

Summary of your feedback on the Botany Road intersection upgrades

1 Proposed work at the intersection at Cascades Road and Botany Road

Key

Existing kerb	New kerb	New gas crossing	New sign
Kerb to be removed	Existing roadmarking	New gas lane	Relocatable oil canopy
New road marking	New footpath	Existing signal pole	New signal pole
Existing footpath	New traffic island	Existing tree	Tree to be removed
Existing driveway	High friction surfacing		

The proposed work includes:

- Installing signalised double left turn lanes from Botany Road into Cascades Road
- Installing a signalised pedestrian crossing across double left turn lanes
- Installing high friction surfaces on the double left turn lanes
- Reconstructing the traffic island on Cascades Road
- Building out the kerb on the corner of the intersection outside Golflands Motel
- Signalling the left turn lane from Cascades Road into Botany Road by squaring up the corner
- Creating double westbound lanes on Cascades Road up to the Aviemore Drive roundabout
- Modifying Golflands Motel's driveways

2 Proposed work at the intersection at Millhouse Drive and Botany Road

Key

Existing kerb	New kerb	New gas crossing	New sign
Kerb to be removed	Existing roadmarking	New gas lane	Relocatable oil canopy
New road marking	New footpath	Existing signal pole	New signal pole
Existing footpath	New traffic island	Existing tree	Tree to be removed
Existing driveway	High friction surfacing		

The proposed work includes:

- Widening the road at the intersection of Millhouse Drive and Botany Road
- Installing a dedicated left turn lane from Botany Road into Millhouse Drive
- Installing an additional right turn lane on Millhouse Drive
- Installing a raised zebra crossing on the left turn slip lane on Millhouse Drive to Botany Road
- Installing double exit lanes at the Pakuranga Golf Club (opposite Millhouse Drive)
- Modifying the traffic island.

Contents

Summary	3
Key themes in feedback	3
Consultation outcome – taking your feedback on board	4
Next steps.....	4
Background	5
Project information	5
Context.....	5
Proposed improvements	5
Consultation	8
Activities to raise awareness	8
Giving feedback.....	8
Your feedback	8
Overview.....	8
Themes in feedback.....	9
Feedback on the proposed work at the intersection of Cascades Road and Botany Road.....	9
Feedback on the proposed work at the intersection of Millhouse Drive and Botany Road.....	13
Design suggestions	17
<i>Intersection at Cascades Road and Botany Road</i>	17
<i>Intersection at Millhouse Drive and Botany Road</i>	22
Attachment 1: Final design for Botany Road – Cascades Road intersection	28
Attachment 2: Final design for Botany Road - Millhouse Drive intersection	29
Attachment 3: Feedback form	30

Summary

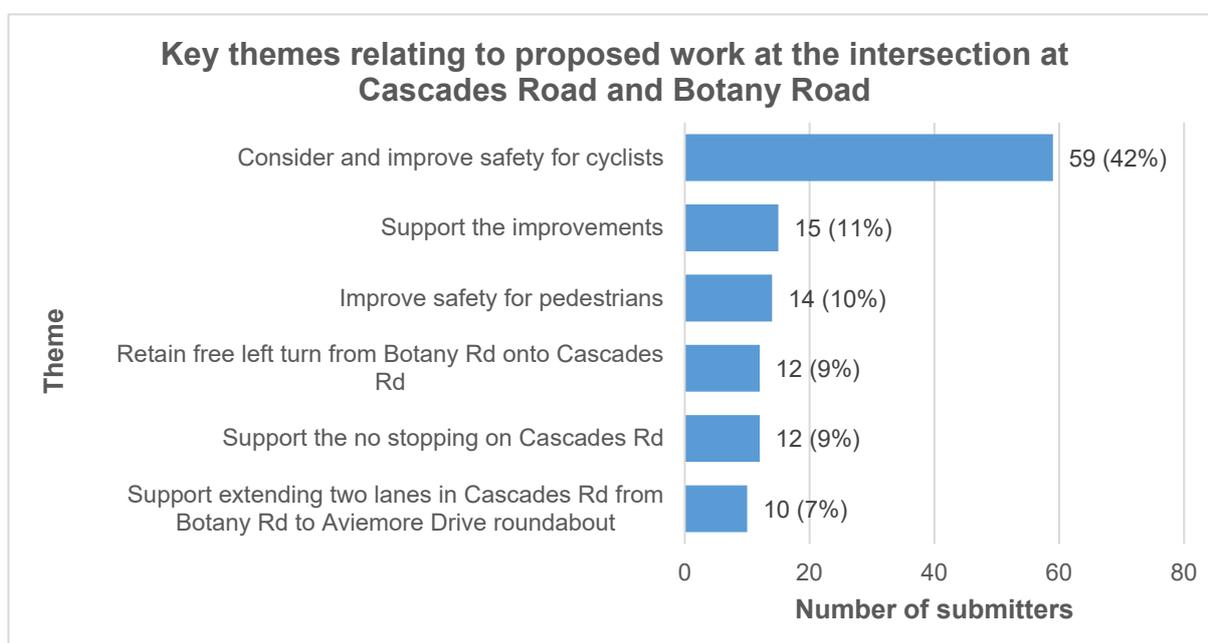
Auckland Transport is proposing a number of changes to the intersections of Cascades Road and Botany Road as well as Millhouse Drive and Botany Road as part of a wider plan to improve road safety and traffic flow. The improvements would see the roads widened to create new traffic lanes, improved traffic signals and road markings, high friction surfacing, a signalised pedestrian crossing and a raised zebra crossing.

We asked for feedback from the general public on the proposed intersection upgrades. We consulted on this proposal from Wednesday 25 July to Friday 17 August 2018, and received 141 submissions.

Key themes in feedback

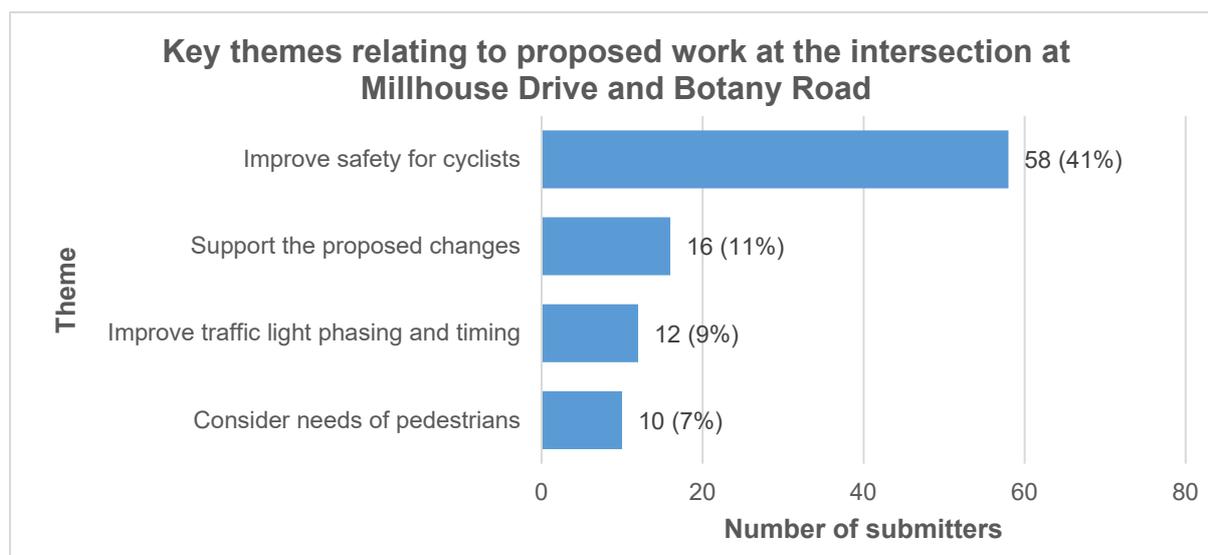
From your feedback we identified the following key themes:

Feedback on the proposed changes to the intersection of Cascades Road and Botany Road



Submissions may be counted in more than one theme.

Feedback on the proposed changes to the intersection at Millhouse Drive and Botany Road



Submissions may be counted in more than one theme.

Consultation outcome – taking your feedback on board

We are incredibly grateful to everyone who took the time to provide their feedback on this proposal. All of the comments received have been carefully considered and investigated.

Taking account of community feedback is important to us at Auckland Transport.

Having taken all feedback into consideration, we have decided to proceed with the proposal.

However, as a direct result of the feedback received, we have made the following revisions:

- New 3m wide shared paths at these intersections that allow people on bikes of all ages and abilities (including children cycling to schools) to safely ride on. The shared paths will be accompanied with cycle ramps and crossings to safely get them across the intersections and lead them on and off the road.
- Wider footpaths on the northern side of Millhouse Drive and the eastern side of Botany Road opposite Cascades Road, where shared paths cannot be provided due to property boundaries and slope of the berm.
- A new signalised crossing at the entrance to Pakuranga Golf Course to safely get cyclists and pedestrians across the golf course entrance.
- Larger traffic island at the intersection of Millhouse Drive and Botany Road that provides extra waiting space for cyclists and pedestrians.
- Minor amendments to lane widths and road markings where necessary.
- To optimise the signal phasing of the intersections to further improve efficiency
- To retain the existing golf course driveway as it currently is

To see detailed designs of the final changes for each intersection, please refer to [Attachment 1](#) and [Attachment 2](#) or [download the files from our website](#).

Next steps

The precise construction dates are still being finalised but at this stage we expect construction to start in mid-2021. Once construction is underway, the work will take approximately three months to complete. The contractors will be in touch with local residents before construction starts to let them know what will be happening.

Background

Project information

Auckland Transport (AT) is proposing improvements to two intersections along Botany Road to alleviate traffic congestion and improve road safety for road users and pedestrians.

The proposed changes include:

- Widening roads to create new traffic lanes.
- Improving traffic signals.
- Installing a signalised pedestrian crossing.
- Creating a raised zebra crossing.
- Installing high friction surfacing.

The benefits of these proposed changes include:

- Smoother traffic flows along the corridor.
- Improved traffic efficiency and safety.
- Improved safety for pedestrians.

Context

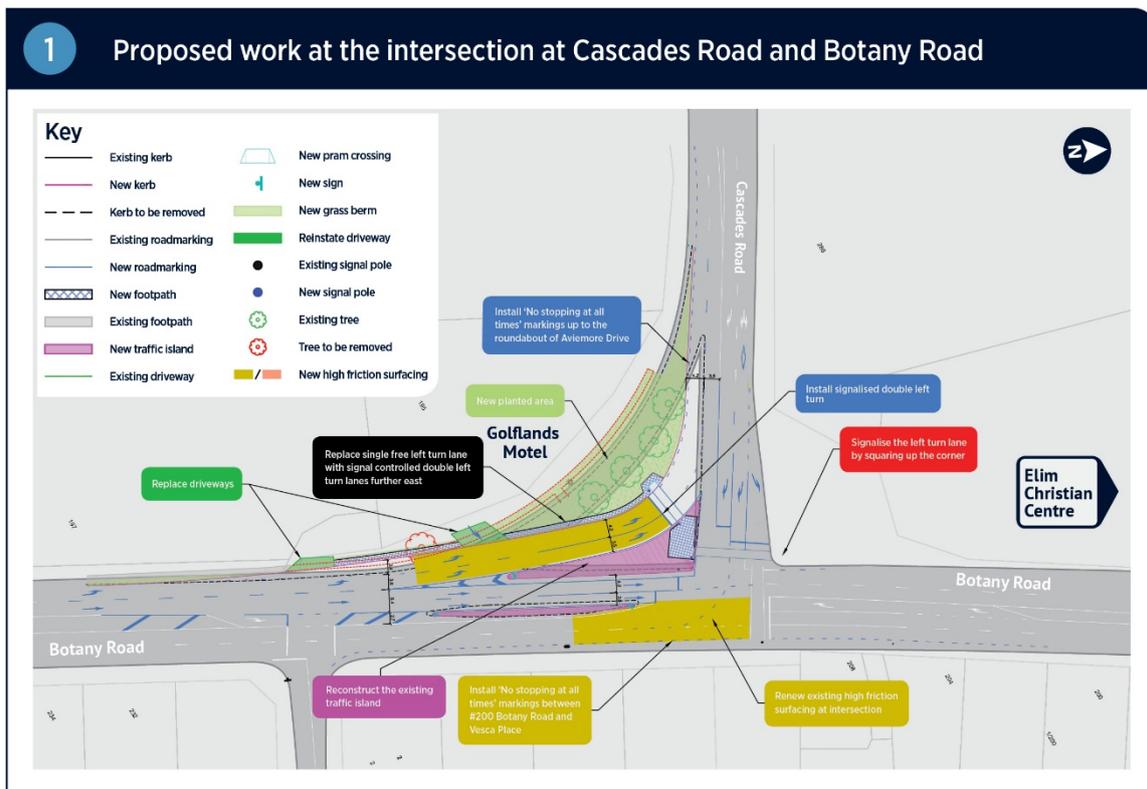
We undertook a study at the intersection of Cascades Road and Botany Road and the intersection of Millhouse Drive and Botany Road, which showed heavy traffic during peak travel times. The congestion is causing safety risks and significant delays for southbound and northbound traffic on Botany Road.

It was also identified that it is difficult for pedestrians to cross Botany Road onto Cascades Road as there is no controlled pedestrian crossing.

Proposed improvements

Our roading experts proposed the introduction of a number of proven measures, in order to alleviate traffic congestion and improve safety for road users and pedestrians. The proposed work involves upgrades at two intersections on Botany Road.

Proposed work at the intersection at Cascades Road and Botany Road



- Installing signalised double left turn lanes from Botany Road into Cascades Road.
- Installing a signalised pedestrian crossing across double left turn lanes.
- Installing high friction surfaces on the double left turn lanes.
- Reconstructing the traffic island on Cascades Road.
- Building out the kerb on the corner of the intersection outside Golflands Motel.
- Signalising the left turn lane from Cascades Road into Botany Road by squaring up the corner.
- Creating double westbound lanes on Cascades Road up to the Aviemore Drive roundabout.
- Modifying Golflands Motel's driveways.

Proposed work at the intersection at Millhouse Drive and Botany Road



- Widening the road at the intersection of Millhouse Drive and Botany Road.
- Installing a dedicated left turn lane from Botany Road into Millhouse Drive.
- Installing an additional right turn lane on Millhouse Drive.
- Installing a raised zebra crossing on the left turn slip lane on Millhouse Drive to Botany Road.
- Installing double exit lanes at the Pakuranga Golf Club (opposite Millhouse Drive).
- Modifying the traffic island.

Consultation

We consulted on the proposed changes to the Botany Road intersections from Wednesday 25 July to Friday 17 August 2018.

Activities to raise awareness

To let you know about the opportunity to provide feedback we:

- Put letters, with maps of the proposed changes and a FreePost feedback form, in the letterboxes of local residents
- Communicated with the local board about the proposed changes
- Communicated the proposed changes to key stakeholder groups
- Ran a targeted social media campaign – targeted at people in the area
- Issued a media release to relevant media
- Ran an advert in the Eastern Courier
- Posted information on the project page on the AT website

Giving feedback

We asked for feedback from property owners, residents, stakeholders and the general public to find out their thoughts on the proposed upgrades to the Millhouse Drive and Cascades Road intersections on Botany Road.

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See [Attachment 3: Feedback form](#) at the end of this report for a copy of the feedback form.

Your feedback

Overview

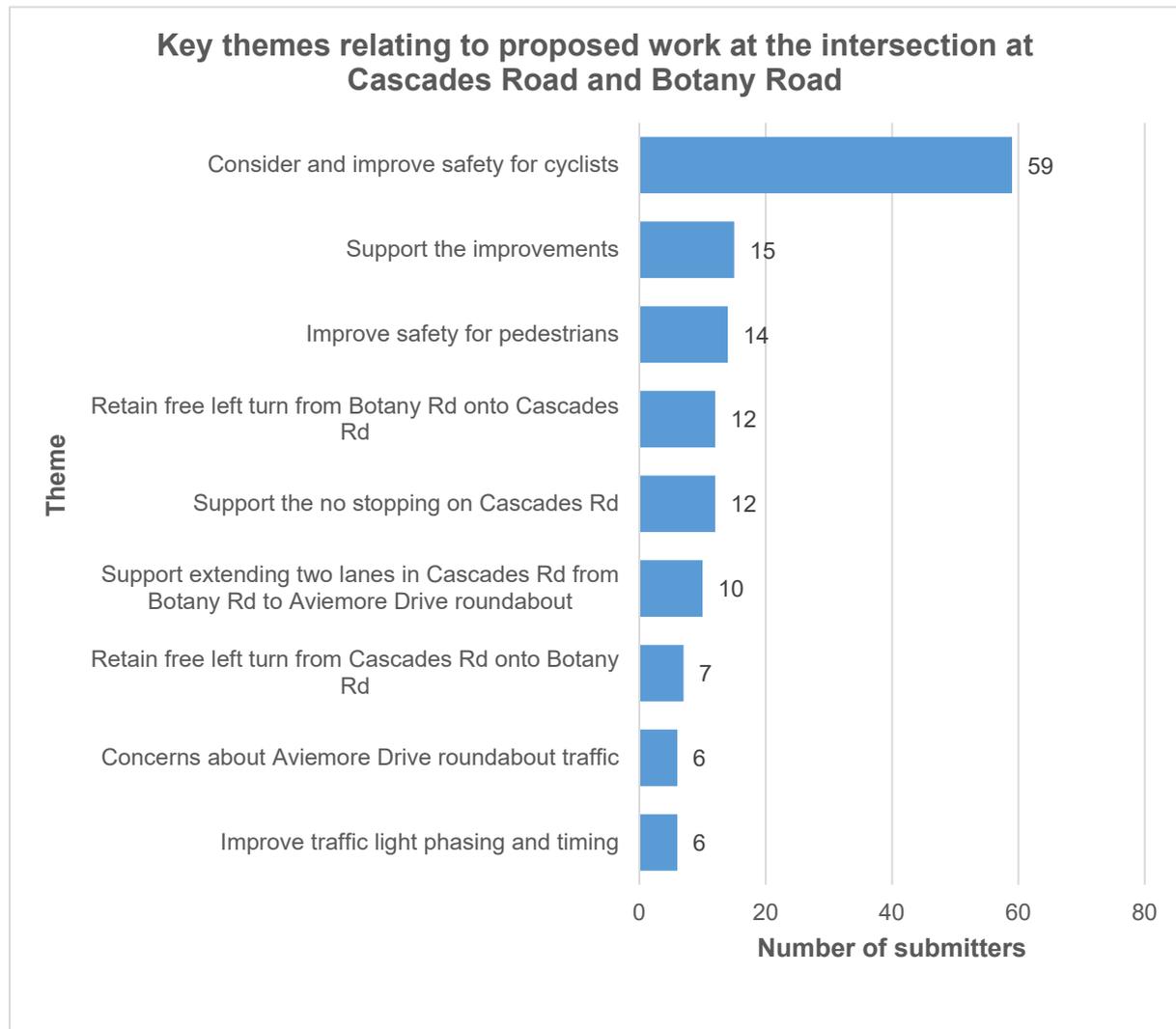
We received public feedback on the proposal from 141 submitters, which we have analysed to identify key themes in the responses relating to each of the intersections.

- 132 surveys were submitted via an online survey, 7 were submitted using a hard copy feedback form and 2 were submitted via email.

Themes in feedback

We analysed the public feedback and identified the main themes for each intersection.

Feedback on the proposed work at the intersection of Cascades Road and Botany Road



Submissions may be counted in more than one theme.

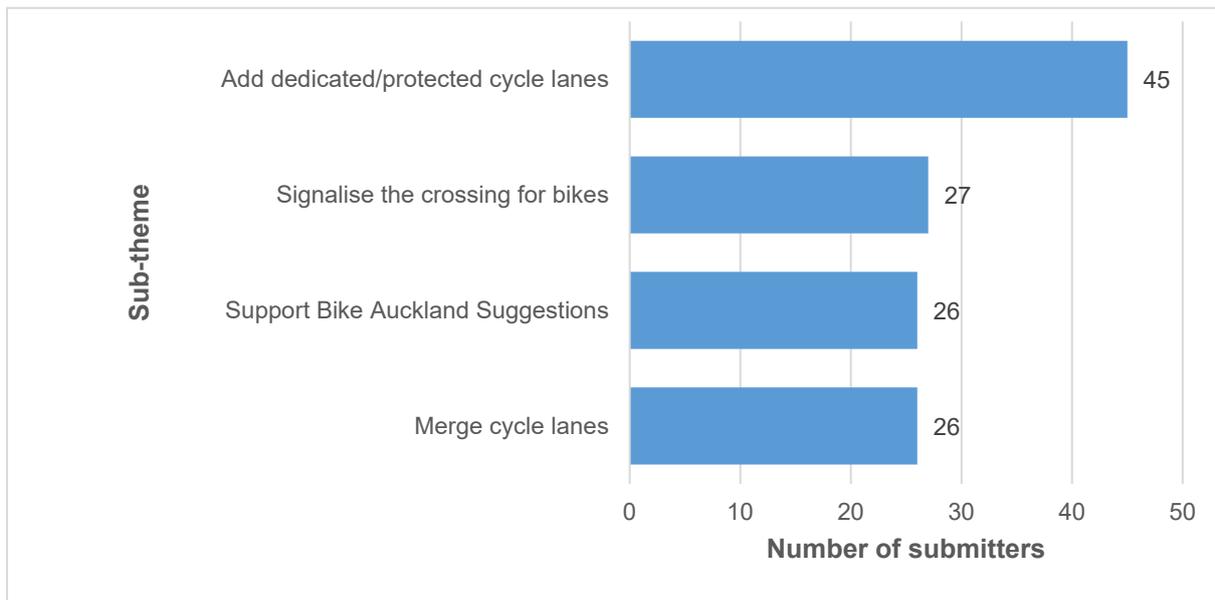
128 of the 141 submitters gave feedback on the proposed work at the intersection of Cascades Road and Botany Road. The top theme in the feedback is a need to improve safety for cyclists, mentioned by 59 submitters (42%):

“Please consider the safety and well-being of cyclists.”

“Seems to have no consideration for cyclists.”

“The proposed changes do nothing to help people on foot or on bikes get through the intersection safely & need to be revised.”

Improve safety for cyclists (sub-themes)



Submissions may be counted in more than one theme.

Among the 59 submitters who mentioned they would like to see the proposal improved to consider the safety of cyclists, the main suggestion given is to add dedicated or protected cycle lanes in the plan:

“There needs to be dedicated cycle lanes to enhance safety. Cycling is a legitimate transport method, it’s not a leisure activity.”

“Add a protected bike lane between the footpath and the road, northbound on Botany Road.”

“Dedicated bike lanes separated from motor vehicles would be a huge improvement and encourage more cycling.”

27 submitters commented they would like the crossings signalised for bikes as well as pedestrians:

“Signalise the crossings for bikes as well as pedestrians, so people on bikes can ride through safely.”

26 submitters commented that they agree with Bike Auckland’s suggestions, i.e.:

“Please add a protected bike lane between the footpath and the road, northbound on Botany Road”

“Signalise the crossings for bikes as well as pedestrians, so people on bikes can ride through safely.”

“Merge the bike lane back onto the road after the intersection.”

Support the improvements

15 submitters mentioned they support the proposed improvements:

“Overall very pleased with the changes proposed, especially with the improved safety for pedestrians.”

“Fantastic As a local resident it will be much safer for us walkers and make the traffic flow smother and faster. Please make it all happen sooner.”

Improve safety for pedestrians

14 submitters commented they would like to see more provision for pedestrian safety in the proposal:

“I don't think enough has been done to ensure pedestrians can safely cross and looks like there's insufficient space for walking.”

“Can we configure pedestrian crossings, so they automatically show safe times to cross rather than having to press the button.”

Retain free left turn from Botany Rd onto Cascades Rd

12 submitters commented they don't support removal of the free left turn from Botany Rd onto Cascades Rd, many mentioned they feel this would result in increased traffic congestion:

“Replacing a free turn with a signal will make traffic significantly worse rather than better. The pedestrian traffic is almost non-existent in this area, it's not worth the changes.”

“The traffic is bad enough with a free turn and this will mean far more congestion.”

Support the 'no stopping' on Cascades Rd

12 submitters commented that they support the no stopping along Cascades Rd up to the Aviemore Drive roundabout:

“Good to see no parking on Cascades Road. The road shouldn't be used as a car sales yard!”

“No stopping on Cascades between Botany Road and Aviemore is excellent.”

Extend two lanes in Cascades from Botany Rd to Aviemore Drive roundabout

10 submitters commented they feel it's important that the two lanes are extended along Cascades Rd from Botany Rd all the way to the Aviemore Drive roundabout:

“Ideally that stretch should remain two lanes all the way up to the roundabout at Aviemore drive. Otherwise there is still a bottleneck when turning into cascades as two lanes become one shortly after turning.”

“I believe that the section of Cascades Road between the Botany Road and Aviemore Drive needs to be two lanes.”

Retain free left turn from Cascades Rd onto Botany Rd

A small number of submitters (n=7) mentioned they would like the free left turn from Cascades Rd onto Botany Rd to remain, i.e. not signalised:

“Doing away with the free left from Cascades Rd onto Botany Rd will only add to congestion experienced on Cascades Rd, you need to keep this per its current configuration non-signalised.”

“Keep the free turn from Cascades Rd left. If you remove this, it will result in a build-up of traffic in Cascades Rd and this will affect the traffic turning right and there is no reason to remove the free left turn.”

Concerns about Aviemore Drive roundabout traffic

6 submitters mentioned concerns about the potential impact of the proposed changes on the traffic at the Aviemore Drive roundabout:

“Rarely have I seen traffic building up to turn into Cascades Rd... it will cause a greater bottleneck at the Aviemore Drive roundabout.”

“I am concerned about the effect to East-bound traffic on Botany Rd approaching the Aviemore Dr roundabout. If there are two lanes Westbound on Botany Rd to the roundabout, will there ever be a gap at the roundabout for Eastbound through traffic?”

“This work should be accompanied with a re-work of the roundabout at Aviemore Drive and Cascades Rd intersection. Traffic heading to the Pakuranga highway should have two free lanes and a right-hand turning lane extended for turning into Aviemore Drive.”

“There needs to be lights there too - or a free straight lane from Cascades Rd that by-passes the roundabout traffic turning right to Aviemore Drive.”

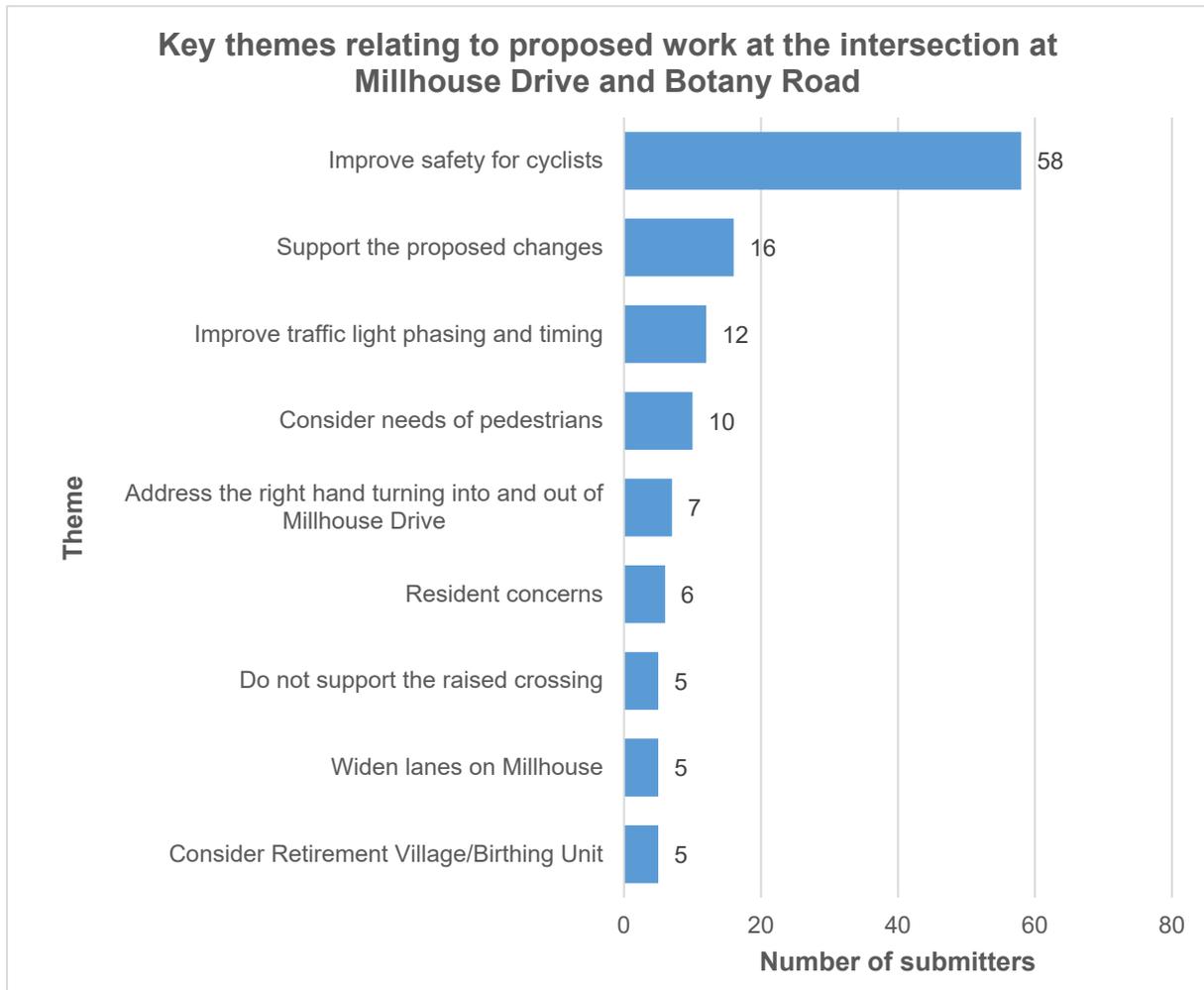
Improve traffic light phasing and timing

6 submitters commented on the traffic light phasing and timing at the intersection:

“Have a morning and evening phasing of the traffic lights and allow more than 3-5 cars to get through any traffic light change.”

“Would suggest that the traffic lights (at this intersection) work in conjunction with those at Millhouse Drive - i.e. one controller for both lights and shorter phasing on each road, thus shorter build-up of traffic waiting for the lights to change.”

Feedback on the proposed work at the intersection of Millhouse Drive and Botany Road



Submissions may be counted in more than one theme.

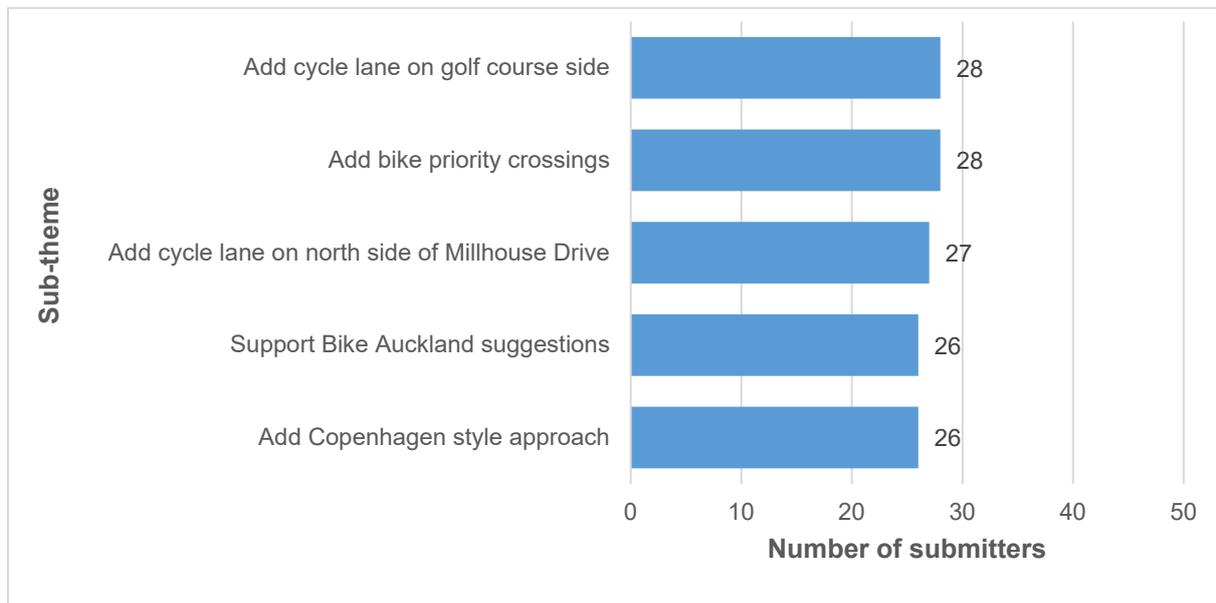
116 submitters gave feedback on the proposed work at the intersection of Millhouse Drive and Botany Rd. The top theme in the feedback is improvement for cyclist safety mentioned by 58 submitters (41%):

“Please consider the safety and well-being of cyclists. It’s not always about getting traffic from A to B as fast as possible. If cyclists feel safe, more will do this, eventually helping with traffic congestion.”

“No consideration for cyclists... it looks like it would be more dangerous for cyclists. Botany centre is going to be a public transport hub yet you haven’t catered for an increase in the number of cyclists.”

“Please include cycle safe facilities.”

Improve safety for cyclists (sub-themes)



Submissions may be counted in more than one theme.

Among the 58 submitters who mentioned they would like to see the proposal improved to consider the safety of cyclists, 26 submitters specifically commented that they agree with Bike Auckland suggestions regarding the intersection of Millhouse Drive and Botany Rd:

“Add bikes lanes and or amendments as per Bike Auckland’s suggestions or very similar to. We need it safer for cyclists in East Auckland.”

“For suggestions on how to do better check out Bike Auckland’s suggestions.”

The Bike Auckland suggestions for improvement are:

“Add a bike lane on the golf course side of the road, to protect northbound riders and those turning right out of Millhouse onto Botany Road.”

“Add a Copenhagen style approach line on Millhouse, turning southbound into Botany.”

“Plus add bike priority crossings alongside the pedestrian zebra over the slip lane and across Millhouse itself.”

“Also add a bike lane on the north side of Millhouse (this can be managed inside the proposed reconfiguration by NOT adding a new right-turn traffic lane).”

Support the improvements

16 submitters mentioned they support the proposed improvements at this intersection:

“I think the plan is good, especially as it will allow more traffic out of Millhouse Drive on to the Botany Road in the morning.”

“Pleased with the recommendations, especially the left turn lane from Botany Road into Millhouse Drive and the two right hand turning lanes from Millhouse Drive into Botany Road.”

Improve traffic light phasing and timing

12 submitters commented they would like to see improvement to the traffic light phasing in the proposal:

"Lights turning from Golflands end of Botany Rd onto Millhouse Drive are never long enough."

"Extend the green light phasing for traffic turning right from Botany Road to Millhouse Drive. Short right arrow green light phase has caused long queues... at peak times one has to wait for 3-5 phases to turn into Millhouse Drive."

Consider needs of pedestrians

10 submitters commented they would like the proposal to better cater for pedestrians' needs:

"It is also quite dangerous as no provision for crossing the road has been made."

"Your current plan does not provide for improved safety for ALL road users, in particular for people walking."

Address right hand turning into and out of Millhouse Drive

7 submitters commented they would like the proposal reviewed to address the right hand turning into and out of Millhouse Drive:

"The biggest concern at this intersection is the right-turning lane from Botany Rd onto Millhouse Dr. During rush hour the queue reaches the medical centre and sometimes even beyond."

"There doesn't seem to be any modification for the Botany Rd northbound lane turning onto Millhouse. During peak hours, there is a long queue of vehicles, sometimes blocking entry/exit from the Botany Downs maternity unit."

Residents' concerns

6 submitters commented they would like the proposal reviewed to consider the needs of residents in the area:

"I believe that the intersection with Millhouse Drive and Pajaro Place definitely requires a "no parking on intersection " painted on the road or some similar signage so exit from Pajaro Place is enhanced drastically as right now vehicles leaving Pajaro Place to turn right then over to the left lane to turn left at the Millhouse Drive /Botany Road intersection have no chance of doing so."

"Exiting and entry to my driveway is a problem. When entering from Botany Rd I sometimes have to drive past and make a u turn at the next intersection to return to my driveway, please can a clearway area be arranged in front of the first driveway."

Do not support the raised crossing

5 submitters indicated they don't support the proposal for the zebra crossing to be raised:

"Installing a raised zebra crossing on the left hand turn from Millhouse into Botany Road will create more congestion as cars stop and start to go over the crossing."

"Addition of a raised crossing will interrupt the flow of traffic from Millhouse onto Botany Rd... If anything must go here I believe a controlled crossing would be the safest option."

Widen lanes on Millhouse Drive

5 submitters commented they would like the lanes on Millhouse Drive to be widened:

“A more cost effective and efficient option would be to simply widen the left turning exit (especially for buses).”

“To achieve the extra lane the road needs widening.”

Consider Retirement Village/Birthing Unit

5 submitters commented that the proposal needs to consider the retirement village being built on Botany Rd and/or the birthing unit in the area, in terms of access and staff parking requirements:

“There is a birthing unit on Botany Road and some women and midwives need speedy access from Botany Road so access to Botany Road from Cascades Road needs to be simple.”

“The completion of the retirement home on Chapel Rd has created significant congestion in that area due to staff parking on the roadway.”

Design suggestions

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by the following theme groups:

Design suggestion in feedback	AT response
Intersection at Cascades Road and Botany Road	
<p>Improve safety for cyclists</p> <ul style="list-style-type: none"> • Add dedicated/protected cycle lanes <ul style="list-style-type: none"> - To make it safer for and encourage commuter cycling - To encourage more cycling - There is no safe means for cyclists to pass through this intersection - Is a major arterial link that will join with AMETI, and without these feeder routes having cycle friendly infrastructure the cycle lanes on AMETI will not see return on investment - For safe access to Botany town centre • Ensure there are fully protected bike lanes through the intersection • Add protected cycle lanes between the footpath and the road northbound on Botany Road <ul style="list-style-type: none"> - Would provide a safer cycling option getting to and from AMETI when it is completed – future proof - The number of commuting cyclists is increasing rapidly, especially with e-bikes - It should be standard policy to include cycleways in all new road development • Make provision for cyclists travelling north and south on Botany Rd • Add a cycle lane to allow a safe left-turn for cyclists into Cascades Rd from Botany Rd • Ensure there is a safe space for cyclists at the front of the intersection • Consider cyclists in the plan <ul style="list-style-type: none"> - Increasing the single free left turn lane onto Cascades Rd to a double lane will make it dangerous for cyclists to head straight on Botany Road 	<p>Thank you very much for sharing this feedback with us. Great consideration has been given to these suggestions. As a result of the feedback received, we have amended the design to provide:</p> <ul style="list-style-type: none"> - New 3m wide shared paths at these intersections that allow people on bikes of all ages and abilities (including children cycling to schools) to safely ride on. The shared paths will be accompanied with cycle ramps and crossings to safely get them across the intersections and lead them on and off the road. - Wider footpaths on the northern side of Millhouse Drive and the eastern side of Botany Road opposite Cascades Road, where shared paths cannot be provided due to property boundaries and slope of the berm. <p>We have created a design that will accommodate all road users while achieving the primary goals for safety and efficiency improvements along this corridor. We need to make the most value for money within the budget, land and time limitations and invest in key areas where road users will most benefit from, including walking and cycling. There is insufficient space to fit a dedicated cycle lane at these intersections without land acquisition and major utility service relocation, and without the wider connection to the rest of the network, an isolated cycle lane is not considered the safest and most efficient facility for people on bikes at this time.</p>
<p>Improve safety for pedestrians</p> <ul style="list-style-type: none"> • Include space for pedestrians to safely cross • Ensure there is more space/options for walking <ul style="list-style-type: none"> - Currently pedestrians going to the shops on Botany Rd or walking from the motel to Aviemore Drive or Cascades Rd shops have to walk along grass berms - Golfers who live nearby need to be able to walk to the golf course and home again 	<p>One of the main objectives of the project is to improve the connectivity and safety for pedestrians along this corridor. This is to be achieved through the provision of a new signalised crossing from Botany Road into Cascades Road and a new raised zebra crossing from Millhouse Drive into Botany, where there are currently no protected facilities available. These improvements are</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - To encourage the local community towards walking and cycling • Make the signal pedestrian controlled so only activated when required <ul style="list-style-type: none"> - If the new pedestrian crossing is synced with the main traffic light the crossing time will be too long - This is a low volume pedestrian area except during Elim Church coming and going • Put a crossing by the motel • Don't raise the pedestrian crossing on the slip road <ul style="list-style-type: none"> - A raised crossing will slow traffic down and could cause congestion • Don't proceed with the plan <ul style="list-style-type: none"> - Doesn't include features to protect cyclists, and reduce speed - Will increase speeds - Wider roads, and double westbound lanes will make it harder for the vulnerable, the young, the elderly and the disabled to cross - The wider total width will increase drivers' perception that it is safe to take the intersection at speed - Higher friction lanes will make it possible to travel faster, and increase risk of accidents - Will increase risk for pedestrians and cyclists • Add a footpath to the new bus stop on Cascades Road • Configure pedestrian crossings so they automatically show safe times to cross rather than having to press the button • Ensure there is a longer steppage time for traffic from the golf course crossing towards Cascades Rd <ul style="list-style-type: none"> - To allow people to cross over to the far-left lane 	<p>also expected to control vehicle speeds at these desired routes for pedestrians and improve the safety for the vulnerable road users.</p> <p>The request for new footpath on the southern side of Cascades Road between Botany Road and Aviemore Drive has been included in our Regional Footpath programme for consideration and prioritisation outside the scope of this intersection project. The design for the new footpath is currently underway and we will provide updates on our website as the project progresses.</p> <p>While these proposed changes will improve traffic flow, they will also make the intersections safer for pedestrians. In response to the comments about speed, it's important to note that AT prioritises safety over speed. We're working to create a more 'forgiving' road network that recognises that we are human and make mistakes. Those mistakes should not lead to devastating consequences. These changes will help to make these intersections safer for all road users.</p>
<p>Retain free left turn from Botany Rd onto Cascades Rd</p> <ul style="list-style-type: none"> • Don't signalise the left turn onto Cascades Rd <ul style="list-style-type: none"> - Signalising the turn onto Cascades from Botany will cause major delays - Will slow the traffic down turning left - To allow those lanes to "empty" as soon as possible, especially at non-peak times - Currently coming around that corner the traffic is able to merge like a zip onto Cascades Rd - Will create more congestion on Botany Rd - Left hand turning traffic from Botany into Cascades needs to be a constant free flow - There is still only one left turn lane along Botany Road, which expands to two lanes at the bend - The only traffic it needs to stop for is turning right onto Cascades from Botany Road, and that traffic volume is minimal compared to the traffic from the town centre end 	<p>Thank you for your feedback on the proposal. All of the feedback and requests received have been given great consideration. The decision has been made to remove the free left turn from Botany Road onto Cascades Road and convert it into double turn lanes controlled by traffic signals in order to rationalise the traffic flows and provide for a pedestrian crossing facility. The double lanes will be continued on Cascades Road to join the existing double approach lanes at the Aviemore Drive roundabout so that motorists can have a continuous lane choice and will not be required to merge or change lanes.</p> <p>Extensive traffic modelling has been undertaken to demonstrate that this change is not expected to significantly increase the delay for traffic. A possible slight increase in delay here will be mitigated by the improved capacity by the double lanes on Cascades Road, so the overall travel time will not be largely affected.</p>
<p>Extend 'no stopping'</p>	<p>Thank you for this feedback. The request for double westbound lanes on Cascades Road from Botany Road</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Make Cascades from Botany Road to Aviemore Drive a clearway in the morning and evening on the side that currently has cars parked 'for sale' • Prevent cars 'for sale' being parked on Cascades Rd approach to Aviemore Drive roundabout <ul style="list-style-type: none"> - To make Cascades Rd wide enough for two lanes • Either remove the facility to park on Cascades Rd going towards Aviemore Drive or have a second lane • Retain two lanes all the way up to the roundabout at Aviemore Drive <ul style="list-style-type: none"> - Otherwise there is a bottleneck when turning into Cascades Rd as two lanes become one shortly after turning • Make Cascades Rd approach to Aviemore Drive roundabout either a bus lane or cycle lane • Establish a clear way on the eastern side of Botany Road <ul style="list-style-type: none"> - Traffic travelling west towards Manukau gets congested due to cars parking where the two lanes are provided for the intersection - This part of Botany Road needs to be kept clear of parked vehicles between 6:30 AM and 9 AM each weekday morning • Extend no parking lines along Botany Road 	<p>to Aviemore Drive has been implemented with new no stopping lines installed.</p>
<p>Retain free left turn from Cascades onto Botany</p> <ul style="list-style-type: none"> • Don't signalise the left turn onto Cascades Rd <ul style="list-style-type: none"> - Otherwise there will be increased congestion on Cascades Rd - Will enable continuous free traffic flow and ease of negotiating buses and heavy delivery transport around the corner (left turn into Cascades Road into Botany Rd) • Do not square the corner of Cascades and Botany Roads 	<p>Thank you for your feedback on the proposal. All of the feedback and requests received have been given great consideration. The decision has been made to remove the left turn slip lane in order to improve the safety for pedestrians crossing the intersection. The impact of removing this slip lane has been carefully considered and is not deemed to significantly impact on the efficiency of the intersection.</p>
<p>Concerns about the Aviemore Drive roundabout</p> <ul style="list-style-type: none"> • Improve the roundabout with Aviemore Drive towards Botany in the afternoon <ul style="list-style-type: none"> - It is a long waiting time • Widen the two lanes on the Cascades/Aviemore roundabout <ul style="list-style-type: none"> - The lanes narrow outside the golf course and cars have a tendency to cut across their designated lane when entering the roundabout from Cascades Rd • Accompany this work with a re-work of the roundabout at Aviemore Drive and Cascades Rd intersection • Traffic heading to the Pakuranga Highway need two free lanes and a right-hand turning lane extended for turning into Aviemore Drive • Signalise the intersection <ul style="list-style-type: none"> - Delays getting through this roundabout cause frustration for drivers • Install lights at the Cascades Rd and Aviemore Drive roundabout or a free straight lane from Cascades that bypasses the roundabout that bypasses the roundabout traffic turning right to Aviemore Drive 	<p>Thank you for this feedback. This feedback was taken on board and we have since implemented a metering signal at this roundabout to better manage and balance the traffic movements.</p> <p>The metering signal was installed on the eastern leg of Cascades Road at the roundabout with Aviemore Drive and the queue detection installed on the western leg of Cascades Road. When the vehicle queue extends to a certain length, the metering signal is triggered to stop the westbound traffic to allow other vehicle queues to clear, hence balancing the delays at the roundabout.</p>
<p>Traffic light phasing and timing</p> <ul style="list-style-type: none"> • Have a morning and evening phasing of the traffic lights 	<p>The phasing of traffic signals at these two Botany Road intersections will be synchronised and optimised as part</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - To ensure more than 3-5 cars are able to get through a traffic light change • Make the traffic lights work in conjunction with those at Millhouse Drive <ul style="list-style-type: none"> - Have one controller for both lights and shorter phasing on each road - Will result in shorter build-up of traffic waiting for the lights to change • Review the light phases at the Pakuranga Rd/Cascades Rd intersection <ul style="list-style-type: none"> - When turning right into Cascades Rd, there's a delay on a red arrow when there is no traffic coming from Howick • Increase the time at the traffic lights going up Botany Road towards Howick <ul style="list-style-type: none"> - As it changes too quickly - Will make the traffic flow smoother along Botany/Te Irirangi 	<p>of this intersection upgrade project to improve the efficiency and safety where possible.</p>
<p>Miscellaneous</p>	<p>Thank you to everyone who provided these comments and suggestions. They have all been considered and where appropriate, incorporated into the design. Those comments that are outside the scope of this project have been passed on to the relevant teams within AT for investigation.</p>
<ul style="list-style-type: none"> • Don't include two lanes to turn left <ul style="list-style-type: none"> - Risk of accidents as the traffic splits into two for the new pedestrian signal, then immediately merges again - One lane is sufficient - If two lanes are needed, move them up and don't remove the tree 	<p>Thank you for sharing your views with us. Our experts have assessed the two lanes as being necessary to cater for the left turn traffic demand. The two lanes will continue along Cascades Road up to the roundabout.</p>
<ul style="list-style-type: none"> • Consider trucks and trailers <ul style="list-style-type: none"> - The lanes into Cascades from Botany seem very narrow - There is a lot of commercial vehicle travel in the area - All road users need the room to manoeuvre safely - Consult with National Road Carriers regarding trucks and trailers using the road 	<p>The design will cater for the appropriate size of vehicles expected to use this intersection. The lane widths meet all the design standards for an arterial road.</p>
<ul style="list-style-type: none"> • Widen the lanes to the south of the left turn into Cascades Road intersection <ul style="list-style-type: none"> - Would give traffic more time and ability to move into the correct lane way before turning left into Cascades Road 	<p>The lane widths meet all the design standards for an arterial road. Advance turning arrows will be installed where the lane splits.</p>
<ul style="list-style-type: none"> • Put a lane control pavement marking for right turns from Cascades Rd into Botany Rd <ul style="list-style-type: none"> - Risk of accidents where the inside lane goes wide 	<p>Advance turning arrows will be installed.</p>
<ul style="list-style-type: none"> • Extend the filter lane into Cascades Rd as far as possible along Botany Rd (adjacent to pine trees) • In Botany Rd extend the two lanes (northbound) past Cascades Rd to Headcorn Place 	<p>Thank you for sharing your views with us. Our assessment is that the current length of two lanes provide sufficient merging space.</p>
<ul style="list-style-type: none"> • Extend the left turn lane from Cascades Rd <ul style="list-style-type: none"> - Currently left turning traffic is blocked by queues of right turning traffic 	<p>Thank you for sharing your views with us. Our assessment is that the length of the left turn lane is sufficient to cater for the demand.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Extend the "No stopping" markings on Botany Road from Cascades Road down to Headcorn Place <ul style="list-style-type: none"> - To avoid visibility issues for people exiting Headcorn Place 	<p>Thank you for this suggestion. This request is outside the scope of this project but has been shared with the relevant team within AT to assess.</p>
<ul style="list-style-type: none"> • Put in a dedicated left lane for cars turning into Headcorn Place from Cascades Road/Botany Road for the last 50 metres before the Headcorn Place intersection 	<p>Thank you for sharing your views with us. Our assessment is that this measure isn't feasible as the left turn into Headcorn Place has priority over the right turn.</p>
<ul style="list-style-type: none"> • Address red light running <ul style="list-style-type: none"> - As extra lights are being installed - To avoid accidents involving vehicles or pedestrians 	<p>Auckland is now a Vision Zero region, which means Auckland Transport is committed to a goal of no deaths or serious injuries on Tāmaki Makaurau roads by 2050. Addressing red light running will contribute to this goal. In the next 10 years we are investing in 42 new red light safety cameras at high risk intersections. Our red light safety camera programme will assess where best to make these investments. We also work closely with NZ Police who are responsible for traffic enforcement.</p>
<ul style="list-style-type: none"> • Make the section between the bridge and the intersection designated clearway between peak hours <ul style="list-style-type: none"> - To avoid congestion as people park on the road and the left lane is no longer available for motorists to use 	<p>The request for double westbound lanes on Cascades Road from Botany Road to Aviemore Drive has been implemented with new 'no stopping' lines installed.</p>
<ul style="list-style-type: none"> • Improve the right turning from Cascade to Pakuranga Rd <ul style="list-style-type: none"> - Two lanes required to reduce waiting time 	<p>Thank you for this suggestion. This request is outside the scope of this project but will be taken into consideration for any future projects in the area.</p>
<ul style="list-style-type: none"> • Make the lane from Botany to Cascades three lanes the whole way down <ul style="list-style-type: none"> - Two lanes will slow the traffic down, people speed up the right-hand lane and cut in 	<p>Thank you for your suggestion. This would require widening the road quite substantially which would likely require property acquisition. Therefore, this is outside the scope of this project.</p>
<ul style="list-style-type: none"> • Install more lighting in the area from Millhouse drive to cascade as its very dark on the golf course side 	<p>Streetlighting will be upgraded as part of this project.</p>
<ul style="list-style-type: none"> • Either remove or move the bus stop in the intersection outside the Golflands Motel <ul style="list-style-type: none"> - Causes delays in the mornings 	<p>The bus stop will be relocated further down Botany Road.</p>
<ul style="list-style-type: none"> • Provide a median strip down the centre of Cascades Road <ul style="list-style-type: none"> - Will allow traffic to turn into their driveways 	<p>There is an existing flush median on Cascades Road</p>
<ul style="list-style-type: none"> • Install a traffic light on intersection of Vesca Place and turning right into Cascades Rd 	<p>Thank you for sharing your views with us. Because Vesca Place is a cul-de-sac, our assessment is that traffic signals are not warranted at this location.</p>
<ul style="list-style-type: none"> • Trial a light controlled left turn from Botany Rd to Cascades Rd or two-lane free turn and merge 	<p>The left turn from Botany Road into Cascades Road will be signal controlled.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Make a drive-in bay indented off the road at the bus stops along Botany Rd from Cascades Rd to Ti Rakau, similar to the one before Ti Rakau hits Chapel Rd <ul style="list-style-type: none"> - To ensure there is enough room for the bus to stop without restricting traffic flow 	<p>Thank you for your feedback. We have put a lot of thought into the design and investigated the best ways to make use of the available space for all road users. Indented bus stops make it difficult for buses to merge back into the mainstream of traffic causing delays for bus passengers. Indented bus bays also require a significant area to ensure buses are able to pull in flush with the kerb.</p> <p>Inline bus stops improve journey times for bus users so are the preferred option. With passengers now being able to quickly tag on and tag off, delays faced by motorists will be minimal.</p>
<ul style="list-style-type: none"> • Make a free turn for traffic turning right from Ti Rakau to Botany Rd 	<p>Thank you for this suggestion. This request is outside the scope of this project but will be taken into consideration for any future projects in the area.</p>
<ul style="list-style-type: none"> • Remove trees where possible • Don't cut down trees • Do not plant trees, flax etc on the berm, plant grass instead <ul style="list-style-type: none"> - Impedes view for road and footpath users - To reduce risk of serious injury resulting from collision between cars and trees 	<p>We will ensure new trees do not impede visibility for motorists or pedestrians. And only the vegetation affected by the project will be removed.</p>
Intersection at Millhouse Drive and Botany Road	
<p>Improvements for Cyclists</p> <ul style="list-style-type: none"> • Consider the safety and well-being of cyclists <ul style="list-style-type: none"> - If cyclists feel safe, more people will cycle, eventually reducing traffic congestion - Botany Centre is going to be a public transport hub yet with an increase in the number of cyclists • Include cycle safe facilities <ul style="list-style-type: none"> - Extra lanes out of the golf club is not required, the priority should be protecting cyclists - To make it safer for and encourage commuter cycling • Include dedicated cycle lanes separated from motor vehicles <ul style="list-style-type: none"> - To encourage more cycling - This intersection is close to the future AMETI project termination, it will help to promote commuters to change from driving in favour of cycling - For safe access to Botany town centre • Include cycle lanes through the intersection <ul style="list-style-type: none"> - Cyclists need to be able to pass through the intersection safely - As this is a major arterial link that will join with AMETI and feeder routes having cycle friendly infrastructure is important 	<p>Thank you very much for sharing this feedback with us. Great consideration has been given to these suggestions. As a result of the feedback received, we have amended the design to provide:</p> <ul style="list-style-type: none"> - New 3m wide shared paths at these intersections that allow people on bikes of all ages and abilities (including children cycling to schools) to safely ride on. The shared paths will be accompanied with cycle ramps and crossings to safely get them across the intersections and lead them on and off the road. - Wider footpaths on the northern side of Millhouse Drive and the eastern side of Botany Road opposite Cascades Road, where shared paths cannot be provided due to property boundaries and slope of the berm. <p>We have created a design that will accommodate all road users while achieving the primary goals for safety and efficiency improvements along this corridor. We need to</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Include cycle lanes for safe cycling north and south along Botany Rd, and north to south across the golf course entrance <ul style="list-style-type: none"> - Plan for the connectivity to the proposed infrastructure that AMETI will bring to Botany/Howick. - Similar to above adding cycle lanes with this junction would promote cycle safety. There should be safe-direct cycle routes between Botany and Howick. This is a great opportunity to improve cyclist safety on a major junction, with a view to further extension of the infrastructure between Howick/Botany when funding permits. • Include a bike lane on the golf course side of the road, and on Millhouse Drive <ul style="list-style-type: none"> - To protect northbound cyclists and those turning right out of Millhouse onto Botany Rd - The number of pedestrians and cyclists is increasing • Implement Bike Auckland's recommendations • Add protected cycle lanes through the intersection, northbound on Botany Rd and both sides of Millhouse Drive going around the corners <ul style="list-style-type: none"> - The number of commuting cyclists is increasing rapidly, especially with e-bikes - Currently cyclists have to cycle in the middle of the road which is difficult for the car users - This is a key commuting route towards the industrial areas of East Tamaki and beyond - Particularly with the number of local schools in the vicinity • Add a Copenhagen style approach line on Millhouse, turning southbound into Botany • Add bike priority crossings alongside the pedestrian zebra over the slip land and across Millhouse Drive • Add a bike lane on the north side of Millhouse Drive <ul style="list-style-type: none"> - Can be managed by not adding a new right-turn traffic lane • Align this plan with AT's sustainability objectives and make incremental upgrades for cyclists • Ensure there is a safe space for cyclists to stop at the front of the intersection lanes 	<p>make the most value for money within the budget, land and time limitations and invest in key areas where road users will most benefit from, including walking and cycling. There is insufficient space to fit a dedicated cycle lane at these intersections without land acquisition and major utility service relocation, and without the wider connection to the rest of the network, an isolated cycle lane is not considered the safest and most efficient facility for people on bikes at this time.</p>
<p>Improve traffic light phasing and timing</p> <ul style="list-style-type: none"> • Review the phasing of the traffic lights out of Millhouse Drive <ul style="list-style-type: none"> - They do not allow enough vehicles through during peak times • Ensure that green light phases at the lights are set for longer <ul style="list-style-type: none"> - To prevent traffic building up • Review phasing of lights turning from Golflands end of Botany Rd onto Millhouse <ul style="list-style-type: none"> - Currently not long enough - The backlog causes issues with turning traffic into Golflands and the maternity unit • Make sure the right turn traffic red arrow into Millhouse from Botany Road is extinguished after 5 seconds <ul style="list-style-type: none"> - Will allow right turn traffic to turn when there is no oncoming traffic from Casades, especially during the day - There are driveways prior to this junction that traffic can turn right without having to be controlled by lights • Have a morning and evening phasing of the traffic lights and allow more than 3-5 cars to get through any traffic light change • Ensure the traffic lights work in conjunction with those at Millhouse Drive 	<p>The phasing of traffic signals at these two Botany Road intersections will be synchronised and optimised as part of this intersection upgrade project to improve the efficiency and safety where possible.</p>

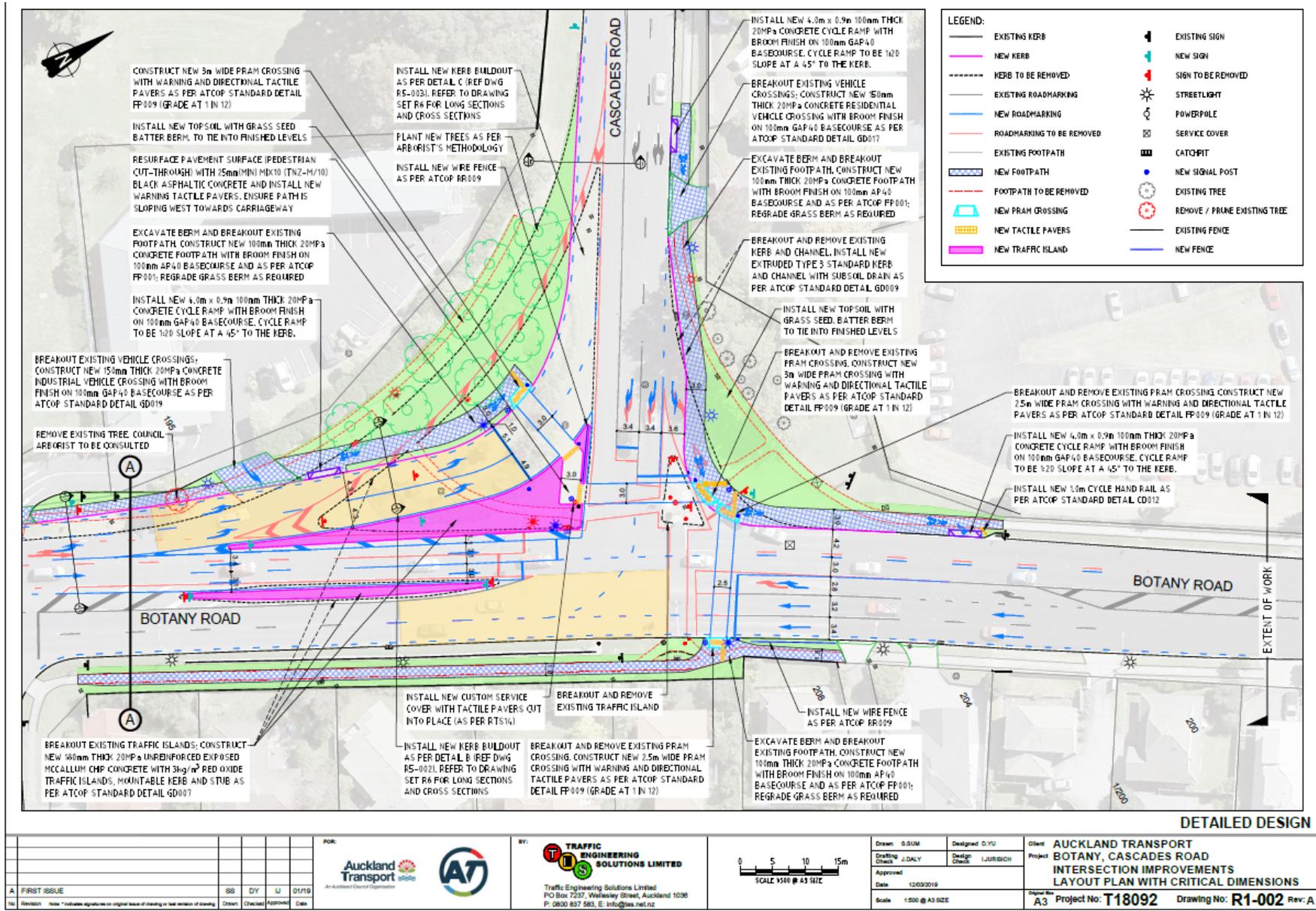
Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - One controller for both lights and shorter phasing on each road to enable shorter build-up of traffic waiting for the lights to change • Review phasing of the lights turning from Botany Rd from the south into Millhouse <ul style="list-style-type: none"> - During peak hour traffic only 3 cars can make the turn while the traffic is built up nearly to the Botany medical centre - To avoid people turning on a red light when there is no traffic going south on Botany Rd and others leaving the blocked right turn lane and going north past the intersection and doing a u turn into a private driveway to get onto Millhouse • Bigger traffic lights are needed • Allow traffic turning right into Millhouse Drive from Botany Road have more time at green light, especially in the evening <ul style="list-style-type: none"> - To avoid traffic back -up to Eastcare - Short right arrow green light phase causes queues and at peak times one has to wait for 3-5 phases to turn into Millhouse Drive • Review the light phases at the Pakuranga Rd/Cascades Rd intersection <ul style="list-style-type: none"> - When turning right into Cascades Rd, you can sit for ages on a red arrow when there is no traffic coming from Howick 	
<p>Improvements for Pedestrians</p> <ul style="list-style-type: none"> • Consider the needs of pedestrians <ul style="list-style-type: none"> - No provision for crossing the road has been made - Plan does not provide for improved safety for people walking • Revise the proposed changes to ensure people on foot or on bikes get through the intersection safely • Ensure pedestrian crossings are wheelchair friendly • Configure pedestrian crossings so they automatically show safe time to cross rather than having to press the button • Do not include a raised crossing <ul style="list-style-type: none"> - A raised zebra crossing on the left hand turn from Millhouse into Botany Road will increase congestion - Would cause all vehicles to slow and be dangerous - Would cause risk of accidents • Install a signal crossing instead of a raised pedestrian crossing <ul style="list-style-type: none"> - People will park over a raised crossing 	<p>One of the main objectives of the project is to improve the connectivity and safety for pedestrians along this corridor. This is to be achieved through the provision of a new signalised crossing from Botany Road into Cascades Road and a new raised zebra crossing from Millhouse Drive into Botany, where there are currently no protected facilities available. These improvements are also expected to control vehicle speeds at these desired routes for pedestrians and improve the safety for the vulnerable road users.</p> <p>The proposed raised zebra crossing is unlikely to cause any additional delay to motor vehicles as they are already having to slow down and give way to the Botany Road traffic.</p> <p>It's important to note that raised crossings reduce vehicle speeds – making it safer for pedestrians to cross. More and more people are dying or being seriously injured on Auckland's roads. AT is working to create a more 'forgiving' road network that recognises that we are human and make mistakes. Those mistakes should not lead to devastating consequences. These changes will help to make these intersections safer for all road users.</p> <p>Please note, all pedestrian crossings will be compliant with standards and will be wheelchair friendly.</p>

Design suggestion in feedback	AT response
<p>Improvements needed for turning into and out of Millhouse Drive</p> <ul style="list-style-type: none"> • Provide filter right turns for traffic turning right from Botany Rd to Millhouse Drive • Retain free left turn <ul style="list-style-type: none"> - Left turning traffic from Howick into Millhouse Drive from Botany Rd causes a break which left hand turning traffic out of Millhouse can use to enter Botany Rd • Allow left turn into Millhouse from Botany Road to be controlled with give way sign <ul style="list-style-type: none"> - Would reduce queue on Botany Rd - Seems like it will make traffic worse by backing up at the lights - Otherwise will make the traffic worse 	<p>A new dedicated left turn lane will be provided from Botany Road into Millhouse Drive so that the left turning vehicles are clear of the through traffic. The existing left turn slip lane from Millhouse Drive into Botany Road will also be retained, with addition of a new zebra crossing for pedestrians.</p>
<p>Residents' concerns</p> <ul style="list-style-type: none"> • Consider residents at the entrance that do not have adequate turning space to safely exit their driveways <ul style="list-style-type: none"> - Some residents have short driveways that make reversing onto the roadway mandatory • Add a 'no parking on intersection' sign or keep clear box at intersection with Millhouse Drive and Pajaro Place, painted on the road or similar signage <ul style="list-style-type: none"> - Currently it's difficult for vehicles leaving Pajaro Place to turn right and move over to the left lane to turn left at the Millhouse Drive /Botany Road intersection - At peak times, the traffic will queue up at the traffic lights and block the car turning right from Pajaro Place to Millhouse Drive • Ensure heavy roadworks equipment/machinery is used with care <ul style="list-style-type: none"> - Vibrations can affect house foundations and wallpaper • Keep noise levels low especially at night • Keep entrance to properties clear at all times 	<p>The proposed double right turn lanes on Millhouse Drive are expected to significantly reduce the queue lengths so that they are less likely to extend back to the Pajaro Place intersection. We will continue to monitor the situation and make appropriate changes if necessary.</p> <p>The on-site parking area for these properties will not be affected by the road widening.</p> <p>Construction works will take place in compliance with the code of practice to minimise impact on the residents. We will be in touch with residents prior to construction commencing to let everyone know what's happening and what we will do to mitigate the construction impacts.</p>
<p>Widen lanes on Millhouse Drive</p> <ul style="list-style-type: none"> • Widen the left turning exit <ul style="list-style-type: none"> - Especially for buses • Widen Millhouse Drive <ul style="list-style-type: none"> - The narrowing of Millhouse Drive by adding an extra lane could result in head on confrontation in the outer lane with both right and left turning traffic from Botany Road - The lane sizes seem to be constricted - The three axle buses have some difficulty exiting Millhouse onto Botany in heavy traffic - The 2.7m wide lane into Botany Road is too narrow. Buses are over 2.4 wide with large mirrors • Increase the two lanes northbound to three lanes 	<p>We will revise the widths of the traffic lanes on Millhouse Drive at the detailed design to ensure they are fit for purpose to accommodate vehicle tracking and reduce safety risk. A Road Safety Audit will also be undertaken to ensure the safety risks are all addressed appropriately.</p>

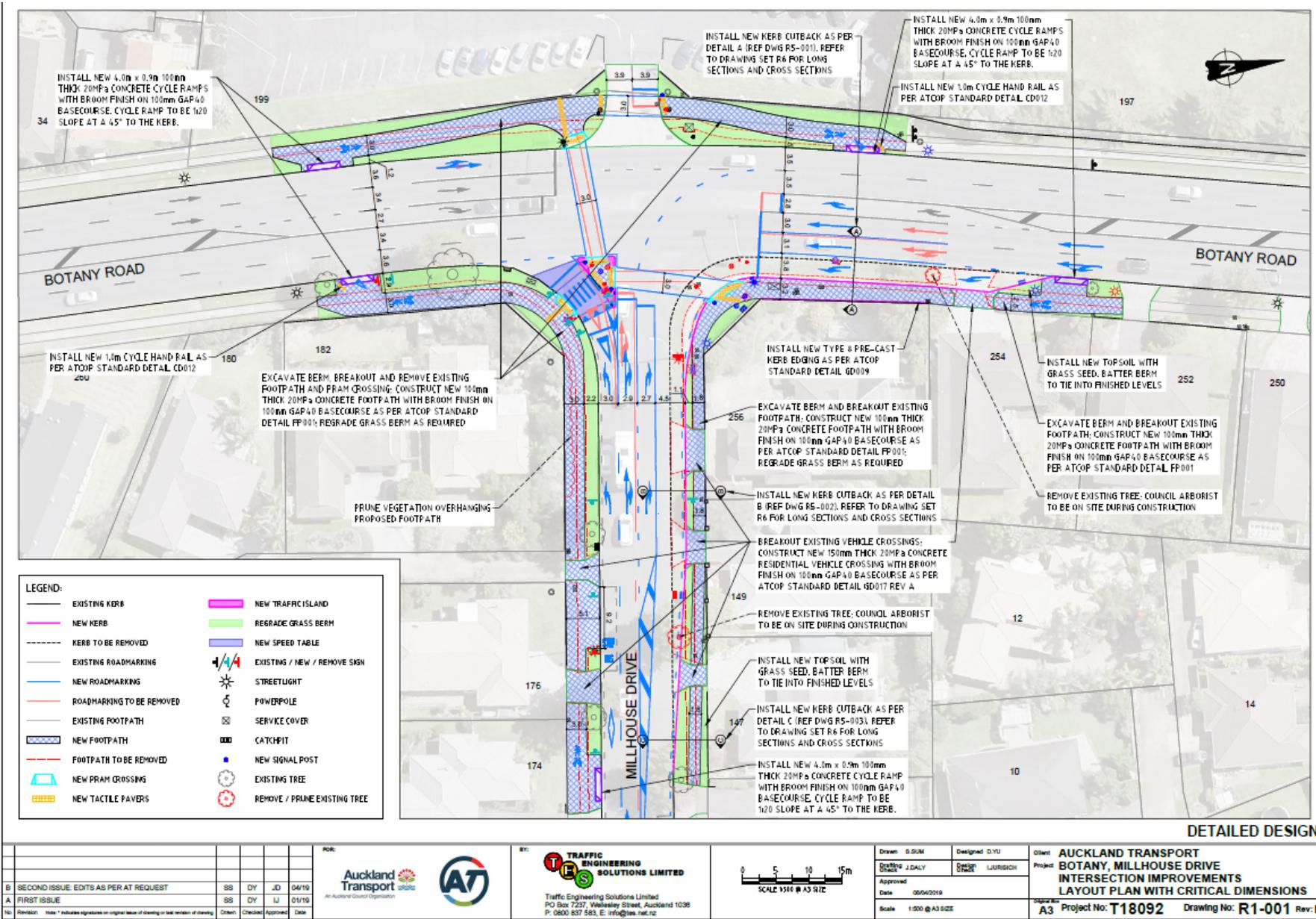
Design suggestion in feedback	AT response
<p>Considerations for the retirement village and birthing unit</p> <ul style="list-style-type: none"> • Consider the extra traffic and staff parking requirements due to the new retirement village being built on Botany Rd between the Golf Course and the motel <ul style="list-style-type: none"> - Completion of the retirement home on Chapel Rd has resulted in increased congestion in that area due to staff parking on the roadway • Reduce the queuing across the exit and entry to Botany Downs Birthing Unit <ul style="list-style-type: none"> - Patients, medical personnel and emergency vehicles need to be able to easily enter and leave the birthing unit - The traffic volume has increased and at times it's difficult to enter and leave the birthing Unit - Poses a health risk to those who utilise the Unit 	<p>This project has been designed to alleviate traffic congestion and improve safety for all road users at these two intersections.</p> <p>The project is expected to improve the capacity at the Botany Road and Millhouse Drive intersection so that the traffic queue is likely to reduce on Botany Road which will improve the access for the birthing unit.</p>
<p>Miscellaneous</p>	<p>Thank you to everyone who provided these comments and suggestions. They have all been considered and where appropriate, incorporated into the design. Those comments that are outside the scope of this project have been passed on to the relevant teams within AT for investigation.</p>
<ul style="list-style-type: none"> • Don't include the slip lane to turn left into Millhouse Drive <ul style="list-style-type: none"> - Is unnecessary 	<p>There is no slip lane proposed from Botany Road into Millhouse Drive. We do, however, plan to maintain the slip lane from Millhouse Drive onto Botany Road. The slip lane will be retained for traffic efficiency, including buses.</p>
<ul style="list-style-type: none"> • Put in a controlled turn at Millhouse Drive, not free turning 	<p>A raised zebra crossing is planned on the slip lane to improve pedestrian safety. The slip lane is retained for traffic efficiency, including buses</p>
<ul style="list-style-type: none"> • Extend the left only turn lane into Millhouse from Botany road another 20 metres <ul style="list-style-type: none"> - The two-lane left turn to Millhouse is too short 	<p>Thank you for your suggestion. In our assessment, the proposed length of the left turn lane is sufficient to cater for the turning demand.</p>
<ul style="list-style-type: none"> • Put yellow lines on Millhouse Drive or extend them <ul style="list-style-type: none"> - Sometimes there are cars parked on the side of the road causing congestion for cars queuing to turn left onto Botany Rd 	<p>This request has been incorporated into the revised design.</p>
<ul style="list-style-type: none"> • Install a 'no stopping at all times' sign <ul style="list-style-type: none"> - During peak hours, there are cars parked by Millhouse Northern kerb 	<p>This request has been incorporated into the revised design.</p>
<ul style="list-style-type: none"> • Extend no parking lines as far as possible 	<p>'No stopping' lines have been incorporated into the design where necessary.</p>
<ul style="list-style-type: none"> • Ensure there are 'no parking' yellow lines both sides down to Pajaro 	<p>'No stopping' lines have been incorporated into the design where necessary.</p>
<ul style="list-style-type: none"> • Move the bus stop or build a bay to accommodate a bus pulling in 	<p>Thank you for your feedback. We have put a lot of thought into the design and investigated the best ways to</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - It blocks traffic flow • 	<p>make use of the available space for all road users. Indented bus stops, also known as bus bays, make it difficult for buses to merge back into the mainstream of traffic causing delays for bus passengers. Indented bus bays also require a significant area to ensure buses are able to pull in flush with the kerb.</p> <p>Inline bus stops improve journey times for bus users so are the preferred option. With passengers now being able to quickly tag on and tag off, delays faced by motorists will be minimal.</p>
<ul style="list-style-type: none"> • Don't install double exit lanes from the Pakuranga Golf Club <ul style="list-style-type: none"> - Not good value for money - Not many cars exit the Pakuranga Golf Club at a given time 	<p>Thank you for this feedback. We no longer plan to install double exit lanes at the Pakuranga Golf Club. The golf course driveway will remain as is.</p>
<ul style="list-style-type: none"> • Extend the Botany Rd right turn central refuge into Millhouse Drive up to the Maternity Centre 	<p>Traffic signal phasing will be optimised to reduce queuing of right turn vehicles into Millhouse Drive.</p>
<ul style="list-style-type: none"> • Extend the left-hand turn lane from Millhouse into Botany Rd as far down Millhouse as possible 	<p>Thank you for your suggestion. In our assessment, the proposed length of the left turn lane is sufficient to cater for the demand.</p>
<ul style="list-style-type: none"> • Keep the raised zebra crossing as low as possible <ul style="list-style-type: none"> - To prevent vans, delivery trucks and buses from "bottoming out" on the crossing 	<p>Thank you for sharing this feedback with us. The proposed raised zebra crossing will be suitable for heavy vehicles and we will ensure it is a bus-friendly design.</p>
<ul style="list-style-type: none"> • If trees are removed, replant 	<p>We appreciate this feedback. We can assure you that replacement trees are proposed where required.</p>
<ul style="list-style-type: none"> • Remove trees where possible to reduce risk of injury from collision between cars and trees 	<p>We will ensure new trees do not impede visibility for motorists or pedestrians. And only the vegetation affected by the project will be removed.</p>

Attachment 1: Final design for Botany Road – Cascades Road intersection



Attachment 2: Final design for Botany Road - Millhouse Drive intersection



Attachment 3: Feedback form

Have your say...

on proposed upgrades to two intersections on Botany Road

FEEDBACK FORM



Please complete this FreePost form and return it to us by **17 August 2018**.

Alternatively, you can provide feedback online by going to **AT.govt.nz/haveyoursay** and searching 'Botany Road'. If you have difficulty completing the form, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

If your comment relates to a specific location on the route, please be sure to state where. You are welcome to attach additional pages (or provide feedback online) if you need more space to provide feedback.

1 Proposed work at the Intersection at Cascades Road and Botany Road

Please provide any feedback you have on the proposed changes at this intersection.

2 Proposed work at the Intersection at Millhouse Drive and Botany Road

Please provide any feedback you have on the proposed changes at this intersection.



AT.govt.nz/haveyoursay