additionally, the Generation Zero survey asked readers for their opinions on our proposed K Road cycleway and street enhancement design.

We have analysed and summarised their responses in the following graph:



### Illustrative quotes from the Generation Zero survey

*"I am really excited about the investment in separated cycleways, especially when new projects link up existing cycleways. Our family cycle around our suburb, Gulf Harbour, travel to town via ferry, and explore the city shops and restaurants by bike and foot. We look forward to spending time on K Road when its people-centred design is completed."*

*"I am an owner/occupier living in an apartment just off of K Road, and I rely on my bike as my main form of transport around the inner city. Our apartment building, like many being built in the inner city near K Road, offers such a small number of carparks that*

*the majority of new inner city residents are and will be car-less, relying primarily on their bicycles, walking, or public transport. The present plans for wide, safe cycle lanes the length of K Road are essential for the safety of the inner city residents, who are the primary customer base for the businesses on K Road.”*

*“I think it is ridiculous to do this space is already limited in this area and will cause more congestion. Why are you further reducing pedestrian space as footpaths are already overly cluttered with tables and chairs? You need more carports not less and more pedestrian space to attract shoppers not less. Shops will suffer by this ill thought out scheme.”*

## (4) Waitematā Local Board

We briefed the Waitematā Local Board regarding the proposed changes to K Road, our community engagement approach, and the public feedback we received.

The Waitematā Local Board supports the community engagement undertaken to date, and endorses a continuation of this approach as the project moves to the next phase of design.

The board noted the strong public support for the enhancements and confirmed:

- Support for the enhancements as proposed and for construction to commence as planned
- Support for the enhancements promoting a sense of place and K Road as a destination street
- Support for the inclusion of greening and the use of planters as part of the cycleway design
- The next phase of the design should be consistent with the Transport Design Manual that prioritises place and people on an arterial road through a town centre.

The board requested information about whether there are opportunities for including water sensitive design and the likely impact.

The board also noted the concern of the K Road Business Association regarding loss of on-street parking and concerns regarding the proposed timing of the upgrade. They support retention of on-street parking where possible as part of the enhancements, and measures to promote K Road as a destination accessible by public transport.

## Attachment 1: Feedback form

**What are we seeking feedback on?**

We are enhancing Karangahape Road (K Road) and part of Upper Queen St. The project has been divided into different sections and there is a different design for each section:

- Section 1:** Ponsonby Road to Pitt Street
- Section 1A:** K Road Bridge
- Section 2:** Pitt Street to Queen Street
- Section 3:** Queen Street to Symonds Street
- Section 4:** Upper Queen Street  
(K Road to motorway overbridge)

We want you to help us improve the street enhancements; in particular we want feedback on the following design elements:

- Improvements for pedestrians, including wider or decluttered footpaths.
- A high quality cycleway on both sides of the road, separated from general traffic; usually by a raised island with sections of planting.
- Relocation of bus stops.
- Changes to traffic lanes.
- In some sections of the road, the kerbside parking will be used as bus or traffic lanes during peak traffic times (Monday to Friday 7am-10am, and 4pm-7pm).
- Rain gardens to help manage and treat storm water run-off.
- Tree relocation to create space. Additional planting.
- Relocating loading zones and taxi stands.

In 2017 we will seek further feedback from the local community on design elements such as landscaping, street furniture, outdoor dining, cycle parking and lighting.

**About this booklet**

This booklet provides an overview of the improvements proposed. For more details (including design plans, discounted options and a map of affected trees) please go to [AT.govt.nz/kroadproject](http://AT.govt.nz/kroadproject).

If you would like to be posted more detailed information please call us on (09) 355 3553.

## Feedback form

Please complete this freepost form and return to us by Sunday 20 November 2016.

Alternatively, you can provide feedback online at [AT.govt.nz/kroadproject](http://AT.govt.nz/kroadproject)

If you have difficulty completing the form, you can call us on (09) 355 3553 and our contact centre staff will fill in the feedback form with you over the phone.

### All sections

Do you have any general comments on the project?

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### Section 1

#### PONSONBY ROAD TO PIT STREET

What do you like about the design for this section of Karangahape Road?

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What would you change about the design for this section of Karangahape Road?

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### Section 1A

#### KARANGAHAPE ROAD BRIDGE

What do you like about the design for this section of Karangahape Road?

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What would you change about the design for this section of Karangahape Road?

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### Section 2

#### PITT STREET TO QUEEN STREET

What do you like about the design for this section of Karangahape Road?

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What would you change about the design for this section of Karangahape Road?

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### Section 3

#### QUEEN STREET TO SYMONDS STREET

What do you like about the design for this section of Karangahape Road?

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What would you change about the design for this section of Karangahape Road?

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### Section 4

#### UPPER QUEEN STREET

What do you like about the design for Upper Queen Street?

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What would you change about the design for Upper Queen Street?

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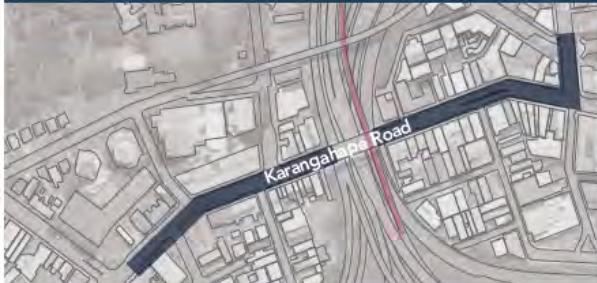
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## Attachment 2: Proposed designs for each section

### Section 1: Ponsonby Road to Pitt Street (excluding K Road Bridge)



On this section we are creating a greener-looking environment with less clutter on the footpath. This will create more room for pedestrians, outdoor dining and street activities. People on bikes will be separated from pedestrians and vehicles to create a safer, more attractive environment for all. Kerbside parking will be used as bus lanes during peak traffic times.



#### Key features

- Decluttered footpaths to create more room (street lights and signage relocated between the cycleway and bus/parking lane).
- Footpath buildouts and raised tables at non-signalised side street intersections to reduce the speed of vehicles entering side streets and to prioritise the movement of pedestrians and people on bikes.
- Shorter informal pedestrian crossing distances.
- Remove existing footpath buildouts along K Road and relocate trees within the project area.
- A 1.8m wide cycleway separated from the road by a raised island with sections of planting (the planted areas within the raised island are also a rain garden to help manage and treat stormwater run-off).
- One general traffic lane in each direction.
- Kerbside parking to be used as bus lanes during peak traffic times (Monday to Friday 7am-10am, and 4pm-7pm). Over time as bus use and traffic congestion increase, the time period for the bus lanes may need to be extended. If any further changes are proposed we will seek community feedback.
- Relocate bus stops 7132 and 7133 (outside 278 and 261 K Rd) to Pitt Street.
- Provide a temporary cycleway link along Pitt Street to Nelson Street. More details should be available by the end of 2017.
- Provide off-peak parking (10am-4pm and 7pm-7am).



Image: Proposed layout for Section 1 (Ponsonby Road to Pitt Street).  
More detailed plans are available on the project webpage.



## Section 1A: K Road Bridge



On this section we are creating an attractive, safe and more spacious environment for pedestrians and people on bikes. Removing a traffic lane in each direction and repositioning bus stops and shelters will create space for a cycleway and a wider footpath.

### Key features

- Wider footpaths.
- Shorter informal pedestrian crossing distances.
- One general traffic lane in each direction.
- A 1.5m wide cycleway running behind the bus shelters. Coloured surfacing and a textured edge will separate the cycleway from the footpath and bus stop/shelter areas.
- We are still investigating whether the bus stops on one or both sides of the road can be relocated to sit within the traffic lane. This would allow the footpath to be widened, creating more space for walking and cycling. We are still assessing whether having the bus stops in the traffic lane would significantly delay other buses. The images below show a possible outcome, where one side of the road has bus stops in the traffic lane and the other side has indented bus stops.



Image: Proposed layout for Section 1A (K Road Bridge).  
More detailed plans are available on the project webpage.

## Section 2: Pitt Street to Queen Street



This section will be delivered in two stages; an attractive and functional interim design, followed by a permanent design within 10 years.

When CRL is completed (2023) and if the light rail project goes ahead, pedestrian flows will increase and traffic flows are likely to change along this section of the road.

An interim solution allows flexibility, so if necessary the design can be updated as the use of K Road changes.

The interim design includes a cycleway, separated from traffic and off-peak parking with movable planter boxes. These planters allow for the street layout to be changed for special events and for trialling road layout changes.

We want your feedback on the interim design.

Once CRL has been constructed, and also light rail (if it goes ahead), we will investigate a permanent solution and then seek further public feedback. Please refer to the feedback form (attached) for an image of a possible future design.

### Key features

- Remove existing footpath buildouts along K Road and relocate trees within the project area.
- Shorter informal pedestrian crossing distances.
- A 2m wide cycleway separated from the road by movable planters.
- Movable planters allow for the trialling of different street layouts.
- Retain off-peak loading and parking in kerbside lane.
- Two general traffic lanes in each direction during peak times.
- Bus stops retained in kerbside lane.



Image: Proposed interim layout for Section 2 (Pitt Street to Queen Street).  
More detailed plans are available on the project webpage.



### Section 3: Queen Street to Symonds Street



On this section we are using raised cycleways to provide a safe environment for people on bikes while retaining the existing traffic lanes.

#### Key features

- A 1.8m wide raised cycleway, level with the footpath.
- Shorter informal pedestrian crossing distances.
- Kerb buildouts and a raised table at the Liverpool Street intersection. This will reduce the speed of vehicles entering side streets and prioritise the movement of pedestrians and people on bikes.
- Reduced footpath width on the southern (cemetery) side of the road.
- Retain existing traffic lanes.
- Retain existing on-street parking.
- Retain bus stops on both sides of the road.
- Retain existing trees.



*Image: Proposed layout for Section 3 (Queen Street to Symonds Street). More detailed plans are available on the project webpage.*

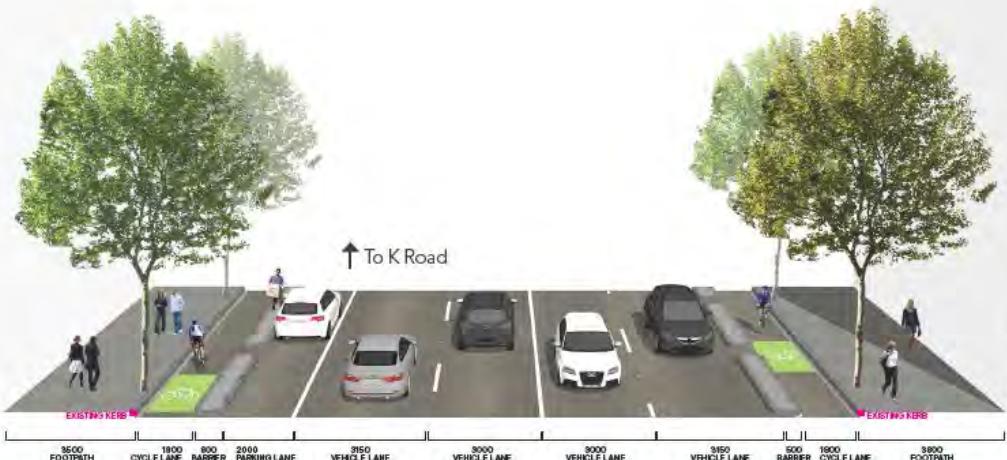
**Section 4: Upper Queen Street**  
(K Road to motorway overbridge)



**Key features**

- No changes to the width of the footpath.
- Shorter informal pedestrian crossing distances.
- A 1.8m wide cycleway separated from the road by a raised island.
- Remove the painted central median and narrow the traffic lanes to create space for the cycleway.
- Retain existing traffic lanes.
- Retain existing on-street parking.

On this section, a separated cycleway will connect to the network of existing and planned cycleways which provide access to different parts of the city centre and the wider Auckland area.



*Image : Proposed layout for Section 4(Upper Queen Street).  
More detailed plans are available on the project webpage.*

Please note this drawing contains an error. The existing painted median strip in the centre of the road is not shown in this drawing, however, it will be retained. Please see the [project plans](#) for the design for this section.

## Attachment 3: Feedback themes and our responses

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Theme	Section	# submittters	Illustrative quotes from feedback	Our response
<b>Aesthetics</b>				
<b>K Road character</b>				
<b>K Road character (including art, culture, architecture)</b>	All	106	<ul style="list-style-type: none"> <li>"I can't wait to make K road a more people / family oriented environment."</li> <li>"We are concerned the proposals will result in a loss of the unique and historic character of the area. The designs closely resemble recent makeovers of Lorne St, High St and Elliot St. These are rather generic and bland..."</li> <li>"It's fantastic to see the 'funky' feel of K Rd respected. Let's ensure the unique architecture that's left is retained. Let's ensure artworks continue to be dotted everywhere."</li> <li>"Add lighting... to make the colour pop at night to embrace the red light history but also to show the future of lit bike paths."</li> <li>"Maori cultural values associated with Karangahape Rd need to be more explicitly referenced in the design of the cycle paths and landscaping."</li> <li>"Need more colour [on the overbridge] - whether in artwork on the glass bridging or by planting strips."</li> <li>"The temporary planter box solution... adds authenticity to the design - sort of what people like about K-Rd - a bit 'shabby chic.'"</li> <li>"[Like] no naff architecture [in section 3]."</li> <li>"Include more things to introduce more of a community feel [in section 4]."</li> </ul>	<p>The next stage of the design process will focus on further developing the 'character and feel' of the streetscape. This will be achieved through consideration of colours, artwork, materials, lighting, planting and street furniture etc. We will seek input from the local community to ensure we retain and enhance the unique character of the street. A mana whenua endorsed designer will be part of the design team to ensure that the street design respects and tells the story of local mana whenua history and culture.</p>
<b>Streetscape and furniture design</b>				
<b>Like use of public space</b>	All	59	<ul style="list-style-type: none"> <li>"Space allocations to pedestrians, cyclists and cars are finally much more balanced and appropriate for a prominent heavily visited street; a huge improvement."</li> <li>"I like how there are changes to (make) a more environmentally-friendly Auckland."</li> <li>"[Like that section 1 design] fits everything in, there are trees, seats. It's more of a village feel."</li> <li>"Retaining similar locations of the footpaths, cycle lanes and vehicle lanes [in section 3] should make it legible."</li> </ul>	<p>Thank you for your feedback. The proposed layout aims to maximise public spaces for pedestrians and cyclists while balancing public transport and traffic needs, as well as parking needs of various users.</p>
<b>Consistency across sections</b>	All	16	<ul style="list-style-type: none"> <li>"As a whole the scheme feels too segmented. Cycle lane is consistent, but treatment / separation is very different in each portion of the road. It's one street, can't one system be used throughout and adapt / change subtly to the adjacent character? (section 2 is best - this treatment could span all sections but in some areas use same seats / dividers / forms but less colourful and more planting)"</li> </ul>	<p>The proposal is intended to be as consistent as possible along K Road given the different design configurations and requirements of the street. A uniform palette of paving, trees, lighting and furniture will provide cohesion along the length of K Road.</p>

Theme	Section	# submittters	Illustrative quotes from feedback	Our response
			<ul style="list-style-type: none"> <li>"I am concerned that the separate sections will mean that the street loses its identity."</li> </ul>	
Public seating comments	All	34	<ul style="list-style-type: none"> <li>"[Suggest] more varying heights and styles of seating option [in section 1]. Not all bench type seating that suits groups, in sections without cafes, having L shaped seats so people weave between public and private pockets of static. Seating integrated with more softscaping."</li> <li>"The orange benches are ugly, use wooden ones and cool art ones, like the snake one there currently."</li> <li>"Love the [section 1] benches."</li> <li>"[Suggest] any additional seating on pedestrian strip not be outside bars."</li> <li>"[Like] planters and furniture having commonality [in section 2]."</li> <li>"I live in fear for any seating that could be easily disfigured or destroyed!"</li> <li>"Could you get more uncomfortable and inaccessible seating [than section 2 designs]?"</li> <li>"Include more street furniture/places to sit [in section 3]."</li> </ul>	Thank you for your feedback. We agree that seating and outdoor furniture should be fit for purpose and durable, and this will be explored in detail in future design stages.
Overbridge design suggestions	1a	19	<ul style="list-style-type: none"> <li>"Looks like more could be made of access way. Could bridge be commercialised with mobile café/bar etc."</li> <li>"The panels on the bridge are not see through and the view is obscured. It would be much more interesting to be able to see through these panels, watch traffic and see the view to Mt Eden etc..."</li> </ul>	AT agrees that widening the footpaths on the existing bridge will support opportunities for other uses. We will explore opportunities for commercialised spaces, improved views and enhanced aesthetics in future design stages.
Bus waiting area and shelter design	1a	27	<ul style="list-style-type: none"> <li>"Be a shame to lose the beautiful new bus shelters just installed."</li> <li>"Provide some sun shelter"</li> <li>"Please get rid of those terrible existing bus shelters. They marginalise pedestrians and public transport users alike, they do not even perform the basic concepts of shelter, the design of the screens completely destroy what was a fantastic view (both ways) They are aesthetically revolting...Also, they create a wind tunnel."</li> <li>"Make sure there's enough seating for the people waiting for the bus."</li> <li>"Make the bus shelters transparent to improve safety and visibility."</li> <li>"Separate out the bus stop so pedestrians can enter through the middle, not just at either ends of the bus stop structure, while still having a continuous roof"</li> </ul>	Thank you for your feedback. Shelters will be refined, taking your feedback into account, at the detailed design stage. We intend to modify the existing shelters to improve safety, weather protection and visibility, including making the bus shelters see-through.
Fairy lights comments	2	10	<ul style="list-style-type: none"> <li>"[Like] hanging lighting"</li> <li>"[Like] the connection between the roads with the lights"</li> <li>"(Change) the light strings overhead. I prefer clean skies."</li> </ul>	Creative street lighting will be an important component of the design for the Pitt to Queen Street section.



Theme	Section	# submittters	Illustrative quotes from feedback	Our response
Suggest more colour	3, 4	15	<ul style="list-style-type: none"> <li>"Would be good [in section 3] to bring in some of the colour of elsewhere."</li> <li>"More colour [in section 4]."</li> <li>"Get rid of the kerb traffic islands [in section 4] - or at least plant them. Hard engineered looking section, why can't you just use the same colourful dividers used in section 2, could be same or similar forms but without the colour so the sections relate."</li> </ul>	<p>The next stage of the design process will focus on further developing the 'character and feel' of the streetscape, including consideration of colours.</p> <p>Traffic islands are required for safety in the Upper Queen Street section to separate the cycleway from general traffic. This is an interim design because Upper Queen Street is a proposed future rapid transit route, which would significantly change the layout of the street.</p>
<b>Greenery</b>				
Like proposed vegetation	All	130	<ul style="list-style-type: none"> <li>"While the removal of trees is necessary for enabling the works, I think it is great they will be re-planted within the project space where possible... The rain gardens are a fantastic idea"</li> <li>"I like the idea of... the additional planting. The greener the better"</li> <li>"I think the [section 1] vegetation creates a safe cycle space completely closed off from any through car traffic."</li> <li>"The [section 3] cemetery lawn... is a positive space for summer months."</li> <li>"Retaining the existing trees on both sides of the road [in section 4] is really important for residents... we love the trees along this street and don't want to lose any of them!"</li> </ul>	Thank you for your feedback and support of our designs.
<b>Suggest more vegetation</b>				
Suggest more vegetation	All	68	<ul style="list-style-type: none"> <li>"Overall, the number of judicious placement of trees along this corridor should be increased to support the impacts of increased urban development."</li> <li>"There should be a significant net gain of trees, especially native species (the nikau are great) as this will really improve the beauty, urban ecology, air quality, and feel of K Rd, while contributing to CO2 uptake."</li> </ul>	<p>While some existing trees will need to be moved or removed, overall we propose to increase the number of trees along the corridor. Based on consultation with key stakeholders the preference at this stage is for native planting.</p> <p>We will develop a planting plan with locations and species in the detailed design phase.</p>
			<ul style="list-style-type: none"> <li>"[Suggest] more rain gardens."</li> </ul>	We will finalise the location and number of rain gardens in the detailed design phase.
			<ul style="list-style-type: none"> <li>"I would like to see planting of large trees at these [raised table] intersections, using the new footpath space created by the kerb extensions."</li> </ul>	Side street intersections will provide opportunities to plant canopy trees. We will determine the final type and location of these in future design phases.
			<ul style="list-style-type: none"> <li>"Please keep or include a grass strip for the apartment dogs."</li> </ul>	A grass strip is not able to be accommodated within the design and is not appropriate for a high use urban street. The precinct has good access to adjacent parks and open spaces for dog walking.

Theme	Section	# submittters	Illustrative quotes from feedback	Our response
			<ul style="list-style-type: none"> <li>"Ponsonby to Howe feels like a dead area, needs activation with more greenery and less boring."</li> <li>"[Suggest] sheltering cafes from traffic with more greenery [in section 1]."</li> </ul>	The Ponsonby to Howe Street section of K Road is the most constrained in terms of street width. Additional opportunities for planting and greenery will be explored in subsequent design stages.
			<ul style="list-style-type: none"> <li>"There is also a lot of hard surfaces [in section 1a]. Landscaping in the way of planter boxes would add much needed greening to the bridge section."</li> <li>"More greenery? What about a living-wall on every second panel of the bridge, or a green roof on the bus stops?"</li> </ul>	Opportunities for additional greening of the bridge will be explored in future design stages.
			<ul style="list-style-type: none"> <li>"Add trees [in section 2]."</li> </ul>	We will explore opportunities for larger shade trees in future design stages. There are significant constraints due to existing building canopies and operational requirements for double decker buses.
			<ul style="list-style-type: none"> <li>"Definitely [need] more greenery on this section [3]."</li> </ul>	The existing street trees in this section will be maintained. New trees are not proposed between K Road and the cemetery to keep this area open.
Concern about loss of trees	2, All	20	<ul style="list-style-type: none"> <li>"Not replanting the older magnolias will be a real shame and waste of resource. If they cannot be replanted along the corridor, perhaps consider replanting them in Myers Park or Western Park."</li> <li>"Try and keep the trees, but only if it doesn't mean compromising safety for walkers/bikes."</li> </ul>	The existing magnolias are not in good condition and some will need to be removed to accommodate a functional and safe cycle path. The existing nīkau palms will be relocated. We will do this in collaboration with our arborists.
			<ul style="list-style-type: none"> <li>"Keep trees or plant new ones. Otherwise too sterile."</li> </ul>	The design intent is to incorporate a cycle lane and declutter the existing footpath. Some street trees will need to be removed or relocated to accommodate the cycle path and double decker buses. We propose planting additional street trees to reinforce the project's cultural, sustainability and aesthetic requirements. This will mitigate any loss of trees.
			<ul style="list-style-type: none"> <li>"Is there any way to keep trees? Maybe in pots?"</li> </ul>	The project endeavours to retain as much greenery as possible in order to deliver on the cycleway and public space improvement objectives. The project team will work closely with arborists in relation to any relocation and retention of trees.
			<ul style="list-style-type: none"> <li>"I am concerned that since this is a "temporary" solution the trees will not return in the final design."</li> </ul>	The interim design and planters are indicative – we will explore various separator options at the detailed design stage. The long term solution will provide additional planting to match the balance of the project.
Dislike proposed vegetation on	1	6	<ul style="list-style-type: none"> <li>"Nikau palms need to be planted in large groups as they are in the bush. They look silly in isolation."</li> </ul>	Nīkau palms will be planted in small clusters consistent with current plantings. Nīkau palms are native species that would have been part of the indigenous landscape of the Karangahape Road area. A key consideration



Theme	Section	# submittters	Illustrative quotes from feedback	Our response
raised islands in section 1			<ul style="list-style-type: none"> <li>"Palm trees are for the Bahamas not a city street. If you have to have something put in an actual tree that doesn't look like the back end of an arrow stuck in the ground."</li> <li>"No need for the gardens."</li> </ul>	for the project is planting trees that will not impact on the existing building canopies and operational requirements for double decker buses.
Suggest add vegetation to raised islands in section 4	4	24	<ul style="list-style-type: none"> <li>"More planting on berms if possible"</li> <li>"I think the cycle lane should be separated by movable plants, just like section 2."</li> <li>"If concrete separators are going to be as wide as sketches show, they should have rain gardens."</li> <li>"Barrier islands/buffers should as in section 1."</li> </ul>	The design for Section 4 is intended to be interim. Upper Queen Street is likely to be part of the future rapid transit corridor from Dominion Road, so we aim to minimise double spending in this location.
Tree species suggestions and comments	All	21	<ul style="list-style-type: none"> <li>"I would like to see the planting to be entirely NZ natives. This takes a bit of knowledge/expertise to get right, but the right decisions about the right kind of natives would give this project a very distinct and beautiful NZ flavour, which is often missing from plantings in streets and parks (although less so now than in the past)."</li> <li>The permanent solution should have native trees in this section [2] too."</li> <li>"If you are putting new trees in can they please be Nikaus?"</li> <li>"I do not like the palm trees. I would prefer trees with smaller leaves which can be more easily trimmed."</li> <li>"[Support] more trees – but not Nikaus, which provide almost no shelter or shade, and have dangerously heavy fronds which must be regularly maintained. Nikaus are also expensive and have deep tap roots, possibly requiring concrete boxes to be installed under the proposed cycleway. The trees should be Plane Trees (like Greys Ave and Symonds St) which are shady in summer, let light in during winter, and can be pruned to fit. Or mid-sized natives with foliage and flowers, eg Kowhai."</li> <li>Would be nice to see something native in there, rather than the ubiquitous liquid amber or London Planes or whatever it is you see everywhere."</li> </ul>	<p>Additional street trees are proposed as part of the upgrade to reinforce the project's cultural, sustainability and aesthetic requirements. New planting is proposed to be predominantly native. However, there will be challenges in relation to the size, type and location of street trees due to the operational requirement for double decker buses and potential clashes with existing building canopies. Native trees are also proposed in the long term option.</p> <p>Street trees are proposed to be nīkau. Nīkau palms are native species that would have been part of the indigenous landscape of the Karangahape Road area. No pōhutukawa are proposed.</p> <p>A key consideration for the project is planting trees that will not impact on the existing building canopies and operational requirements for double decker buses.</p> <p>Final plant selection will be determined once details for the planters are confirmed and plant selection has been discussed with mana whenua.</p>

Theme	Section	# submittters	Illustrative quotes from feedback	Our response
Other vegetation suggestions and comments	All	39	<ul style="list-style-type: none"> <li>"[The rain gardens will be] just like the gardens in Iron Bank I walk past daily, constantly having to be recharged as the garden receives no sunshine therefore does not grow and needs constant changing to new plants."</li> <li>"The rain gardens are a fantastic idea and should be implemented, although the design sketches show raised curbs the entire length of them, which nullifies their benefit of treating storm-water and runoff, water needs to flow into them."</li> </ul> <p>"I am concerned about the use of the low planting in the raised median between the cycle lane and bus/parking lane. Have precedents in the city been looked at to test whether the plants are likely to survive or thrive in an area with high pedestrian activity? In my experience as a landscape architect, small planting beds in harsh urban environments often end up looking worse for wear in the long run. Perhaps plan for an alternative ground treatment should the plants fail."</p> <ul style="list-style-type: none"> <li>"Please can you ensure the plants don't overgrow into the cycleway."</li> <li>"Take out trees. Have small plants... It's harder to see with trees around and wide open spaces. Make it look better, crime doesn't tend to hang around when nothing for criminals to hide around."</li> </ul> <p>"The potential removal of the Evergreen Magnolias is in my mind not a big deal as they could fairly easily be replaced by advanced grade trees where appropriate. However, the mature Nikau palms... are fine examples of the species, have established very well and have become an important visual feature of this section of the road... I believe that they now add a very indigenous flavour to this section of the road."</p>	<p>Rain gardens in the street will have good access to both light and water. The extent of proposed rain gardens will be developed further in subsequent design stages to optimise their location and environment.</p> <p>Final plant selection will be determined once we have discussed details with mana whenua.</p> <p>Species adjacent to the cycleway will be chosen to ensure they don't impact on cyclists.</p> <p>Trees will be planted in clusters and located to ensure clear visibility for pedestrians and to discourage anti-social behaviour.</p> <p>Thank you for your comments - we agree the nīkau are an important visual feature of K Road. The existing magnolia are likely to be removed and replaced with additional street trees.</p>
<b>Planter boxes</b>				
Like planter boxes	2	96	<ul style="list-style-type: none"> <li>"Good separation from traffic."</li> <li>"The temporary/permanent barriers between cars and bikes will encourage MANY more cyclists."</li> <li>"The planters for the separators are super cool!... Works well down on Quay Street currently."</li> <li>"Nice and colourful environment with planters."</li> <li>"Will be cool if the planters are as decorative as the artist's impression, and if they were designed by a local K Rd designer. "</li> </ul>	<p>Thanks for your feedback and support of our proposals.</p> <p>The planter boxes in the concept design are indicative only. The next stage of the design process will focus on further developing the 'character and feel' of the streetscape. This will be achieved through consideration of colours, artwork, materials, lighting, planting and street furniture, etc. We will seek input from the local community and artists to ensure we retain and enhance the unique character of the street.</p>
Dislike planter boxes	2	29	<ul style="list-style-type: none"> <li>"The coloured containers with the plants make it look cheap. Not worth the cost of watering and maintaining the vegetation."</li> </ul>	<p>A temporary design solution is required for this section of K Road while the City Rail Link project is under construction. We will be working with the local businesses and communities to provide a safe and fun design that is in</p>

Theme	Section	# submittters	Illustrative quotes from feedback	Our response		
			<ul style="list-style-type: none"> <li>"I would prefer the use of greenery and curbing like in Section 1; rather than coloured objects."</li> <li>"I think the 'objects' will date quickly."</li> </ul>	keeping with K Road. Future design stages will explore alternatives for these features.		
Other planter box suggestions and concerns	2	32	<ul style="list-style-type: none"> <li>"This is not really a change, but I would want to be sure that if car doors are opened that they don't get in the way of the cycle way."</li> <li>"Don't let the cycle lane separators be too narrow, for example the islands on Quay St cycle way are very narrow and don't offer much protection, especially from buses that overhang the island."</li> </ul>	The 1.2m wide buffer is to allow space for car doors to open without impeding the cycle lane. This is three times wider than the Quay Street separators.		
			<ul style="list-style-type: none"> <li>"If they're even vaguely ramp shaped I feel like people would ride on them."</li> <li>"These planters will need to be sufficiently heavy/solid so that they can't be pushed out of the way (i.e. into the cycleway) by a truck or moved by a group of people having a laugh."</li> </ul>	The planters in the Section 2 concept design are indicative only. In the next stage of the design process, we will explore various options for the final design and spacing of the separators.		
			<ul style="list-style-type: none"> <li>"The temporary bollard blocks should be heavy concrete art works of some type, or something interesting and unique to K Rd, otherwise rainbow coloured planter boxes like on Quay St."</li> <li>"Please can you ensure the plants don't overgrow into the cycleway and that planter boxes don't have sharp corners that could cause serious injury to cyclist using the facility."</li> </ul>			
			<ul style="list-style-type: none"> <li>"Could the boxes/planters/seats glow at night. When it's dark - they will lose the vibrancy."</li> </ul>	Potentially yes. This can be explored in future design stages.		
			<ul style="list-style-type: none"> <li>"Moving planters will get vandalised and used as ashtrays: will need regular maintenance or else just look shabby quickly."</li> </ul>	Any temporary street elements will be maintained by Auckland Council as part of our ongoing maintenance operations.		
			<ul style="list-style-type: none"> <li>"Temporary trees in planters would be good."</li> </ul>	The planters in the Section 2 concept design are indicative only. We will explore various options for trees and planters in the next design stage.		
<b>Footpaths</b>						
<b>Footpath space</b>						
Like footpath space	All	123	<ul style="list-style-type: none"> <li>"Changes to footpaths to allow more outdoor space and improve the pedestrian experience will make a positive difference to the way the area is used, and will make it more attractive to businesses and customers alike."</li> <li>"[Like the] wide pedestrian routes. Great for parents walking with children and or prams"</li> <li>"I especially like the use of the buffer... for trees, signs and landscaping [in section 1], allowing the footpath to be less cluttered."</li> <li>"[Like] shifting the traffic away from the footpath [in section 2]."</li> </ul>	Thank you for your feedback. Improving K Road for pedestrians is an important part of this project. The design intent is to provide a cohesive redesign of the footpath, cycleway and separator island.		



Theme	Section	# submittters	Illustrative quotes from feedback	Our response
			<ul style="list-style-type: none"> <li>"Great that there will be no change to the width of the footpaths [in section 4], as there are hundreds of residents living along this section of the street."</li> </ul>	
Increase footpath space	All	24	<ul style="list-style-type: none"> <li>"[Suggest] wider footpath, as the increased amenity of people (especially once the CRL is built) will require more footpath space."</li> <li>"Footpath and cycle way are too small."</li> </ul>	At this stage, the footpath width and kerb line is being retained. The cycle lane space is being taken from the existing carriageway. Longer term plans for Sections 2 and 3 involve further widening the public spaces to improve amenities for pedestrians.
			<ul style="list-style-type: none"> <li>"The footpath on the north side [in section 3] is much larger than necessary, while on the south side it is small. So I am surprised you are reducing the footpath on the south side and keeping width on north side. I would do it the other way around."</li> </ul>	The location of trees on the northern kerb line mean we're unable to shift the road to the north without removing the full row of mature trees. The design minimises impact on the southern kerb line, however some change is required. This will be investigated further in detailed design.
			<ul style="list-style-type: none"> <li>"There is a need for wider footpaths [in section 4], especially as the street trees take up a significant amount of space... remove the parks and use the space for additional footpath width."</li> </ul>	The design at this location is intended to be interim. Upper Queen Street is likely to be part of the future rapid transit corridor from Dominion Road so we aim to minimise double spending in this location.
Reduce footpath space	All	15	<ul style="list-style-type: none"> <li>"Current paths are adequate for foot traffic .... widening of footpaths would give criminal activity (and beggars) more freedom and space."</li> <li>"Reduce width of footpath."</li> </ul>	Pedestrian volumes are increasing and will increase further with the opening of the new City Rail Link (CRL) station. Along much of the route the footpath width will remain unchanged, however, there will be more useable space as much of the street furniture can be moved to the cycle lane separator.
			<ul style="list-style-type: none"> <li>"Pedestrian flow is generally good [in section 1a] as no shops so don't need as wide a footpath."</li> </ul>	A pedestrian survey showed that there was high demand on the overbridge. More space is preferred in this section to facilitate the interaction between cyclists, bus patrons, and pedestrians.
			<ul style="list-style-type: none"> <li>"I don't understand why the Council would extend the footpaths beyond the building canopies at the expense of on-street parking [in section 2]."</li> </ul>	A pedestrian survey showed that there was high demand in Section 2 and a wider footpath was necessary to cater for the forecast foot traffic.
Footpath design				
Paving comments and suggestions	All	28	<ul style="list-style-type: none"> <li>"As regards the paving, this is a unique area, and so the paving should not look the same as every other part of Auckland."</li> <li>"[Suggest] incorporating existing good quality elements e.g. paving - to be practical about costs and to take a sustainable approach."</li> <li>"The brick paving is nice."</li> </ul>	We plan to retain the existing footpath paving, thereby maintaining the current look and feel. Existing paving will be sand blasted to increase slip resistance.
			<ul style="list-style-type: none"> <li>"Improve the footpath surface on Karangahape Road as its extremely slippery when there is any rain."</li> </ul>	



Theme	Section	# submittters	Illustrative quotes from feedback	Our response
			<ul style="list-style-type: none"> <li>"The current / existing paving outside St Kevin's Arcade is very decorative but pedestrians avoid walking on it. I walk from Symonds Street to Pitt Street twice a day and pedestrians squeeze on the edges where the decorative swirly designs don't reach. No more of that paving please."</li> <li>"I used to live [on] Upper Queen and I always thought that the footpath was too uneven - it has many grates and stuff which are very very slippery in the wet.... definitely flatten the footpath and reduce the amount of slippery grates there are (especially on the eastern side, where the apartments are)."</li> <li>"I'd differ the design slightly from Queen to Symonds, perhaps a different color side walk scheme. Newcomers and tourists might get lost if they can't see the sky tower and don't speak English well."</li> <li>"I think if the street is being upgraded then it deserves to have the gum removed and the paving water blasted approximately once a month. The council street cleaners to a great job but they are unable to either remove the gum or the vomit etc."</li> </ul>	Further consultation is required to confirm if these features stay or can be removed.
<b>Shelter and rain cover suggestions</b>	All	25	<ul style="list-style-type: none"> <li>"[Like that] pedestrians protected from weather by overhead verandas"</li> <li>"Extend [bus] shelter to other side [in section 1a] to protect cyclists (encourage more people to use it)."</li> <li>"I especially like the sheltered walkway [in section 2]!"</li> <li>"More cover for [when it's] raining [in section 4]"</li> </ul>	Thank you for your feedback. Shelter designs will be refined at the detailed design stage of this project. We intend to improve the safety, weather protection and visibility of existing overbridge shelters in Section 1a too.
<b>Outdoor dining comments</b>	1, 2	34	<ul style="list-style-type: none"> <li>"Wider footpaths mean you can have outdoor cafe dining which will boost the atmosphere and make it safer for pedestrians."</li> <li>"[Like] more outdoor area for cafes etc."</li> </ul> <p>         • "If footpaths are to be widened for amenity purposes there should be a restriction on the amount of space cafes and restaurants can take up"       </p> <p>         • "Please do not allow shops to take over the pedestrian area. Keep 1) tables &amp; chairs close to shop, 2) all signs on shop area."       </p> <p>         • "It really needs tables next to cafes and walkers next to [shop fronts], as it is really hard to wait tables across a stream of pedestrians. Remember there will be a LOT more people walking."       </p>	<p>Thank you for your feedback. The street needs to support both movement and place functions to meet the requirements of all users. The design seeks to balance these.</p> <p>The design proposals will be consistent with Auckland Council's Street Trading design guidelines that provide maximum dimensions for pedestrian and seating zones.</p> <p>Further consultation is required with retailers and accessibility advisors to design accessible routes and outdoor dining/trading zones.</p>

Theme	Section	# submittters	Illustrative quotes from feedback	Our response
<b>Cycleway separation</b>				
All sections				
Like cycleway separation or safety in general		236	<ul style="list-style-type: none"> <li>"Protected cycleways are definitely the way to go. Good job."</li> <li>"[Like] safe cycling."</li> <li>"I really like the separate cycle lanes, I feel this will be great for me as a mum, would bring my kids along in the weekend to ride along as well, and get some shopping and visit cafés."</li> </ul>	Thanks for your feedback. We have worked hard on the design and are pleased with the strong support for the proposals.
Like separation from pedestrians		59	<ul style="list-style-type: none"> <li>"Bikes are protected and separate from pedestrians, awesome!"</li> <li>"The vertical separation between the footpath and the cycleway [in section 1] is a great idea - it's spatially very efficient, but should hopefully provide enough cues to pedestrians about where to walk."</li> </ul>	
Like separation from general traffic		107	<ul style="list-style-type: none"> <li>"I like the separate cycle lane separate from cars... If the cyclists were connected to the road it would feel dangerous. This makes me want to cycle down K Road!"</li> <li>"[Like] separated bike path where parked cars will not open doors onto cyclists."</li> </ul>	
Dislike cycleways or unnecessary	All	41	<ul style="list-style-type: none"> <li>"Make the cycleway share with bus lane. And footpath wider. Most people I see on krd cycle only short parts then down to Canada St."</li> <li>"Too much focus on bike lanes - pedestrians and cars are the main users."</li> <li>"Remove the cycle lanes; nobody cycles or wants to cycle."</li> <li>"There are many cyclists who use K'd as a transit route, but they DO NOT (generally) stop now, so idea that having cycleways is going to change this pattern of behaviour is wishful-thinking at best."</li> </ul>	<p>We are creating cycle facilities to attract more people onto bikes, including new or less confident riders. Mixing buses and bikes may be acceptable for very confident riders, but will not encourage more people to ride.</p> <p>Cycle counts show that many people already cycle down K Road. Our research indicates that current cyclists represent only a small proportion of people who would potentially be willing to ride. Research also shows that many Aucklanders would cycle more if they felt safer and if better cycling facilities were provided.</p> <p>People on bikes, like people in cars, buses and on foot, use K Road for many different reasons. As a ridgeline that connects to many other cycle facilities, there are a lot of riders who pass along all or part of K Road. However, the cycle parking on K Road is currently well used and our surveys indicated many people on bikes are stopping in the street. By making it safer and easier for people on bikes to get to K Rd, as well as increasing cycle parking, the project will encourage more bicycle users to stop and spend time and money on K Road.</p>



Theme	Section	# submitters	Illustrative quotes from feedback	Our response
<b>Ponsonby Road to Pitt Street (Section 1) and Upper Queen Street (Section 4)</b>				
Suggest more separation from pedestrians		5	<ul style="list-style-type: none"> <li>"More hedge planting between car and bike lane [in section 1] to deter pedestrian jaywalking across cycle lane and road"</li> <li>"I think we need a crash course in pedestrian / cycle behaviour. This is new and I am sure there will be conflicts between pedestrians crossing the cycle path [in section 1]."</li> </ul>	Thank you for your feedback. The placement of planting and paving aims to improve the streetscape of K Road while maintaining its urban feel. At this stage informal crossing will be allowed, but cyclists have right of way in the cycle lane.
Like raised island as separation from general traffic		35	<ul style="list-style-type: none"> <li>"Clever use of the buffer zone [in section 1] to reduce clutter on the footpath and provide protection for the cycle lanes."</li> <li>"I like the use of the tree pit [in section 1] to separate the cycle lane from other road users."</li> <li>"[Like that] the buffer has lots of entry points [in section 4]"</li> <li>"I also like the thick curbs creating separation from the road [in section 4]."</li> </ul>	Thanks for your feedback and support of our cycleway design.
Suggest more separation from general traffic	1, 4	33	<ul style="list-style-type: none"> <li>"Please paint yellow stripes along the inside of the bike lane. Cars (especially taxis) believe that they can park in the bike lanes because there are no yellow stripes."</li> <li>"The west-most section [of section 1] needs some sort of physical buffering, even if not as substantial as the rest of this stretch, flexiposts, rubber wheelstops, thin curbing..."</li> <li>"Hard to tell if the [section 4] separators... are adequate to prevent getting swiped off one's bike by an opening car door."</li> </ul>	The cycle lane will be raised by half a kerb height from the road and painted at regular intervals to discourage illegal parking. The presence of light poles and occasional tree planting should further discourage this.  The western end of Section 1 (between Ponsonby Road and Hereford Street) is narrower than most other parts of the corridor. To fit in the bus lanes and turning lanes it is necessary to remove the barriers from the cycle lanes. However, the cycle lanes will be "Copenhagen" i.e. half raised to create a vertical separation between the bus/traffic lane and the cycle lanes.
Suggest less separation from general traffic		5	<ul style="list-style-type: none"> <li>"The 1200mm buffer [in section 1] should be the same level as the cycle lane, ideally not raised. I cycle a lot and cycling so close to a curb on both sides of me can be daunting since I'm not that experienced at riding."</li> <li>"Please don't do the separated cycle ways with barriers between the cyclists and the road."</li> <li>"The islands flanking the cycle lane [in section 4] may only be necessary on the uphill side here (note it's quite steep and cyclists go very slow here)."</li> </ul>	We will consider this as the design progresses. Kerb edges would be chamfered (mountable) to provide a softer edge.  Separated cycleways help encourage more people onto bikes by providing protection – real and perceived – from traffic. The separators also help prevent vehicles from parking in the cycle lane.
<b>K Road overbridge (Section 1a)</b>				
Like cycle path behind bus stop	1a	74	<ul style="list-style-type: none"> <li>"Floating bus bays are the ideal way to address the conflict between public transport and cyclists without massively compromising either. The solid backs to the bus shelter provide good separation for all users."</li> </ul>	Thank you for your feedback. The project team has worked hard on the design and is pleased with the strong support provided by many submitters.



Theme	Section	# submittters	Illustrative quotes from feedback	Our response
Dislike cycle path behind bus stop	19	• "Bike lanes flowing around the back of the bus stops are great!"		
		• "Concerned that having the cycleways between the footpath and bus stops could cause some problems, e.g. there will be a lot of pedestrian traffic crossing that bike lane, possible risk of collision?" • "You cannot be serious that the cycle lane runs behind the bus shelter... I can tell you right now that anyone cycling faster than 15km/hr will use the bus lane or road to bypass this section."	This design is the best solution to minimise conflict between buses, people on bikes and pedestrians because bus passengers waiting for, exiting, or boarding buses will not intrude into the cycle lane. Bus passengers will need to cross the cycle lane to get to and from the bus stop and we plan to use zebra crossing markings (or similar) to show pedestrians where they have priority over people on bikes.	
Suggest more separation from pedestrians	64	• "Think about how to manage interaction with pedestrians. Cyclists who are serious and fast at cycling may prefer to stay in the road than have to slow down or risk hitting peds." • "Create more of a barrier between cycle way and bus shelter - it seems like people would easily overflow and stand in the cycle lane while waiting during peak hours" • "I also think the separation of the cycle lane with a textured edge is not sufficient to separate bikes from pedestrians." • "Some concern that peds would stand or walk in bike lanes, perhaps use of colour for clearer demarcation would help and/or physical barrier." • "Maybe a 1.5m high barrier on the end of the bus stops, running for a couple of metres, so people walking from the front to the back of them don't pop out onto the cycle lane directly." • "Can the cycle way be lowered, as at road level, with pedestrian access routes to the bus shelters areas raised to be level with the footpath and bus shelter platform as if it were a pedestrian crossing. In this way, pedestrians may stay out of the cycle way, and cyclists will treat the access routes to the bus shelters as pedestrian crossings." • "Cycle lane must be at road height. It is far too dangerous... [If] a cyclist needed to take evasive action to avoid an obstacle, they would swerve onto the footpath."	Generally, the cycle lane is separated from footpaths by a physical drop of half a kerb height. At bus stop locations, the cycle lane will be raised to footpath level to raise awareness that they are in a pedestrian zone. Raising the cycle path to footpath level reduces the trip hazard for pedestrians. There will be clear space at the back of the bus shelter, shelters will be transparent for visibility and the surface of the bike lane will be treated a different colour to highlight the difference between footpath and cycle path. To reduce bike vs. pedestrian conflict, breaks in the shelter will be made, and zebra crossing markings (or similar) will be used to show pedestrians where to cross the cycle path at specific points, and where they will have priority over people on bikes.	
<b>Pitt Street to Queen Street (Section 2)</b>				
Like/dislike separation from general traffic	2		Please see Like/Dislike planter boxes themes under <b>Aesthetics: Planter boxes</b>	-
Interim design comments		62	• "Cool idea to have the planters moveable so we can have more street festivals etc." • "Appreciate the idea of movable plants. They can be removed to increase the capacity of the road before and during any hazard." • "[Like] flexibility and acknowledgement of need for potential future changes."	Thank you for your feedback. This proposed interim solution is intended to provide a functional and safe cycleway without compromising future developments once decisions have been made regarding City Rail Link and light rail in the area.



Theme	Section	# submittters	Illustrative quotes from feedback	Our response
Suggest alternative separation from general traffic		15	<ul style="list-style-type: none"> <li>"Make the bike lanes permanent."</li> <li>"Looks good for a temporary measure, but why not just do it right the first time."</li> </ul>	
			<ul style="list-style-type: none"> <li>"[Suggest] a more serious barrier between bicycles and motor vehicles. And trams."</li> <li>"I would prefer the use of greenery and curbing like in Section 1; rather than coloured objects."</li> <li>"Section 2 bike lane needs to be completely cut off from the road. The little colourful pot plants with gaps in them entices double parking and also it just becomes another footpath with people weaving in and out."</li> </ul>	The current design is an interim option which balances public space requirements with the traffic needs. This is intended to be in place while the City Rail Link (CRL) and potential rapid transit projects are being constructed. A design involving only two traffic lanes and a significantly wider footpath will be considered in the long term once the impacts and timing of adjacent projects are known.
Suggest install cycle path around trees		5	<ul style="list-style-type: none"> <li>"If it was at all possible to keep the trees - specifically the magnolias - I think a meandering bike lane or even a brief loss of a full buffer is a very acceptable trade-off! Specifically, the buildout outside St Kevins - keep the magnolias, ditch the nikau, maybe lose the buffer and the lane fits there easily."</li> </ul>	The existing magnolias are not in good condition and some will need to be removed to accommodate a functional and safe cycle path. Overall the project will be increasing the number of trees along the route, where possible we will relocate existing trees. We have considered a meandering path, but it does not work in the available space.
<b>Queen Street to Symonds Street (Section 3)</b>				
Suggest more separation from pedestrians	3	25	<ul style="list-style-type: none"> <li>"Level cycleways are confusing for pedestrians and increase collision risk. Make them grade separated."</li> <li>"This is a rather busy section of road. I would like to have seen clearer direction markings and some form of barrier to stop people inadvertently wandering onto the cycle path."</li> <li>"Maybe some small barrier or occasional small planter to separate cycleway from footpath?"</li> </ul>	<p>It is not possible to widen the kerbs and create separated cycle lanes in Section 3 while providing capacity for the motorway on-ramp.</p> <p>On the northern side of K Road there is a row of trees separating the pedestrians from the cycleway. This may be supplemented by other street furniture (to be decided at detailed design). On the southern side of K Road there is limited space to provide a physical barrier between the footpath and cycle path. Texture and coloured surfacing will be provided to clearly define pedestrian and cycle space.</p> <p>A longer term option with separated cycle lanes has been prepared and may be possible to implement in the future when City Rail Link, rapid transit and other adjacent projects are completed and traffic restricted.</p>
Like raised path (Copenhagen) design			<ul style="list-style-type: none"> <li>"Good to see cycle lanes are protected/raised and haven't impacted on the space for general traffic (which naturally is always going to be high here)."</li> <li>"Good separation between cars, cyclists and pedestrians."</li> <li>"The curb prevents illegal parking."</li> <li>"I love the raised Copenhagen-style lanes: a great solution to the width constraints."</li> </ul>	Thanks for your feedback and support of our cycleway design.



Theme	Section	# submitters	Illustrative quotes from feedback	Our response		
Want more separation from general traffic		64	<ul style="list-style-type: none"> <li>"I would remove parking, and add physically separate cycle lanes as it is proposed for the rest of K road."</li> <li>"I would add a metal railing to the road side of the cycle lanes. I don't feel there is enough protection given the size of vehicles (buses) traveling next to cyclists."</li> </ul>	<p>It is not possible to widen the kerbs and create separated cycle lanes in Section 3 while providing capacity for the motorway on-ramp.</p> <p>A longer term option with separated cycle lanes has been prepared and may be possible to implement in the future when City Rail Link, rapid transit and other adjacent projects are completed and traffic restricted.</p> <p>A full kerb is provided to separate vehicles from the cycle lane.</p>		
			<ul style="list-style-type: none"> <li>"Perhaps more vertical separation such as in the Netherlands from cars and pedestrians."</li> <li>"Needs to be very clear that cars cannot park on cycleway - maybe intermittent raised kerbstones?"</li> </ul>	The cycle lane in Section 3 is raised to footpath level so there is a full kerb height to vertically separate cyclists from general traffic. This will help to prevent vehicles parking on the cycle lane.		
<b>Cycleway design</b>						
<b>Cycleway location, width, surface</b>						
Like one cycle lane each side of road	All	11	<ul style="list-style-type: none"> <li>"A cycle lane on both sides is brilliant."</li> </ul>	<p>Thank you for your feedback. The project team has worked hard on the design and is pleased with the strong support provided by many submitters.</p>		
Suggest both cycle lanes on one side of road	All	8	<ul style="list-style-type: none"> <li>"Have two lanes each way for vehicles. One side of the street parking and the other side is a cycle way."</li> <li>"Put the protected cycleway on the southern side of K Road only, and make it bi-directional. This will encourage cyclists to go slow. Speedy cyclists can be a real danger to pedestrians due to the lack of noise."</li> </ul>	<p>Bi-directional cycleways work well on streets that have few side roads or accesses on one side of the road (e.g. Quay Street), or on streets with limited active frontage (e.g. Nelson Street). The downside of bi-directional cycleways is that there will be people on bikes coming from a direction that pedestrians and motorists are not expecting.</p> <p>K Road is a ridgeline and has lots of activities on both sides of the street. It attracts trips from north, south, east and west, so a uni-directional cycleway (one on each side of the road) is most suitable and also safest here.</p>		
Cycleway width comments	All	26	<ul style="list-style-type: none"> <li>"1800mm of width is plenty so long as cyclists follow the general direction of traffic along the left side of the road."</li> <li>"Cycle lane is too narrow to cater for both passive/recreational vs aggressive cyclists."</li> <li>"I strongly recommend that the third lane is removed and the additional space is used to widen the cycle lanes [in section 3]."</li> </ul>	<p>The 1.8m wide cycle lanes in each direction meet design best practice and are appropriate for K Road. There are several signalised intersections along the route allowing opportunities for faster cyclists to overtake slower ones. In addition, the most confident of cyclists may choose to remain in the carriageway and mix with buses and cars.</p> <p>Turning lanes are required to allow for bus and vehicle movements at many of the intersections along K Road. Three eastbound lanes are required between Queen Street and Symonds Street due to the motorway on-ramp. Modelling shows significant delay to buses and general traffic around a wide area if this section is reduced to two lanes eastbound.</p>		

Theme	Section	# submittters	Illustrative quotes from feedback	Our response
Suggest coloured cycle path	All	39	<ul style="list-style-type: none"> <li>"Cycle lanes – let's get creative with lighting and colour."</li> <li>"Poland recently unveiled a glow-in-the-dark bike path that is illuminated by sunlight particles collected during the day. This would be invaluable for our roads also."</li> <li>"Paint cycleway PINK. Make K Road vibrant by making it colourful. The dull concrete asphalt is too boring for K Road. K Road is about standing out from the crowd. Plus the Pink Path is literally a few metres away."</li> <li>"Where the bike path is at-grade with the pedestrian area, it would be good if it were a different colour because it can be a bit frustrating cycling when there are people all over [it]."</li> </ul>	Thank you for your feedback. The colour of the cycle lane is a feature we will determine at the detailed design stage.
Cycleway maintenance, surface and signage	All	59	<ul style="list-style-type: none"> <li>"How are the cycle lanes going to be kept free of debris and rubbish which are a hazard to cyclists. With a segregated cycleway as proposed it will make it very difficult to avoid this debris in the road."</li> </ul>	Ensuring cycle lanes are free of debris is important to ensure we get the most use out of the infrastructure. In most locations, there is a kerb and wide barrier between the traffic lane and cycle lane, meaning much less debris than a "regular" on-road kerbside cycle lane. There are a number of maintenance options for this type of facility (e.g. footpath sweeper, manual clearing as required, purpose built cycleway cleaner) and we'll be investigating these as part of detailed design.
			<ul style="list-style-type: none"> <li>"Great to have integrated swales in the design for storm water."</li> <li>"Make sure cycle path surface caters for road tyres."</li> </ul>	We will use cycle-friendly cesspit grates.
			<ul style="list-style-type: none"> <li>"My strong preference is that the cycle lanes are unpainted."</li> </ul>	The asphalt surface proposed will provide a smooth, durable and joint-free finish for cyclists. If colour is to be used in sections of the cycle lanes it will be a skid resistant surface safe for riding on.
			<ul style="list-style-type: none"> <li>"As the [section 4] cycle lanes are segregated, I don't see the need for painted green boxes."</li> <li>"Cycle lanes maps at intersections"</li> <li>"I wonder if the markings need to make clearer that each cycle lane is only one way?"</li> <li>"So long as markings are clear that this [section 3] is essentially a shared area"</li> <li>"Use LED strips for demarcation [of cycle lanes]"</li> </ul>	We will refine the cycle lane signage and markings at the detailed design stage.
<b>Cycleway access</b>				
Cyclist access into and out of cycleways	All	5	<ul style="list-style-type: none"> <li>"Cycleway below footpath (half kerb) and cycleway level with road (barrier) are both extremely hard to get on and off on your bike."</li> <li>"Create opportunities for a soft exit / entry for cycles / universal access users / pedestrians between the cycle lane and the pavement. This creates opportunities for cyclists to slide up</li> </ul>	Where the cycle lane is below footpath level, the sides of the cycle lane will be chamfered (mountable) to make it safer for people on bikes, as well as easier for pedestrians, including the mobility impaired, who may be crossing from car parks or informally over K Road.

Theme	Section	# submittters	Illustrative quotes from feedback	Our response
			onto the foot pave and engage with retail. K Road should ideally be a meandering walking track, rather than a directional transport route."	
Pedestrian access across cycleways	All	25	<ul style="list-style-type: none"> <li>"I would like a pedestrian crossing over the cycle lane at intervals to enable a pedestrian to cross safely."</li> <li>"Do not put barriers between road and footpath."</li> </ul>	Pedestrians will be free to cross the cycle lane anywhere informally when it is safe to do so. Zebra markings or similar will be used at the bus stops on the bridge to show larger numbers of pedestrians where they should cross the cycle lane. At these locations pedestrians will have right of way.
			<ul style="list-style-type: none"> <li>"[Need] clear pedestrian priority at bus stop"</li> <li>"If this design [section 1a] is retained, use fences or planters to make 'crossings' across the cycle lane."</li> </ul>	At bus stop locations, the cycle lane will be raised to footpath level to raise awareness that they are in a pedestrian zone. Raising the cycle path to footpath level reduces trip hazard for pedestrians.
			<ul style="list-style-type: none"> <li>"How will people with wheelchairs/prams get onto the buses without having to go up and down the cycle lane? The bus stops/cycle lane interaction needs to be carefully planned"</li> <li>"Bus stop access can be provided by zebra crossings at footpath grade; people cycling will be required to travel up and over these crossings, which will slow people cycling and remind them to give way to people walking."</li> </ul>	There will be clear space at the back of the bus shelter, shelters will be transparent for visibility and the surface of the bike lane will be treated a different colour to highlight the difference between footpath and cycle path. To reduce bike vs. pedestrian conflict, breaks in the shelter will be made, and zebra crossing markings (or similar) will be used to show pedestrians where to cross the cycle path at specific points, and where they will have priority over people on bikes.
			<ul style="list-style-type: none"> <li>"The Blind Foundation should approve bus stop designs."</li> </ul>	The Blind Foundation are a stakeholder and will continue to be consulted through the detailed design stage.
			<b>Bike parking</b>	
Suggest install bike parking	All	19	<ul style="list-style-type: none"> <li>"Bicycle parking areas which are covered / non covered &amp; secure."</li> <li>"Posts for locking-up bikes at regular intervals is really essential, cyclists want to be able to park up close to their destination and to be not too far from sight to prevent theft."</li> <li>"It could be cool to run a trial scheme on K Rd whereby businesses can request additional parking outside their stores, which could be a cheap modification of street posts etc."</li> <li>"The benefit of bike parking as a draw factor should not be underestimated. Pushback from retailers fearing loss of car parking can be countered with clear evidence that they stand to gain more than they lose."</li> <li>"[Bike] parking areas should be easily accessible from the cycle lanes by either having them on the same level or by providing ramps from the cycle lanes."</li> </ul>	We agree that bicycle parks are an essential part of the project – they will encourage more cyclists into K Road and will be great for businesses too. In the next phase of the project design we will consider the location, number and type of bicycle parks to be used.

Theme	Section	# submittters	Illustrative quotes from feedback	Our response
<b>Parking, bus and general traffic lanes</b>				
<b>Bus lanes</b>				
Like shared kerbside lanes	1, 2	66	<ul style="list-style-type: none"> <li>"[Like] inclusion of... flexible traffic lanes."</li> <li>"Think sensible to have parking that doubles as bus lanes."</li> <li>"Parking availability off-peak will ensure more buy-in from retailers, though personally I am happy to park in car park or further away and walk."</li> <li>"Retention of peak vehicle lanes [in section 2] is a wise decision."</li> <li>"[Like] no bus lane [in section 2]!"</li> </ul>	<p>The investigation work done to date shows we can retain street parking off-peak without impacting on the reliability of buses or the safety of people on bikes or pedestrians. While our parking surveys show a very small percentage of people who use K Road park on K Road, retaining on-street parking short term provides a transition period for local businesses. During the peak hours, alternative parking will be available in side streets and in parking buildings.</p>
Suggest increase bus priority	All	98	<ul style="list-style-type: none"> <li>"Bus lanes should be 24/7 and run the length of K'Rd to maximise throughput of remaining road space and increase efficiency of bus operations."</li> <li>"Make the bus lanes 7am-7pm 7 days a week. There isn't a morning/evening peak on K Road, it is busy all day... few retail customers arrive by vehicle and the proportion will decrease as intensification increases and other parking options are available on side roads and in buildings."</li> <li>"Bus lane hours should be consistent across the city - car drivers don't read signs!"</li> </ul> <ul style="list-style-type: none"> <li>"Concerned that there is too little bus priority and too much for general traffic, but hope that this balance can change over time (especially for the vital heart of the street between Pitt and Queen Streets)."</li> <li>"Extend bus lane [through section 2] or convert to T2/T3 transit lane?"</li> <li>"There are many buses that use the Pitt to Symonds St section of k'rd, at great frequencies, particularly both the city and inner links, the most frequent bus services in Auckland! Also 299, 962, 966. The incomplete bus lanes along k'rd need serious review."</li> <li>"There absolutely needs to be bus lanes [in section 3]! The Grafton Bridge is bus/pedestrian/cycle only, so there needs to be a good flow of buses onto it."</li> </ul> <ul style="list-style-type: none"> <li>"Add peak hour bus lanes both directions [in section 4]."</li> </ul>	<p>To make public transport more attractive, and the service more reliable, bus lane hours will be extended as part of this project. The thorough investigation work done to date, including surveys and bus/traffic modelling, shows we can retain street parking off-peak without impacting on the reliability of buses.</p> <p>AT will look at further extending these hours according to traffic conditions, and intends to standardise hours across the network inside the CBD. Standardisation of bus lane hours simplifies things for the bus drivers also.</p> <p>Pitt Street to Symonds Street is an important route for buses both now and in the new network. However, there are lower bus volumes on this link (Sections 2 and 3). Modelling undertaken shows that bus journey time and reliability will not be adversely affected by the proposed design between Pitt Street and Symonds Street.</p>
Other bus lane suggestions	All	12	<ul style="list-style-type: none"> <li>"Would be better to have incoming bus lane in the morning and an outgoing one in the evening. Widen the road to do this and keep as many lanes as possible for cars."</li> <li>"Keep the bus lanes as they are."</li> </ul>	<p>No current or proposed bus services use Upper Queen Street so bus lanes are not required.</p> <p>As assessment of the current bus movements along K Road indicates consistent bus demand in both directions, both bus lanes have been marked for peak travel times. AT will look at further extending these hours according to traffic conditions, and intends to standardise hours across the network</p>



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				inside the CBD. Standardisation of bus lane hours simplifies things for the bus drivers also.
			<ul style="list-style-type: none"> <li>"Get rid of bus lanes."</li> </ul>	Bus lanes are part of AT's long term plan to promote public transport in the CBD. They allow the efficient movement of large numbers of people in and out of the CBD.
			<ul style="list-style-type: none"> <li>"Make the "bus lane" indications less garish."</li> </ul>	The bus lane markings shown on the design are consistent with current AT standards.
			<ul style="list-style-type: none"> <li>"I am concerned that buses will be impeded by parked traffic in the bus lanes... At the very least it should have extremely limited parking hours to ensure that PT is kept to schedule and remains a competitive option for travellers."</li> </ul>	The thorough investigation work done to date, including surveys and bus/traffic modelling, shows we can retain street parking off-peak without impacting on the reliability of buses. This will continue to be monitored and bus lane hours of operation will be extended over time if delays occur.
<b>General traffic lanes</b>				
Suggest narrower or fewer traffic lanes	All	53	<ul style="list-style-type: none"> <li>"Narrowing the road [in section 1] like this... will improve safety for everyone, especially with the slower traffic that will result."</li> <li>"[Suggest] significantly narrow general traffic lanes to calm traffic."</li> <li>"The reduction in overall traffic lanes along Karangahape Road is supported."</li> </ul>	Thank you for your feedback. The traffic lanes have been narrowed to slow down general speed along the K Road corridor.
			<ul style="list-style-type: none"> <li>"In the future... [section 2] should be reduced to one traffic lane in each direction."</li> </ul>	The current design for Section 2 is an interim option which balances the public space requirements with traffic needs. This is intended to be in place while the City Rail Link and potential light rail projects are being constructed. A design involving only two traffic lanes and a significantly wider footpath will be considered in the long term once all the impacts and timing of adjacent projects are known.
			<ul style="list-style-type: none"> <li>"I'm not convinced of the need for 3 general traffic lanes on the northern side [in section 3]. Given there is no through traffic across Grafton Bridge any more, why do this? I'd rather see this valuable space allocated to wider footpaths and a cycle/vehicle buffer zone as indicated."</li> </ul>	The proposed Section 3 design still enhances eastbound cycling facilities. However, our traffic modelling indicates that in the short to medium term, three eastbound traffic lanes are required (between Queen Street and Symonds Street). This will manage the impacts on traffic movements, allow traffic to enter the Symonds Street southbound on-ramp to the Southern Motorway and provide reliable journey times for buses. In the longer term, the preferred design is to remove the third eastbound lane and enhance the cycle facilities further.
			<ul style="list-style-type: none"> <li>"Bus priority lanes... should be provided at the expense of traffic lanes [in section 3], not pedestrian or cycle lane area."</li> </ul>	Pitt Street to Symonds Street is an important route for buses both now and in the new network. However, there are lower bus volumes on this link (Sections 2 and 3). Modelling undertaken shows that bus journey time and



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				reliability will not be adversely affected by the proposed design between Pitt Street and Symonds Street.
			<ul style="list-style-type: none"> <li>"Question need for 2 downhill [traffic] lanes [in section 4]"</li> <li>"If you got rid of one lane of cars [in section 4] you might be able to keep the plane tree at Canada St."</li> </ul>	The Upper Queen Street design is a safe and cost-effective way to deliver the important cycle connection ahead of major changes to the street in the short to medium term. We will revisit the placement of the cycle ramp in order to retain the plane tree at Canada Street.
Congestion concerns and suggestions	All	47	<ul style="list-style-type: none"> <li>"Replace the bus lanes with T2 Lanes so as not to worsen the already high levels of congestion on K Rd."</li> <li>"When people want to park it will hold up the whole road."</li> <li>"To narrow key sections of K Rd can only add to an already problematic traffic problem."</li> </ul>	<p>Bus lanes will operate during peak times only. Traffic modelling shows that off-peak parking in the outside lanes does not significantly impact travel times for general traffic.</p> <p>T2 or T3 would introduce too many vehicles to the bus lanes and delay the buses. This would introduce inefficiency and the road would be able to move fewer people.</p>
			<ul style="list-style-type: none"> <li>"Can the reduced lanes be trialled to see what impact it has on congestion?"</li> <li>"Provide 2 private lanes for areas where there is increased turning, side roads, stopping vehicles."</li> </ul>	Traffic modelling indicates the proposed scheme will not impact significantly on journey times for cars along the K Road corridor, although there may be increased delays at some intersections. However, bus and cycle lanes are more efficient than traffic lanes, meaning the people moving potential of the street is increased.
Suggest lower speed limit	All	11	<ul style="list-style-type: none"> <li>"I also support a general reduction in vehicle speeds in K Road to 40 km/hr."</li> <li>"I believe K Rd should be a 30 km/h zone for its entire length. This may enable narrower vehicle lane widths, which would free up space for other uses."</li> </ul>	The project seeks to achieve lower vehicle speeds through its designs. We will investigate a lower speed limit during the detailed design stage and will consider either a 30km or 40km speed limit for K Road.
Other general traffic lane suggestions	All	11	<ul style="list-style-type: none"> <li>"Maybe put a large planted median with another row of trees in the middle [in section 3] instead of the fifth lane?"</li> </ul>	Traffic modelling for Section 3 design indicates that in the short to medium term, three eastbound traffic lanes are required (between Queen Street and Symonds Street). This will manage the impacts on traffic movements, allow traffic to enter the Symonds Street southbound on-ramp to the Southern Motorway and provide reliable journey times for buses. In the longer term, the preferred design is to remove the third eastbound lane and enhance the cycle facilities further.
			<ul style="list-style-type: none"> <li>"It looks like you're retaining lanes [in section 3] but then feed into one lane in next section, how does that work?"</li> </ul>	The transition between Sections 3 and 4 is shown in the <a href="#">project plans</a> .
			<ul style="list-style-type: none"> <li>"You could allow more cars to turn right at K Rd to get to the motorway or on to Symonds St by putting a double right turn lane at the top [of Upper Queen St]. I would also discourage cars from turning left on to K Rd."</li> </ul>	No change is proposed to the existing arrangements at this intersection. Upper Queen Street is likely to be included in the future Dominion Road rapid transit corridor, which would require significant changes at this intersection. The K Road project seeks to provide a safe link for people on

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				bikes while minimising physical work that may be changed in the short to medium term.
			<ul style="list-style-type: none"> <li>"Removing the painted median strip will make informal crossing much more difficult and risky."</li> </ul>	The existing median at Upper Queen Street is being retained. We apologise for any confusion caused by its absence from the proposed layout in the brochure. Please refer to the <a href="#">project plans</a> .
Like parking or traffic lane retention	3, 4	36	<ul style="list-style-type: none"> <li>"Retention of the existing traffic lanes [in section 3] is good."</li> <li>"[Like] retaining the [section 3] bus stops on both sides of the road."</li> <li>"Great you can fit in 2 bike lanes without reducing traffic lanes [in section 4]."</li> <li>"Parking on just one side of the road [in section 4] strikes a good balance in my opinion."</li> </ul>	Thank you for your feedback. K Road is an important destination street and also a corridor for moving people on all modes. The proposed layout is a result of balancing parking aspirations from various stakeholders with the needs of people on foot, bike and public transport, and traffic.
<b>Parking</b>				
Suggest remove parking	All	77	<ul style="list-style-type: none"> <li>"I think there is too much focus on providing on-street parking, when surveys indicate that it is a tiny contributor to the street and takes so much space."</li> <li>"Remove the carparks. Plenty of parking on side streets."</li> <li>"Don't have an offpeak period during the middle of the day - people will inevitable overstay then get in the way of buses. Car parks induce demand. Make them permanent bus lanes."</li> <li>"No parking except disabled/deliveries etc."</li> <li>"You could lose the on-street parking [in section 3] and do a more separated version of a cycle lane."</li> </ul>	<p>The thorough investigation work done to date, including surveys and bus/traffic modelling, shows we can retain street parking off-peak without impacting on the reliability of buses or the safety of people on bikes or pedestrians. While the surveys done show that only a very small percentage of people who use K Road park on K Road, retaining on-street parking in the short term provides a transition period for local businesses. During the peak hours, alternative parking will be available in side streets and in parking buildings.</p> <p>In the next phase of work, we will complete a parking management plan. This plan will identify changes required to parking restrictions in side streets to allow for loading, mobility spaces, and short-stay parking to support K Road businesses. AT will continue to review bus operations on K Road and bus lane hours of operation will be increased when bus journey times or reliability are impacted off-peak.</p>
			<ul style="list-style-type: none"> <li>"Have parking on one side of the road only. This will allow angled parking on one side of the road. Current design means majority of cars parking will need to parallel park by backing into any car park spaces. This hinders traffic flows greatly."</li> </ul>	Parking is provided off-peak only and will be bus/general traffic lanes at peak times. It is not possible to provide this layout with angle parking.
			<ul style="list-style-type: none"> <li>"I do not support retaining the car parking [in section 4] on the west side of Upper Queen Street [because] there is a need for wider footpaths here especially as the street trees take up a significant amount of space..., there are no businesses adjacent..., the apartments here all have alternative access from the rear lane or Cross Street, these parks are of limited use to residents due to time limits and scarcity...[and] there is a large public car park across the road, and a large Wilsons car park on nearby Cross Street."</li> </ul>	Enhancements to Upper Queen Street are an interim measure to provide a safe cycleway connection ahead of possible major changes if a future rapid transit facility is built. The design is a safe and cost-effective way to deliver the important cycle connection ahead of these changes to the street in the short to medium term.

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			<ul style="list-style-type: none"> <li>"Remove parking and replace with bus lanes [in section 4]."</li> </ul>	No current or proposed bus services use Upper Queen Street so bus lanes are not required.
Parking availability concerns and suggestions	All	42	<ul style="list-style-type: none"> <li>"We oppose the removal of the permanent car parks from the road. These street car parks are vital for all retailers and businesses on Karangahape Rd."</li> <li>"Eliminate the cycle lanes entirely and retain on-street parking."</li> <li>"The current design is problematic during peak hour times due to lack of loading zones, taxi stands and short stop public parking... Retain the parking."</li> <li>"Parking! Make more off-street car parks please."</li> </ul>	<p>The proposed scheme retains parking on K Road outside of the peak bus lane times (7-10am and 4-7pm, Monday to Friday).</p> <p>Extra spaces will be added on side streets where space allows. The first spaces down side streets will be prioritised for loading, mobility and taxi. We will also change parking restrictions in side streets to favour short stay parking for local shopping trips. Nearby parking buildings also provide alternative parking locations.</p> <p>In the next phase of work, we will complete a parking management plan to identify changes required to parking restrictions in side streets to allow for loading, mobility spaces, and short stay parking to support K Road businesses.</p>
			<ul style="list-style-type: none"> <li>"I don't understand why the Council would extend the footpaths beyond the building canopies at the expense of on-street parking. Where on earth will the service vehicles, taxis and businesspeople park? I assume the answer is that they will use the K Road car park and walk in all weathers to K' Road. This reduction in convenience will drive people away from the area."</li> </ul>	<p>In most instances the footpath will not be extended past the canopies. The space outside the canopy will be cycle lane and buffer from traffic, providing a safe cycle facility for people on bikes. K Road is an important destination street and a corridor for moving people on all modes, including bicycles. Existing loading, mobility, and taxi spaces on K Road will be retained off-peak. Where it does not impact on the safety of pedestrians or people on bikes, the top of side streets will be prioritised for loading, mobility, and taxi spaces and will be available at all times.</p>
			<ul style="list-style-type: none"> <li>"Adding parking instead of a [kerbside] through-lane [in section 3] means less pollution and would help the businesses become more part of inner-city living (loading zones, convenience shop, takeaways)."</li> </ul>	<p>Traffic modelling for Section 3 design indicates that in the short to medium term, three eastbound traffic lanes are required (between Queen Street and Symonds Street). This will manage the impacts on traffic movements, allow traffic to enter the Symonds Street southbound on-ramp to the Southern Motorway and provide reliable journey times for buses. In the longer term, the preferred design is to remove the third eastbound lane and enhance the cycle facilities further.</p>
			<ul style="list-style-type: none"> <li>"Single traffic lanes and angle parking both sides [in section 4] would make it feel like a shopping street for new businesses to set up (especially ones that want to be in the area but for whom less parking in K Rd makes it more difficult)."</li> </ul>	<p>Enhancements to Upper Queen Street are an interim measure to provide a safe cycleway connection ahead of possible major changes if a future rapid transit facility is built. The design is a safe and cost-effective way to deliver the important cycle connection ahead of these changes to the street in the short to medium term. In addition to the existing on-street parking that will be retained, there is a public car park facility on Upper Queen Street.</p>



Theme	Section	# submittters	Illustrative quotes from feedback	Our response
Loading zones	All	23	<ul style="list-style-type: none"> <li>"Gaps between planters [in section 2] would make shop owners happy. Easy good deliveries."</li> <li>"There need to be loading zones and on-street parking spaces available in off-peak times to enable businesses to operate efficiently, at the times when places need courier deliveries, drop-off for supplies, or people. There needs to be a reasonable balance."</li> <li>"Provide loading zones at each Lane entrance - e.g. Boardman Lane outside Las Vegas."</li> <li>"Parcels and deliveries for the local shops should only be delivered between 07.00 and 11.00 o'clock on Mon till Friday."</li> </ul>	The physical separator between the bike lane and bus lane/parking will be a mix of paved surface and planting. The design will ensure it is easy to get from parked cars to the footpath and shops.
Taxi, uber and short-stay parking	All	17	<ul style="list-style-type: none"> <li>"Get rid of on street parking... only taxi &amp; uber stands."</li> <li>"Maximum parking times should be 60 minutes, with plenty of 10- and 30-minute parks."</li> <li>"I'd like to see the taxi stand and side road car parking go just before the bridge on the Ponsonby [northwest] side [in section 1]."</li> <li>"Parking [in section 1] should be for 5mins or loading/buses only"</li> <li>"The biggest problem here [section 4] isn't parking, but getting dropped off, being picked up by a taxi or uber, having a courier parcel delivered or a pizza delivery etc."</li> </ul>	<p>Existing loading, mobility, and taxi spaces on K Road will be retained off-peak. Where it does not impact on the safety of pedestrians or people on bikes, the top of side streets will be prioritised for loading, mobility, and taxi spaces and will be available at all times.</p> <p>In the next phase of work, we will complete a parking management plan to identify changes required to parking restrictions in side streets to allow for loading, mobility, taxi, and short stay parking to support K Road businesses. We will discuss this with local businesses at the time.</p>
Mobility parking	All	8	<ul style="list-style-type: none"> <li>"Need heaps of disabled car parks."</li> <li>"Provide adequate dedicated taxi and mobility parking (approx 20% of existing parking)."</li> <li>"Please consider removing the mobility car park at the top of East Street... cars turning left from K Road into East Street inevitably swing into the oncoming lane to avoid vehicles parked on their left. That reduces safety for oncoming cyclists."</li> </ul>	
Motorbike parking	All	1	<ul style="list-style-type: none"> <li>"Add some motorcycle parking."</li> </ul>	Good idea. We will investigate opportunities for motorcycle parking in the next phase of design.
Other parking suggestions	All	20	<ul style="list-style-type: none"> <li>"Reverse-in car parking has proven to be safer and is a policy when used overseas. This could be introduced in the future in NZ so would be ideal to have roads laid out that can easily adopt reverse-in car parking."</li> </ul>	Extra parking spaces have been added on side streets where space allows and the nearby parking buildings provide alternative parking locations. There is very little angle parking around the K Road corridor so it is not a suitable location to trial reverse in parking.
			<ul style="list-style-type: none"> <li>"Make sure that parking is not too close to the end of the movable planter boxes, so cyclists and cars have suitable visibility if cyclists are trying to move to the centre lane to turn right."</li> </ul>	Thank you for your feedback. We will take this into account when we determine the position of off-peak parking spaces at the detailed design stage.



Theme	Section	# submittters	Illustrative quotes from feedback	Our response
<b>Bus stops</b>				
Like proposed traffic lanes, bus stops or waiting areas on overbridge	1a	85	<ul style="list-style-type: none"> <li>"Merging the bus bay and lane on one side and reducing the cycle lanes width is a good compromise"</li> <li>"Love the dedicated bus lanes... I like that there is no car parking."</li> </ul> <ul style="list-style-type: none"> <li>"Bikes and buses are separated but there is still room for people to sit while they wait."</li> <li>"I like that the bus shelters have been moved closer to the road, at the moment they're in the middle of the footpath and always seem to be in the way."</li> <li>"Good idea, every bus stop must have a roof and a bench to sit on.... It is not easy to wait for bus if you are older than 60."</li> </ul>	Thank you for your feedback.
Traffic lane and bus stop configuration concerns and suggestions	1a	26	<ul style="list-style-type: none"> <li>"Not sure about the proposal to not have indented bus stops. There can be a lot of bus congestion here which can deter bus-users. If indent on one side, I recommend the "to town" side, as morning commuters are less tolerant of hold-ups."</li> </ul> <ul style="list-style-type: none"> <li>"Would it be possible to use dynamic lane management to keep the cycling/ped space so peak direction buses can skip each other?"</li> </ul> <ul style="list-style-type: none"> <li>"Are the bus stops long enough to accommodate the number of buses which would be using the stop (more than currently, as some buses use the stops which are proposed to be removed)?"</li> <li>"There is no need to provide two bus stops in front of each other. We can stagger the bus stops to use space efficiently."</li> </ul>	<p>Bus and traffic modelling on the K Road overbridge shows we need to indent the bus stop in the westbound direction. Buses dwell here for longer as it is predominantly a "pick up" stop. Indented bus stops will allow moving buses to bypass stopped buses. Inline bus stops will be used in the eastbound direction as buses stop for less time. There is also more kerbside space on the northern side of the bridge allowing an additional bus stop.</p> <p>The benefit of dynamic lanes would likely be minimal due to the frequent signalised intersections and bus stops.</p> <p>The project team has worked with AT Metro to ensure sufficient bus stop space and layout for anticipated future services under the new network out to 2026.</p>
Relocation of bus stop to Pitt St	2	5	<ul style="list-style-type: none"> <li>"I support removing bus stops from K'Road near Pitt Street. These bus stops in the morning are diabolical and the buses present a very real danger to cyclists and private motorists alike. They block the left turn lane nearest to the lights on the corner of Pitt St and K Road and cause major problems for cyclists and motorists alike."</li> <li>"Keep a bus stop between Ponsonby and Pitt St at the Ponsonby Rd end."</li> </ul>	Thank you for your feedback.
Other bus stop comments and suggestions	1, 2, 3	16	<ul style="list-style-type: none"> <li>"The [section 2] bus stops will prove interesting at peak times - CLEAR priority (for pedestrians crossing to and from buses) must be the focus of these raised sections."</li> <li>"Need a handy bus stop for elderly and disabled people."</li> <li>"I especially like the zebra crossing treatment for the bus stops."</li> </ul>	<p>The design at bus stops will prioritise pedestrians over cycle movements. This is the safest way to operate the facilities. Detail of the bus stop facilities will be refined at the detailed design stage.</p>

Theme	Section	# submittters	Illustrative quotes from feedback	Our response
			<ul style="list-style-type: none"> <li>"K' Rd already has few bus stops = long distances between stops. This is not ideal for encouraging use, bad in rain and with young children."</li> </ul>	The bus stops proposed have been assessed to serve the K Road catchment. Additional stops are difficult to provide infrastructure for and add delay to buses. Much of K Road is covered by canopies which provide good weather protection.
			<ul style="list-style-type: none"> <li>"Where is the bus going to stop prior to Upper Queen outside BNZ?"</li> </ul>	In the interim, the bus stop will remain broadly in its current location.
<b>Crossings and intersections</b>				
All sections				
Suggest new or more pedestrian crossings	All	17	<ul style="list-style-type: none"> <li>"Not showing any pedestrian crossings in any of these graphics? Having people shown standing in medians is not looking like a safe pedestrian environment."</li> <li>"Deter pedestrian jaywalking - and increase pedestrian crossing zones."</li> <li>"I support the improvements to side street crossings on K road which are currently very dangerous to cross especially with young children. I think it is important that greater priority is given to pedestrians on these side streets and that cars are forced to slow down when turning."</li> </ul>	<p>Formal pedestrian crossings have been considered and are included in the <a href="#">project plans</a>.</p> <p>Pedestrian safety is improved at un-signalised side streets by providing raised tables and half-raised cycle lanes, which will slow turning traffic.</p>
			<ul style="list-style-type: none"> <li>"[Suggest] a median kerb running the length of K Rd, to provide pedestrian safety for crossing the road...Alternatively, installing more islands for pedestrians crossing the road."</li> </ul>	As the carriageway and traffic lanes have been narrowed to provide room for cycle lanes and slow down general traffic, there is no room to provide a physical median island along the length of K Road.
			<ul style="list-style-type: none"> <li>"When the passengers alight the bus [in section 1a] they will need some means of safely crossing the road."</li> </ul>	The K Road Bridge (section 1a) is the key bus stop on K Road, there is little no shops, restaurants or facilities on the bridge to create a desire line for pedestrians across the bridge. The midblock pedestrian crossing just to the east and signalised crossing at Howe Street provide good crossing opportunities for bus passengers.
			<ul style="list-style-type: none"> <li>"Can we have a ped crossing at the point between East St and 290 K Rd."</li> <li>"There needs to be more crosswalks. Especially between Day St and Pitt St [section 2]. I'm always running through traffic to get across."</li> </ul>	It is currently 200m between the existing midblock crossing (Day Street) and the Pitt Street intersection. At this stage we do not believe it is possible to include another signalised crossing between.
			<ul style="list-style-type: none"> <li>"[Like] shorter pedestrian crossing distances"</li> <li>"[Like] pedestrian refuge between cycle lane and traffic [in section 1]."</li> </ul>	Thank you for your feedback.
Other pedestrian crossing comments	All	25	<ul style="list-style-type: none"> <li>"I would suggest that the signalised pedestrian crossings (eg east of overbridge) be treated as zebras/give-ways for the bike lane. This will be the result regardless, so best to have it built into the design from the outset."</li> </ul>	Cyclists will be required to give way to pedestrians at pedestrian crossing areas – this will be marked out with limit lines, cycle stop lights and extra line markings if required.



Theme	Section	# submittters	Illustrative quotes from feedback	Our response
			<ul style="list-style-type: none"> <li>"I think the pedestrian crossing at St Kevins should have a different road surface as that part of the street is the most vibrant with lots of people crossing."</li> <li>"[Suggest] two lanes in both directions and a flush margin to make informal road-crossing less hazardous [in section 3]."</li> </ul>	<p>The crossing outside St Kevins Arcade will be retained in its current position. Cyclists must give way to crossing pedestrians during the pedestrian phase. Details of the crossing will be investigated at the detailed design stage.</p>
			<ul style="list-style-type: none"> <li>"Removing the painted median strip [in section 4] will make informal crossing much more difficult and risky."</li> </ul>	<p>Traffic modelling for Section 3 design indicates that in the short to medium term, three eastbound traffic lanes are required (between Queen Street and Symonds Street). This will manage the impacts on traffic movements, allow traffic to enter the Symonds Street southbound on-ramp to the Southern Motorway and provide reliable journey times for buses. In the longer term, the preferred design is to remove the third eastbound lane and enhance the cycle facilities further.</p>
			<ul style="list-style-type: none"> <li>"Transitions across intersections need to be continuous for the bike lane, and not narrow or be cut off."</li> <li>"Ensure intersections are safe for bikes - Dutch style is ideal."</li> </ul>	<p>The part-raised cycle lanes will continue across all signalised intersections indicating priority for people on bikes. Further detail on the side road and signalised intersection treatments will be addressed at the detailed design stage.</p> <p>At signalised intersections, the design will provide a safe movement from the kerbside lane in all directions for people on bikes. This will include further examining the capacity of the hook turn boxes.</p>
Intersection design for bikes in general	All	20	<ul style="list-style-type: none"> <li>"I don't understand the right-hook turn bike box. How many bicycles can fit inside the box? What happens when a few cyclists are in the box and other cyclists behind them want to go straight instead of turning?"</li> <li>"Support bike signals and bike rails at all intersections."</li> <li>"I would like to see treatment of cycle lanes at major intersections (e.g. Ponsonby Rd, Howe St, Pitt St, Queen St, Symonds St) that provides at least tactile warnings to drivers that they are crossing a cycle lane. The Riley kerbs used in the recent Grey Lynn designs might be appropriate for this (with gaps for cyclists to turn through where needed). This will help prevent cars cutting cyclists off by turning in front of them or through them. Alternatively, grade separation could be used (as used in the Copenhagen lanes)."</li> </ul>	<p>Hook turn boxes facilitate right turns for bikes at busy, multi-lane signalised intersections. Cyclists first cross the intersection straight ahead, keeping to the left, and then wait in the hook turn box near the corner until the side street light goes green and they can move with the side street traffic across the intersection. You can find more information <a href="#">here</a>.</p> <p>Specific bike signals will likely be used at all signalised intersections. Hold rails improve the experience and comfort for people on bikes. The location and design of bike hold rails will be developed in the detailed design phase.</p> <p>All cycle lanes included in the K Road project will be above road level, clearly providing a physical separation between traffic and people on bikes.</p> <p>Signal timing is a key part of the early detailed design phase.</p>



Theme	Section	# submittters	Illustrative quotes from feedback	Our response
<b>Ponsonby Road to Pitt Street</b>				
Ponsonby/Newton Road intersection	1	7	<ul style="list-style-type: none"> <li>"The Ponsonby Road/ Karangahape Road intersection... should be included. It's currently a very difficult and slow intersection for pedestrians to travel through due to the large number of vehicle phases and the absence of any automatic pedestrian phase. There is also very little shelter for pedestrians here and it is a key intersection for pedestrian commuters."</li> <li>"It is currently dangerous to move across lanes to turn right into Ponsonby Rd when you are heading east - can this be addressed, please?"</li> </ul>	<p>We are currently working on the operation of the signalised intersections to improve usability for pedestrians and cyclists. This includes considering how people on bikes turn right from the far left. Where a "Barnes Dance" (all pedestrian movements occur at once) is not possible, and where space allows, the intention is to provide hook turn boxes to allow all turning movements for people on bikes.</p> <p>Specific bike signals will likely be used at all signalised intersections. Hold rails improve the experience and comfort for people on bikes. The location and design of bike hold rails will be developed in the detailed design phase.</p>
Section 1 side street intersections with K Road	1	22	<ul style="list-style-type: none"> <li>"It would be good to see some designs round where side streets such as Boardman Lane, Day Street etc. intersect with K Rd given the amount of residential driveways intersect K Rd in this area to ensure safe movement of service lanes and pedestrians."</li> <li>"I support the raised tables on side streets so that pedestrians can cross at the same level as the footpath - it is as though the footpath is continuous... I would like to see all side streets have grade separation for cyclists, to slow and warn traffic crossing the cycle lane, and ensure turning traffic gives way to cyclists."</li> </ul>	Further detail on the side road and signalised intersection treatments will be addressed at the detailed design stage. We will investigate the continuity of the raised cycle lane across some side roads. Please see the <a href="#">project plans</a> .
			<ul style="list-style-type: none"> <li>"Lack of protection at Gundry and Hereford Streets - it's unclear why the raised lane cannot continue across as it does at Cobden and Day streets. At a minimum I would expect a cycle lane build out to reduce the turning radius and slow down turning traffic - at present both left turns are likely to result in cut corners at higher speeds than necessary."</li> <li>"Gundry St is used as a rat run, with cars often taking the corner very fast. The new footpath build-out and raised platform will help with this, but feel there may also be a need for signage or some other way to remind turning traffic to giveaway to cyclists, particularly as Aucklanders get used to driving around separated cycleways. Similar issues with the Mobil station."</li> </ul>	This is a very narrow section of the road and we need to provide a right turn bay from K Road into Ponsonby Road. For the rest of the corridor the buffer provides space for a vehicle ramp at side roads. At Gundry and Hereford Streets there is no buffer, so there is not enough space to ramp cars up and over the cycle lane into the side streets. However, we recognise that this area attracts rat running and are providing a solid median blocking right turns into both Gundry and Hereford and blocking the Gundry to Hereford movement. This simplifies the movements at the intersections and improves safety for people on bikes and pedestrians.
			<ul style="list-style-type: none"> <li>"Crossing distance for pedestrians at Gundry Street is still significant at the pedestrian desire line, even with the kerb build outs. Have pedestrian refuge islands been considered at this intersection? Would have thought that this could be easily achieved given the left-in/left-out vehicle tracking requirements. Ped refuges would give greater comfort as sight distance of westbound vehicles turning into Gundry Street is average."</li> </ul>	Pedestrian islands have been considered at the intersection of Gundry Street and K Road. However, vehicle movements in and out of Gundry Street would require widening of the side street to prevent vehicles tracking onto the footpath.
			<ul style="list-style-type: none"> <li>"Improve the ability to cross Edinburgh Street. This is currently dangerous as there are no lights and it's difficult for pedestrians to judge if vehicles travelling from Howe Street are turning into Karangahape Road or into Edinburgh Street."</li> </ul>	The raised cycle lane will continue across the entrance to Edinburgh Street and we will install a new traffic island to prevent right turns in and out of this

Theme	Section	# submittters	Illustrative quotes from feedback	Our response
			<ul style="list-style-type: none"> <li>"I support the turning restrictions for Edinburgh St."</li> </ul>	street. This will slow cars down and mean pedestrians only need to look for left-turning traffic.
Howe Street intersection	1	9	<ul style="list-style-type: none"> <li>"[Bike lanes] need to continue at... Howe St to slow and warn traffic crossing the lane and ensure turning traffic gives way to cyclists. It does not matter that buses turn into Howe St - I frequently use the 020 bus and think cyclist safety is more important than a very minor discomfort for bus passengers. I support... the new Howe St intersection layout."</li> <li>"I would like to see more detail about how the cycle lane will intersect with... larger roads such as the Howe Street intersection."</li> <li>"Scramble' pedestrian crossings ...[at] K Road/Howe St... These emphasise that pedestrians have priority."</li> </ul>	<p>Howe Street cannot have a raised crossing for cyclists as this is part of a signalised intersection, not a simple and low volume side road.</p> <p>Design of the signalised intersections will be confirmed in the next stage of design, however the design will provide a safe movement from the kerbside lane in all directions for people on bikes. Please see the <a href="#">project plans</a>.</p>
Pitt Street/Mercury Lane intersection	1, 2	8	<ul style="list-style-type: none"> <li>"Howe Street now has a large apartment building of 141 apartments at the top of the street (No 5) and another large residential complex is being built opposite in the old Telecom building. Cars speed down Howe St when they get a turn from K Rd and residents crossing the road often have to dash to avoid being hit. Some calming /crossing situation is desperately needed."</li> </ul>	We are currently working on the operation of the signalised intersections to improve usability for pedestrians and cyclists. We've investigated a pedestrian "scramble" or Barnes Dance and this has a significant impact on the reliability and journey time of buses and traffic.
			<ul style="list-style-type: none"> <li>"Not clear from plans how cyclist traveling East on K Road would turn right onto Mercury Lane... [or] how cyclist traveling West on K Road would turn right onto Pitt Street. Can provision be made for a protected hook turn?"</li> <li>"Pitt street intersection - allow free left turns ('turn left any time with care') and hopefully we will be able to have bikes cautiously join the Barnes dance... (flashing orange signal maybe?)"</li> <li>"One traffic lane for turning &amp; straight traffic will be problematic."</li> <li>"Also a red light camera on the Pitt Street/Karangahape Road intersection to enhance pedestrian safety"</li> </ul>	<p>The K Road/Pitt Street/Mercury Lane intersection is currently a "Barnes Dance" (all pedestrian movements occur at once). It may be possible to provide a cycle phase ahead of or after the pedestrian phase to allow people on bikes to make all movements. However, the legal implications of how cyclists cross with pedestrians need to be resolved. If this is not possible, the intention is to provide hook turn boxes to allow all turning movements for people on bikes.</p> <p>Our traffic modelling indicates there may be increased delays at some intersections, but no significant impacts on the journey times for cars along the K Road corridor.</p> <p>AT does not control the location or operation of red light cameras. We support any measure to improve adherence of traffic controls.</p>
<b>Queen Street to Symonds Street</b>				
Queen Street intersection	2, 3	30	<ul style="list-style-type: none"> <li>"Crossing the Queen/Symonds intersection as a ped is amazingly difficult, and at peak time there is probably more pedestrians waiting per phase than amount of cars that move through it. Probably a good idea to include a barnes-dance here."</li> </ul>	We are not considering a "Barnes Dance" at this intersection because it would require significant changes to the intersection. This would not be cost-effective as Upper Queen Street is part of the future Dominion Road rapid



Theme	Section	# submittters	Illustrative quotes from feedback	Our response
			<ul style="list-style-type: none"> <li>• "Queen Street, Karangahape Road intersection needs to be made a Barnes dance and have slip lanes removed."</li> <li>• "Needs the right hand turn Karangahape -&gt; Upper Queen reinstated."</li> <li>• "At the intersection of Queen St and Karangahape Rd, most cyclists move into the inside lane to travel straight ahead to Symonds St and Grafton Bridge. I would like to see more detail on how cyclists travelling straight ahead can be made safer."</li> <li>• "What is stopping cars coming quickly from Queen Street and then turning left into cyclists?"</li> <li>• "The boxes in the Upper Queen/K Rd intersection (and elsewhere) should better protect cyclists - buses turning often clip the curb and depending on phasing, instead of a kerb we now have a meat and bicycle to clip instead."</li> <li>• "It's not clear how the temporary cycle lanes [in section 2] merge safely into the [section 3] raised cycle lanes."</li> <li>• "[Section 4:] Include a cycle slip lane [from Upper Queen Street] onto K-road."</li> <li>• "The picture supplied shows the right turn lane from K Rd (westbound) into Queen St (southbound) removed."</li> <li>• "The slip lane from Upper Queen (heading north) onto K'rd (heading West) is unnecessary and puts cyclists (along queen and along k'rd) and pedestrians at risk for no reason."</li> <li>• "I'd like to see the project address the zebra crossing on the northeast corner of the K Rd / Queen St intersection... Visibility is restricted here and cars, buses and trucks come onto it very fast - it seems very dangerous. I think that raising the pedestrian crossing would help slow the traffic down &amp; make it safer."</li> </ul>	<p>transit corridor, which will significantly change the intersection in the next 5+ years. Any future rapid transit project would provide final pedestrian and cycle facilities, including looking at removing the slip lanes and providing a "Barnes Dance".</p> <p>We do not have any plans to re-install the right turn from K Road to Upper Queen Street.</p> <p>People on bikes will have their own phase through this intersection to protect them from opposing traffic. The intention is to allow people on bikes to make all movements, including the right turn from K Road into Upper Queen Street that is banned for cars. This may be achieved using hook turn boxes. The final layout and signal timing will be developed as part of the detailed design phase.</p> <p>Appropriate ramp treatments will be provided to merge at-grade cycle lanes with the raised cycle lanes.</p> <p>Due to vehicle tracking there is not sufficient space to provide a dedicated left slip from Upper Queen into K Road. However, the design of bike connections between Upper Queen Street and K Road will be looked at again in the detailed design stage.</p> <p>The right turn lane from K Road westbound into Queen Street will be retained. The kerbside lane will accommodate straight-through and left-turning traffic. Please see the <a href="#">project plans</a> for further detail.</p> <p>We have identified that removing the free left-turn (slip) lanes will have unacceptable impacts on general traffic and buses in the short/medium term. The potential rapid transit project may impact on this intersection, so physical works have been minimised at this time.</p> <p>This will be investigated in the detailed design phase. A raised crossing will generally help slow vehicles. However, this particular location is quite steep with limited visibility, so careful consideration of unintended consequences is required (e.g. whether drivers may ignore crossing so they don't get stuck with a hill start on a raised crossing ramp).</p>



Theme	Section	# submittters	Illustrative quotes from feedback	Our response
Liverpool St intersection	3	18	<ul style="list-style-type: none"> <li>"[Like] the raised treatment on side street intersections, this is vital considering the half height kerb for the cycle path"</li> <li>"[Like] making the side street entrance safer. I have been hit here (as a pedestrian) by a car going to pull out, then backing into me."</li> <li>"I suggest moving the table (brilliant idea) so cars are thinking about one thing at once (see bottom of Khyber Pass Rd), but add planters to divert pedestrians a little. I also suggest making it tight and narrow to further prevent people 'whipping around the corner'."</li> <li>"Kerb buildouts do not actually prioritise pedestrians/cyclist. Cars still think they have right of way. What is needed is combined buildouts and zebra crossings."</li> <li>"Cycling East: Turning left onto Liverpool St is always dangerous as there are pedestrians who don't look and trucks making deliveries to the shops. Do you have plans to make that intersection less cluttered? I suggest a 5 minute parking spot for deliveries on Liverpool St, and maybe an island to prevent large vehicles from obstructing that corner."</li> </ul>	<p>With a double raised entrance (half to get over the cycle lane, half to get over the raised pedestrian table), Liverpool Street has the same treatment as most other un-signalled side roads on the corridor. This design prioritises straight-through cyclists over turning vehicles (i.e. turning vehicles must give way to bikes). Unfortunately, the law in NZ prevents this applying to pedestrians too.</p> <p>The width of the entrance has been set as narrow as possible for improved pedestrian experience and safety while still allowing for vehicle tracking.</p> <p>The final layout of loading zones will be sorted in the detailed design phase, however the intention is that the top spaces on side streets will be for loading.</p>
Symonds Street intersection	3	29	<ul style="list-style-type: none"> <li>"Think carefully and study the way cyclists currently use this intersection. Some are footpath cyclists and cross when peds are crossing, while some are vehicular cyclists who follow road rules like cars. The bike infrastructure needs to encourage one way or the other, problems occur because people chop and change."</li> <li>"It is possible to have a bike phase to turn right from Symonds Street?"</li> <li>"Intersection design, how will east bound cyclists get to Grafton Bridge and toward upper Symonds St? Would be great to allow cyclists to proceed safely with the Barnes Dance."</li> <li>"[Like that there is] some effort to guide cyclists with hook turns with painted bicycle boxes [but] on-road cycle boxes have no protection for most vulnerable road users."</li> </ul> <p>"[Suggest] shorter waiting times at traffic lights for pedestrians and cyclists."</p>	<p>The K Road/Symonds Street intersection is currently a "Barnes Dance" (all pedestrian movements occur at once). It may be possible to provide a cycle phase ahead of or after the pedestrian phase to allow people on bikes to make all movements. However, the legal implications of how cyclists cross with pedestrians need to be resolved. If this is not possible, the intention is to provide hook turn boxes to allow all turning movements for people on bikes.</p> <p>Further investigation will be undertaken during the detailed design phase to ensure cyclists are protected in hook turn boxes (if provided).</p> <p>The "Barnes Dance" currently in place at this intersection will be retained, providing a good quality of service for pedestrians.</p>
			<ul style="list-style-type: none"> <li>"The intersection of K Rd and Symonds St currently has a blind spot for vehicles turning left off Symonds St into K Rd. Traffic (especially cyclists) coming off Grafton Bridge are often not seen by the left turning traffic. If you could make this better, it would be awesome."</li> <li>Pinch point for cyclists coming from Grafton onto cycle lane - expected that they dominate the lane around purple kerb attempting to get to cycle lane instead of simply providing a parallel cycle track with enough space... No way to get to Grafton Bridge - cyclists expected to disappear or hope car/bus/taxi going straight doesn't hit them."</li> <li>"Approaching Grafton Bridge, there should be provision for people using the cycle lane to use a green light for traffic to cross from K Rd to Grafton Bridge. This is an important route for</li> </ul>	<p>The entrance into K Road from Grafton Bridge and Symonds Street is an important one. The design consulted on did not show the best or safest design for people on bikes. This is an area we will focus on in the next phase of design.</p> <p>Grafton Bridge and the route to the Hospital and Newmarket is an important connection in the cycle network. Moving from K Road onto Grafton Bridge by bike is currently confusing. We will be working on the signal phasing in the next stage of design to provide a safe and efficient intersection for people on bikes.</p>

Theme	Section	# submittters	Illustrative quotes from feedback	Our response
			<p>people cycling, and many will not want to (or feel they should need to) wait for a pedestrian phase to pass through this intersection."</p> <ul style="list-style-type: none"> <li>"I would also strongly support removing the slip lane for left turns into K Rd from Symonds St - that can be very hairy when using the existing shared path by the cemetery."</li> <li>"It seems to me that the real problem here is the motorway on ramp. It was only meant to be temporary... [and it] drags traffic through K Rd that should be using Pitt St or Grafton Gully on-ramps."</li> <li>"There needs to be a better design for vehicles getting onto the Southern motorway."</li> </ul>	
				The slip lane from Symonds Street into K Road provides benefit to buses travelling along Symonds Street. They can use the left-turn lane then enter the bus pocket at the intersection to move straight ahead with the signals. We are continuing to refine the design of this intersection to provide for bus priority and ensure the safety of people on bikes.
				The access to the Symonds Street on-ramp will be retained and it is not within the scope of this project to consider closure of this ramp. Any closure has wider city centre network impacts that would need to be further investigated.
<b>Upper Queen Street</b>				
<b>Section 4 side street intersections</b>	4	10	<ul style="list-style-type: none"> <li>"It should be made as clear as possible that cyclists have right of way when cars turn into side streets."</li> <li>"Needs bumper-strips across parking entrances as per Nelson and Quay street designs. "</li> <li>"Narrow the entrance to Cross St so it's easier to cross."</li> <li>"Be very very careful about the entrances and exits to the bike lanes, especially at cross streets - learn from Nelson St. Tables on cross streets near the top?"</li> </ul>	<p>The proposed design for Upper Queen Street includes concrete separator islands with rubber speed bumps where vehicles cross into private accesses (similar to the cycle lanes on Nelson Street and Quay St). The design is a safe and cost-effective way to deliver the important cycle connection ahead of major changes to the street in the short to medium term.</p>
			<ul style="list-style-type: none"> <li>"Bike lane separators seem to stop purposely to allow cars to take corners at high speed - forcing sharper angles requires cars to slow down, giving motorists better angles to look for cyclists to their left."</li> <li>"I would be cautious about including parking on the side here [west side of Upper Queen] as left turning motorists will fail to look for cyclists in the cycle lane if their view is obstructed."</li> </ul>	<p>The final location and length of separator islands will be set in the detailed design phase. The design will always maximise the use of separator islands while allowing for vehicle tracking.</p> <p>Parking spaces will be removed if there is an issue with visibility (e.g. if cyclists are obscured from left-turning vehicles by parked cars).</p>
<b>Canada Street/Grafton Gully intersection</b>	4	25	<ul style="list-style-type: none"> <li>"Needs a good connection to enter/exit the Grafton Gully cycleway. Pain point at the moment: exiting with a right turn towards K'rd without getting in the way."</li> <li>"Install missing leg of ped crossing at Upper Queen/Canada Streets."</li> </ul>	<p>Changes to the pedestrian/cycle crossing at Canada Street are being investigated as part of a separate project – please see <a href="#">the project webpage</a>.</p>

Theme	Section	# submittters	Illustrative quotes from feedback	Our response
<b>Other themes</b>				
<b>Whole project concerns</b>				
<b>Security and behaviour concerns and suggestions</b>	All	23	<ul style="list-style-type: none"> <li>"I would like to see less trees, more CCTV and lighting. If you have public seating then definitely do not have seats where homeless can lie all over them because doing this project will only make the homeless want to hang out there more."</li> </ul>	The street needs to balance the needs of all users. Street trees will be used to help define the corridor but will be considered carefully in relation to lighting and security requirements. Future design stages will adopt Crime Prevention Through Environmental Design (CPTED) principles.
			<ul style="list-style-type: none"> <li>"[Section 1:] The zoning is out of place with the mixed use. e.g. the decibels from nightclubs at night is not conducive to cohabitation with residential."</li> <li>"There is always a lot of trouble with drunks etc. on K Rd so this needs to be dealt with or it will never be seen as safe"</li> </ul>	We recognise that K Road is undergoing changes and the mix of users and activities can be challenging. However, the management of the street and licensing is outside the scope of this project.
			<ul style="list-style-type: none"> <li>"Increase street lighting for cyclists and pedestrians. Make it more appealing (like the pink path) to use even during winter evenings/mornings when its dark"</li> <li>"[Like] new lighting [in section 1] – dark areas can be unsafe for those enjoying K Road at night."</li> </ul>	The project proposes to upgrade and improve existing lighting levels for safety and security on both the cycle way and footpath.
			<ul style="list-style-type: none"> <li>"I never liked the space between the overpass walls and the back of the bus shelters [in section 1a], these spaces always felt confined and unsafe to me especially at night... [Suggest] a lot of lighting behind and in the shelters will keep it feeling safe there."</li> </ul>	The project proposes to upgrade the Karangahape Road overbridge to improve accessibility for pedestrians and improve existing lighting levels for safety and security. Future design stages will adopt CPTED principles.
			<ul style="list-style-type: none"> <li>"Promote safe practices and good hygiene for sex workers and homeless. A public toilet located in the west end of K Road with a condom dispensing machine and a needle disposal box could support safe practices, while also reducing risk to the community."</li> </ul>	The project team will be undertaking a Crime Prevention Through Environmental Design (CPTED) assessment and the results will be incorporated into the design, construction and management of K Road. The CPTED will assess who uses the spaces and how, and how the project can improve the safety of all users. This includes provision of appropriate bins.
			<ul style="list-style-type: none"> <li>"There are two emergency services in Pitt St. My fear is that when they are called upon to hastily travel to a situation of emergency then a one lane each way road would hamper their efforts to attend to that which they have responded to."</li> </ul>	The design of vehicle lanes will be wide enough to allow vehicles to move to the side and allow emergency vehicles through.
<b>Emergency service access</b>	All	8	<ul style="list-style-type: none"> <li>"In this sector [east of overbridge] are two Medical surgeries dealing with a lot of elderly and/or disabled clients who will be seriously hindered by the plan as currently suggested. There are also frequent pick-ups &amp; drop-offs by ambulance to these surgeries, of which the Ambulances are often standing at pavement for up to ten minutes at a time; should parking spaces be removed the only other option for them will be to park within the proposed bus-lanes whilst there."</li> </ul>	Emergency services were consulted during the development of the concept design. Further consultation with emergency services is planned during the detailed design stage. We will pay particular attention to proving loading zones and ambulance space for the medical surgeries.

Theme	Section	# submittters	Illustrative quotes from feedback	Our response
Construction impacts	All	4	<ul style="list-style-type: none"> <li>"We remain concerned about the impact of prolonged construction on the financial viability of the existing businesses located along K Road."</li> <li>"There is also a problem with the construction coming so close to the rail construction that will cause havoc in the area and creating a huge burden for small retailers."</li> </ul>	The construction phase of the project will be ahead of the City Rail Link construction programme at the K Road station entry point. Because footpath resurfacing is not, in general, part of this project's scope, disruption to businesses will be minimised and footpaths will remain safe and available for users/shoppers. Appropriate staging of the project will also minimise disruption. Construction work is likely to take up to one year, noting the need to provide a construction methodology that minimises impact of businesses during construction. The project team will also be supported by a stakeholder liaison who will be the go-to person for the local business community during construction.
<b>Project timing</b>				
Suggest complete sooner	All	19	<ul style="list-style-type: none"> <li>"Hurry up and do it"</li> <li>"Please have it happen sooner! I have been wearing my Bike lanes on K Road signs for about 3 years now!"</li> <li>"Can you hurry up. Some of us cyclist already had enough near misses with motorists."</li> </ul>	The process of development takes some time, including consultation and consenting to ensure a robust and accepted design. The design needs careful consideration of the needs of businesses and residents in the area, as well as other key stakeholders such as bus services. The prioritisation and staging of the construction will be undertaken towards the end of the detailed design stage in collaboration with the construction contractor.
<b>Other concerns and suggestions</b>				
Suggest make K Road shared space, bus only, or pedestrianise	All	14	<ul style="list-style-type: none"> <li>"Pedestrianise entire street."</li> <li>"I would divert traffic down Pitt and Mercury(ish) and pave out this section [2], like Cuba St and the old Cashel Mall, or at the very least make it a shared space like Fort St. That would make an area with good visual and hang-out amenity where you don't have to pay to be there, plus it would provide a nice top end to Myers Park and St Kev's. Would also make it less stinky, split-up and dangerous by removing all the cars. Could have events there too."</li> </ul>	The current design is an interim option which balances public space requirements with the traffic needs. This is intended to be in place while the City Rail Link (CRL) and potential rapid transit projects are being constructed. A design involving only two traffic lanes and a significantly wider footpath will be considered in the long term once the impacts and timing of adjacent projects are known.



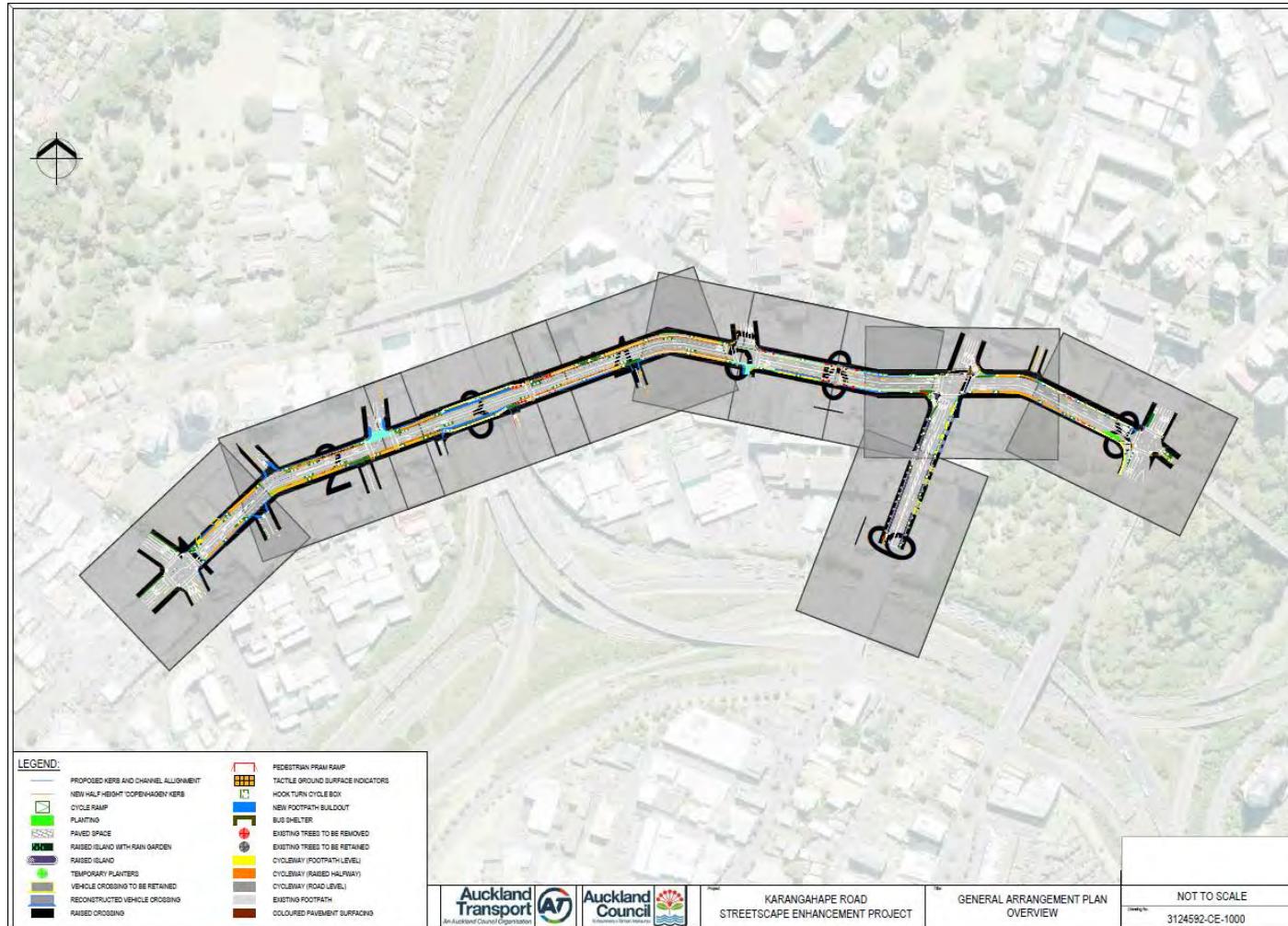
Theme	Section	# submittters	Illustrative quotes from feedback	Our response
Tram/light rail suggestions	All	15	<ul style="list-style-type: none"> <li>"Do a light rail line like trams in Melbourne where cars can also use the road."</li> <li>"Quickly move to a permanent solution [for section 2] that can be modified when the light-rail corridor goes in on Queen and Symonds."</li> </ul>	Light Rail Transit/trams are outside of the scope of this project. However, Upper Queen Street is on the future Dominion Road rapid transit corridor.
Suggest cycleways in other areas	All	51	<ul style="list-style-type: none"> <li>"Link skypath with K road over bridge... A ramp/staircase down to skypath with ability to wheel or ride a bike up and down."</li> </ul>	<p>A direct connection from K Road to the "Pink Path" (Te Ara I Whiti – Lightpath) was looked at by NZTA. The height difference would make any ramp very long. The ramp would also take up a lot of width down on the Pink Path itself.</p> <p>The project team will be looking at improving the connection between K Road and the Pink Path via West Terrace. While not as direct as a ramp, this will be a good connection between the two parts of the network.</p>
			<ul style="list-style-type: none"> <li>"It would also be great to include cycle lanes on Pitt Street to link the proposed K'Rd facilities with the Nelson Street cycle path."</li> </ul>	The City Rail Link (CRL) project will be making significant changes to Pitt Street (south of Greys Avenue) from mid-2018 to 2020. Interim cycling facilities (a shared path) are proposed on Pitt Street and the final design of Pitt Street, between K Road and Hopetoun Street, will be delivered as part of the CRL project.
			<ul style="list-style-type: none"> <li>"Be great to have the same treatment to Symonds St as it connects K Road with the city and universities. It is a very busy road, very unsafe for cyclists and not too safe for pedestrians."</li> </ul>	No cycle facilities are planned on Symonds Street north of K Road in the next six years.
Other project concerns and suggestions	All	72	<ul style="list-style-type: none"> <li>"Please ensure that post changes there are still rubbish bins (and preferably recycling ones as well) along this strip as there can be a lot of litter."</li> </ul>	The number of rubbish bins in the K Road area will be investigated during the detailed design phase, and more bins added if appropriate. We will look into recycling bins as well.
			<ul style="list-style-type: none"> <li>"The raised islands along the cycleway [in section 4] need to be removed - kerbside access for trucks and other vehicles is absolutely essential along this section of the street and is currently used day in and day out - there are... hundreds of residents living along here - all using kerbside rubbish bin collections each week and kerbside recycling bin collections each fortnight. There must be kerbside access provided for rubbish collection trucks, furniture moving trucks, plus courier drivers and other deliveries that occur week in and week out."</li> </ul>	We agree that the cycleway design also needs to work for rubbish and recycling collection trucks, furniture moving trucks, courier drivers, as well as maintenance and cleaning of the cycleway, gutter and storm water drains. This will be investigated in detail during the detailed design stage.
			<ul style="list-style-type: none"> <li>"Has the Council considered rerouting buses via Ponsonby Road, Hopetoun Street and Beresford Square? Buses are the problem in peak times, not private cars."</li> </ul>	Yes, AT has considered alternative routes for both cyclists and for buses. Alternatives were not found to be viable.
			<ul style="list-style-type: none"> <li>"The proposed roading changes are not consistent with the Objectives and Policies of the Unitary Plan or the Auckland Plan. In particular objectives H8.2.7 (the city centre is an attractive place to live, learn, work and visit with 24-hour vibrant and vital business, education, entertainment and retail areas) and policy H8.3.3c (require development to be of a quality and</li> </ul>	The strategic direction for this project has come from the Auckland Plan, the Karangahape Road Plan, and the Regional Policy Statement.

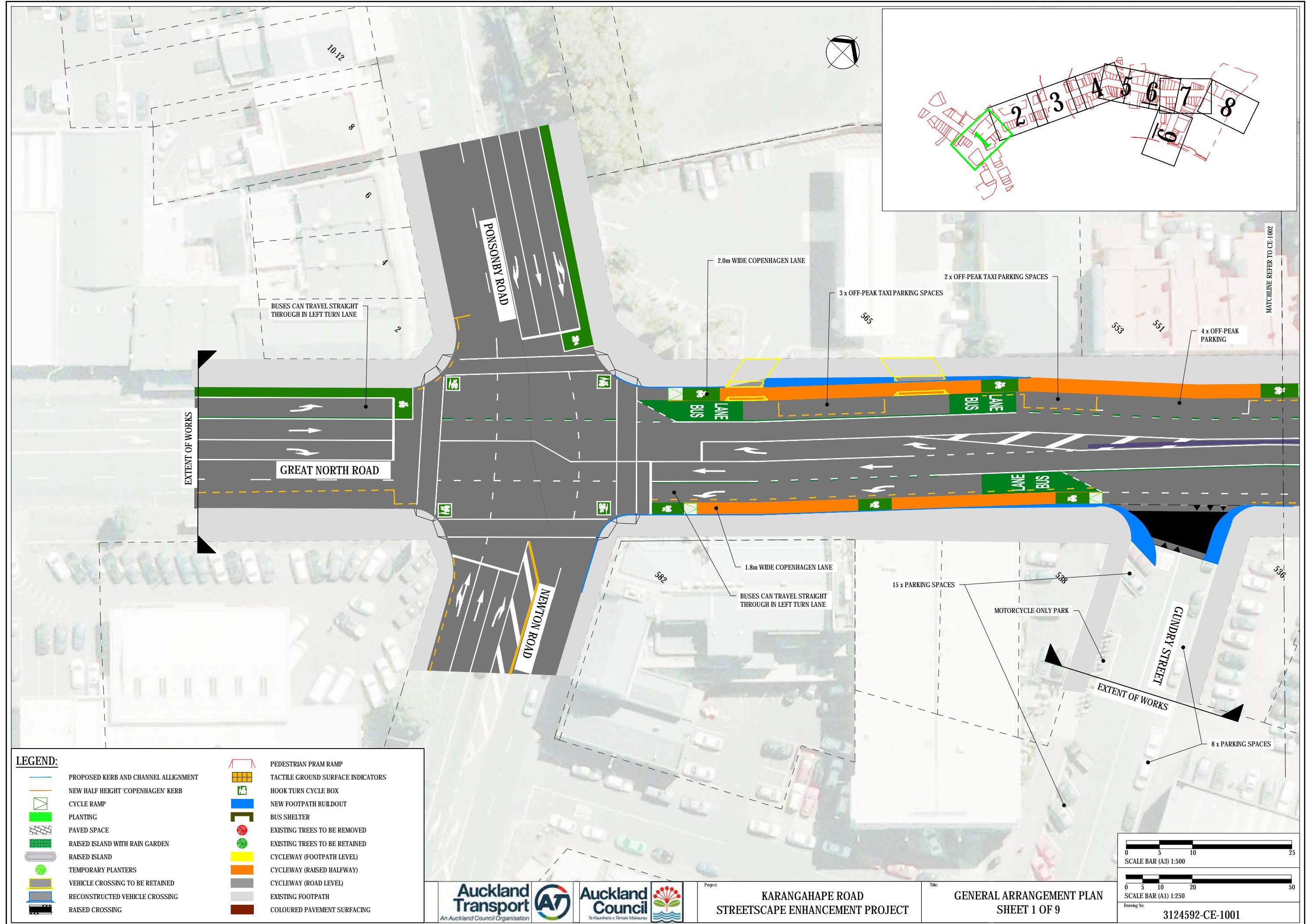


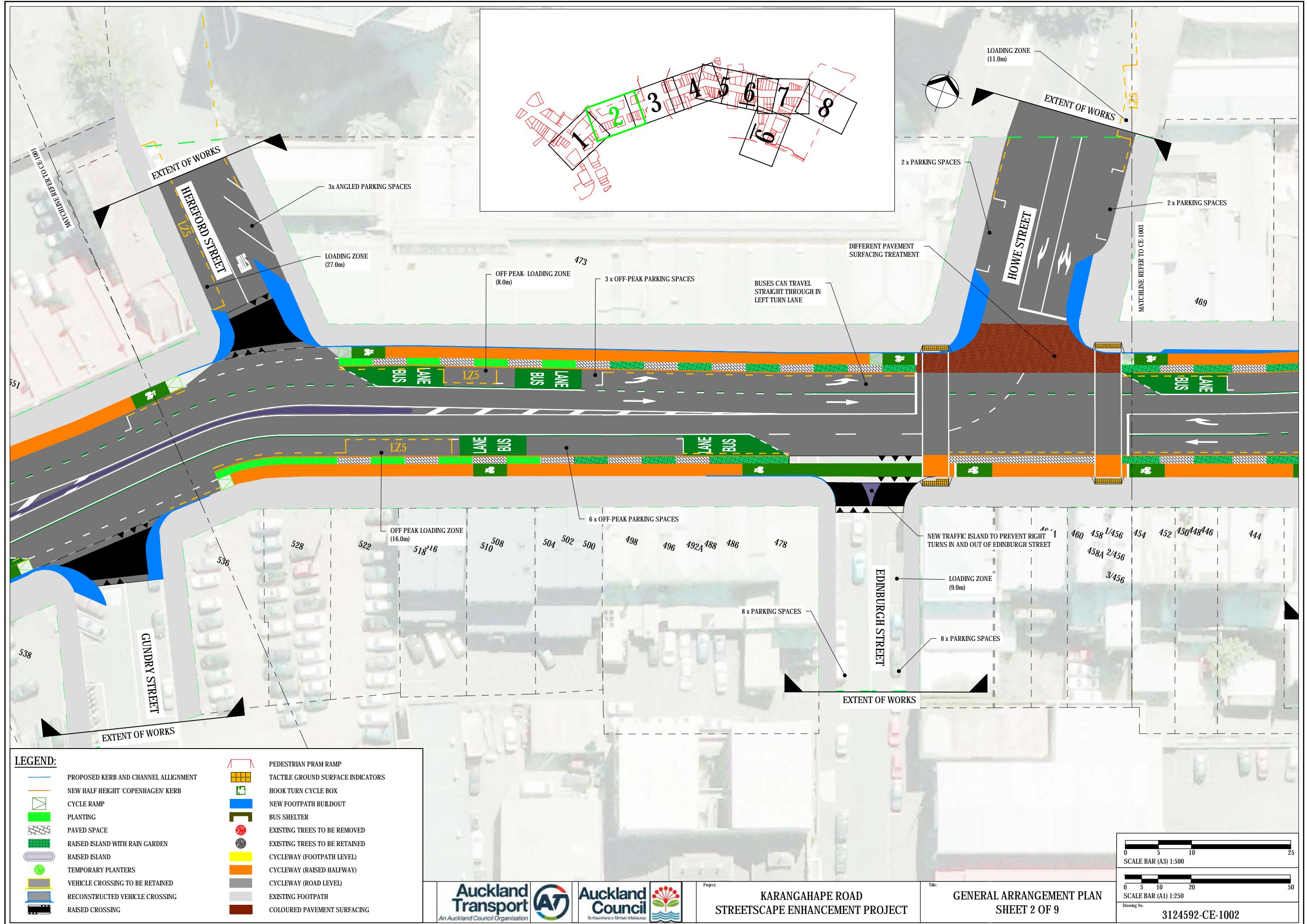
Theme	Section	# submittters	Illustrative quotes from feedback	Our response
			design that positively contributes to pedestrian amenity, movement, safety and convenience for people of all ages and abilities) of the Unitary Plan."	
			<ul style="list-style-type: none"> <li>"Seek greater awareness from AT of Poynton Tce, and issues re... construction vehicles there."</li> </ul>	The work for Poynton Terrace will be completed before the end of 2017.
			<ul style="list-style-type: none"> <li>"I live with my family in Urba building in Howe Street and find it very unsafe to cross our street to head to Ponsonby. A pedestrian crossing would be very helpful."</li> <li>"Hopetoun Bridge has become busier and is also busier for pedestrians. Calming is urgently needed as there are poor sightlines in places for people crossing the bridge. The footpaths also need widening. Both are urgent."</li> </ul>	The scope of the project does not extend as far as the Urba building/Hopetoun Bridge. The pedestrian crossing facilities at the top of Howe Street will be improved as a part of the project.
			<ul style="list-style-type: none"> <li>"Maybe a bike counter? I saw one in Melbourne and it was cool to see how many people had used the path/track that morning."</li> </ul>	A bicycle counter will be included in the project for monitoring use and measuring benefit. At this stage we do not propose to install a visible counter (like the Quay Street Totem).
			<ul style="list-style-type: none"> <li>"Maybe free electric bike chargers in main areas also."</li> <li>"If you install outdoor seating, add solar panels and USB ports for free phone charging."</li> </ul>	Auckland Transport does not currently have a policy around free electric bike charging. As there are dozens of different battery types and chargers it would be difficult to provide a useful charging station.
			<ul style="list-style-type: none"> <li>"Are public toilets in your domain? Having some public urinals and toilets on the street would be welcome with the high pedestrian counts both now and expected when CRL opens."</li> <li>"Should be something to get water to drink."</li> </ul>	Public toilets and drinking fountains have not been considered as a part of the project scope to date. There may be opportunities for drinking fountains as they are low cost and take little space. We will look into whether additional public toilets could be provided alongside the delivery of this project.
			<ul style="list-style-type: none"> <li>"Some... upkeep of the cemetery would be nice."</li> </ul>	The cemetery is outside of the scope of this project, however, we have passed your comments onto the Council maintenance team.
			<ul style="list-style-type: none"> <li>"Parking in parking buildings should be cheaper than on the street to encourage people to park not on the street but in a building."</li> </ul>	The main off-street car park in the K Road area is private, not managed by AT, so we do not have control over pricing. The purchase or construction of car parking buildings is outside the scope of this project.
			<ul style="list-style-type: none"> <li>"Close the on-ramp to the southern motorway at the top of K Road."</li> </ul>	This is outside the scope of this project. On-ramp closure would have wider city centre network impacts that would need to be further investigated.
			<ul style="list-style-type: none"> <li>"Any chance of bringing back NextBike properly with more stations so it's on par with bike shares in other cities (New York, London, Paris, Montreal). When I lived in Montreal I used to bike to work every day using the bike share."</li> </ul>	AT is not currently considering a bike share scheme. The focus currently is on developing a safe and effective cycle network within the city. A bike share scheme will be looked at further once the network is there to support it.

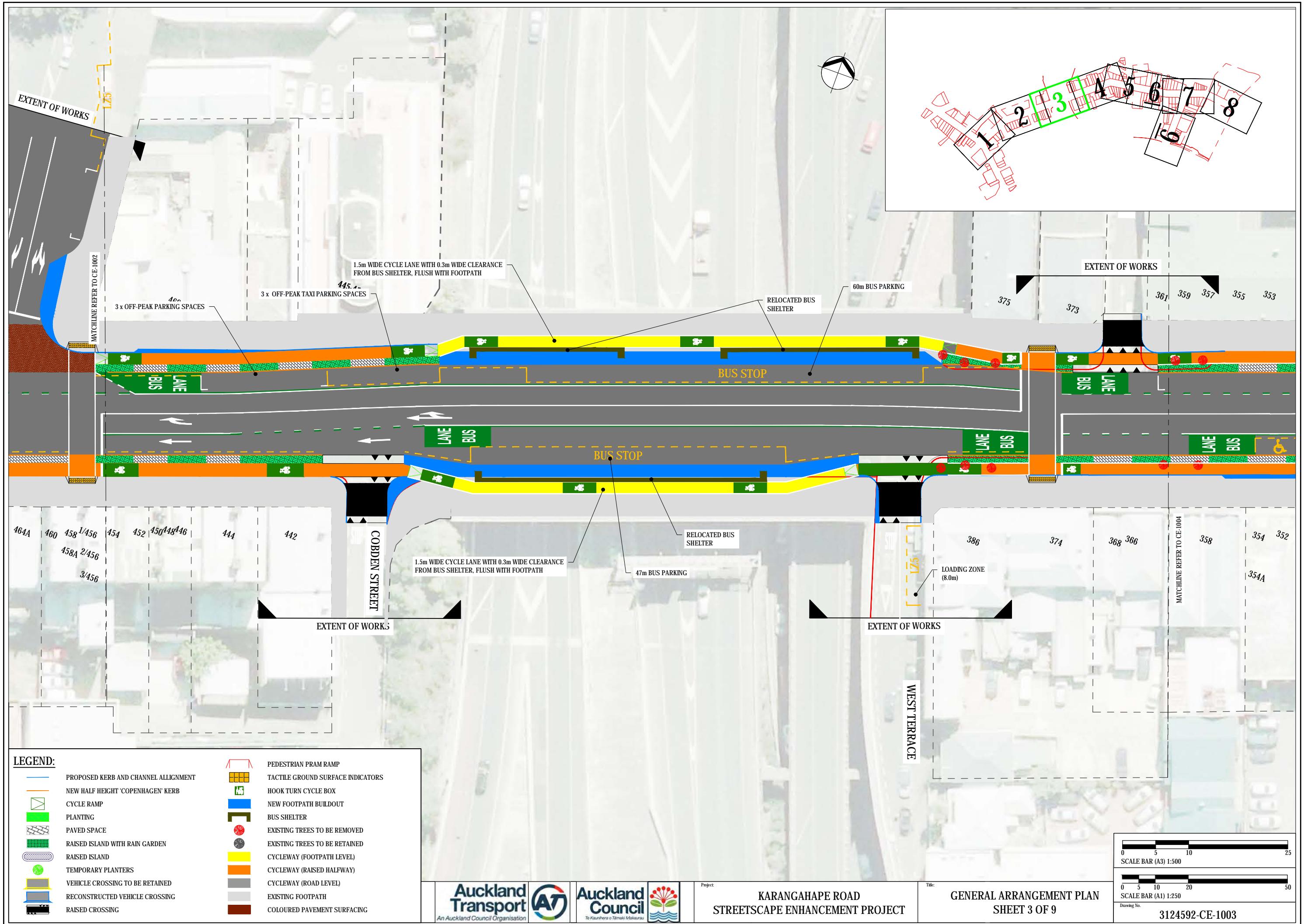
Theme	Section	# submittters	Illustrative quotes from feedback	Our response
			<ul style="list-style-type: none"> <li>"Can you please mount on the front of ALL buses, bike carrier hooks as they do in Dunedin?"</li> <li>"Please have the City Link run through the whole road and not just a little section. Make it easier to get from anywhere on K Road back to the Civic."</li> <li>"A greater portion of the urban area needs to be devoted to non-car activities."</li> </ul>	AT is currently looking at a trial of bike racks on buses.
			<ul style="list-style-type: none"> <li>"Protected cycle ways are GREAT! Roll them out everywhere in the city."</li> <li>"For the sake of the climate and the character of our urban spaces we must end the dominance of the car!"</li> <li>"I think all of central Auckland should be changing to look more like this to encourage people to take bikes and public transport into the city and ease congestion."</li> </ul>	The route of the Link Bus is not proposed to change.  Our policies prioritise efficient and sustainable forms of transport over the use of the private car. Investment in public transport and cycling reflects this policy. However, the preference is to introduce changes over time in order to lessen the negative impacts on local vendors and residents.  Thank you for your support. AT, Auckland Council and the NZ Transport Agency are currently delivering a three year \$200m programme of cycling investment in Auckland.

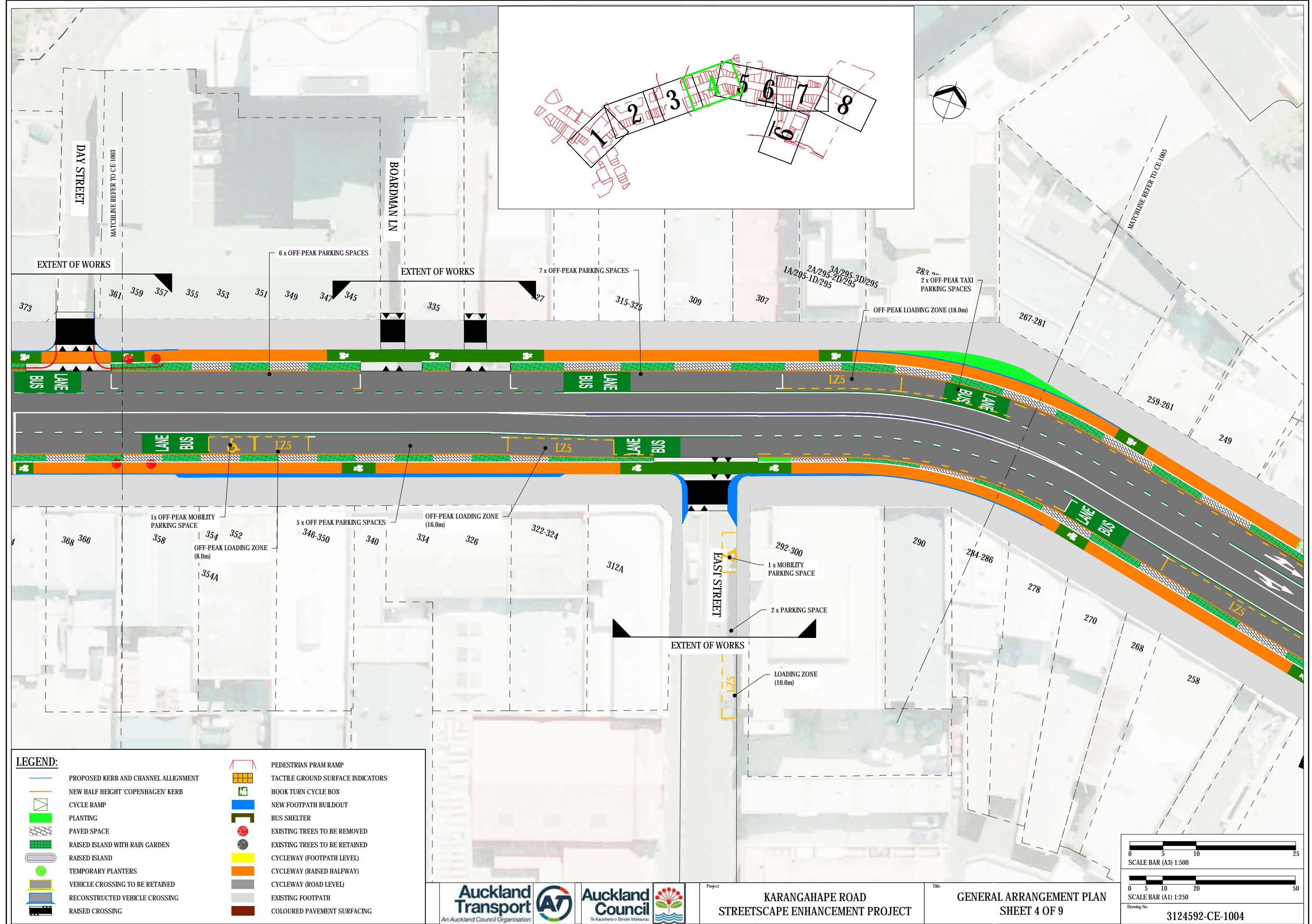
## Attachment 4: Project plans





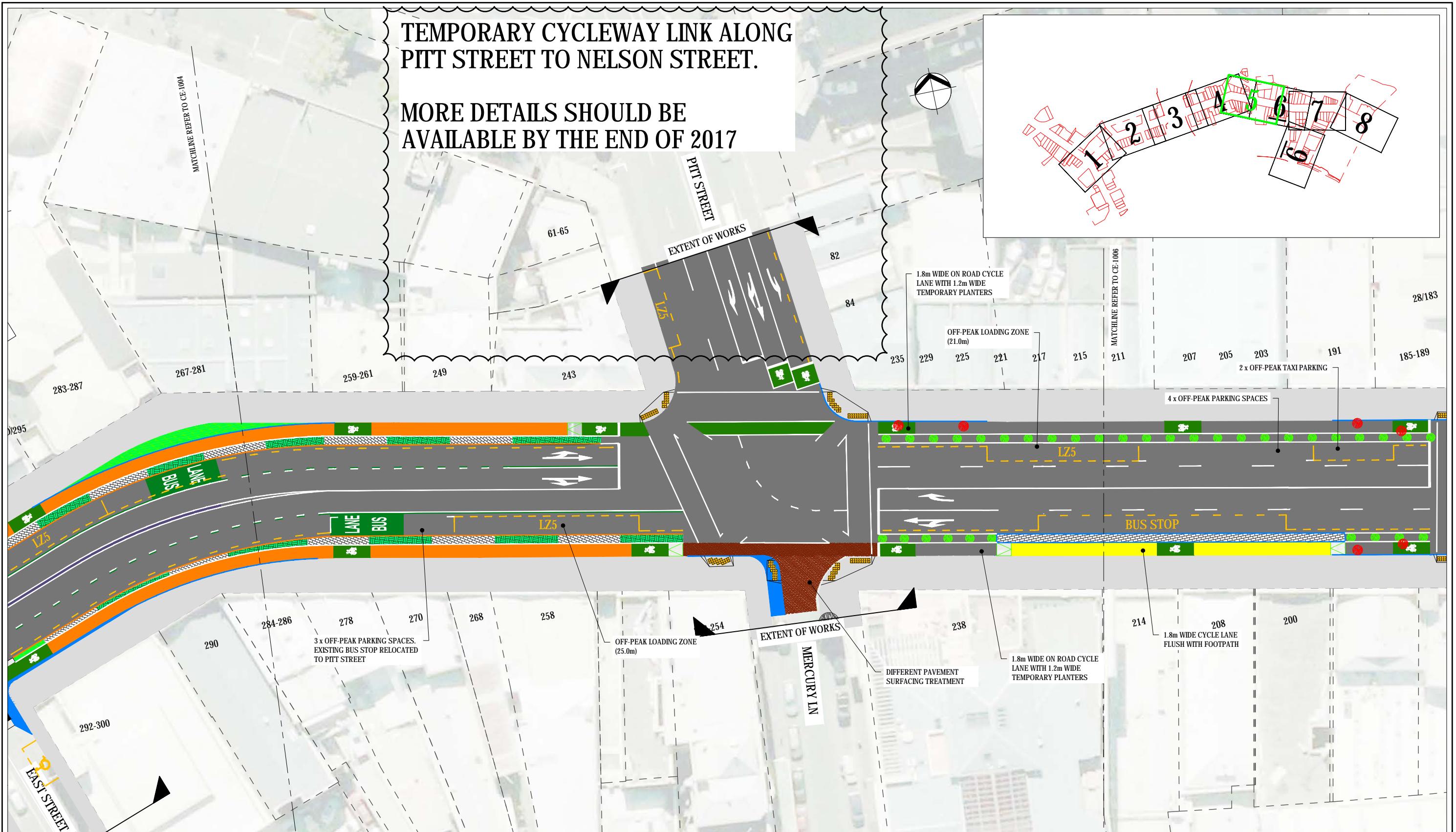






# TEMPORARY CYCLEWAY LINK ALONG PITT STREET TO NELSON STREET.

MORE DETAILS SHOULD BE  
AVAILABLE BY THE END OF 2017



## LEGEND:

PROPOSED KERB AND CHANNEL ALIGNMENT	PEDESTRIAN PRAM RAMP
NEW HALF HEIGHT COPENHAGEN KERB	TACTILE GROUND SURFACE INDICATORS
CYCLE RAMP	HOOK TURN CYCLE BOX
PLANTING	NEW FOOTPATH BUILDOUT
PAVED SPACE	BUS SHELTER
RAISED ISLAND WITH RAIN GARDEN	EXISTING TREES TO BE REMOVED
RAISED ISLAND	EXISTING TREES TO BE RETAINED
TEMPORARY PLANTERS	CYCLEWAY (FOOTPATH LEVEL)
VEHICLE CROSSING TO BE RETAINED	CYCLEWAY (RAISED HALFWAY)
RECONSTRUCTED VEHICLE CROSSING	CYCLEWAY (ROAD LEVEL)
RAISED CROSSING	EXISTING FOOTPATH
	COLOURED PAVEMENT SURFACING

