

Attachment 1: Your feedback and our responses

Theme	No. of mentions	Main points	AT Responses
General concerns			
Opposes proposed changes in their entirety	7	<ul style="list-style-type: none"> • Not necessary • Minimal benefits for cost 	<ul style="list-style-type: none"> • The bus lane will reduce travel times and improve travel time reliability for buses. This is important because buses are experiencing significant delays along this route. Regular congestion on this road has a significant impact on the quality of bus services, leading to unreliable travel times and services for downstream bus stops, and delays to bus users. The average delays to buses along this length of road during are approximately 1 minute 30 seconds and are often up to 3 minutes 30 seconds. • This facility will ensure that bus services along Raleigh Road, and continuing on to Central Auckland, will be quicker and more reliable. Improving the quality of these bus services will also help to encourage more people to choose to take the bus. This means that fewer people will need to drive, which reduces the number of vehicles competing for space on the road. • It is also worth noting that many bus routes throughout Auckland experience more than one pinch point that effects journey time reliability. Several bus priority improvements along the same route can have significant cumulative benefits on bus travel times and reliability. • We have assessed the value that this project is projected to deliver in relation to the estimated cost. This is known as the Benefit Cost Ration, and any value over one means that the project is estimated to deliver more value than its cost, in this case the estimated Benefit Cost Ratio is in excess of four, which means the project is estimated to deliver four times the value of its cost over the course of its lifetime.
Proposal is a waste of money	5	<ul style="list-style-type: none"> • Not necessary • Minimal benefit for cost • Better things to spend money on 	<ul style="list-style-type: none"> • The bus lane will reduce travel times and improve travel time reliability for buses. This is important because buses are experiencing significant delays along this route. Regular congestion on this road has a significant impact on the quality of bus services, leading to unreliable travel times and services for downstream bus stops, and delays to bus users. The average delays to buses along this length of road during are approximately 1 minute 30 seconds and are often up to 3 minutes 30 seconds. • This facility will ensure that bus services along Raleigh Road, and continuing on to Central Auckland, will be quicker and more reliable. Improving the quality of these bus services will also help to encourage more people to choose to take the bus. This means that fewer people will need to drive, which reduces the number of vehicles competing for space on the road. • It is also worth noting that many bus routes throughout Auckland experience more than one pinch point that effects journey time reliability. Several bus priority improvements along the same route can have significant cumulative benefits on bus travel times and reliability. • We have assessed the value that this project is projected to deliver in relation to the estimated cost. This is known as the Benefit Cost Ration, and any value over one means that the project is estimated to deliver more value than its cost, in this case the estimated Benefit Cost Ratio is in excess of four, which means the project is estimated to deliver four times the value of its cost over the course of its lifetime.

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Proposal should have been completed at same time as previous works	3	<ul style="list-style-type: none"> Road has had significant changes and upgrades already. Should have included this in those upgrades. Waste of money doing this at a later date. 	<ul style="list-style-type: none"> We acknowledge that this may be frustrating for people. The footpaths were upgraded on Raleigh Road during 2017, the new network bus routes were rolled out on North Shore in September 2018 and the Lake Road roundabout was upgraded during 2018. At the time these previous changes were being planned, we did not anticipate how much congestion would impact on reliability of Raleigh Road bus routes. The proposed improvements do not require extensive physical construction works, e.g. we will not be moving the kerb line or existing footpaths. The impacts during construction will not be significant or overly intrusive.
Bus Lane and bus stops			
Like bus lane / improvements to public transport	35	<ul style="list-style-type: none"> Likes the bus lane specifically. Like that it bypasses a congested section of road. Will improve travel times and travel time reliability. Like that it is a better use of space for a wide road. Will start catching the bus again. 	<ul style="list-style-type: none"> Thanks for your feedback
Does not want a bus lane	10	<ul style="list-style-type: none"> Do not put in a bus lane. Make a T2/T3. Not enough buses to warrant lane. Creates extra congestion. Will move problems to alternative already congested routes (Ocean View Rd, Northcote Rd). 	<ul style="list-style-type: none"> The proposed bus lane will have a negligible impact on car travel times, whilst significantly improving the reliability of bus services. A bus lane is preferred for Raleigh Road because the additional volume of vehicles merging from a T2/T3 lane before the Raleigh Rd/Lake Rd roundabout would increase congestion and travel times for vehicles that aren't permitted to use the Transit lane. Vehicles using the general traffic lane would actually experience notable increases in travel times if a T2 or T3 lane were introduced. Its estimated that a T2 or T3 lane would add another 1 to 2 minutes delay to general traffic on Raleigh Road. A bus lane is also preferred instead of a T2 or T3 lane because travel time savings for buses would be significantly reduced if a T2 or T3 lane was implemented. With a T2 or T3 lane, it is estimated that the average travel time savings for buses would be reduced by 20-30 seconds and the maximum travel time savings would be reduced by 50-70 seconds. As traffic volumes continued to increase, travel time savings for buses (and other T2/T3 vehicles) would continually decrease. Transit lanes elsewhere in Auckland generally do not end in a merge to a single lane, because the extra volumes of vehicles that use T2 or T3 lanes compared to bus lanes would result in much greater delays to other traffic, reduced benefits to buses and queueing in the transit lane. The proposed bus lane will have a negligible impact on car travel times and therefore is not expected to result in significant re-routing to other already congested roads.
Likes bus will be linked to other bus lanes	2	<ul style="list-style-type: none"> Links to other bus lanes nearby. 	<ul style="list-style-type: none"> Thanks for your feedback

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Bus improvements are at the expense of all other road users, and residents	10	<ul style="list-style-type: none"> • Benefits for buses are not worth inconvenience to other road users and residents parking • There are many more drivers than bus users • Benefit to bus users is minimal • Bus lane isn't needed all the time, but parking will be reduced all the time. • Use money to convert roundabout to traffic lights. 	<ul style="list-style-type: none"> • The proposal will improve bus reliability and travel times with negligible impact on car travel times. • The improvement in reliability for these bus services will be significant and will make it a more attractive travel option. In the long run, this should help to encourage more people to take the bus and less people to drive, meaning that there are fewer cars on the road and less congestion. • We've undertaken parking surveys at various times of the day and evening. The surveys indicate that there is enough parking on Raleigh Road in the proposed scheme to accommodate existing parking demands after 10am. The surveys also show that while the bus lane is operating there is sufficient capacity on the south side of Raleigh Road and the side roads to accommodate displaced vehicles. For further information about parking please refer to our response to the theme 'Concerns about parking removal'. • Changing the roundabout to traffic signals would not resolve the morning peak congestion issues for car drivers heading along Raleigh Road towards SH1 as they would still need to queue at the intersections closer to SH1. Furthermore, it would be 2 to 3 times more expensive than this project and would not achieve the same travel time benefits for buses.
Suggests alternative hours for bus lane	3	<ul style="list-style-type: none"> • Finish at 9am not 10am 	<ul style="list-style-type: none"> • The bus lane will not provide any benefit to general traffic outside operating hours, this is limited by the single lane approach to the Lake Road roundabout. Shortening the operating time to 9am will not add any capacity to the corridor, the only benefit this would provide would be to allow parking on this side of the road between 9 and 10am. • Parking surveys show that while the bus lane is operating there is sufficient capacity on the south side of Raleigh Road and its side roads to accommodate displaced vehicles. • The 6:30-10am standard operating hours are being implemented because: <ul style="list-style-type: none"> ○ They are consistent with other special vehicle lanes in the area, such as the T3 lanes on Lake Road and Onewa Road. Having consistency of operating hours helps eliminate any confusion for people wishing to park in these locations and for users of these lanes. ○ Keeping the bus lane operating beyond 9am is likely be beneficial on days where the peak traffic times extends later into the morning, such as when there is an incident on the motorway. ○ The bus lane can also provide a safer more appealing option for people on bikes (than the general traffic lane). ○ As the population of the area and Auckland as a whole, grows, the duration of the morning peak period is expected to extend out, starting earlier and finishing later. Allowing a little additional time now means that the hours are less likely to need changing in the future.
Make the bus lane a T2 or T3 transit lane as well	11	<ul style="list-style-type: none"> • Make bus lane a T2/T3 lane to encourage carpooling, reduce congestion and link in with Lake Rd T3 lane. • Request T2 (4 mentions) • Request T3 (3 mentions) • Request T2 or T3 (3 mentions) 	<ul style="list-style-type: none"> • A bus lane is preferred for Raleigh Road because the additional volume of vehicles merging from a T2/T3 lane before the Raleigh Rd/Lake Rd roundabout would increase congestion and travel times for vehicles that aren't permitted to use the transit lane. Its estimated that a T2 or T3 lane would add another 1 to 2 minutes delay to general traffic on Raleigh Road. This is why transit lanes elsewhere in Auckland generally do not end in a merge to a single general traffic lane, and instead continue straight ahead where they turn into a general traffic lane that is part of a dual section of traffic lanes. • A bus lane is also preferred instead of a T2 or T3 lane because travel time savings for buses would be significantly reduced if a T2 or T3 lane was implemented. With a T2 or T3 lane, it is estimated that the average travel time savings for buses would be reduced by 20-30 seconds and the maximum travel time savings would be reduced by 50-70 seconds. As traffic volumes continued to increase, travel time savings for buses (and other T2/T3 vehicles) would continually decrease.

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Bus lane will cause more congestion	4	<ul style="list-style-type: none"> • Bus lane will increase existing congestion around the roundabout (where the bus lane finishes). • This will cause people to use already congested route of Ocean View Rd instead. 	<ul style="list-style-type: none"> • The proposed bus lane will not create additional congestion. The only difference between the current and future situation (congestion wise), is that buses will need to merge back into the general traffic lane before the roundabout. One bus merging every 5 minutes will not create additional congestion. Furthermore, the same volume of traffic (including buses) will be heading through the intersection, whether or not there is a bus lane, so the bus lane will not affect the capacity of this intersection. • As such, we do not expect drivers to reroute to other roads as a result of this change.
Like new bus stop positions	11	<ul style="list-style-type: none"> • Like reduction in number of bus stops. • Support removal of bus stops from 89 and 61 Raleigh Road. • Likes position of bus stops near pedestrian crossings. • Support moving bus stop from 10 Raleigh Rd as it blocks views of traffic coming down Raleigh Road. 	<ul style="list-style-type: none"> • Thanks for your feedback
Does not like proposed bus stop locations, proposes alternative	13	<ul style="list-style-type: none"> • Don't move any bus stops / don't reduce the number of bus stops (3 mentions) • Put a bus stop at 20 Raleigh Rd (1 mention) • Don't move bus stop from outside 89 Raleigh Road as creates a longer walk for people coming from Ocean View Road. (1 mention) • Bus stop needed by 40 Raleigh Rd as people come through walkway. (1 mention) • Retain bus stop at 61 is well used by Holdaway, Ocean View and Pupuke Roads (3 mentions) • Bus stop should not be put outside Tiny Tots preschool, it is dangerous to children coming and going and vehicles entering/exiting the day care. (5 mentions) • Move Existing Bus stop From 3 Raleigh Rd up to 7 Raleigh Road and stop bus lane there. (1 mention) • Indent bus stops into berm so buses can pull out of traffic lane and not hold up vehicles. 	<ul style="list-style-type: none"> • DON'T REDUCE THE NUMBER OF STOPS - The existing bus stops on Raleigh Road are positioned very close together. Whilst this means that they can be a very short walk for all on Raleigh Rd, it also means that the buses have to stop more frequently, which adds to delays and the reliability issues. We are planning to improve spacing to provide a better balance between accessibility and bus delays. • DON'T MOVE THE STOP FROM OUTSIDE 89 - This stop needs to be relocated to accommodate the proposed new pedestrian crossing. It's safer to position bus stops after pedestrian crossings so that stopped buses do not obstruct visibility to the traffic signals or to pedestrians using the crossing. • BUS STOP NEEDED BY 40 RALEIGH RD - The stop at 40 Raleigh Rd is too close to the previous stop by Fowler Street. Unfortunately, this does mean that it will be an additional 160m walk (about 2 minutes) to the next closest stop to the east. • RETAIN BUS STOP AT 61 - The proposed bus stop at 81 is only about 60m further from Holdaway Ave. The alternative position helps to reduce the total number of stops, and also ensures that the two stops are well serviced by a pedestrian crossing. • BUS STOP SHOULD NOT BE PUT OUTSIDE PRESCHOOL - We have reviewed the plans to relocate the bus stop from outside number 10, to outside number 12, which is next door to the Tiny Tots preschool centre. Following this review, we still consider this proposal to be the best option in terms of road safety and therefore we are still going to proceed with the relocation. <ul style="list-style-type: none"> ○ Relocating this bus stop is necessary if we are to provide a safe pedestrian crossing facility in this area. The proposed signalised pedestrian crossing will provide a safe facility that can be used both by bus passengers and by parents taking children to the preschool. ○ This bus stop is not particularly busy one. A few school buses stop here to drop kids off in the afternoon, and overall, it is used more by people getting off the bus. Therefore, buses do not stop at this location frequently, and when they do stop it is for a short length of time. ○ If we were to move this bus stop away from the preschool further to the west, it would be positioned quite a long way away from the proposed crossing. If positioned too far from the crossing it would be inconvenient

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			<p>for bus passengers, and this could tempt them to try and cross the road without using the signalised crossing, which would increase the risk of a crash involving a pedestrian.</p> <ul style="list-style-type: none"> • MOVE BUS STOP FROM 3 RALEIGH RD UP TO 7 - We do not see much benefit to relocating this existing bus stop and shelter, and it may increase the risk of crashes if it was to be located in the suggested position opposite the Fowler St intersection. • INDENT THE BUS STOPS - We are not proposing to indent the bus stops because: <ul style="list-style-type: none"> ○ Indented bus stops would take up space that may be needed for cycle facilities in future. ○ Forming indented bus stops would significantly increase the cost of the project. ○ indented stops can lead to significant delays to buses when attempting to re-join the flow of traffic. AT only installs new indented stops in special circumstances, such as in high speed areas, or at stops where buses are expected to stop for long periods of time such as at timing stops.

Cherry Tree		
Opinions about cherry tree removal	5	<ul style="list-style-type: none"> • Keep the Cherry tree. • Cherry tree only needs to be trimmed. • Replace Cherry tree with natives (Kowhai and Nikau). • Plant replacement trees as close as possible to the current tree location. • Happy 2 replacement trees are being planted. • Plant 4 trees to replace the 1 tree removed. <ul style="list-style-type: none"> • The main stem (trunk) of the tree outside 11 Raleigh Road is just 200mm from the kerbed edge of the road, this is well within the 500mm 'obstruction clear zone' required for an arterial road. The clear zone is to prevent large vehicles clipping objects because they have been placed to close to the roads edge. As such the tree will need to be removed as part of this project. Please also note: <ul style="list-style-type: none"> ○ Our arborist has advised that the tree "is a poor specimen, with significant wounding and decay present in the tree's main stem". ○ The tree will be replaced with two trees of the same species, that are 160 litres in size (about 2.5-3.0m tall). The trees will be replanted along Raleigh Road. 160 litres is the recommended size for planting trees, as this is the optimum size to give a new tree the best chance of getting established when planted. • Following a review from our designer and arborist, as well as consultation feedback, we have found a few further implications for trees from this project, these are: <ul style="list-style-type: none"> ○ The main stem of the tree outside 41 has also been found to be just 150mm from the edge of the road, and therefore needs to be removed and replaced as part of this project. Our arborist has advised that this tree is suffering due to the small width of the berm it is planted in. ○ There are two young trees outside 78 Raleigh Road, that are in close proximity to the proposed new bus stop and pedestrian crossing. One of these trees is dead, and we plan to replace this with two new trees. The other tree is healthy; however, it would only be about 1.0m away from the concrete footpath leading to the proposed pedestrian crossing. For the best long-term outcome, our arborist has recommended that this tree be removed and replaced with a new tree at least 3m away from the proposed crossing. ○ For each tree removed for this project, we will plant 2 replacement trees of the same species. The replacement trees will be 160 litres in size (about 2.5-3.0m tall). For context the trees outside 78 Raleigh Road were about 45 litres when planted. • In summary, as part of the project we need to remove 4 cheery trees; 1 medium sized tree in poor health, one small tree, one young/small tree and one tree that is already dead. We plan to replace this loss of 4 trees with 8 new trees, each 160 litres in size. The replacement trees will be planted along Raleigh Road unless we run out of suitable planting locations. If any of the trees cannot be planted along Raleigh Road they will be planted in the surrounding neighbourhood.
Intersections and existing traffic related concerns		
Intersection with Ocean View Rd is dangerous	10	<ul style="list-style-type: none"> • Cars lose control on corner and crash into fence (3 times in 5 years) • Intersection is confusing • Intersection is dangerous for pedestrians (no crossing, flared corners) • Cars travel at speed through this intersection • Signalise intersection or make a roundabout <ul style="list-style-type: none"> • The Ocean View Road / Raleigh Road / Pupuke Road intersection would definitely benefit from modifications to improve pedestrian facilities and to reduce safety risks for all users. However, the safety risks at the intersection have been assessed relative to other intersections across Auckland and the risks are lower than many other sites. Therefore, we cannot justify directing limited safety funding to this site at this point in time. The required upgrades will be a significant investment and unfortunately we do not have budget available to deliver these improvements at present.

Upgrade Raleigh Rd roundabout / congestion is due to recent 1 laning of roundabout	9	<ul style="list-style-type: none"> Recent changes to roundabout are causing the congestion. Change roundabout to a 2-lane roundabout. Reduce the size of roundabout to enable trucks and buses to get around it (roundabout and gardens are frequently damaged by large vehicles). Convert roundabouts to lights for fairer phasing. 	<ul style="list-style-type: none"> The roundabout was modified primarily to improve crossing facilities and reduce the safety risk for pedestrians and people on bikes at this busy intersection. Undoing these changes would make it difficult for some people to cross the road and increase the risk of vehicles crashing into pedestrians and people on bikes. This is of particular concern for vulnerable people such as school children and the elderly. Therefore, we will not be removing these facilities. Widening the approaches to 2 lanes compromises safety for pedestrians and increasing the risk of injury causing crashes, particularly for pedestrians and people on bikes. Regarding trucks tracking over the roundabout at Lake Road; thank you for raising this issue with us. We will address this existing issue separately from this project - our traffic operations team are investigating this issue in response to this feedback. Replacing the roundabout with traffic signals would likely cost in the order of \$2m. There is no budget allocated for this work at this point in time, however this project has no notable impact on the possible installation of lights in the future.
Fowler St needs broken yellow lines on corners	4	<ul style="list-style-type: none"> Difficulty entering and exiting due to parked cars close to corners New townhouses being built on corner adding to traffic and parking 	<ul style="list-style-type: none"> Thanks for bringing this issue to our attention. We will add broken yellow lines to the entry lane on Fowler St to remove 2 parking spaces and ensure the entrance to this street does not get blocked.
Please build a balustrade at 89A Raleigh Rd to stop cars crashing into the fence	2	<ul style="list-style-type: none"> Fence has been hit 3 times in 5 years 	<ul style="list-style-type: none"> We're sorry to hear this. We will address this existing issue separately from this project. We have asked our Traffic Operations team to look into this issue and they will respond to you directly.
Pedestrians			
Do not remove pedestrian refuge	1	<ul style="list-style-type: none"> Do not remove pedestrian refuge, used extensively by Tiny Tots (18 Raleigh Rd) and they don't want to use signalised one further down 	<ul style="list-style-type: none"> There isn't enough road space to accommodate the proposed bus lane as well as the existing pedestrian refuge island. The ped refuge island provides no priority for pedestrians and can be difficult and unsafe for some people to use, particularly during busier periods of the day. The proposed pedestrian crossing would be positioned closer to the intersection with Fowler Street, and less than 40m from the entrance to the day-care centre.
Likes removal of pedestrian refuge	1	<ul style="list-style-type: none"> This type of crossing is unsafe for pedestrians. 	<ul style="list-style-type: none"> Thanks for your feedback.
Likes signalised pedestrian crossings	16	<ul style="list-style-type: none"> Support the signalised pedestrian crossings. Likes pedestrian crossings being near bus stops. specifically support crossing at 87 Raleigh Road. 	<ul style="list-style-type: none"> Thanks for your feedback.

Does not support signalised crossings	9	<ul style="list-style-type: none"> • Signalised crossing will slow traffic and stop traffic for longer than necessary for pedestrians to cross • It is easy to cross this road without needing signals • Pedestrian refuge would be adequate • Road is straight, easy to see car coming • Cost is not justified • Why have a signalised one when there is already other pedestrian crossings just at the roundabout 	<ul style="list-style-type: none"> • Auckland Transport is committed to improving road safety and it is important that we provide safe and convenient crossing facilities for people. These facilities would provide more priority and safety to pedestrians and ensure safe crossing facilities are positioned at regular intervals along the road, where people need them, and not just at the far end. • The pedestrian crossings will only operate when someone pushes the button. They will be green for most of the time and it will cause minimal delays to traffic. Furthermore, even if vehicles have to wait at the pedestrian crossing, it's highly likely that during peak traffic times vehicles will still catch the end of traffic queues at the next intersection once they get through the pedestrian crossing. As such, in many instances, the pedestrian crossing will have little or no impact on travel times for vehicles during peak traffic times. • During peak periods it can be difficult to find sufficient gaps in traffic to be able to cross the road safely. This is particularly a problem for people who can't easily judge traffic speeds, like children, or people who are less mobile, such as the elderly. • It is important to provide safe and appropriate crossing facilities close to where people need to cross the road, and at regular intervals. The proposed crossings are about 125m and over 600m away from the existing crossing at the Lake Road roundabout, it is not reasonable nor best practice, to expect people to walk that far to the roundabout just to cross the road safely.
Does not like proposed ped crossing locations, proposes alternative/changes	6	<ul style="list-style-type: none"> • Provide one at 3 Raleigh Rd. • Provide one further up road towards Ocean View Rd. • Provide one around 40 Raleigh Rd. • Get rid of pedestrian crossings by roundabout. • Raise or signalise pedestrian crossings by roundabout. 	<ul style="list-style-type: none"> • Unfortunately, it isn't possible for us to provide pedestrian crossings that are ideally positioned for everybody. We have reviewed various suggestions for specific positions for the proposed pedestrian crossings and concluded that what is proposed would provide convenient connections for the greatest number of people. • The proposed eastern pedestrian crossing is positioned as close as possible to 3 Raleigh Road. We can't push it any further east because a) it would clash with the Fowler St intersection or the bus stop at #3, and b) it would be too close to the roundabout, which could lead to traffic tailbacks into the roundabout, and could cause confusion for motorists who are looking to accelerate out of the intersection. Also, a short distance further to the east there are already pedestrian crossings at the roundabout. • We can't move the western crossing closer to the Ocean View Rd intersection because this would put it too close to the bend in the road. The location proposed puts it far enough away from the bend to allow drivers to see the signals and bring their car safely to a stop when the lights are red. • We can see that it would be useful to have a pedestrian crossing close to the walkway that leads into James Evans Dr. However, the two crossings proposed provide good links for the bus stops, Potter Ave, Fowler St and Holdaway Dr. Anyone walking to or from this walkway would be able to use one of the two proposed pedestrian crossings to continue their walk either to the east or the west. • The roundabout was modified primarily to improve crossing facilities and reduce the safety risk for pedestrians and people on bikes at this busy intersection. Taking them away would make it difficult for some people to cross and is likely to put some people at risk of injury. Therefore, we will not be taking these facilities away. • The zebra crossings at the roundabout cannot be signalised without replacing the entire roundabout with traffic signals. This would be a significant investment which has not been budgeted for at this time.

Parking Removal

<p>Likes new no parking areas (broken yellow lines)</p>	<p align="center">11</p>	<ul style="list-style-type: none"> • Like that parking removal will stop parked vehicles obstructing sightlines when exiting driveways and side streets along Raleigh Road (9 mentions). • Like broken yellow lines outside 89 Raleigh Road, will improve sightlines when exiting Ocean View Road. (6 mentions). • Like broken yellow lines either side of Holdaway Avenue will improve sightlines when exiting street. (2 mentions) • Generally, like new broken yellow lines. 	<p>Thanks for your feedback.</p>
<p>Concerned about parking removal</p>	<p align="center">11</p>	<ul style="list-style-type: none"> • Displaces residents cars • Parking in area used for park and ride • Make parking bays, use berm to do so • Preschool needs drop off and pick up parking • Will move parking into already busy side streets 	<ul style="list-style-type: none"> • We've undertaken parking surveys at various times of the day and evening. The surveys indicate that there is enough parking on Raleigh Road in the proposed scheme to accommodate existing parking demands after 10am. • Before 10am some people who currently park on Raleigh Road will need to find alternative parking places. We observed about 16 cars parked on the northern side of Raleigh Road at this time, and these cars would need to park elsewhere, either on driveways or side roads. Our surveys showed that there is more than enough space available on the three side roads within 100m of Raleigh Road to accommodate all of this displaced parking. • We are not proposing to install parking bays on Raleigh Road because: <ul style="list-style-type: none"> ○ There is enough parking available on side roads to cater for the existing demand in parking. ○ Parking bays would take up space that may be needed for cycle facilities in future. ○ Forming parking bays would significantly increase the cost of the project. • We now have updated our designs with detailed dimensions from a topographical survey. This has revealed that we can reduce the amount of new broken yellow lines required in two locations near the preschool. Outside 20 and 22 Raleigh Road we can now retain three parking spaces we originally thought would need to be removed. Outside 28 and 30 Raleigh Road we can now retain four parking spaces we originally thought would need to be removed. In addition to this, preschool drop off can be undertaken either within the preschool car park, on the southern side of Raleigh Road, or on nearby side roads.

People on Bicycles

Accommodate cyclists at same time	8	<ul style="list-style-type: none"> • Painted lines for cycles • Tactical treatment/bollards if possible • Appreciate future cycle provisions are planned 	<ul style="list-style-type: none"> • AT no longer considers painted cycle lanes an appropriate treatment on arterial roads. They do not improve safety for cyclists and are largely ineffective at encouraging people to ride a bicycle instead of taking other forms of transport. • Unfortunately, there isn't enough space to provide protected cycle facilities on both sides of the road along with the proposed bus lane and two traffic lanes. The road would need to be widened by about 1.5m in order to provide enough space for this, which would be prohibitively expensive. • However, this proposal will leave enough space for a one-way cycleway on both sides of the road that is physically separated from traffic. But as explain this would require significant works which are beyond the budget of this project, at this point there is no funding programmed for cycleways along this road.
Likes that there is space for a future cycling	2	<ul style="list-style-type: none"> • Like that there is space for future cycleway. 	<ul style="list-style-type: none"> • Thanks for your feedback.

Other Comments

Other related points	5	<ul style="list-style-type: none"> • Widen the south side of Raleigh Road when you do footpath as the road is too narrow. • Save bus time instead by changing the bus route to go directly from Raleigh Rd to Lake Road and removing the unnecessary loop it takes going to Northcote shops. • Please make new pedestrian crossing flat not raised, otherwise it is noisy and will be hard to sleep at night. • Start bus lane at Potter Ave. • Only do if provides buses during morning rush hours directly into CBD & Ponsonby (via Lake & Onewa Road T2/3 lanes) and reverse during evening rush hours. 	<ul style="list-style-type: none"> • We have measured the road width and confirmed that it is wide enough to accommodate three lanes. In some areas it is also wide enough to accommodate parking along the southern side of the road. • The loop through Northcote shops is being reviewed by AT Metro. • The new pedestrian crossings are proposed to be at road level, and not on speed humps. • The proposed new bus lane is to start close to Ocean View Road, to account for the days and times when the traffic queue extends beyond Potter Ave. • The 923 and 924 bus routes that travel along Raleigh Road do run directly into the city centre, the 924, which runs during the morning peak, continues on via Lake Road and Onewa Road. The 926 route which also runs along Raleigh Road, then proceeds along College Road to Akoranga Busway Station.
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