

Theme and main points	AT Responses
<b>Bus priority and bus stop/shelter related themes</b>	
<p><b>Like bus priority</b> (Mentions = 10)</p> <ul style="list-style-type: none"> <li>• Like bus lanes.</li> <li>• Like bus priority at Forrest Hill roundabout.</li> <li>• Like that bus priority will bypass traffic congestion.</li> </ul>	<p>Thanks for your feedback.</p>
<p><b>Don't support bus lane</b> (Mentions = 2)</p> <ul style="list-style-type: none"> <li>• Travel time savings are not great enough to justify project.</li> <li>• Not enough buses per hour. Bus lane is not very long.</li> <li>• Will only benefit 330 passengers per hour maximum, where's a traffic lane can carry 800 cars per hour, so delays to other traffic caused by the bus lane/signalised pedestrian crossings is not warranted.</li> </ul>	<ul style="list-style-type: none"> <li>• Aucklanders have told us that they want better travel options. If we want more people to use public transport and take the pressure of the general roading network, then we need to make public transport services faster and more reliable.</li> <li>• The bus lane will reduce travel times and improve travel time reliability for 11 buses per hour. 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 and slower bus travel times.</li> <li>• The PM peak hour bus lane will save buses nearly 1.5-2.5minutes. This is a significant travel time saving over one section of the bus route. As traffic volumes continue to increase these travel time savings should continue to increase (as travel times in the general traffic lane continue to get worse). 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.</li> <li>• As there is will be no change to the number of general traffic lanes and only 11 buses per hour merging back into the general traffic at the end of the bus lane, the proposed bus lane will not create any significant delays to general traffic. Also, when the pedestrian crossing lights are activated by pedestrians, they will only stay green (for pedestrians) for a short amount of time.</li> <li>• Creating a general traffic lane, instead of a bus lane, would not provide any travel time savings for general vehicles as they would still need to merge back into one lane before the Sunnynook Road Roundabout.</li> <li>• As such the bus lane will provide a substantial time saving benefit for bus passengers, without any major impact on the journey times of vehicles using the general vehicle lane. Furthermore, the 'potential' number of passengers that can use a bus lane per hour is significantly greater than the number of people a general traffic lane can carry if people are travelling in cars.</li> </ul>
<p><b>Bus lane should not operate 24/7</b> (Mentions = 1)</p> <ul style="list-style-type: none"> <li>• No need for it to operate 24/7.</li> <li>• Will be confusing as T2 lane only operates in the morning peak.</li> </ul>	<ul style="list-style-type: none"> <li>• There is no notable benefit for general vehicles in the bus lane reverting to a general traffic lane outside of peak traffic hours. Also, parking demand in the area is not strong enough to consider introducing parking outside of peak traffic times. Introducing parking would also likely increase the enforcement costs of the bus lane as all parked vehicles need to be cleared before the bus lane starts operating.</li> <li>• Operating the bus lane 24/7 will reduce confusion as there is already a 24/7 bus lane on Forest Hill Rd at the approach to East Coast Road. Consistency in bus lane operating hours makes it easier for bus drivers and general motorists to understand the rules.</li> <li>• The T2 lane is on the other side of the road and operates in the morning peak traffic period, the bus lane provides most benefits in the evening period, so the operating times would need to be different even if the bus lane did not operate 24/7.</li> <li>• If the bus lane does not operate in the AM peak, then the travel time savings from the proposed bus priority initiatives at the Forest Hill Rd/East Coast Rd roundabout would be eroded. This is because buses would have to merge back into the traffic lane after the roundabout. If the bus lane was a general traffic lane then they may need to deal with vehicles merging into the new traffic lane.</li> <li>• When buses use bus stops within the bus lane, they don't need to wait for vehicles to pass before merging back into traffic. This will benefit buses and general vehicles throughout the day.</li> </ul>

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	<ul style="list-style-type: none"> <li>Furthermore, the bus lane provides a safer on-road route for people on bikes than the general traffic lane.</li> </ul>
<p><b>Bus lane should be a T2 lane</b> (Mentions = 1)</p> <ul style="list-style-type: none"> <li>Bus lane should be a T2 lane to match the T2 lane on the other side of the road.</li> </ul>	<ul style="list-style-type: none"> <li>It needs to be a bus lane, not a T2 lane, because it extends/is consistent with the existing section of bus lane on Forest Hill Road approaching the Forest Hill Road/East Coast Road intersection.</li> <li>If it were a T2/T3 lane, we would not be able to provide the right-turn exception for buses in the kerbside lane on the East Coast Road approach to the Forest Hill Road roundabout. This would erode the 84-162 seconds in travel time savings that buses could enjoy from the new bus priority at this intersection.</li> <li>The additional vehicles using a T2/T3 lane would hold up buses as they merge back into the general traffic lane on the approach to the Sunnynook Road roundabout. This merge would also likely create delays for vehicles in the general traffic lane.</li> <li>The bus lane will service a significant amount of buses (11 during the PM peak).</li> </ul>
<p><b>Extend T2 lane north to the entrance to the golf course</b> (Mentions = 1)</p>	<ul style="list-style-type: none"> <li>Extending the T2 lane further north would only create some minor benefit to T2 lane users, but it would reduce the merging distance for southbound vehicles exiting the Sunnynook roundabout, which could affect road safety. A longer merging area for vehicles exiting the Sunnynook roundabout will allow for a smoother and less aggressive transition into the T2 lane.</li> </ul>
<p><b>Like relocated bus stop</b> (Mentions = 3)</p> <ul style="list-style-type: none"> <li>Like bus stop/shelter relocated to 312 East Coast Road (gives people the option of two buses, instead of one).</li> </ul>	<ul style="list-style-type: none"> <li>Thanks for your feedback.</li> </ul>
<p><b>Like new shelters for bus passengers</b> (Mentions = 2)</p> <ul style="list-style-type: none"> <li>Like bus shelter at 312 East Coast Road.</li> <li>Like bus shelter at 213 East Coast Road (busy bus stop).</li> </ul>	<ul style="list-style-type: none"> <li>Thanks for your feedback.</li> </ul>
<b>Pedestrian related themes</b>	
<p><b>Like pedestrian crossing/s</b> (Mentions = 11)</p> <ul style="list-style-type: none"> <li>Like all the pedestrian crossings.</li> <li>Only like pedestrian crossing by Liam Souter Street.</li> <li>Particularly like pedestrian crossing at 308 East Coast Road.</li> </ul>	<ul style="list-style-type: none"> <li>Thanks for your feedback.</li> </ul>
<p><b>Don't support the signalised pedestrian crossings</b> (Mentions = 3)</p> <ul style="list-style-type: none"> <li>Signalised pedestrian crossings will slow traffic.</li> <li>Don't support any of the signalised crossings.</li> <li>Don't support the two crossings nearest the two roundabouts.</li> <li>Too many signalised crossings in a short space.</li> <li>Time delays to buses caused by the signalised crossings will negate the travel time savings of the bus lane.</li> </ul>	<ul style="list-style-type: none"> <li>The signalised crossing will provide safe crossing points for pedestrians, including bus passengers, children, elderly and less abled people.</li> <li>When the pedestrian crossing lights are activated by pedestrians, they will only stay green (for pedestrians) for a short amount of time.</li> </ul>

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<p><b>Other requests related to pedestrians</b> (Mentions = 2)</p> <ul style="list-style-type: none"> <li>Keep the William Soultter crossing in a similar location but change the crossing from being in the path of the new vehicle crossing at 278 East Coast Road (development under construction).</li> <li>Improve the pedestrian path between East Coast Road and Varlene Terrace. Provide a pedestrian crossing across East Coast Road opposite Greville Reserve.</li> <li>Install a signalled pedestrian crossing on Forrest Hill Road just south of the Blackborough drive intersection. Crossing Forrest Hill Road in the morning to get to the bus stop can be very difficult due to the volume of traffic.</li> </ul>	<ul style="list-style-type: none"> <li>We will move the pedestrian crossing to ensure it is not conflicting with the new vehicle crossing at 278 East Coast Road.</li> <li>The other suggested additional pedestrian crossings are outside the project area; however, we will pass on these suggestions to our Walking and Cycling Team to consider.</li> </ul>
<b>Traffic related themes</b>	
<p><b>Proposal disadvantages general traffics flow</b> (Mentions = 4)</p> <ul style="list-style-type: none"> <li>Generally, disadvantages traffic flow.</li> <li>Signalised pedestrian crossings will hold up traffic.</li> </ul>	<ul style="list-style-type: none"> <li>As there is will be no change to the number of general traffic lanes and only 11 buses per hour merging back into the general traffic at the end of the bus lane, the proposed bus lane will not create any significant delays to general traffic. Also, when the pedestrian crossing lights are activated by pedestrians, they will only stay green (for pedestrians) for a short amount of time.</li> </ul>
<p><b>Like traffic calming</b> (Mentions = 5)</p> <ul style="list-style-type: none"> <li>Like general slowing of traffic on route.</li> <li>Like raised tables at roundabout.</li> </ul>	<ul style="list-style-type: none"> <li>Thanks for your feedback.</li> </ul>
<p><b>Don't remove median strip</b> (Mentions = 4)</p> <ul style="list-style-type: none"> <li>Cars waiting to turn right will block traffic and cause congestion.</li> <li>Cars waiting to turn right will block traffic lane and potentially cause accidents.</li> </ul>	<ul style="list-style-type: none"> <li>Vehicles turning right into driveways will typically be in the southbound lane, due to the golf course on the eastern side of East Coast Road. These vehicles would most typically be delayed/ have trouble turning mainly in the PM peak period when there are more vehicles in the northbound lane.</li> <li>In the evening, the T2 lane is not operating. Following vehicles can overtake turning vehicles by using the T2 lane if there is no parked cars. Furthermore: <ul style="list-style-type: none"> <li>it is anticipated that delays to turning vehicles will not be significant.</li> <li>the signalised pedestrian crossings should at times create gaps in traffic to allow motorists to turn right into driveways.</li> <li>vehicles can also continue through to the Forrest Road roundabout and do a U-turn.</li> </ul> </li> </ul>
<p><b>Like lowered vegetation in new central roundabout at Forrest Hill/East Coast Road intersection</b> (Mentions = 2)</p> <ul style="list-style-type: none"> <li>Like new central roundabout at Forrest Hill roundabout (presuming it reduces vegetation height) as vegetation in current roundabout can obscure sightlines at certain times of year.</li> </ul>	<ul style="list-style-type: none"> <li>To clarify we are not planting any vegetation in the central roundabout island. Having no vegetation in the central roundabout island will keep clear lines of sight and visibility at and around the roundabout.</li> </ul>
<p><b>New central roundabout island at East Coast Rd/Forrest Hill intersection, should not be mountable</b> (Mentions = 1)</p>	<ul style="list-style-type: none"> <li>Making the central roundabout island mountable, means we can make the island larger and still accommodate the tracking of larger vehicles, as they can cut across the mountable sections.</li> <li>Providing a smaller roundabout would be unfavourable as it would not slow traffic down as much and could allow cars to speed up at through the roundabout. This could create safety issues. In addition, the larger central island will require vehicles to have a wider travel path through the roundabout, which will give more time for users at other legs to enter the roundabout, leading to reduced delays/queues at the roundabout.</li> </ul>
<p><b>Like extended section of dual traffic lanes at East Coast Road/Sunnynook Road</b></p>	<ul style="list-style-type: none"> <li>Thanks for your feedback.</li> </ul>

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<p><i>(Mentions = 1)</i></p> <ul style="list-style-type: none"> <li>The extended section of dual traffic lanes at the East Coast Road/ Sunnynook Road roundabout (for vehicles turning right into East Coast Road).</li> </ul>	
<p><b>Suggested improvements to Sunnynook roundabout</b> <i>(Mentions = 1)</i></p> <ul style="list-style-type: none"> <li>Install raised tables on Sunnynook roundabout.</li> <li>Make the current through slip-lane bus only and make car traffic heading straight through go through the roundabout.</li> </ul>	<ul style="list-style-type: none"> <li>Noted, however these sections fall outside the project area, and would need to be investigated separately, to determine the impacts of the changes on the operation of the Sunnynook Road / East Coast Roundabout.</li> </ul>
<b>Bicycle related themes</b>	
<p><b>Like that bus lane will also be a safe cycle lane</b> <i>(Mentions = 1)</i></p>	<ul style="list-style-type: none"> <li>Thanks for your feedback.</li> </ul>
<p><b>Include a cycleway in proposal</b> <i>(Mentions = 4)</i></p>	<ul style="list-style-type: none"> <li>There is an existing shared path on the western side of East Coast Road and people on bicycles will be able to utilise the bus and T2 lanes which have fewer vehicles than the heavily used general traffic lanes.</li> </ul>
<b>Other themes</b>	
<p><b>Generally, like the proposal</b> <i>(Mentions = 4)</i></p>	<ul style="list-style-type: none"> <li>Thanks for your feedback.</li> </ul>
<p><b>Other concerns</b> <i>(Mentions = 2)</i></p> <ul style="list-style-type: none"> <li>Don't want 24/7 construction works (particularly night time construction works).</li> <li>Public drop-in session should be rescheduled when we move to alert level 1.</li> </ul>	<ul style="list-style-type: none"> <li>Most physical work will be done during day time. Only roundabout upgrades, road marking and pavement works are likely to be done at night. Our construction contractor will work with the residents to minimise the impact of construction works and ensure access to properties is maintained.</li> <li>Unfortunately, due to COVID-19 we had to cancel the public drop-in session. This session was designed so people could ask questions and discuss the proposal with our project team. People still had to provide formal feedback via the hard copy freepost feedback form and the online feedback form. If you still want to discuss the project with us then please call us on (09) 447 4671 or 022 340 1690, we are ready to help.</li> </ul>