

# Consultation on Westhaven to City cycle route: Section 1

## *Your feedback*



## Contents

<b>Summary</b> .....	<b>3</b>
Major themes in feedback.....	3
<b>Outcome of consultation</b> .....	<b>4</b>
Changes to the proposed design.....	4
Next steps .....	5
<b>Background</b> .....	<b>6</b>
Project information.....	6
<b>Consultation</b> .....	<b>7</b>
Consultation activities.....	7
Feedback Form .....	7
AT survey questions.....	7
<b>Summary of public feedback: comments and suggestions</b> .....	<b>8</b>
Outline of feedback themes .....	8
Summary of key reasons people liked or things people would change .....	9
General support.....	10
Pedestrian amenities .....	11
The route.....	12
Parking.....	12
Traffic calming design treatments .....	13
Painted door zone/ dooring.....	15
Tram track infill .....	15
Intersections.....	16
Speed limit .....	17
Suggestions and AT's response .....	17
<b>Other submissions</b> .....	<b>17</b>
Waitematā Local Board .....	18
Bike Auckland.....	18



*An Auckland Council Organisation*

**Attachment 1: Feedback form..... 20**  
**Attachment 2: Key themes and submitter comments with AT responses ..... 21**

## Summary

### Major themes in feedback

We received positive feedback about the proposed cycle route and many constructive suggestions for improvements to the design.

Those who support the proposal believe that this route and the design will:

- Provide a good facility for more confident cyclists.
- Provide a safer alternative to Fanshawe Street and a faster alternative to North Wharf.
- Help slow traffic in the area.
- Improve pedestrian safety in the area.

The main themes of your feedback for suggested changes or improvements focussed on:

- **Change the type of facility** – from an on-road route for more confident cyclists to a separated cycling facility to cater for cyclists of all levels of confidence.
- **Changing the route** – in particular, shifting the route to Fanshawe Street.
- **Intersections and crossings** – some submitters felt that more could be done to improve safety at intersections, particularly those where the route intersects Beaumont Street.
- **That the treatments do not pose a hazard to cyclists** – by narrowing the road or creating slip hazards, and that table gradients were appropriate for cyclists.
- **Speed limit change in the area** – 30km/hr zone to support the shared space environment.

## Outcome of consultation

We have analysed your feedback to identify what you liked about the proposed design and have considered all your suggestions and comments.

AT will proceed with its plans to build the cycle route along the proposed route. Fanshawe Street was also considered as a direct route into the city; however, it has been discounted due to the significant bus and traffic volumes. At this time, the chosen route provides a good alternative connection into the city.

The facility will remain an on-road route. It is intended as route for cyclists comfortable sharing the road. Separated cycle paths are available on Beaumont Street and along North Wharf and cater for less confident and recreational cyclists.

### Changes to the proposed design

AT has used your feedback to help us improve and finalise the design of this route. As a result, we have made the following design changes to the proposal and will:

- Remove the blue skid resistant bands because they could pose a slip hazard for cyclists and visually clutter the road.
- Increase the number of sharrows (a shared-lane marking) to remind drivers they are sharing the road with cyclists.
- Remove the painted door zone and locating sharrows to direct cyclists to where they should ride to avoid car doors and be most visible.
- Add additional treatments on Beaumont Street to improve safety at the Gaunt Street and Westhaven Drive intersections:
  - Extending the stop limit line on Westhaven Drive and adding side islands on Beaumont Street to make it easier for cyclists to cycle out of Westhaven Drive.
  - Installing SLOW and KEEP CLEAR road markings to slow traffic and stop cars queuing across both these intersections.
  - Replacing the GIVE WAY with a STOP on Gaunt Street.
- Fill the gaps in the tram tracks on Gaunt Street with asphalt until the tram services resume.
- Remove the painted build outs on the corners of Viaduct Harbour Ave and replace these with flush medians.
- Install a roundabout at the Custom Street West and Pakenham Street East intersection.

## **Next steps**

Construction is expected to start in June 2017 and will take 2-3 months to complete.

There is also a proposal to roll out a permanent 30km/h zone in the area and we expect to change the speed limit and install new road signs by the end of June 2017, subject to legalisation of the new speed limit.

## Background

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

### Project information

In November last year, we asked for feedback on a proposed design of section 1 (Westhaven Drive to Custom Street West/Market Place) of an on-road cycling route between Westhaven and the City.

Community feedback has helped us make changes and improvements to our design that will benefit pedestrians, people on bikes and road users.

The on-road cycle route selected is a more direct route in to the city from Westhaven than the existing waterfront route and is one that is used by commuter and recreational cyclists who are comfortable with riding on the road.

Fanshawe Street was considered as a direct route; however, it was discounted due to the significant bus and traffic volumes.

The proposed route supplements both existing and proposed shared paths through Wynyard Quarter which provide safe access for people on bikes to playgrounds, restaurants, cafés, markets and events around North Wharf and the Viaduct Basin.

## Consultation

In November 2016, AT consulted on the design for the route, including two potential treatments for the Custom Street West and Pakenham Street East intersection. The consultation period ran from 28 November 2016 to 18 December 2016.

You could provide us with feedback using an online submission form (on our [Have Your Say website](#)) or a hard copy form that we posted, emailed or hand delivered to interested parties. See Attachment 1 at the end of this report for a copy of the feedback form.

### Consultation activities

To let you know about our consultation, we:

- Hand-delivered letters and feedback forms to 1,600 addresses (including apartments, shops, restaurants and businesses) in the wider Wynyard Quarter area and posted 1,172 letters and feedback forms to non-resident owners in the area
- Emailed a letter and link to the online feedback form to 313 stakeholders, including interest groups.
- Advertised via the AT and Local Board Facebook pages and via AT's Twitter feed
- Placed signage along the proposed cycle route to advertise proposal.
- Set up a webpage with details of our proposal and link to feedback form.

In addition, AT met with Waitematā Local Board, The Marine Industry Association, Bike Auckland and Panuku Development Auckland.

### Feedback Form

#### AT survey questions

We asked:

- What aspects of the design do you like, and why?
- What aspects of the design would you change, and why?
- Do you have any other comments or concerns about the design?

## Feedback

In total, we received 126 submissions on the design.

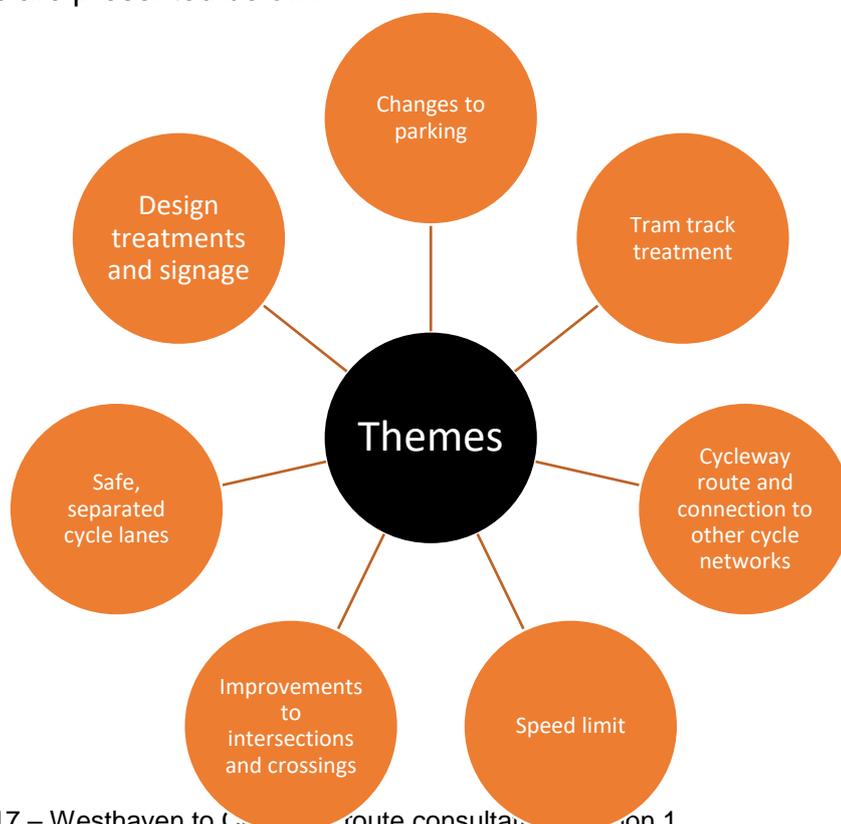
We also received submissions from Waitematā Local Board and key interest group Bike Auckland.

### Summary of public feedback: comments and suggestions

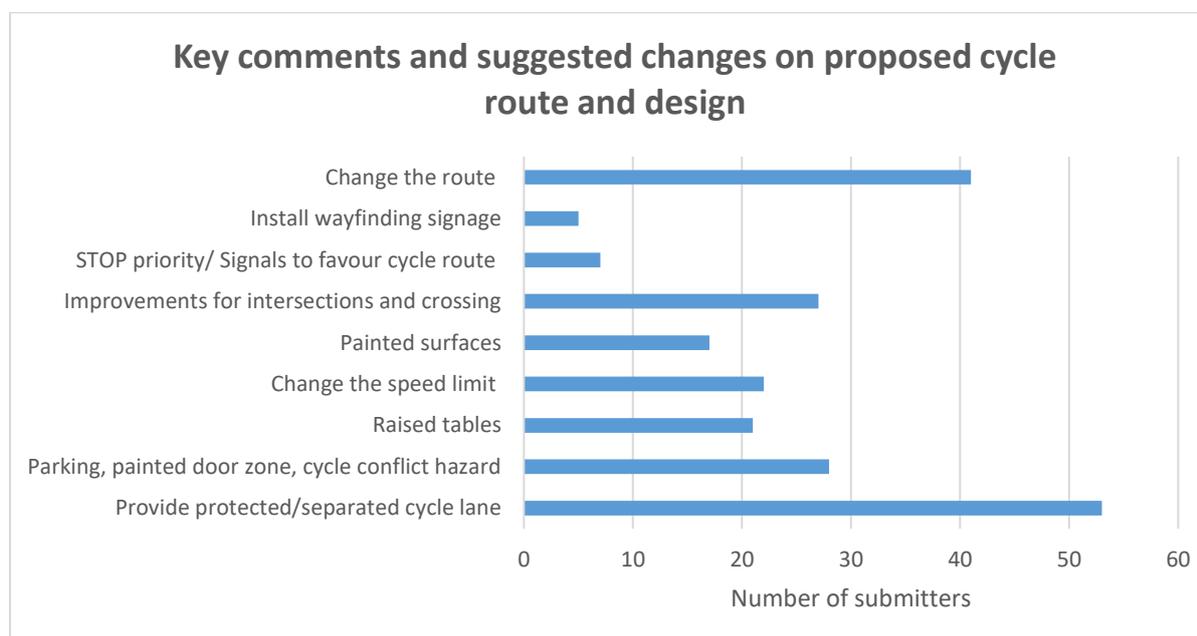
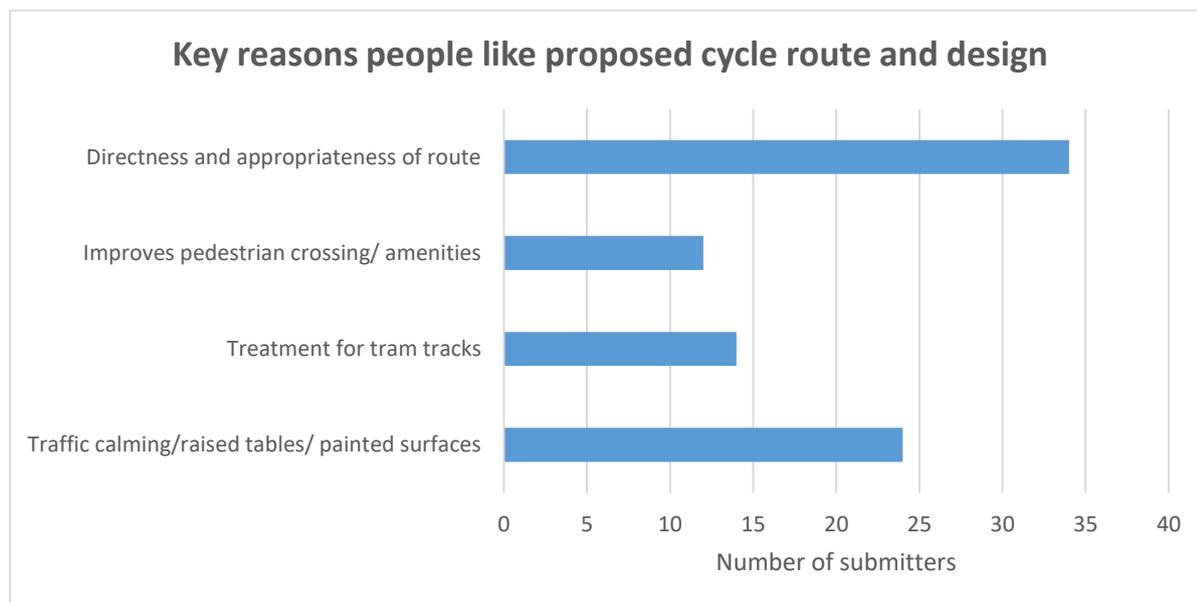
A summary of feedback from the 126 submissions is provided on the following pages. For a more detailed overview of all of the feedback themes and for AT's responses please see *Attachment 2: Key themes and submitter comments with AT response*.

#### Outline of feedback themes

From the comments in your feedback, we identified themes based on what you liked about the design, as well as your suggestions for changes and improvements. These themes are presented below.



## Summary of key reasons people liked or things people would change



## General support

General support for the proposal included comments about improvements for cyclist and pedestrian safety, encouraging cycling and consideration for all road users in the design:

*"The area is very busy with cars/trucks so helping cyclists/pedestrians is great."*

*"Many good features and treatments to improve safety, visibility and control vehicle speeds"*

*"The more cycling provision the better - if this can help "activate" the streets in this area (i.e. make them more "alive" with activity - then great!)"*

Some submitters thought that the cycle route was an unnecessary addition to the cycle network:

*"I can't see why someone would want to cycle through a tar sealed road area when a car-free route along the waterfront exists. I ride to work every day and choose that route every time. It's picturesque, easy to navigate and traffic free...what's not to like? My advice would be to save your money and spend it on other routes."*

*"I don't think that we should be wasting money on cycle routes at all. Reason - too little use for too few ratepayers!"*

Some submitters supported the provision of an on-road, more direct route into the city and felt it was suitable for more confident cyclists:

*"I like the fact it is separating the cyclist from pedestrians around Wynyard waterfront and especially Te Wero Bridge".*

*"It will be good if having a designated route means that motorists are expecting cyclists. We used to use this route until Gaunt St was blocked off and there was nothing wrong with it."*

*"It's good that it recognises that there are two types of cyclists that have differing requirements in regards proximity of traffic."*

While others felt that it was not safe enough, not appropriate for the local environment and would not attract more people to cycle:

*"Build a safe protected route and really help transform the city. Make sure it's safe 8-80 and will cater for Sky Path."*

*"Proper segregated cycle lane is needed. You will never get a major change in cycling numbers until you provide a safe place to ride. Sharing with cars is never safe enough."*

*"We have concerns that the shared carriageways proposed will create conflict with cyclists and the large number of heavy, oversize vehicles such as cars and trucks with boat trailers that use the area. We believe the design needs to provide a safer route for the cyclists."*

*"The plan looks like traffic calming for cars. I am not sure what AT is doing for bikes in this project other than "mark the route for cyclists" and "communicate to all road users that people on bikes are welcome here and improve safety by alerting drivers to the presence of cyclists". Why does the plan not include any cycle infrastructure like lanes or separated facilities?"*

People opposed to the proposal and on-road aspect felt that a separated cycle path was more appropriate. Suggestions to accommodate a separated cycle path included:

- Changing the route to Fanshawe Street
- Removing street parking
- Creating an urban space
- Improved demarcation
- One-way streets
- Utilising the footpath

*"Why not install proper protected lanes on the enormously wide Fanshawe St? Better for everyone."*

*"The angled parking should go - this is clearly a massive risk to cyclists and a somewhere there clearly is space for parking protected cycle lanes."*

*"Wouldn't it create the kind of urban place we desire to linger a bit - especially considering proximity to Victoria Park?"*

*"Each of the streets should be made one way with generous use of shares spaces"*

## **Pedestrian amenities**

People were supportive of the improvements the route design would also bring about for pedestrian in the area and we received suggestions to install more crossing amenities and formalise crossings.

*"I support the new zebra crossings. Pedestrian amenity should be a priority in this area."*

*"I would like to see more pedestrian crossings formally marked. The courtesy crossings are seldom observed by vehicles."*

*"Please add new zebra crossings – anything that makes walking easier helps encourage fewer cars too."*

## The route

Positive comments about the proposed route included support for avoiding the pedestrian heavy waterfront and busier streets, and providing good connection to other cycle routes:

*"I like the route. Currently, cyclists go over the open bridge and this is very dangerous for pedestrians as the risk of an accident is high."*

*"Avoids Fanshawe Street. Less traffic on proposed (section 1) route"*

*"Shorter than existing cycle route, important connector in the Auckland cycle network"*

*"This is a good cycle commute route into the city from Westhaven; I take this route most days of the week (excluding the detours over the past year or so due to construction down there)."*

Some people felt that the route was not the most direct route and was not positioned correctly in certain places:

*"You wouldn't be calling this "direct" if you were discussing a route for vehicles, so how come you think it is for cyclists? It is a circuitous, indirect route, however you look at it."*

*"The link section of Westhaven Drive, from Beaumont St to the first left corner, is narrow and not suitable for the addition of a cycle route."*

*"This route travels through Gaunt St where NZ Bus has a bus depot, holding some 100+ buses with in excess of 700 vehicle movements into and out of the depot each day."*

*"We have concerns that the shared carriageways proposed will create conflict with cyclists and the large number of heavy, oversize vehicles such as cars and trucks with boat trailers that use the area. We believe the design needs to provide a safer route for the cyclists."*

## Parking

Some cyclists were concerned about car parking and cyclist conflict, particularly in areas with angle parking:

*"No angle parking - it's just dangerous".*

*"Cycling behind angled parked cars is a recipe for an accident. There should be no parking where there is people cycling and such a popular route will be used by people of all ages including young kids."*

Residents and business owners on the other hand told us that the retention of parking was important to them:

*'Replace car parks with more loading zones for couriers and delivery trucks.'*

*"Don't take away parking. The marine businesses are losing their clients'.*

*"Residents Parking Zoned please - it gets full of visitors and we should have same rights as inner suburbs."*

Suggestions to improve cyclists-parking conflict included:

- Changing parking to parallel
- Remove parking altogether
- Adding physical interventions between car parks and cyclists/the roadway

*"The angled parking should go - this is clearly a massive risk to cyclists and a somewhere there clearly is space for parking protected cycle lanes. There are several massive car parking buildings only a couple of minutes' walk from here - why is this more parking important than human lives?"*

*"The angle parking should be changed to parallel parking, which would provide room for door-zone buffers."*

## Traffic calming design treatments

### Raised tables

Comments received in support of the addition of raised tables included the effectiveness slowing traffic and improving the area for pedestrians:

*"Raised tables are really effective at slowing traffic at intersections, so they are a good safety improvement."*

*"(I support) physical changes to reduce vehicle speeds and more crossing points for walkers"*

Those who did not support the addition of raised tables were concerned that they may create pinch points and are safety hazard for cyclists. Some questioned the necessity given the route is intended for more confident cyclists, comfortable with riding on the road:

*"I am concerned about traffic calming methods creating narrowing of roads. This puts cyclists at risk by making them come in towards to the middle of the road, effectively in to the path of vehicles."*

*"Every one of the proposed raised tables is a heightened danger zone for any cyclist."*

Those who supported the addition of raised tables suggested we add more of them and include them at all intersections on the route.

*"We'd add more speed tables – at Westhaven Drive / Beaumont, and at the Halsey St / Viaduct Harbour Drive, so that drivers are reminded this is a low-speed route"*

We also received feedback and suggestions to improve the safety and functionality of the raised tables, including widening the road, raising the height to slow traffic further and ensuring they have gentle gradients.

*"So where there are "build-outs" to narrow the road this forces us into the paths of the cars. My opinion is that the money would be better spent on widening roads rather than on "tables", build-outs & green paint."*

*"Raised tables (and speed humps) disrupt cyclists as well as cars. To minimise this, the ramps need to be gentle and smooth. Cyclists may be moving at 30kmh+."*

## Paint treatments

While we received positive feedback about the use of painted surfaces, there was concern from some submitters about road narrowing and that this treatment would not slow cars effectively.

*"The proposed paint outs (as shown yellow on the plan) narrow the carriage way further and in our view does not support the safety of cyclists in this area."*

*"Painted 'build outs' are not build outs and cannot possibly be expected to slow cars down."*

Suggestions for improvements included: changing paint outs to build-outs, treating entire corners, changing the colour palette and adding more cycle route indicators.

*"Replace paint and skid resistant surface with very large tables and physical separation."*

*"I'd like to see some indicators to drivers that they are on a cycle route, and to expect cyclists to take the lane - whether this is done with sharrows and/or signs that say 'Cyclists will take the lane'"*

*"[We] believe the current design aesthetic is garish and detrimental to the high standard of design in the precinct. We believe the same outcome for cyclists, pedestrians and vehicle users can be achieved by more subdued colour palate which is sympathetic to the existing environment."*

Durability and grip concerns were raised, as well as what the intended purpose of the skid resistance was.

*"We request Auckland Transport considers the durability of the proposed coloured skid resistant road surface on the blue coloured bands and raised tables, as we believe they are located on corners which will be subject to high heavy vehicle usage."*

*"Not sure what the blue bars are on the corners of Westhaven Dr, but if they are bands of paint or texture they will have differing levels of grip and are likely to cause cyclists to crash."*

*"It's unclear what the skid resistant surface is looking to achieve - is it for cyclists or motorists?"*

## **Painted door zone/ dooring**

We received 17 comments and suggestions about the proposed painted door zone. There was concern about the effectiveness of this treatment and why it was not applied along the entire length of the route:

*"You have marked a "painted dooring zone" on some of the drawings. Firstly, I don't understand how this will help. Secondly, if it does help, why isn't it being provided by all parked cars?!"*

Suggestions to improve or remove the dooring hazard on the route included eliminating or changing street parking, and applying more physical interventions:

*"Please add some speed bumps to delineate between the parking spaces and the road space – really grunty ones, to slow down reversing drivers?"*

*"Unless I've missed something surely a door zone needs to be a physical gap, or better still a physical gap with parked vehicles protecting cyclists from fast motorised vehicles."*

*"The angle parking should be changed to parallel parking, which would provide room for door-zone buffers."*

## **Tram track infill**

People welcomed the proposed infill treatment for the tram tracks and it was suggested that the infill should be extended to other parts of the tram network.

*"We support the proposed in-fill product to make the tram lines less dangerous for people on bikes – while many European riders deal with tram rails all the time, for an Aucklander, those can come as a slippery surprise... "*

*"I appreciate making it safer for cyclists to cross trolley lines. Thank you for that"*

*"It'd be good to extend these down popular side routes, Halsey St in particular."*

Conversely, there were some reservations about whether the treatment was tested and how effective it would be.

## Intersections

We received 36 comments and suggestions concerning different intersections along the route. We also received seven suggestions to change STOP priorities at intersections to favour the cycle route.

### Beaumont/Gaunt Street and Beaumont St/Westhaven Dr

Some people felt that the treatments proposed at both of these intersections was insufficient:

*"Next to nothing is being done about the Beaumont-Westhaven Drive intersection which feels like one of the riskier parts of the route"*

*"Concrete trucks speed down Beaumont St at a terrific speed as do the V8 car clubs on Sunday morning. I always turn left as safer and then take the next street right and go on the footpath around the viaduct and then road to Tepid Baths."*

Suggestions for improvements included deviating the route to avoid these intersections and providing additional treatments to make crossing safer/easier:

*Would suggest a "left turn" into Beaumont St to Jellicoe St then a left turn from Halsey St into Viaduct Harbour Ave. Avoiding right turns across busy traffic.*

*Gaunt St / Beaumont St intersection - this intersection is extremely busy and at rush hour is usually blocked solid by cars lining up to get on the Northern motorway - suggest a clearway is painted on the road to enable cyclists heading west to get across from Gaunt onto Beaumont and then to Westhaven Drive.*

Conversely, vehicle users noted that additional treatments in these locations might interfere with business operations, truck and boat movement:

*"Note, as you are aware, we have large vehicles (tankers and boat trailers) moving around this space which causes a natural conflict in this area. These need to be considered for build outs, and refuge islands and allowing for flexible moving of these vehicles (at slow speed – i.e. they will cross the centre line and should be allowed for)."*

### Custom St West / Pakenham St East intersection design options

We provided two design options for comment at this intersection:

1. AT favoured design: STOP signs
2. Alternative design: roundabout

Feedback showed a preference for the alternative design of a roundabout. People felt that it favoured and smoothed traffic flow.

*'Prefer alternative design as there is not an apparent majority of straight-through traffic on Pakenham St East as favoured by the proposed design with stop signs'*

*'I would support the roundabout at Customs/Pakenham, as traffic volumes are low and it should smooth traffic flow - with low volume and decent sight lines, the give way should function well.'*

Support for the STOP included comments about effectiveness of stopping cars, the provision of pedestrian crossings and that there might be insufficient space for a roundabout at the location:

*"Neither cars nor bikes stop [for a roundabout] so this will make it much safer.'*

*'I do not think there is sufficient space to provide an effective mini roundabout as shown on the alternative plan. Such a small roundabout will not slow vehicles down sufficiently as they are virtually able to steer straight across.'*

## Speed limit

Twenty-two submitters commented on formally reducing the speed limit in the area to 30km/h:

*"Please make it a max 30km/h zone and make it safe for both cars, trucks, cyclists and pedestrians."*

*"Consider a 30kph speed limit through the Viaduct area (narrow streets, many intersections, shared car/bike use)."*

## Suggestions and AT's response

As outlined in the proceeding pages, submitters provided suggestions and comments on range of aspects of the proposal including the route, facility type, design treatments, parking, intersections, signage, speed calming and connectivity. AT has considered and responded to these – please see Attachment 2, where we have outlined all of the feedback themes received and provided AT's responses.

## Other submissions

In addition to the public feedback we received through our submission forms, we also received submissions from Waitemātā Local Board and Bike Auckland.

## Waitematā Local Board

The Board requested that the following points be considered by AT in finalising the design:

- Inclusion of “Cyclists May Claim Lane” signage in addition to sharrow road markings as NZ drivers are not familiar with sharrows.
- All treatments such as raised tables and the roundabout on Customs Street West are designed to a best practice standard to slow drivers and prioritise walkers and riders.
- Pram ramp is included on the eastern side of Beaumont Street for riders wishing to transition to the shared path.
- Intersection of Westhaven Drive and Beaumont Street provides for safe turning movements for all vehicles, riders and pedestrians noting the high volume of vehicles through this intersection.
- Conflict points with tram tracks are removed, but any treatment to the tram tracks is reversible.

In addition, the Board requested the project scope included safety improvements for pedestrians:

- Crossing point on Beaumont
- Raised tables /pram ramps aligned with the walking desire line
- Removal of bollards where possible
- Footpath maintenance on Westhaven Drive to clearly show the outline of the footpath and to discourage parking on the footpath.

## Bike Auckland

Bike Auckland provided feedback via a letter to AT, which was generally supportive of the design. Particular aspects of the proposal Bike Auckland supported included:

- The use of physical treatments to slow traffic,
- Sharrow markings, and
- Improved pedestrian amenities.

Recommendations for improvements to the design included:

- Suggested route additions,
- Installation of wayfinding signage, and
- Changing STOP signal priorities to favour cyclists.

Bike Auckland's preference was for a roundabout at the Customs St West and Pakenham Street East Intersection.

Aspects of the proposal Bike Auckland were concerned about, or did not support, included:

- The use of painted surfaces to slow traffic
- That the tram track infill product was untested
- The high volume of buses due to the location of the bus depot on Gaunt Street
- The requirement to make right turns across traffic both eastbound out of Westhaven Drive and westbound at Beaumont Street.

## Attachment 1: Feedback form

# Feedback form

Westhaven to City Cycle Route Design



You can also provide your feedback at [www.AT.govt.nz/haveyoursay](http://www.AT.govt.nz/haveyoursay)  
If you fill in this form please return it by **Sunday, 18 December 2016**.

### Section One - Design

What aspects of the design do you like, and why?

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What aspects of the design would you change, and why?

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

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Privacy: Auckland Transport recognises privacy is an important matter. You can be assured any information you share with us will be treated with strict confidence, and will only be used for the purpose of this proposal.  
Find out more: visit [www.at.govt.nz/Haveyoursay](http://www.at.govt.nz/Haveyoursay)

## Attachment 2: Key themes and submitter comments with AT responses

#	Theme	Illustrative quotes	AT Response
<b>Support and opposition to project</b>			
1	General support for project: <ul style="list-style-type: none"> <li>- Improve cyclist/ pedestrian safety</li> <li>- Encourage cycling</li> <li>- Suits all road users</li> </ul>	<p>The area is very busy with cars/trucks so helping cyclists/pedestrians is great.</p> <p>Many good features and treatments to improve safety, visibility and control vehicle speeds.</p> <p>The more cycling provision the better - if this can help "activate" the streets in this area (i.e. make them more "alive" with activity - then great!).</p> <p>Adding a more direct bike connection to the city from the inner west is a good move.</p> <p>Objective is good - it's dangerous to cycle on the road here.</p>	<p>We appreciate you taking the time to provide feedback, thank you.</p>
2	General opposition for project <ul style="list-style-type: none"> <li>- Unnecessary</li> <li>- Demand doesn't warrant investment</li> </ul>	<p>I don't think that we should be wasting money on cycle routes at all. Reason - too little use for too few ratepayers!</p> <p>Cyclists can easily ride on the existing roads without any need to put in traffic inhibitors (of any description) into these roads.</p> <p>It seems excessive and complex within a part of town that will get more congested with pedestrians and vehicles. Let the main cycle route stay on the marine and scenic edges, and leave the smaller streets to cars and people - it will be busy enough without calming traffic further. I'd put the money saved into other parts of the cycle network - where the need for change is far greater.</p>	<p>The number of Aucklanders choosing to travel by bike is increasing year on year. It is essential that we provide cycling facilities to meet this demand and to make the city a more liveable, accessible place to live. This route is an important connection into the city for more confident cyclists and is currently well used by commuter cyclists. The design we propose has minimal operational impacts and incorporates relatively low cost treatments to improve cyclist and pedestrian safety.</p>
<b>Support and opposition for 'on-road' aspect</b>			
3	Supportive of on-road aspect:	<p>It will be good if having a designated route means that motorists are expecting cyclists. We used to use this route until Gaunt St was blocked off and there was nothing wrong with it.</p>	<p>We appreciate the feedback, thank you. This route is for cyclists comfortable with riding on the road and seeks to enhance safety along this already established route.</p>

#	Theme	Illustrative quotes	AT Response
	<ul style="list-style-type: none"> <li>- Is suitable for more confident cyclists</li> </ul>	<p>It is good that it recognises that there are two types of cyclists that have differing requirements in regards proximity of traffic.</p>	<p>A separated cycling facility, which less experienced and recreational cyclists can use, is provided via Beaumont Street and North Wharf.</p>
4	<p>Dislike on-road aspect::</p> <ul style="list-style-type: none"> <li>- Doesn't provide enough protection/false sense of security</li> <li>- Not suitable for area</li> <li>- Will not attract less than confident riders</li> </ul>	<p>The plan looks like traffic calming for cars. I am not sure what AT is doing for bikes in this project other than "mark the route for cyclists" and "communicate to all road users that people on bikes are welcome here and improve safety by alerting drivers to the presence of cyclists".</p> <p>Are you kidding me? AT, this is horrible. Not safe for anyone. Do you expect kids on bicycles or anyone to use this? Where trucks drive? Don't think so!! Unless you want to have accidents!! I'd rather cycle on the footpath on Fanshawe street to then taking this route.</p>	
5	<p>Comments/suggestions for improvement:</p> <ul style="list-style-type: none"> <li>- Provide separated cycling facility:               <ul style="list-style-type: none"> <li>• remove parking</li> <li>• put on footpath</li> <li>• make streets one-way</li> </ul> </li> <li>- Improve demarcation</li> </ul>	<p>Proper segregated cycle lane is needed. You will never get a major change in cycling numbers until you provide a safe place to ride. Sharing with cars is never safe enough</p> <p>Build a safe protected route and really help transform the city. Make sure it's safe 8-80 and will cater for Sky Path.</p>	
		<p>The angled parking should go - this is clearly a massive risk to cyclists and a somewhere there clearly is space for parking protected cycle lanes.</p>	<p>We are not looking to change the parking along the route due to the generally low traffic speeds and given more experienced cyclists can navigate around reversing vehicles. For those not comfortable on the road here, they can avoid this part of the route and use the Beaumont St shared path, which travels behind 24 Westhaven Drive, and re-join the Westhaven to City cycle route at Gaunt Street.</p>
		<p>It's too skinny for cars to pass cyclists - suggest shared path on the footpath for this area?? Would be safer for all and the sidewalk isn't used very much because pedestrians tend to walk around the waterfront past the boats.</p>	<p>With the ongoing development in the area - both residential and commercial - pedestrian traffic in the area will grow.</p>

#	Theme	Illustrative quotes	AT Response
		Each of the streets should be made one way with generous use of shares spaces.	We will not be considering one-waying the streets in section 1 given the access and operational impacts.
<b>Route</b>			
6	Like route chosen: <ul style="list-style-type: none"> <li>- Avoids pedestrians' heavy waterfront</li> <li>- Avoids Fanshawe street</li> <li>- Provides more direct/ shorter/safer route into CBD for commuters</li> <li>- Connects well with other cycleways (existing and planned)</li> </ul>	<p>I like the fact it is separating the cyclist from pedestrians around Wynyard waterfront and especially Te Wero Bridge.</p> <p>Avoids Fanshawe Street. Less traffic on proposed (section 1) route.</p> <p>I like the route that has been selected, it'll connect well with Nelson St stage 2 and Quay St cycleways</p> <p>This is a good cycle commute route into the city from Westhaven; I take this route most days of the week (excluding the detours over the past year or so due to construction down there).</p> <p>It will be good if having a designated route means that motorists are expecting cyclists. We used to use this route until Gaunt St was blocked off and there was nothing wrong with it.</p>	<p>Thank you for your feedback. We believe the route is a good, direct route into the city for cyclists comfortable with riding on the road.</p>
7	Do not like route: <ul style="list-style-type: none"> <li>- Not direct</li> <li>- Not appropriate for area - conflict with traffic, too narrow to share, numerous intersection crossings</li> </ul>	<p>You wouldn't be calling this "direct" if you were discussing a route for vehicles, so how come you think it is for cyclists? It is a circuitous, indirect route, however you look at it.</p> <p>This route travels through Gaunt St where NZ Bus has a bus depot, holding some 100+ buses with in excess of 700 vehicle movements into and out of the depot each day.</p> <p>We have concerns that the shared carriageways proposed will create conflict with cyclists and the large number of heavy, oversize vehicles such as cars and trucks with boat trailers that use the area. We believe the design needs to provide a safer route for the cyclists.</p> <p>The link section of Westhaven Drive, from Beaumont St to the first left corner, is narrow and not suitable for the addition of a cycle route.</p>	<p>This is an existing route is used by cyclists comfortable sharing the road with traffic.</p> <p>An alternate waterfront route (i.e. Beaumont Street/ North Wharf) provides for the less confident cyclists and is separated from traffic.</p> <p>A number of measures, such as sharrows and the green mixing bands, are being used to identify the roads as a shared environment for both motorists and people on bikes. We propose installing side islands so we can shift the stop limit line out on Westhaven Drive to improve sightlines and make it easier for cyclists and vehicles to turn out onto Beaumont Street.</p>

#	Theme	Illustrative quotes	AT Response
8	Suggestions /comments about route: <ul style="list-style-type: none"> <li>- Move to Fanshawe Street</li> <li>- Avoid Beaumont Street/Westhaven Drive</li> <li>- Include Pakenham and Halsey Streets</li> <li>- Will not be used</li> </ul>	<p>The most direct and natural route for most cyclists is Fanshawe Street. So you are asking people to detour - if it is too slow, you are asking for failure. There is already too much asphalt dedicated to cars on Fanshawe St</p> <p>This seems like the easy option, rather than addressing Fanshawe Street which is the real issue with cycling and foot traffic beside Victoria Park, and many office blocks and soon residences. A boulevard is required!</p>	<p>Fanshawe St is a busy road with high traffic volumes and speeds. Therefore a cycleway on Fanshawe St would require a significant amount of space to provide adequate separation from traffic.</p> <p>Fanshawe St provides one of the main connections to and from the motorway network for general traffic. It is also a key route for public transport and an important corridor on AT Metro's New Network. In order to realise the full benefits of the New Network, and to meet increased demand for access to the city centre, improvements to the existing public transport infrastructure will be required on Fanshawe St.</p> <p>Given these competing modal and spatial demands on the corridor it is unlikely that AT will be pursuing a dedicated cycleway on Fanshawe for the immediate future. The focus will be to provide alternative routes such as the Westhaven to City route and mid-town cycleway on Victoria St.</p>
		<p>We do not recommend Westhaven Drive due to congestion with service vehicles, boat trailers etc. Recommend going to the south side of the [Air NZ] building.</p>	<p>There is an opportunity for cyclists to use an alternative route south of the Air NZ building (behind 24 Westhaven Drive) via the Beaumont Street interim-shared path if they are not comfortable on the road here.</p>
		<p>Perhaps the route could be extended so that it includes Pakenham St West and part of Halsey, so that if anyone turns north instead of south on Beaumont they will have a safe way back to the main part of the route.</p>	<p>Thank you for your comments – we will monitor the facility post construction and supplementary routes may be considered if this becomes an issue or if there is a tendency for more cyclists to use Pakenham Street.</p>
		<p>Not sure you've got the cycle path positioned correctly at the corner of Westhaven Drive and Beaumont. Most pedestrians &amp; cyclists will take the sorter route from Westhaven to Silo Park, and so will want to go along Westhaven Drive, past Mantels on the Water, to the intersection with Beaumont, then without crossing a road, going along Beaumont up to Silo Park.</p>	<p>There is an existing demand in cyclists using the route – this project seeks to enhance this route further.</p> <p>Additionally a shared pedestrian and cycle path is being built on the east side of Beaumont Street which will cater for less experienced and recreational cyclists and connects to North Wharf.</p>
<b>Parking</b>			

#	Theme	Illustrative quotes	AT Response
9	Support maintaining existing parking situation <ul style="list-style-type: none"> <li>- Important for businesses</li> <li>- Residents need parking</li> </ul>	Don't take away parking. The marine businesses are losing their clients.	Please be assured that no car parks will be removed on Beaumont or Gaunt Street as part of this proposal.
		Residents Parking Zoned please - it gets full of visitors and we should have same rights as inner suburbs.	We only consider residential parking zones in area which are zoned as residential. The Wynyard Quarter and the Viaduct are zoned City Centre. We appreciate that this does include a residential element but the focus is not purely residential. In addition the intensification usually associated with this type of zone means that AT would not be able to meet the demand for permits from the limited availability of on-street parking which is under increasing pressure.
10	Do not support maintaining existing parking <ul style="list-style-type: none"> <li>- Danger for cyclists</li> </ul>	<p>Cycling behind angled parked cars is a recipe for an accident. There should be no parking where there is people cycling and such a popular route will be used by people of all ages including young kids.</p> <p>It is not safe because there is risk from cars reversing out of angled and perpendicular parking on Westhaven Drive and Customs St West</p>	<p>The route is for confident cyclists comfortable with riding on the road—less confident cyclists and families will be able to use a separated shared path on Beaumont Street, which connects to North Wharf.</p> <p>The risk of vehicles reversing in to the path of cyclists on the Westhaven to City cycle route was assessed as low given the low traffic speeds and volumes.</p>
11	Suggestions for parking: <ul style="list-style-type: none"> <li>- Change parking to parallel</li> <li>- Remove parking altogether</li> <li>- Change car parks to loading zones</li> <li>- Add physical intervention between car parks and cyclists/roadway</li> <li>- Remove free parking, residents parking only</li> </ul>	Angle parking is not suitable when people are intended to cycle behind the parked cars. The angle parking should be changed to parallel parking, which would provide room for door-zone buffers.”	The proposed sharrow markings are intended to guide cyclists to the middle of the traffic lane and avoid car doors.
		The angled parking should go - this is clearly a massive risk to cyclists and a somewhere there clearly is space for parking protected cycle lanes. There are several massive car parking buildings only a couple of minutes' walk from here - why is this more parking important than human lives?	We are aiming to minimise the impact on parking and loading zones. The route is for cyclist's comfortable riding on the road and we believe we can retain parking in this case. Alternative, separated paths are provided on Beaumont Street and North Wharf.
		Replace car parks with more loading zones for couriers and delivery trucks.	Unfortunately due to the often conflicting demands for on-street parking it is not possible for AT to meet all the requests it receives for parking restriction changes, instead we try to offer a balance of parking restrictions which meet the widest possible range of customers. Any proposals for new loading zones are assessed on a case by case basis and will consider all demand and the proximity of existing loading

#	Theme	Illustrative quotes	AT Response
			zones. Any such requests should be addressed to AT Parking Design team.
		Please add some speed bumps to delineate between the parking spaces and the road space – really grunty ones, to slow down reversing drivers?	This concept was considered but discounted because it can encourage sudden acceleration once the rear wheels of a vehicle have passed over the hump.
<b>Raised tables</b>			
12	Support addition of raised tables <ul style="list-style-type: none"> <li>- Slows traffic</li> <li>- Improves area for pedestrians</li> </ul>	Raised tables are really effective at slowing traffic at intersections, so they are a good safety improvement.  Slowing the traffic with raised areas and paint work will be very welcomed	Thank you for your feedback about the proposed treatments.
13	Do not like raised tables <ul style="list-style-type: none"> <li>- Creates pinch point</li> <li>- Safety hazard</li> </ul>	The raised tables are not good for bikes and cause pinch points  Every one of the proposed raised tables is a heightened danger zone for any cyclist.	The raised tables do not include any buildout into the road, which would narrow the road corridor.  The ramp gradients on the tables are gentle, designed to be cycle and large vehicle friendly.
14	Suggestions about raised tables <ul style="list-style-type: none"> <li>- Widen the road</li> <li>- Apply to all/more intersections</li> <li>- Gentle gradient</li> <li>- Raise size or use chicanes</li> <li>- Appearance</li> <li>- Necessity</li> </ul>	So where there are "build-outs" to narrow the road this forces us into the paths of the cars. My opinion is that the money would be better spent on widening roads rather than on "tables", build-outs & green paint.	Unfortunately, we are unable to widen the road. We have removed the painted build outs on the corners on Viaduct Harbour Ave, and replaced with a flush median strip to promote slower speeds and to provide separation between traffic at these locations.
		Apply the speed table and kerb build-out treatments to all intersection in the Viaduct and Wynyard Qtr.	We are positioning the speed tables and other treatments to slow traffic and provide a safer environment along a route currently used by commuter cyclists. Other streets in the area are/will be undergoing redevelopment and the form and function of these intersections will be evaluated a case-by-case basis.

#	Theme	Illustrative quotes	AT Response
		We'd add more speed tables – at Westhaven Drive / Beaumont, and at the Halsey St / Viaduct Harbour Drive, so that drivers are reminded this is a low-speed route.	<p>We are applying sharrows and other visual markings Westhaven Drive / Beaumont Street to slow drivers and remind them that they are sharing the road with cyclists. We are avoiding physical interventions here because they may adversely affect the trucks and trailers that frequent the marine area.</p> <p>The Halsey St/ Viaduct Harbour Ave intersection is signalised.</p>
		We believe a raised table to calm traffic is needed on Custom Street West near Market Place as this area has high pedestrian use as it is a main egress for the Viaduct Harbour entertainment precinct. This corner area is currently a key decision making point for pedestrians and we believe the design needs to accommodate their safety and encourage pedestrians to enter the Precinct here.	This concept is being considered as part of the Section 2 design, which is in design stage.
		Raised tables (and speed humps) disrupt cyclists as well as cars. To minimise this, the ramps need to be gentle and smooth. Cyclists may be moving at 30kmh+.	The proposed vertical traffic calming treatments have cycle friendly ramps/ profiles.
		The existing raised tables on Westhaven Drive do not significantly slow larger vehicles such as SUVs, which are common and generally the largest hazard for cyclists due to the driver remoteness and poor visibility. Please either raise the size of the tables significantly or use chicanes with pass-throughs for cycles.	<p>The section of Westhaven Drive where the route starts generally has low traffic speeds because the geometry of the road - with the two 90 degree corners - does not facilitate high speeds.</p> <p>A sinusoidal speed hump is proposed outside 21 Westhaven Drive to discourage acceleration through this straight section.</p>
		Support build outs – note that these should all be physical build outs with appropriate materials (i.e. tie into red brick) as there are no planned major works these should blend into the current design as much as possible.	The same material palette will be retained in the Viaduct area for new build outs.
		Additional raised table Westhaven Drive seems unnecessary as corner and congestion slows traffic down, skid resistant surface good idea	The sinusoidal speed hump outside 21 Westhaven Drive supports a slow speed environment and discourages acceleration through this stretch of road.

#	Theme	Illustrative quotes	AT Response
		Prefer kerb buildouts than island refuge on Gaunt – pinches road, shortens crossing, and allow ability for larger vehicle to override centre line if needed.	No central islands will be installed on the raised table at the Gaunt Street intersection with Beaumont Street.
<b>Paint treatments</b>			
15	Like use of painted surfaces	<p>I support the skid resistant surfaces on Westhaven Drive</p> <p>I like the coloured skid resistant surfaces on the corners (Westhaven and Customs St) - cars come around this too fast and are difficult to see with parked cars; it will help slow down a little.</p>	<p>Thank you for your comments. Given the amount of feedback received from people with concerns about the durability and effectiveness of painted surfaces, we are removing them.</p>
16	Dislike painted surfaces: <ul style="list-style-type: none"> <li>- Narrows road</li> <li>- Does not slow cars</li> </ul>	<p>The proposed paint outs (as shown yellow on the plan) narrow the carriageway further and in our view does not support the safety of cyclists in this area.</p> <p>Painted 'build outs' are not build outs and cannot possibly be expected to slow cars down.</p>	
17	Suggestions/comments about painted surfaces: <ul style="list-style-type: none"> <li>- Should be build-outs</li> <li>- Treat the entire corner</li> <li>- Durability</li> <li>- Grip</li> <li>- Purpose of skid resistance</li> <li>- More indicators it's a cycle route</li> <li>- Change colour palette</li> </ul>	<p>Replace paint and skid resistant surface with very large tables and physical separation.</p> <p>Not sure what the blue bars are on the corners of Westhaven Dr, but if they are bands of paint or texture they will have differing levels of grip and are likely to cause cyclists to crash.</p> <p>We request Auckland Transport considers the durability of the proposed coloured skid resistant road surface on the blue coloured bands and raised tables, as we believe they are located on corners, which will be subject to high heavy vehicle usage.</p> <p>[We] believe the current design aesthetic is garish and detrimental to the high standard of design in the precinct. We believe the same outcome for cyclists, pedestrians and vehicle users can be achieved by more subdued colour palate which is sympathetic to the existing environment.</p>	

#	Theme	Illustrative quotes	AT Response
		The weird bands of mixed surface through corners on Westhaven Dr will be worse than constant surface through the corner for both car drivers and cyclists - either treat the whole corner, or none at all.	
		It's unclear what the skid resistant surface is looking to achieve - is it for cyclists or motorists?	
		On the tight bend on Viaduct Ave between Bouzaid and Customs St West, I'd rather see a mountable build-out of some sort than just a paint treatment.	A flush median is proposed at this location, to avoid road narrowing and provide separation between traffic. .
		I'd like to see some indicators to drivers that they are on a cycle route, and to expect cyclists to take the lane - whether this is done with sharrows and/or signs that say "Cyclists will take the lane"	We are incorporating sharrows, which indicate that the road is a shared space. Additional signage, like "Cyclists will take the lane", is being considered as part of the further design work.
<b>Painted 'door zone'</b>			
<b>18</b>	Suggestions to improve/remove dooring hazard: <ul style="list-style-type: none"> <li>- Eliminate street parking</li> <li>- Effectiveness queried</li> <li>- Cover the entire route with treatment</li> <li>- Apply more physical intervention</li> </ul>	Painted Dooring Zones are not best practice, best practice would to remove the parking to create safe cycling.	The painted door zones have been removed from the project. We are seeking to retain parking on this route because the route is for cyclists who are comfortable riding on the road and navigating around parked cars.
		You have marked a "painted dooring zone" on some of the drawings. Firstly, I don't understand how this will help. Secondly, if it does help, why isn't it being provided by all parked cars?!  (There is) a "dooring" threat from parked cars along almost the entire route	
		Please add some speed bumps to delineate between the parking spaces and the road space – really grunty ones, to slow down reversing drivers?	We will not be incorporating this kind of speed bumps because of the risk of sudden acceleration in to traffic when mounting the speed bump and/or once the rear tyres pass over the bump.
		Unless I've missed something surely a door zone needs to be a physical gap, or better still a physical gap with parked vehicles protecting cyclists from fast motorised vehicles.	The painted door zones have been removed from the project. The proposed sharrow markings are designed to guide cyclists to the middle of the traffic lane.

#	Theme	Illustrative quotes	AT Response
<b>Infill for tram tracks</b>			
19	Support proposed treatment for tram tracks	<p>Infill of tram lines a great idea. My friend broke her bike there.</p> <p>We support the proposed in-fill product to make the tram lines less dangerous for people on bikes – while many European riders deal with tram rails all the time, for an Aucklander, those can come as a slippery surprise...</p>	<p>Thank you for your feedback about the treatments. We will be temporarily filling the tracks on the route with asphalt and are investigating suitable infill products for when the tracks are lived in 2019. At this point in time we will only be filling the track on the Westhaven to City cycle route.</p>
20	Do not support proposed treatment <ul style="list-style-type: none"> <li>- Treatment not sufficient</li> </ul>	<p>The design has not taken into account the conflict between cyclist and the rail tracks on Gaunt Street. Currently cyclists (particularly in bad weather) weave across the road to avoid the slippery tracks which are dangerous and put cyclists at risk.</p> <p>Heading east on Gaunt street at Daldy (and Gaunt and Halsey) will require cyclists to ride diagonally (i.e. 'erratically') in the lane to safely cross the tram tracks - the design does not appear to account for this at either intersection and will result in conflicts and potential deaths.</p>	
21	Suggestions/comments about treatments for tram tracks <ul style="list-style-type: none"> <li>- Extend treatment</li> <li>- Is the treatment tested?</li> </ul>	<p>It'd be good to extend these down popular side routes, Halsey St in particular.</p> <p>The fill product is not designed or tried and tested for live tracks so we are uncertain whether or not it will mitigate this hazard</p>	
<b>Pedestrian amenities</b>			
22	Support addition of these amenities in the design <ul style="list-style-type: none"> <li>- Encourages walking</li> <li>- Improves pedestrian safety</li> </ul>	<p>I support the new zebra crossings. Pedestrian amenity should be a priority in this area.</p> <p>Any other changes that improve pedestrian safety would be welcome.</p>	<p>The creation of pedestrian-and cyclist-friendly environments is an integral part of the revitalisation work underway in Wynyard Quarter.</p>

#	Theme	Illustrative quotes	AT Response
23	Suggestions for improvements: <ul style="list-style-type: none"> <li>- Provide more formal crossings</li> <li>- Location changes/additions</li> </ul>	I would like to see more pedestrian crossings formally marked. The courtesy crossings are seldom observed by vehicles.  Please add new zebra crossings – anything that makes walking easier helps encourage fewer cars too.	We will be monitoring the area and pedestrian movements as the redevelopment and revitalisation of the area continues and further zebra crossings will be considered as need arises.
		The design allows for a pedestrian crossing at Bouzaid Way as it intersects with Viaduct Harbour Ave. We believe this is poorly located due to the street trees, furniture and artwork located directly opposite Bouzaid Way.	The zebra crossing is being removed from this location.
		Consider raised pedestrian crossing on Beaumont in alignment with through site link – slow traffic, improve pedestrian safety. Could consider a further pedestrian crossing on Beaumont north of Westhaven Drive to help crossing point, pinch road, slow traffic, and also allow traffic to clear out of Westhaven Drive.	As part of the long-term improvements for Beaumont Street, both the Westhaven Drive/ Beaumont Street and Gaunt Street/ Beaumont Street intersections will be signalised.
		Zebra crossings on all legs of the intersections because pedestrians should be prioritised.	Zebra crossings on all legs of the intersection will not be considered at this point in time. Generally traffic speeds and volumes are low, and pedestrians are able to cross the intersection with little disruption.
<b>Wayfinding signage</b>			
24	Suggestion about signage: <ul style="list-style-type: none"> <li>- Install wayfinding signs</li> <li>- Make signage clearer</li> </ul>	The Westhaven Dr/Beaumont St/Gaunt St wiggle is a bit counter-intuitive, so clear wayfinding would be good here.  The current design in this area shows no wayfinding other than sharrow markings which we believe to be inadequate.	Wayfinding signage is proposed as part of the project and the locations and content for these are indicated on the revised design plan.
<b>Intersections – general</b>			
25	General comments about intersections	Also, reduce pedestrian-bike and car-bike intersections, to reduce collisions. Every time different types of traffic collide it seems to breed animosity and resistance to change.	We are looking closely at improving intersections. This route is for cyclists confident with riding on the road and we are using sharrow to remind drivers they are sharing the road with cyclists on this route.

#	Theme	Illustrative quotes	AT Response
		The intersection at Gaunt/Daldy is currently nigh on impossible to cross as a pedestrian if many cars are around - I'd hate to try on a bike, but it here is a key route. There are no design details in the provided document, but it needs to change.	The priority is north-south at Gaunt/Daldy while road works are underway in this area. On completion, the east west priority will be restored along Gaunt Street and new crossing amenities will make the intersection safer.
<b>Custom St West / Pakenham St intersection (two options provided)</b>			
26	Support favoured design (STOP) <ul style="list-style-type: none"> <li>- More effectively stops cars</li> <li>- Provides pedestrian crossings</li> <li>- Not sufficient space for roundabout</li> </ul>	The Stop option comes with extra zebra crossings.  Neither cars nor bikes stop [for a roundabout] so this will make it much safer.  I do not think there is sufficient space to provide an effective mini roundabout as shown on the alternative plan. Such a small roundabout will not slow vehicles down sufficiently as they are virtually able to steer straight across.	Thank you for your feedback on the two options for this intersection. More people were in favour of the roundabout and we have advanced the design of the roundabout for this location. Please see the design plans.
27	Prefer alternative design (roundabout) <ul style="list-style-type: none"> <li>- Favours traffic flow</li> <li>- Smooths traffic flow</li> </ul>	Prefer alternative design as there is not an apparent majority of straight-through traffic on Pakenham St East as favoured by the proposed design with stop signs  I would support the roundabout at Customs/Pakenham, as traffic volumes are low and it should smooth traffic flow - with low volume and decent sight lines, the give way should function well.	
28	Suggestions/comments about designs: <ul style="list-style-type: none"> <li>- STOPS should be relocated</li> <li>- Add crossings to Custom St West</li> <li>- Make a four-way STOP</li> </ul>	The stops on cnr Custom St West and Pakenham should be on Pakenham St rather than Custom. Pakenham would have lower traffic volume and would therefore seem to be the logical option for Stop.  Why is there no pedestrian crossing on Custom Street at this intersection?	
			This won't be considered at this point in time, Zebra crossing are located in areas of high demand and site observations have found that pedestrian demand is low given pedestrian feel safe crossing at different points along the roads as this is generally a low speed environment.

#	Theme	Illustrative quotes	AT Response
	<ul style="list-style-type: none"> <li>- Install mountable aprons for roundabout to accommodate larger vehicles</li> </ul>	Four-way Stop signs seem to work a treat in Nth America so would like to see more in Akld. The Viaduct / Wynyard Qtr seems like an ideal place to implement.	Thank you for your comments. Based on feedback the intersection layout has been superseded with a roundabout.
		If larger vehicles need to use the roundabout, mountable aprons should be used to ensure the design is kept tight for cars.	Thank you for your feedback. We will be making the central roundabout dome of the roundabout mountable.
<b>Beaumont St / Westhaven Dr intersection</b>			
29	Comments/suggestions for Beaumont St/ Westhaven Dr intersection: <ul style="list-style-type: none"> <li>- Treatment insufficient</li> <li>- Painted space for cyclists</li> <li>- Build outs /road narrowing not appropriate for area</li> </ul>	Next to nothing is being done about the Beaumont-Westhaven Drive intersection which feels like one of the riskier parts of the route	Thank you for your feedback. We have revised the design and will be installing side island on Beaumont Street so we can extend the Stop limit line out to make it easier for cyclists to cycle out of Westhaven Drive.
		Westhaven / Beaumont Street Intersection: Also suggest a clear painted space for cyclists to wait at the end of Westhaven Drive for the right turn into Beaumont St (when heading east from the bridge) which is busy in the mornings - I regularly experience cars trying to drive around me to go left at that intersection.	Additionally mixing bands are used to provide a visual cue to motorists that this area is shared with cyclists. A clearway will be installed to stop vehicles queuing across the intersection.
		Note, as you are aware, we have large vehicles (tankers and boat trailers) moving around this space which causes a natural conflict in this area. These need to be considered for build outs, and refuge islands and allowing for flexible moving of these vehicles (at slow speed – i.e. they will cross the centre line and should be allowed for).	We will ensure that the proposal will not affect existing vehicle tracking in to Westhaven Drive.
<b>Beaumont St / Gaunt St intersection</b>			
	Comments/suggestions for Beaumont St/ Gaunt St intersection: <ul style="list-style-type: none"> <li>- Make flatter</li> </ul>	A paved build out should also be on both sides of the Gaunt on the Gaunt/Beaumont intersection to create safer radii by making the junction more flat.	We will not be considering paved build outs at this location due to the operational impacts that this would create, such as restricting traffic turning movements in and out of side roads or causing congestion on Beaumont Street.

#	Theme	Illustrative quotes	AT Response
	<ul style="list-style-type: none"> <li>- Install clearway</li> <li>- Change route to avoid turning across busy intersections</li> <li>- Deviate route north</li> <li>- Deviate route south</li> </ul>	<p>Gaunt St / Beaumont St intersection - this intersection is extremely busy and at rush hour is usually blocked solid by cars lining up to get on the Northern motorway - suggest a clearway is painted on the road to enable cyclists heading west to get across from Gaunt onto Beaumont and then to Westhaven Drive.</p>	<p>Thank you for your suggestion. We have added "Keep Clear" markings at this location to ensure motorists do not block this intersection.</p>
		<p>I would prefer to turn right off Gaunt Street into Daldy Street then left into Pakenham Street West and then left into Beaumont Street giving an easier right turn across one stream of traffic from Beaumont Street into Westhaven Drive.</p> <p>Concrete trucks speed down Beaumont St at a terrific speed as do the V8 car clubs on Sunday morning. I always turn left as safer and then take the next street right and go on the footpath around the viaduct and then road to Tepid Baths.</p> <p>Would suggest a "left turn" into Beaumont St to Jellicoe St then a left turn from Halsey St into Viaduct Harbour Ave. Avoiding right turns across busy traffic.</p> <p>I would have lane turn left at Gaunt Street instead of right to cut out the Westhaven Drive section, that part is extremely dangerous for cyclists (especially those who are not confident).</p>	<p>An alternative shared path on Beaumont Street is provided for cyclists that choose to travel north after exiting Westhaven Drive.</p> <p>The cycle route we have chosen is well used by commuter cyclists and we feel if we deviate to a less direct route it may not be used by these cyclists.</p>
<b>Westhaven Drive</b>			
<b>30</b>	<p>Comments/ suggestions about Westhaven Dr:</p> <ul style="list-style-type: none"> <li>- Buildouts on corners</li> <li>- Relocate proposed raised table</li> <li>- Demarcation of cycle lane</li> </ul>	<p>Both corners on Westhaven Dr could be better arranged with buildouts to reduce carriageway mass, safer pedestrian movements while allowing free movement of large vehicles.</p>	<p>Build outs will be installed on Beaumont Street at the Westhaven Drive intersection. Please see the revised design.</p>
		<p>Consider shifting raised table on Westhaven Dr southwards and better align with through site link of the Opus building, and potentially add pedestrian crossing to it.</p>	<p>Given the environment pedestrians currently cross in multiple locations through this section. Additionally, shifting the location of the hump would remove a number of car parking spaces.</p>

#	Theme	Illustrative quotes	AT Response
	- Footpaths	We also understand that you wish to paint strips on the eastern end of Westhaven Drive to demark a cycle lane on the existing road. Due to the above noted facts we think that this may give a false sense of safety for cyclists when car/boat trailer combinations often need to use the entire width of their respective lane in road.	The Stop limit line will be moved out to make it easier for cyclists to cycle out of Westhaven Drive and the mixing bands are used to provide a visual cue to motorists that this area is being shared with cyclists.
<b>Customs St West/Viaduct Harbour Ave/Lucy Lane intersection</b>			
31	Comments/ suggestions about the Customs St West/Viaduct Harbour Ave/Lucy Lane intersection:  - Turning radii - Raised table - Changed STOP location	The intersection at Customs West/Viaduct Ave/Lucy Lane turning radii is too high, the intersection is tough to fix by reducing the radii, I would recommend making this a raised table as well.	Thank you for your comments. We are installing a grey coloured high-friction surface at this intersection but not a raised table. The redundant vehicle crossings will be replaced with footpath, which will reduce the turning radii and slow traffic travelling into the area.
		I support changing the location of the "STOP" at the intersection of Viaduct Harbour Drive / Customs St West.	Thank you for your feedback.
<b>Changing STOP priority at intersections to favour cycle route</b>			
32	Comments/ suggestions to change STOP priorities to favour cycle route	<p>Can you please change priority of the stop sign at Gaunt and Daldy be changed (stop north south traffic instead of east west traffic)?</p> <p>The Daldy St intersection priority is changed to favour north/south movements rather than along Gaunt St.</p> <p>Provide good facilities for crossing Halsey St at Gaunt St for bicycles and pedestrians. Cyclists should not have to wait for a change of traffic lights and should have priority crossing Halsey St</p>	Thank you for your feedback. The priority has changed while construction work is underway and following the completion of the Wynyard Quarter road upgrades priority will revert to an east-west movement along Gaunt Street.
<b>Sightlines</b>			
33	Comments/suggestions about sightlines:  - Location if STOP at Gaunt St/ Daldy St intersection	The relocation of the compulsory stop at the intersection of Gaunt and Daldy Street is problematic for visibility both as a driver and cyclist. It was better located before.	The compulsory stop at the Gaunt and Daldy Street intersection will be relocated when the Wynyard Quarter road upgrade work is completed.

#	Theme	Illustrative quotes	AT Response
	- Tree interference	<p>The design allows for removal of bollards on Custom Street West to be replaced by potted trees. We believe in this instance the potted trees will restrict sight lines for pedestrians and cyclists which will result in conflict.</p> <p>We also need good sightlines at intersections so we can see cars approaching, so additional trees may (not) be a good idea.</p>	Thank you for your comments – we will assess this during further design work.
<b>Speed limit</b>			
34	Suggestions about limit speed: <ul style="list-style-type: none"> <li>- Apply 30km/h restriction</li> <li>- Install rubble strips/judder bars</li> <li>- Install speed cameras</li> </ul>	<p>I urge you to make the slow speed zone 'official' and set the speed limit to 30km/h. These are not arterial roads, and are well used by pedestrians and potentially by cyclists, so 30km/h should be ample. The data suggest that design elements and speed limits both work independently to reduce speeds, and both together are more effective than either alone.</p> <p>Consider a 30kph speed limit through the Viaduct area (narrow streets, many intersections, shared car/bike use)</p>	There is a proposal to roll out a permanent 30km/h zone in the area in June.
		Put 30kmh speed limit throughout, with partial judder or rumble straps to enforce it.	
		Install speed cameras.	The NZ Police, in conjunction with the New Zealand Transport Agency's Safety Team and an independent transportation consultant, have a methodology for choosing sites, which are suitable for speed cameras. Generally, speed cameras are placed in areas where there is a problem with excessive speed and there is an identified crash risk or research shows a history of crashes causing death and/or serious injuries.
<b>Other suggestions and comments</b>			
35	Raised table on Custom St West (between Pakenham St and Market Pl)	Shift raised table (sheet 4) northwards to align with desire line through plaza and reduce width on this wide section of Customs Street West.	We will not be relocating the position of the raised table because it would interfere with parking and loading zones.

#	Theme	Illustrative quotes	AT Response
36	Jittery paving on roads a hazard	Areas of the road proposed to be cycle friendly in this area have jittery paving installed on the road. I would change the material instead to a smoother material, such as used on the recently revamped sections of the Northwestern cycleway.	Thank you for your comments – we will assess the existing carriageway surface as we progress the design.
37	Why AT seeks feedback	My concern is that after the amount of time and energy your staff have taken in arriving at this proposal that you still need reassurance and feedback.	Consultation with road users and communities is an important part of any design. The feedback we receive helps us identify preferences and issues, and better understand the needs of our customers.
38	Cycle route to supersede existing cycling paths	Our family, including baby, and many other families including small children on bicycles, currently use the shared pathways around the Viaduct harbour where the brass cycle signs lie. These are a delightful, slow way to get around, and I am deeply concerned that this project will (unannounced) remove these paths.	This route will not supersede or remove the shared routes. The Westhaven to City cycle route is supplementary direct route in to the city from Westhaven Drive for commuter and recreational cyclists comfortable with riding on the road.
39	Detailed drawings of Gaunt St section not provided	Unfortunately, the detailed drawings for the Gaunt St section affecting NZ Bus are not supplied, although drawings supplied show Gaunt St as 'completed Wynyard Quarter St Enhancement', however this works are still in progress and there is no clear definition of where the cycle route path is.	The treatments in this area are limited to line marking and signage improvements. We have included in the revised design plan more detail showing what we propose on this section of the route
40	Difficulty deciphering maps	It is difficult to comment when I find the design "maps" so difficult to decipher. Cycling through Wynyard Qtr is very nice when cars aren't speeding. My main concern is that I looked at many different sites about this and couldn't find explanations for your legends.	Thank you for your feedback. We will endeavour to ensure our maps are easier to understand and that the legends are simplified.
<b>Outside of scope for this project</b>			
41	Section two: Westhaven to City cycle route (Market Place/Custom St West/ Hobson St)	Crossing Fanshawe St on Nelson St extension -suggest a cycle/walk bridge.	This section of the route is in design and will be consulted shortly.
		Market Place/Lower Hobson St (section 2) - a cycleway will prevent deliveries to all of the Viaduct restaurants, bars and businesses. This year the loading zone on Lower Hobson St has already been halved in	

#	Theme	Illustrative quotes	AT Response
		size with the addition of a bus stop. Cyclists and trucks are not a good match.	
		I like the proposed route except at the piece down lower Hobson Street. Would the bus parking be done away with?	
		Nelson Street definitely needs the cycleway to be continued to Market Place.	This part section of the Nelson Street cycleway was publicly consulted last year and the detailed design is now underway. Please see <a href="https://at.govt.nz/projects-roadworks/nelson-street-cycleway/#phase2">https://at.govt.nz/projects-roadworks/nelson-street-cycleway/#phase2</a> for more information about the changes occurring at this location.
		Fix the Fanshawe to Market Place right turn to stop U-turns into pedestrians on Sturdee Street.	
		Vehicle queuing for the lights at Sturdee St was leading to cars performing multi point U turns, driving on the wrong side of the road to get to Market Pl and several near misses with cyclists.	
42	Te Wero Bridge / waterfront route	Te Wero Bridge - Wynyard Quarter has a much higher pedestrian use. More cycling better behaviour is needed or shared path signs needed. (From commuter and rec cyclist for 30 years).	Thank you for your feedback. We will pass your feedback onto our cycling team.
		Te Wero bridge also needs to prioritise pedestrians and cyclists, not vessels in order to make this route truly 'safe and direct'	This request falls out of the project scope. Panuku Development Auckland has jurisdiction over the Wynyard Crossing, which needs to perform as a lifting bridge to cater for and balance the needs of pedestrians, cyclists and tourist vessels operating in the Viaduct Harbour. As part of the Auckland Council Long Term plan proposals, Panuku will be advocating for improving capacity of the current crossing for pedestrians and cyclists
		Improve the water's edge route surfaces and demarcations, and link to Quay Street	Thank you, we have passed this comment on to Panuku Development Auckland.
43	Beaumont Street interim shared path	One of our major concerns is that the route crosses the motorway off-ramp lane. We recommend that further measures than those already proposed are required to slow motor vehicles, such as a raised table on	Traffic speeds were assessed at this location during the design process with no speeding problem being evident. Signing and additional road markings improvements have been undertaken around this location to make the crossing more conspicuous.

#	Theme	Illustrative quotes	AT Response
		<p>the pedestrian crossing and the addition of rumble strips to make this crossing safer.</p> <p>The Intersection at Fanshawe is incomplete, so how are children supposed to navigate?</p>	
		<p>The surface as it stands is inadequate</p>	<p>We have recently completed construction of the Beaumont Street interim-shared path that will have addressed these issues.</p>
		<p>There is too much street furniture to safely navigate when pedestrians are on the path</p>	
		<p>The lack of intersection treatments at Pakenham, Madden and Jellicoe street render the route dangerous and ineffective at connecting this route to Silo Park - prioritisation at the intersections (raised tables and requirements to give way to pedestrians and cyclists) would meet AT and Panuku's stated objectives for the area (as I understand that a real protected cycleway along Beaumont is impossible due to a priority for my rates to subsidise the businesses along this route at the expense of my personal safety)</p>	<p>During design stage we investigated changing the prioritisation at these intersections but due to operational impacts we are unable to change priority on these side roads</p>
44	Halsey Street	<p>Halsey St needs to receive the similar treatment - it should not be seen as any form of thoroughfare. Indeed, driving along here unless you live in the area should not be encouraged.</p>	<p>Halsey Street is not part of the cycle network and we not currently looking to extend these treatments to Halsey Street.</p>
		<p>The bicycle boxes at Halsey do not provide any protection or peace of mind, just the pressure of impatient drivers behind you (has no one at actually ever ridden a bike in the road in Auckland?)</p>	<p>Thank you for your feedback, we will pass your comments on to our cycling team.</p>
45	Connection to Victoria Park	<p>Lack of direct connectivity (bicycle crossing) from Westhaven to Fanshawe/Victoria park feels short-sighted.</p>	<p>As part of the wider urban regeneration of the area, we are looking at establishing new connections between Wynyard Quarter, Victoria Park and the CBD.</p>
46	North Wharf-Daldy St-Victoria Park connection	<p>Connection to Daldy street which should continue straight across at grade to Vic Park. Include north wharf connection as an important alternative route.</p>	

#	Theme	Illustrative quotes	AT Response
48	Light timing at Halsey/ Fanshawe St intersection	Fix the lights from Halsey to/ across Fanshawe so cyclists have time to get across	Thank you for your feedback, we will pass your comments on to our cycling team to look into.
49	Parking and footpaths on Westhaven Drive	Further thought and resolution of parking, lack of footpaths on Westhaven Drive is needed.	The road upgrade work intended for this area in approximately three years' time will address this.