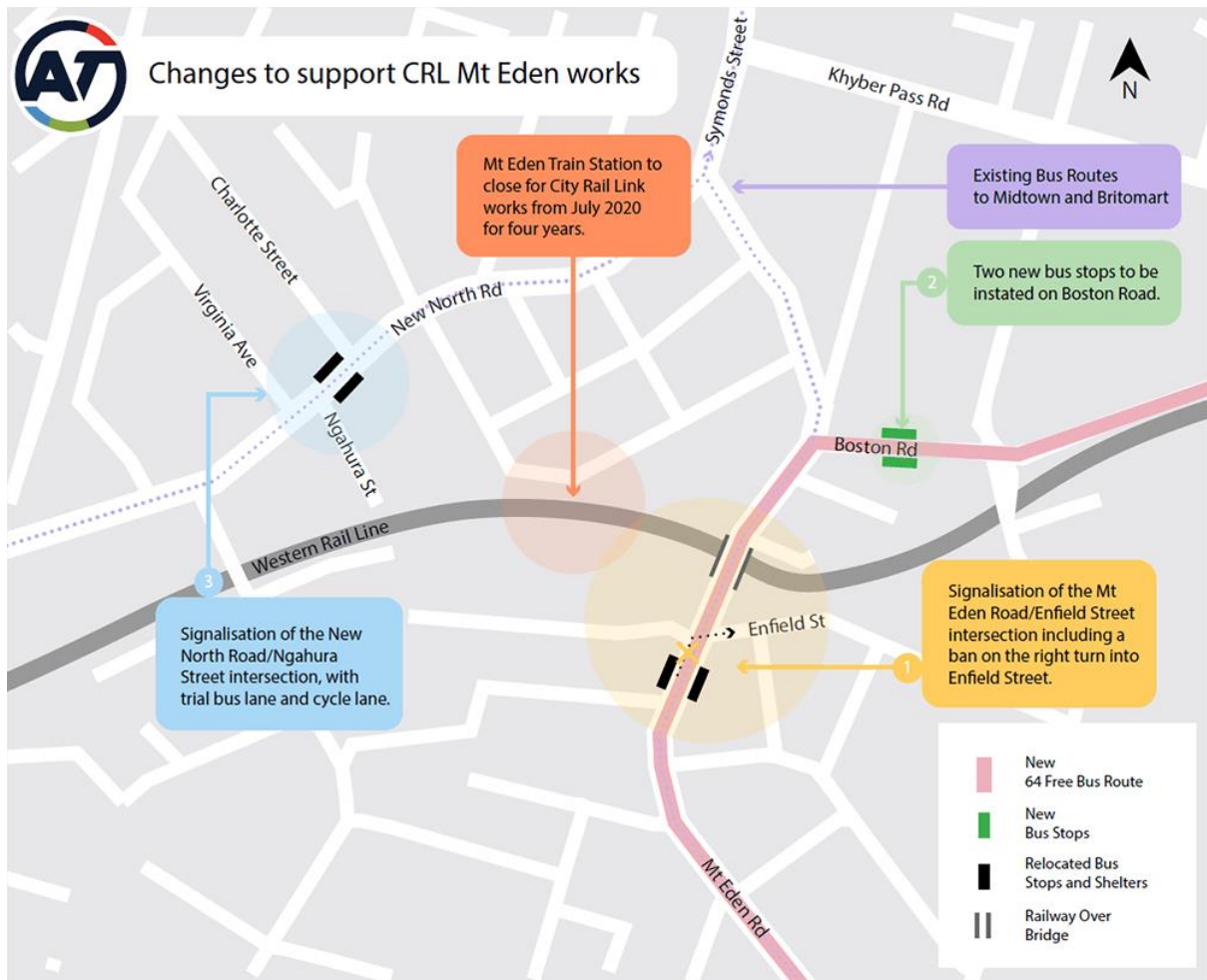


# Summary of your feedback on Mt Eden CRL works (New North Road / Ngahura Street)



**Total number of submissions received = 17**

## Summary

- Overall sentiment for this proposal is slightly positive - 59% of respondents expressed a level of support for the proposed changes (with 35% explicitly supporting the proposed changes, and 24% supporting most aspects of the proposal but not others).
- 29% did not support the proposal (five respondents); the remaining 12% of people were unclear or gave feedback outside the scope of this project.
- 24% had concerns about the loss of on-street car parking to enable the bus stop relocations, trial bus lanes and cycle lanes; a further 12% supported the changes and wanted greater enforcement measure to reduce illegal parking in this area.
- 12% stated their explicit support for the proposed trial bus lanes, to give public transport greater priority this on this particular section of New North Road.
- A wide range of suggestions about the intersection and use of the road space (16 suggestions) and amenity for cyclists and pedestrians (11 suggestions).
- Two respondents requested AT not go ahead with the proposed raised table on Virginia Avenue East as it will impact access to and servicing of local businesses.
- Two other respondents requested a raised table on Charlotte Street to match the one proposed for Virginia Avenue East, to slow traffic and support crossing pedestrians.
- Two people expressed concerns about landscaping, plants and planter boxes having a negative impact on access to the relocated bus stops and pedestrian amenity.

## Next steps

Based on the feedback received we have decided to proceed with the design proposed in the consultation materials with the following minor changes:

- Replacing the proposed raised table on Virginia Street East due to concerns about turning vehicles bottoming out, with red-coloured road surfacing, to alert drivers to slow down.
- The tree adjacent to the relocated bus stop outside 78 -96 New North Road may need to be removed rather than trimmed. Upon further discussion, the arborists recommended removal due to the large scale of work required to trim the tree. We are currently working through this issue with Auckland Council.

All the changes will be implemented from August 2020.

## Background

Auckland's city centre is being transformed through the development of the City Rail Link (CRL), more public and pedestrian spaces, and better connections between key points in the city centre and waterfront. This programme is on a scale never seen before in our city, with \$6 billion of public sector investment over five years and an estimated \$10 billion of private investment.

The CRL will unlock Auckland's rail network and allow faster, more frequent movement of passengers around the network. When it is completed in 2024, CRL will double the number of people able to reach the city centre by rail in under 30 minutes and make Auckland's regions more accessible via the city centre.

To support the CRL Mt Eden Station upgrades, Auckland Transport (AT) is seeking to provide a safe, reliable access to public transport and a safer environment for people, all road users, and heavy vehicles to travel together along New North Road.

Mt Eden Station closes for CRL upgrade works from July 2020 for four years. Heavy trucks supporting the works will access the works site via Ngahura Street off New North Road.

Signalisation of the New North Road/Ngahura Street is proposed to support the safe and timely movement of these trucks to and from the site, manage general traffic flows, and provide a safe place for people to cross the road at this busy intersection.

Due to the increased truck movements through this area, AT proposed the widening footpaths, installing a cycle lane, and instating a trial southbound bus lane to further safety measures for pedestrians, cyclists and public transport users to travel along this section of New North Road.

Furthermore, two bus stops in the area were proposed for relocation, bringing them closer to the new traffic signals at the New North Road/Ngahura Road intersection. This would enable people to access the bus stops easily and safely using the signalised crossings.

## Activities to raise awareness

To let you know about this consultation, we:

- Delivered letters and information packs to 295 residents, property owners and businesses along the streets within the proposal project area
- Set up a project webpage and online feedback form on our AT website
- Communicated the proposed changes to key stakeholders and interest groups
- Ran targeted promoted posts on Facebook
- Briefed the Albert-Eden and Waitemata Local Boards on the proposal.

# Your feedback

## About you

We received feedback on the New North Road/Ngahura Street proposal from 17 submitters.

- 12 submissions were completed online; five written submission was received by email.
- Of our 17 submitters:
  - Seven live in or near the project area
  - Five use public transport to or from this area
  - Five walk along and three cycle along the project area
  - Four own property in or near the project area
  - Two own a business in the project area; two work in or near the project area.

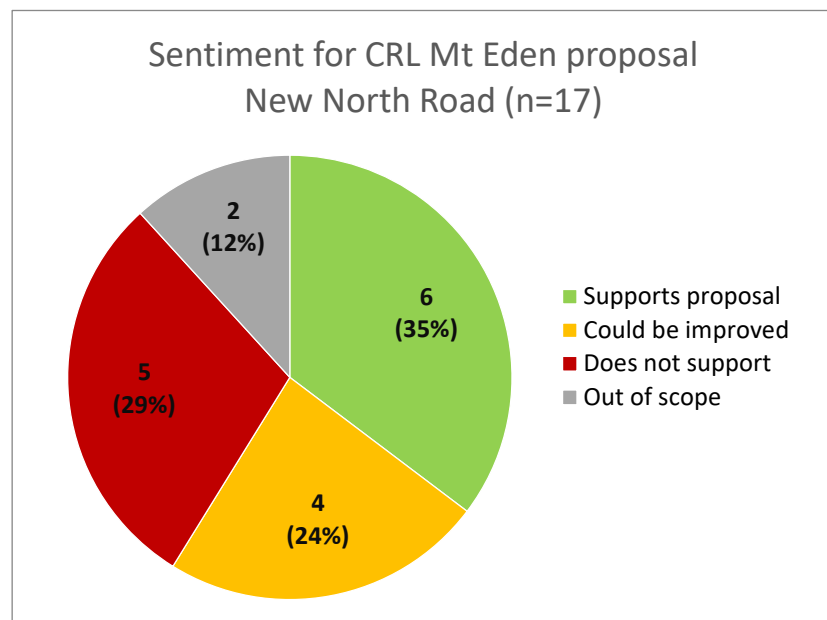
*Note: respondents could select more than one option to define their interest in the project.*

## What you told us

### Sentiment for this project

Your overall sentiment for this project was positive, with 59% of all respondents providing feedback to endorse or improve the proposal.

Over a third of you (35%) stated your explicit support for the proposal along with your suggestions; 40% liked aspects of the proposal but not others and gave feedback to improve the proposal. Five submitters (29%) stated they did not support this proposal based on one or more



factors; the remaining 12% gave feedback outside the scope of this proposal and therefore their sentiment for this proposal is not known.

- Key reasons people supported the proposal were:
  - Signalisation of the intersection will safely manage all vehicular and people movements, and provide a safe place to cross to access the bus stops.
  - The bus stop relocations and proposed bus lanes will make public transport safer to access and bus journey times more reliable on this busy arterial.
  - Cycling and walking infrastructure upgrades are long overdue in this area.

*“Generally supportive of increasing pedestrian and cycle facilities and providing controlled vehicle movement.”*

*“These are great changes that should have been done a long time ago!”*

- Those who did not support the proposal objected to the removal of car parking spaces to enable the proposed changes, or had specific concerns about the perceived impact of the raised table and the traffic signals on access to Virginia Avenue East.

*“I fear that...the parking situation would become even more dire, and having visitors almost impossible.”*

*“No right turn into Virginia Ave which is a must! And the unnecessary speed table which needs to be removed!”*

- Where people support aspects of the proposal but not all of the proposed changes, respondents had differing views on
  - The need for cycle lanes as part of the proposed changes; seen as unnecessary or potentially too unsafe for this area
  - The proposed bus lane to replace the clearway; congestion concerns for other general traffic, lost car park space to support the changes
  - The proposed intersection layout and impacts on general traffic and people movements.

*“...the west arm of the Ngahuru Street / New Nth Road intersection be moved further to the west to align with Virginia footpath...”*

## Feedback themes

The overarching themes of the feedback we received are discussed in more detail in the sections to follow. We have responded to your comments, suggestions, and issues raised in the feedback within the [Design suggestions table](#) at the back of this report.

## 1. Bus lane, bus stop and bus shelter suggestions

We received nine comments or suggestions about the proposed bus stop and bus shelter relocations, and the proposed trial bus lanes to replace the existing clearway on New North Road from north of Flower Street to Ngahura Street.

The majority welcomed the proposed changes but two people opposed the bus lane, saying it is unjustified or it will increase congestion. A suggestion was made to ensure there is no gap between the proposed new bus lane and southbound cycle lane, making both continuous for cyclists and public transport users alike. One person wanted enforcement of the bus lanes to be improved, to keep them free of general traffic or parked cars.

Two concerns related to the new 64 bus route and were outside the scope of this proposal; this feedback was passed on to the AT Metro team for consideration.

- Supports the proposed bus lanes (2 submitters)
- Concerns about new 64 bus route (out of scope) (2 submitters)
- Opposes southbound bus lane replacing clearway (1 submitter)
- Concerns trial bus lanes will increase congestion (1 submitter)
- Join the gap between the bus and cycle lane - make continuous (1 submitter)
- Join the gap Supports bus stop relocations (1 submitter)
- Improve enforcement of bus lanes (1 submitter)

*“[We] welcome...the southbound bus lane, which will help keep public transport moving smoothly through the construction period.”*

*“Removal of one clearway lane will lead to increased traffic congestion in the single remaining general traffic lane.”*

## 2. Intersection and road suggestions

You made 16 suggestions about the proposed intersection signalisation and changes to the road space within the project area. Although your suggestions were wide-ranging, raised tables were cited the most. Some people wanting the proposed one removed, while others wanted one considered for Charlotte Street to slow speeding motorists down. One person suggested adding raised tables and crossings to all New North Road side streets in the area.

Some people suggested ways to free up more road space to support the footpath widening; others opposed reallocating road space to support the bus and cycle lanes.

A number of suggestions and comments were about aspects of the intersection signalisation such as the phasing, crossings, placement of the signals, and how long they will be in place.

- Remove the proposed raised table on Virginia Ave East (2 submitters)
- Consider adding a raised table on Charlotte Street (2 submitters)
- Add raised tables and crossings to all sides streets in area (1 submitters)
- Opposes road space reallocation for bus/cycle lane (1 submitter)
- Safety concerns re: right-hand turn into Virginia Avenue East (1 submitter)
- Remove median lane for footpath widening and cycle lanes (1 submitter)
- Make eastbound lane at Exmouth Rd left-turn only into (1 submitter)
- Support signalisation of intersection to manage safe movements (1 submitter)
- Reduce to one traffic lane west of Ngahura St to allow more space (1 submitter)
- Ensure traffic signal placement meet design standards (1 submitter)
- Remove traffic signals once the CRL works end (1 submitter)
- Provide crossings at the traffic signals (1 submitter)
- Confirm mechanism for traffic signal phasing (1 submitter).

*“Median lane on New North Road can be removed and the space can be used for wider footpath or better cycle-lanes.”*

*“Crossings of side-streets can be done better with speed tables and pedestrian crossings everywhere (like in Ponsonby).”*

*“Please provide further details on the intersection phasing and timing sequences.”*

We have summarised and responded to your comments and suggestions in the [Design suggestions table](#).

### 3. Car parking suggestions

Eight suggestions or comments related to the removal of on-street car parking to enable the bus stop relocations, the intersection signalisation, or the cycle lane. Some suggested ways

to mitigate the loss of parking for locals and the public to use; one supported the removal of parking to free up space for active and public transport options.

- Concerns about loss of on-street car parking (4 respondents)
- Supports removal of parking on New North Road (1 respondent)
- Create more on-street parking on Ruru Street (1 respondent)
- Reinstate on-street car parking after CRL works (1 respondent)
- More enforcement of illegal parking in this area (1 respondent)

*“I assume that parking may have to be removed and would support the removal of parking spaces along the arterial road.”*

*“How about removing some yellow dotted lines on the northeast side of Ruru Street to generate some more parks and thus help compensate this loss.”*

We have summarised and responded to your comments and suggestions in the [Design suggestions table](#).

## 4. Active transport suggestions

A total of 11 respondents made 11 different suggestions or comments about the proposed cycling and walking amenities. Most were suggestions to improve the designs for users safety and clear separation of cyclists and pedestrians.

One suggestion was provided for each of the following feedback themes:

- Position of hit sticks between cyclists/traffic (1 person)
- Clearly separate cyclists/pedestrians on westbound footpath (1 person)
- Smooth cycling ramp transitions from footpath to road (westbound) (1 person)
- Use solid temporary bike lane separators to hold cycle lane bollards (1 person)
- Provide clear separation between cyclists/pedestrians (1 person)
- Supports all proposed cycling amenities (1 person)
- Supports citybound cycle lane extension (1 person)
- Cycling amenities not needed (1 person)
- Concerns cycling/walking facilities may not meet design standards (1 person)
- Fix more footpaths and remove trips hazards (1 person)
- Provide more pedestrian crossings across New North Road (1 person).



*“...smooth ramp transitions from road to footpath, and install some form of separator between the painted bike lane...and the remaining footpath.”*

*“Point out that more area of footpath will need to be improved as the whole of New North Road has many trip hazards that do not meet accessible standards...”*

We have summarised and responded to your comments and suggestions in the [Design suggestions table](#).

## 5. Other suggestions

Two people shared concerns about landscaping along the project area. One person wanted this prioritised to make the project area more people-friendly; another pointed out a potential hazard with planter boxes proposed near the bus stop outside 83 New North Road.

- Concerns design does not make landscaping considerations (1 people)
- Keep planter boxes clear of bus boarding/alighting areas (1 people).

*“The current proposal seems to have a large tree with planter at front of new bus stop at 83 New North Road which will make it very difficult for seniors...to access the front door of the bus.”*

We have summarised and responded to your comments and suggestions in the [Design suggestions table](#).

## Design suggestions and our responses

Below is a summary of all design suggestions and concerns put forward in your feedback. We have also responded to key questions and issues you have raised about this proposal.

Feedback suggestions	AT response
<b>Mt Eden CRL works (New North Road)</b>	
<b>Bus lanes, bus stops, bus shelters</b>	
<p><b>Trial bus lane (southbound)</b></p> <ul style="list-style-type: none"> <li>• Opposes the trial bus lane replacing the clearway; no justification provided in the context of CRL construction.</li> </ul>	<p>New North Road is an important bus corridor catering to several frequent bus services. The signalisation of the New North Road/Ngahura St intersection for the CRL construction will add a slight delay to these frequent bus routes. Installing a bus lane to replace the existing clearway will provide bus priority to mitigate the impacts of this delay, without removing any of the existing on-street parking.</p>
<ul style="list-style-type: none"> <li>• Concerns the trial bus lane will increase congestion in the general traffic lane/s               <ul style="list-style-type: none"> <li>- Current clearway functions relatively efficiently for both buses and general traffic.</li> </ul> </li> </ul>	<p>AT decided the bus lane should be installed on a trial basis to determine if the benefits are greater to the high frequency bus routes that use New North Road than the current clearway. The trial will be monitored closely to determine whether the bus lane will remain or if the clearway will be reinstated.</p>
<ul style="list-style-type: none"> <li>• Improve enforcement of the bus lanes to support public transport service reliability               <ul style="list-style-type: none"> <li>- Cars often parked between Exmouth and Basque to the city during the bus lane hours.</li> </ul> </li> </ul>	<p>This feedback has been passed on to our enforcement team. AT recognises the importance of enforcement to support public transport service reliability, and will be enforcing the new trial bus lane as well.</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> <li>Concerns about general lane between the end of the cycle lane and the start of the bus lane               <ul style="list-style-type: none"> <li>Modify design to ensure a continuous bike lane to bus lane connection (by either extending the bike lane or the bus lane)</li> </ul> </li> </ul>	<p>Extensive work was undertaken to find ways to extend the cycle lane through the new traffic signals. However, there is insufficient space given the high volume of buses and truck turning movements that will be using the intersection. Due to these constraints' attention was given to ensuring cyclists are protected inbound all the way up to the signals instead. There are two further Auckland Transport projects - one shorter term and the other longer term - that are both investigating solutions for cyclists in this area. This project was specifically focused on mitigating the impacts of the CRL construction works.</p> <p>The cycle lane is a trial and will be closely monitored to see how it operates.</p>
<b>Intersection and road space suggestions</b>	
<b>New North Road/Ngahura Street intersection design</b>	
<ul style="list-style-type: none"> <li>Move the west arm of the intersection further to the west to align with Virginia Ave East footpath.</li> </ul>	<p>The initial signal designs included Virginia Avenue East. Safety concerns were raised about how long the signalised intersection would be. Traffic modelling demonstrated significant congestion would result from this design due to the length of the intersection. Furthermore, it was found that drivers making turning movements within the signals could do so without seeing the lights, creating potential conflicts between vehicles and pedestrians.</p>
<ul style="list-style-type: none"> <li>Concerns right-hand turns into Virginia Avenue East from New North Road will become too difficult as the new traffic lights will cause traffic hold-ups.</li> </ul>	<p>The initial design for the intersection included Virginia Avenue in the traffic signals. However, we found this over-complicated the intersection layout and would increase congestion on New North Road significantly due to the phasing time allocated to each approach. It was determined that the intersection would operate better if Virginia Avenue was kept outside of the traffic signals and converted to be completely one-way.</p> <p>The layout does not stop vehicles turning right into Virginia Avenue, but we acknowledge it may become more difficult to make the right turn in peak traffic times. As requested, we investigated installing a 'Keep Clear' area across the entrance to Virginia Avenue. Unfortunately, there is not enough space between the entrance and the traffic signals for a bus to sit and wait at the lights. This is a frequent bus route and, if the 'Keep Clear' was installed, any bus stopped at the traffic lights would block part of this area which is technically illegal.</p>

Feedback suggestions	AT response
	<p>The intersection layout will retain the two existing southbound lanes on New North Road, so a vehicle can wait to turn right into Virginia Avenue and other vehicles will still be able to move passed. Furthermore, traffic signals create a bunching or platooning effect in traffic flows which means there will be more gaps in the traffic than there are in the current free-flow environment. Finally, the traffic signal priority will be given to traffic on New North Road as this is a main arterial road.</p> <p>There will be ongoing monitoring of the intersection.</p>
<p><b>Road space allocation</b></p> <ul style="list-style-type: none"> <li>• Drop westbound lanes west of Ngahura St to a single lane to enable more space for pedestrians and for wider/safer cycle lanes to continue further along New North Road.</li> <li>• Make outside (eastbound) lane at Exmouth Street intersection left turn only (bus excepted) to keep the primary lane flowing and turning traffic legible.</li> <li>• Remove median lane on New North Road for footpath widening / cycle lanes.</li> </ul>	<p>Both westbound lanes are required to ensure vehicles can access both Dominion Road and New North Road. Any improvements to the Porters Road / Dominion Road / New North Road intersection would be undertaken as a separate Auckland Transport project.</p> <p>The kerbside lane can be used as a through lane by vehicles other than buses outside of the bus lane operation hours (7-10am). However, this feedback has been passed on to the appropriate team to consider.</p> <p>Removal of the median would involve significant changes to the Porters Road / Dominion Road / New North Road intersection. This would need to be undertaken as a separate Auckland Transport project.</p>
<p><b>Traffic signals</b></p> <ul style="list-style-type: none"> <li>• Ensure intersection signal phasing and timing sequences at Ngahura Street approach triggered by a detector loop, and not operate on a fixed-time basis.</li> <li>• Ensure traffic signal placement meets design standards             <ul style="list-style-type: none"> <li>- consider impact of their location on meeting minimum setbacks and footpath widths</li> </ul> </li> <li>• Remove the traffic signals once CRL works end.</li> </ul>	<p>The intersection will be triggered by detector loops in the off-peak period. During the morning and afternoon peak hours, the traffic signals will be monitored via CCTV and the traffic flow will be optimised.</p> <p>Traffic signal placement has been designed to meet the latest standards.</p> <p>There is a longer-term project investigating the entire New North Road corridor. This project will help determine what will be done once the CRL works are completed.</p>

Feedback suggestions	AT response
<p><b>Raised tables</b></p> <ul style="list-style-type: none"> <li>• Remove the raised table proposed raised table for <b>Virginia Ave East</b> <ul style="list-style-type: none"> <li>- Negatively affects service/delivery and customer accessibility for local businesses particularly due to the servicing of lowered profile sports vehicles that occurs on Virginia Street East and this is the only way to access the service centre.</li> <li>- Not necessary given the other changes proposed for the area.</li> </ul> </li> </ul>	<p>We considered the feedback and decided to remove the raised table proposed for Virginia Avenue East. This was due to the specific impacts the table would have on local businesses. Instead, a red-coloured surfacing will be installed to alert drivers to slow down.</p>
<ul style="list-style-type: none"> <li>• Consider adding a raised table to <b>Charlotte Street</b> to slow down speeding motorists.</li> <li>• Add raised tables and crossings to all New North Road side streets within the project area.</li> </ul>	<p>While we understand the desire to add a raised table on Charlotte Street, we felt it would be more appropriate to consider as part of another AT project planned for the area. This is a relatively slow speed environment as vehicles on Charlotte Street will be slowing to approach the 'Stop' control.</p> <p>Changes to all the side streets along New North Road are outside the scope of this project, which seeks primarily to mitigate the impacts of the CRL works. AT is working on wider corridor improvements that will investigate more improvements to pedestrian and cycling infrastructure.</p>
<b>Car parking suggestions</b>	
<p><b>On-street car parking</b></p> <ul style="list-style-type: none"> <li>• Concerns about the loss of on-street parking for residents and commuters to the area           <ul style="list-style-type: none"> <li>- Justification for the parking removed outside 130/136 New North Road is not clear</li> <li>- Consider impact of reduce parking on businesses post-Covid</li> <li>- Instate more on-street parking on Ruru Street to compensate</li> <li>- Re-instate all the on-street car parking spaces once CRL works end.</li> </ul> </li> </ul>	<p>It is a common, necessary practice for on-street parking to be reallocated to maintain public transport corridors, enabling us to offer reliable journey times to our passengers. The proposed changes for this area are intended to support both the CRL works (heavy vehicle movements) and those who need to reconsider their travel options while the Mt Eden Train Station is closed for the next four years. Easy, safe access to bus stops, options for safe cycling and walking, and bus lanes that support timely operations form a key part of our response to these works. All these changes require space from the existing road corridor, and the removal of on-street parking is our best option to keep people moving through this busy arterial route.</p> <p>The car parking to be removed outside 130/136 New North Road is in preparation for a possible extension to the westbound cycle lane. This will be consulted on separately at a later date.</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> <li>• More enforcement against illegally parked cars on footpaths along New North Road.</li> </ul>	<p>This matter has been raised with the AT parking enforcement team.</p>
<b>Cycling and pedestrian amenity suggestions</b>	
<p><b>Cycle lanes and cycling amenity</b></p> <ul style="list-style-type: none"> <li>• Position hit stick separators a sufficient distance from the side of the road so turning traffic can enter/exit without the need to turn unexpectedly/sharply               <ul style="list-style-type: none"> <li>- Hit sticks installed too close get destroyed and requiring constant repair.</li> <li>- Use solid temporary bike lane separators to hold cycle lane bollards</li> </ul> </li> <li>• Provide smooth ramp transitions from footpath to road on the westbound cycle lane               <ul style="list-style-type: none"> <li>- Hit sticks installed too close get destroyed and</li> </ul> </li> </ul>	<p>Vehicle tracking movements have been checked to ensure the hit sticks are positioned to avoid being hit by vehicles.</p> <p>Use of solid separators may be considered in future if the layout as installed is demonstrated to be effective, and if space allows.</p> <p>A smooth ramp transition will be provided for the westbound cycle lane.</p>
<ul style="list-style-type: none"> <li>• Cycle lanes are not necessary; consider removing them from the proposed plan.</li> </ul>	<p>Providing safe forms of alternative transport while Mt Eden Station is closed forms a critical part of our response plan for the CRL works. We believe cycle lanes are necessary and will provide a much safer experience for those commuting by bike to and from midtown and city centre destinations.</p>
<p><b>Separation of cyclists and pedestrians</b></p> <ul style="list-style-type: none"> <li>• Provide clear, legible separation of cyclists and pedestrians to prevent potential conflicts               <ul style="list-style-type: none"> <li>- Consider brick lines like those on the Nelson St Cycleway/ Upper Queen Street bridge</li> <li>- Consider using raised thermoplastic strips or similar to also support blind or visually-impaired users, particularly on the westbound cycle lane where shared with the footpath.</li> </ul> </li> </ul>	<p>The westbound cycle path will include raised thermoplastic strips, to help provide a clearer definition of the cycle path.</p>
<p><b>Pedestrian amenity</b></p> <ul style="list-style-type: none"> <li>• Concerns proposal does not meet minimum accessibility standards of footpath details, conditions and general AT commitments to amenity, landscaping and the pyramid of users with people at the top.               <ul style="list-style-type: none"> <li>- Suggest tactiles, new kerb details / crossing points will be needed on all interactions in the plan set to meet minimum standards. e.g. Flower Street has no crossings.</li> </ul> </li> </ul>	<p>This design aims to mitigate the impacts of increased truck movements at the New North Road/Ngahuru Street intersection as part of the CRL works. Where possible, the design has extended the footpath, increased cycle facilities, placed rubber matting over tree bases to reduce trip hazards and relocated the inbound bus stop to a more accessible location. AT understands that there are much wider issues in the area for pedestrians, particularly with some of the street trees. However, these</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> <li>• Improve footpaths on New North Road to fix/remove trip hazards               <ul style="list-style-type: none"> <li>- Ensure people are at the top of the design hierarchy, above cars, to meet accessible standards.</li> </ul> </li> </ul>	<p>are outside the scope of this project to address. AT is working on longer term plans for New North Road where we can address many of these issues.</p>
<b>Other suggestions</b>	
<ul style="list-style-type: none"> <li>• Enhance the project area with landscaping to meet design standards for people-friendly public spaces.</li> <li>• Ensure planter boxes do not impede access to board/alight buses; in particular at the bus stop outside 83 New North Road.</li> </ul>	<p>The intention of this design was to mitigate the impacts of increased truck movements at the New North Road/Ngahuru Street intersection as a result of the CRL works. Where possible the design has also improved the amenity of the area.</p> <p>The relocation of the bus stop to 83 New North Road was specifically to improve access to it as the footpath is much wider in this location. The front and back doors of the bus will be much more easily accessible in this location and will be away from the existing street trees.</p>
<b>Issues</b>	
<p>“I am concerned that there does not appear to be a right turn from New North Rd into Virginia Ave. As a business owner who operates in Virginia Ave I find it quite worrying.”</p>	<p>The layout does not stop vehicles turning right into Virginia Avenue. Traffic signals create a bunching or platooning effect in traffic flows which means there will be more gaps in the traffic than there are in the current free flow environment. In addition, the traffic signal priority will be given to traffic on New North Road as this is a main arterial road.</p> <p>We acknowledge it may become more difficult to make the right turn in peak traffic times, which is the case for any right-turn into a side street from a busy arterial road.</p> <p>Road space has been allocated to cycle infrastructure to protect the more vulnerable road users. The remaining road width did not allow for a right turn pocket into Virginia Avenue East.</p>
<p>“Justification for the removal of parking outside 130/136 New North Road is not clear. If this is related to another cycle way project then changes to parking should be considered with that cycleway proposal.”</p>	<p>The car parking to be removed outside 130/136 New North Road will help provide a safe transition for cyclists exiting the outbound cycle lane (from the city) to pull across to travel down New North Road rather than continue along the kerb line to the exit to Dominion Road.</p>

Feedback suggestions	AT response
<p>"I note that the distance between the Ngahura and Virginia intersections is less than 10m. Please provide additional information as to how the Virginia Ave intersection will be treated to accommodate the Ngahura signals. The image above suggests that Virginia Ave is being signalised."</p>	<p>Virginia Avenue East is not included in the traffic signals. It will operate as a one-way street with entry-only from New North Road.</p>
<p>"The current proposal seems to have a large tree with planter at front of new bus stop at 83 New North Road which will make it very difficult for seniors...to access the front door of the bus."</p>	<p>The bus stop has been relocated to 83 New North Road specifically to make it more accessible. While the tree is positioned close to the head of the bus stop, it is slightly away from the head and will not block passengers accessing the front door on the bus.</p>
<p>"I question the location of traffic lights and the impact their physical location will have on meeting minimum setbacks and footpath widths. Particularly at the southwest corner of the intersection."</p>	<p>The traffic signals will be set back so minimum horizontal clearances are provided. While we understand the constraints at the southwest corner, there is enough space for pedestrian flow.</p>
<b>Questions</b>	
<p>"Regarding the conversion of the clearway into a bus lane, we are concerned why this is proposed as "trial"?"</p>	<p>The bus lane is proposed as a trial so we could truly capture the impacts of the change from a clearway to a bus lane. Monitoring the trial bus lane will help us determine if it is more effective than the current clearway to provide bus priority for the high frequency bus service using this route.</p>
<p>"I assume that this signalisation is only temporary and that signals will be removed once works at Mt Eden Station are completed?"</p>	<p>These signals will be in place for at least the next four years. There is a longer term project investigating the entire New North Road corridor and this will determine what will be done once the CRL works are completed.</p>
<p>"With the works due to commence in July – can you please confirm how long it will take to complete? How will these works fit in with the current Temporary Traffic Management in place which has removed the bus lane on New North Road City Bound between Exmouth and Basque Road?"</p>	<p>It should take approximately 4-5 weeks to complete the works. A separate traffic management layout will be used during the construction of these works.</p> <p>The traffic management operating in the same area is required to be co-ordinated through the Corridor Access Request (CAR) process. The works proposed do not extend to Exmouth Street, so we do not anticipate any problems.</p>



Feedback suggestions	AT response
<p>“With the new traffic signals being installed at Ngahura Street – will the City Rail link truck and trailers etc exit from Ngahura Street instead of Ruru Street? Are the traffic signals just in place for the duration of the project? or is this a permanent change? Are the trucks making a right or left turn out of Ngahura Street? Does the tracking allow a left turn movement?”</p>	<p>The primary route for truck and trailer units accessing the Mt Eden station site will be Ngahura Street and not Ruru Street. The intersection design enables all truck turning movements; these were all assessed using the appropriate tracking. The predominant movement for trucks will be the left turn into and the right turn out of Ngahura Street. The traffic signals are being installed to enable these movements to be made safely. These signals will be in place for at least the next four years. There is a longer term project investigating the entire New North Road corridor and that will determine what will be done once the CRL works are completed.</p>
<p>“Has any consideration been made around the impact of the significantly reduced number of parking spaces?”</p>	<p>It is a common practice for on-street parking to be reallocated to maintain public transport corridors and reliable journey times. We feel, in this instance, that the removal of car parking is justified and will not be considering options to reinstate any of the on-street parking acquired to support this proposal.</p>
<p>“A tree is slated for removal on the corner of Ngahura St – is it possible to avoid removing it, or will it be replaced after the construction period?”</p>	<p>Unfortunately, the tree on the corner of New North Road and Ngahura Street identified for removal in the plan could not be avoided. Safety was a key priority at this intersection due to the high volume of heavy truck movements. A survey of pedestrians showed that the current pedestrian refuge was well used, so a signalised pedestrian crossing on that approach is vital. There is insufficient space between the corner of the road and the tree to fit in the signalised pedestrian crossing; therefore it needs to be removed. As part of the consent process Auckland Council requires the tree to be replaced, and they will provide guidance on where the new tree will go.</p>