

Public consultation/feedback report

Upper Harbour Drive Cycleway Redesign



Model impression of proposed two-way cycleway on Upper Harbour Drive

Contents

Summary	2
Key themes in feedback.....	2
Next steps	2
Background.....	4
Why were we seeking feedback on a redesign of Upper Harbour Drive Cycleway?	4
Upper Harbour Drive Cycleway redesign	5
<i>In the new design we proposed to:</i>	5
What we asked you	6
Activities to raise awareness.....	6
How people provided feedback.....	6
Your feedback.....	7
Overview	7
Themes in feedback	9
<i>Type of Separator</i>	9
<i>Preference between new design and current design</i>	18
.....	18
<i>Other submissions</i>	20
GAAB (Greenhithe Action Against Barriers)	20
Emergency Services.....	20
Bike Auckland.....	21
Bike Henderson.....	21
Design suggestions in feedback and AT responses	23
Attachment 1: Proposed designs	79
<i>Simple Drawings of project area, and designs</i>	79
Upper Harbour Drive Cycleway redesign	79
<i>In the new design we are proposing to:</i>	79
<i>Creating safe connections to ride</i>	81
Attachment 2: Feedback form	83

Summary

The proposal included removal of the current cycleways on each side of Upper Harbour Drive and the installation of a two way cycleway on the eastern side of Upper Harbour Drive. The proposal included 4 raised pedestrian and cycle shared crossings and some form of physical separation – concrete or rubber separators. Auckland Transport consulted on this proposal from 31 January to 26 March 2023 and received 687 submissions.

The consultation asked for feedback on specific details of the proposed design, and also asked submitters to consider their preference between the current design and the proposed two way cycleway.

Key themes in feedback

Overall the feedback through the survey showed 57% of respondents preferred to keep the cycleway on each side of the road with rubber separators, 17% supported the two-way design as it is, and 26% supported the two-way cycleway with suggested changes.

Key themes are:

- 48% of respondents preferred the use of a plastic or rubber separator to a type of concrete separator. 52% of respondents did not support the proposed crossings, some of the reasons for not supporting the crossings included the preference for not having a two-way cycleway on one side of the road.
- There were a large number of concerns raised about how the Upper Harbour Drive proposed two-way cycleway would connect safely to other parts of the network, and how cyclists would safely navigate the connections.
- There were mixed views about speed and speed limits on Upper Harbour Drive.
- Many residents along the project area opposed the concrete separators due to the number of drivers who have hit them and damaged their vehicles.

There has been a large amount of feedback provided through the survey and emails, and feedback from residents and some feedback has been provided in site meetings with residents or through online meetings with interest groups.

Next steps

The proposal to change the cycleway on Upper Harbour Drive to a two way cycleway on the eastern side of the road did receive some support from the community. There was also a lot of concerns about how it would connect at each end, and the logistics for those on bikes navigating across the connections.

There was overall more support for the retention of the current layout of a single cycle lane in each direction, with rubber separators.

There was mixed feedback on the proposed crossings, and we will be considering the feedback and investigating the feasibility of pedestrian crossings near the Greenhithe intersection, pending availability of budget. AT will also consider other suggestions in the feedback provided by the public,

Following the public feedback and support for the retention of the current layout, AT will proceed to complete the installation of the rubber separators of the remainder of the route on Upper Harbour Drive. The concrete separators which had previously been in place will be retained to reuse on other projects in the future.

The permanent speed limit on Upper Harbour Drive changed from 70km/h to 60 km/h from 2 March 2023. This change was approved by the AT Board in September 2022 following public consultation of [phase 3 speed changes](#) in April 2022. During consultation for the Upper Harbour Cycleway redesign, we received varied feedback from the community about speed limits, and driver speed. At this time we will be making no further changes to the legal speed limit which will remain at 60km/h. Please note that a temporary speed limit of 50km is currently in place but will be removed once monitoring confirms that it is safe to do so.

The long term future for cycling on Upper Harbour Drive may be revisited once further work is completed on the Albany Highway upgrade project between the State Highway interchange and Glenfield Road. That project aims to enable walking and safe cycling facilities separated from traffic along the length of the route. This will allow cycling connections to the existing cycle lanes on Albany Highway north of the interchange, the recently opened shared path alongside the motorway to Constellation station and the existing cycle lanes on Glenfield Road.

Once more certainty is available on what the Albany Highway facilities look like, further consideration can be given to the tie in and facilities on Upper Harbour Drive. The feedback from this consultation will be retained and will help to inform that further consideration.

Background

Why were we seeking feedback on a redesign of Upper Harbour Drive Cycleway?

In 2022 Upper Harbour Drive cycle lanes had delineators installed as a part of the Minor Cycling Improvement Programme - Protection of existing cycle facilities.

The protection of existing cycle facilities (or pop-up cycleways) is a major component of the minor cycling programme which was developed in discussion with Bike Auckland. It is a programme of safety interventions focussed on the existing painted on-road cycle network to physically separate cycle lanes from traffic lanes.

After the installation of the cycle delineators on Upper Harbour Drive, there was a lot of public feedback, and sentiment that the delineators were not the right option.

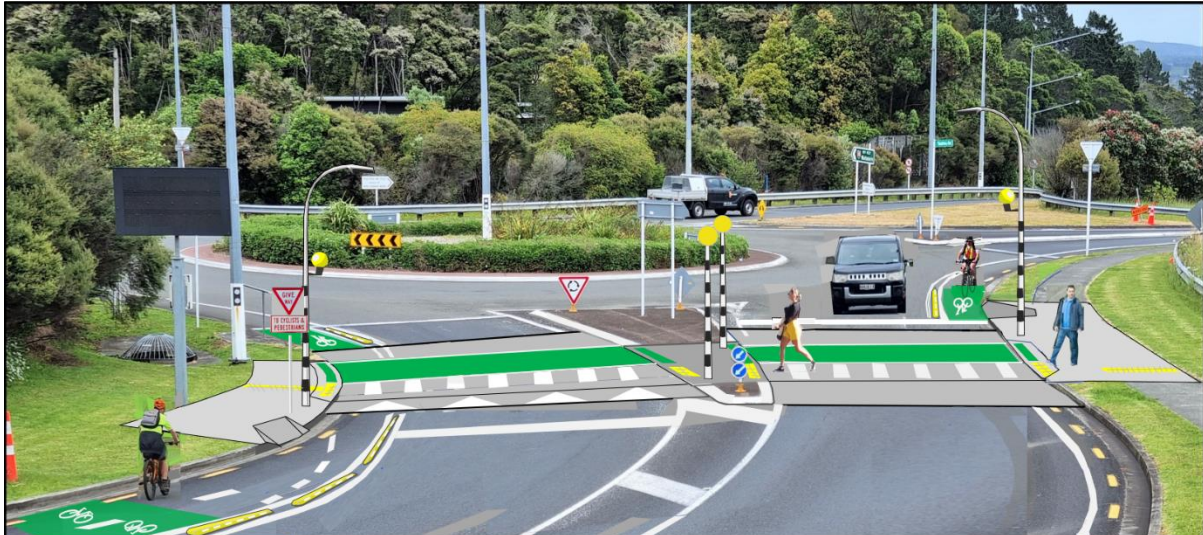
AT decided to look at alternative options for the separator designs, managing a consultation and engagement process for the re-design options, with the view to include users of Upper Harbour Drive in the process.

On the 29 September 2022, two community participation sessions were held, with invited members of the community who represented users of Upper Harbour Drive.

The 5 potential schemes were presented to the community sessions. The outcomes of the preferred scheme needed to provide safety for motorists, cyclists and pedestrians.

The feedback from these sessions helped shape the preferred option for Upper Harbour Drive, before it went out to wider community consultation.

The preferred scheme was then designed in more detail before going out to public consultation.



Model impression of the lower end of Upper Harbour Drive in the proposal.

Upper Harbour Drive Cycleway redesign

Upper Harbour Drive Cycleway is an important link that provides connections to other cycle routes and give cyclists of all experience levels, a feeling of protection and safety when travelling across Auckland.

After liaising with local community groups and stakeholders and based on feedback, AT proposed a new design for a two-way cycleway.

Currently there are cycle lanes on both sides of the road, separated from traffic lanes by separators. These were concrete separators, which were then replaced with rubber separators whilst consultation for the redesign was underway.

In the new design we proposed to:

1. Install a two-way cycleway on the eastern side of Upper Harbour Drive.
2. Ensure the bike lane is protected which means it will physically separate cyclists from traffic. This provides a safe zone away from moving traffic and stops vehicles from moving into the cycleway (cycle separators)
3. Install four raised zebra crossings that are level with the footpath, for people on foot or cyclists for safer access to the cycleway and bus stops. Raising to the level of the footpath ensures people crossing can be seen by motorists and will alert drivers to slow on approach.
 - Three crossings are proposed across Upper Harbour Drive, one at each end and one near Greenhithe Road.
 - The fourth crossing is proposed across Greenhithe Road.

4. The permanent speed limit on Upper Harbour Drive changed from 70km/h to 60 km/h from 2 March 2023. This change was approved by the AT Board in September 2022 following public consultation of [phase 3 speed changes](#) in April 2022.

As we evaluate the safe speeds for the two-way cycleway, AT is sought feedback on reducing the permanent speed on Upper Harbour Drive to 50km/h.

- Download the [detailed designs of the proposal \(PDF 8.73MB\)](#).

We consulted on the proposed Upper Harbour Drive Cycleway redesign from 31st January to the 26th March 2023.

What we asked you

We asked the community to review the proposed changes and to tell us whether they supported or opposed elements of the design such as the pedestrian crossings, and for reasons for their preference of separator type. We asked about perceived benefits and challenges to speed limit reduction from 60km/h to 50km/h. We asked about the preference between the current design, and the proposed design and for reasons for preferences.

Activities to raise awareness

To let you know about our consultation, we:

- mailed letters to the immediate area
- set up a project webpage and an online feedback form on our website
- posted information on social media, geo tagged to all local suburbs, leading people to the webpage, online survey
- shared through direct email to parties who had registered their interest, and to community groups such as GAAB (Greenhithe Action Against Barriers group)
- distributed the information via email to key stakeholders and organisations
- prior to public consultation met with some key stakeholders to talk through the proposal and gauge their feedback

How people provided feedback

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or send an email to the address ATEngagement@at.govt.nz. Due to the weather events in late January and February of 2023, drop in centres for the public were cancelled, due to the State of Emergency in Auckland.

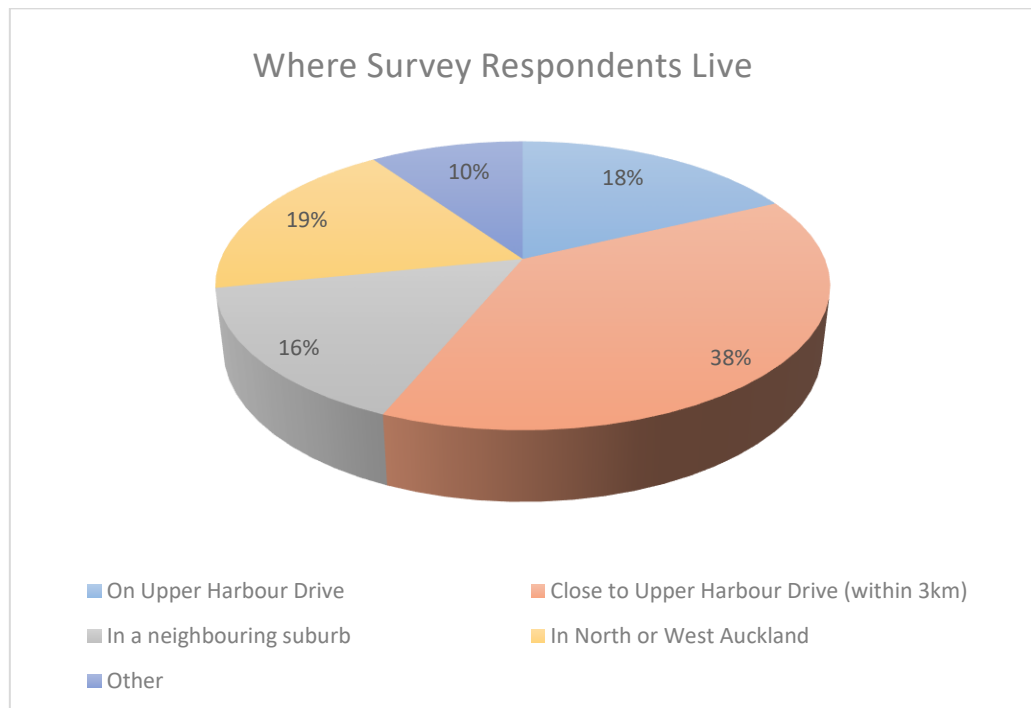
Your feedback

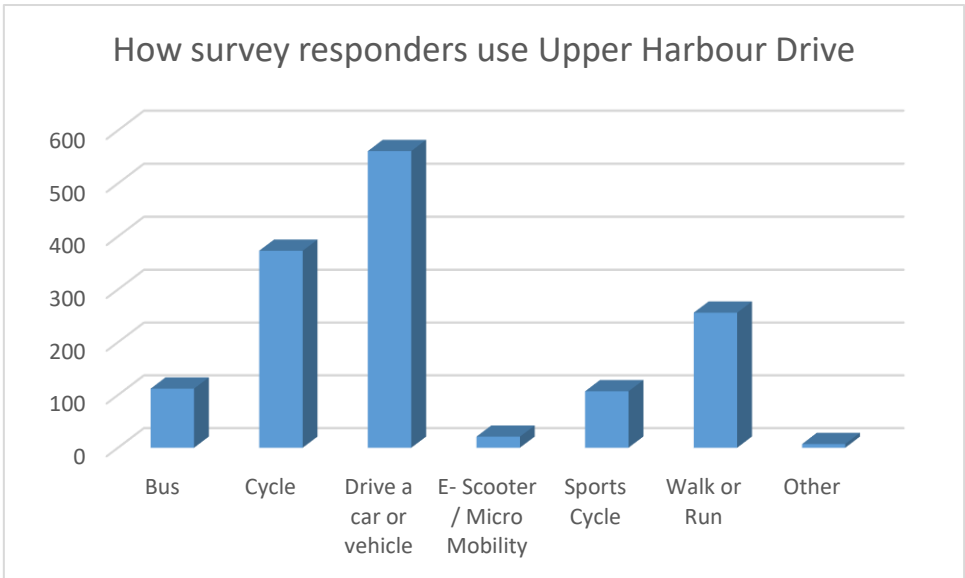
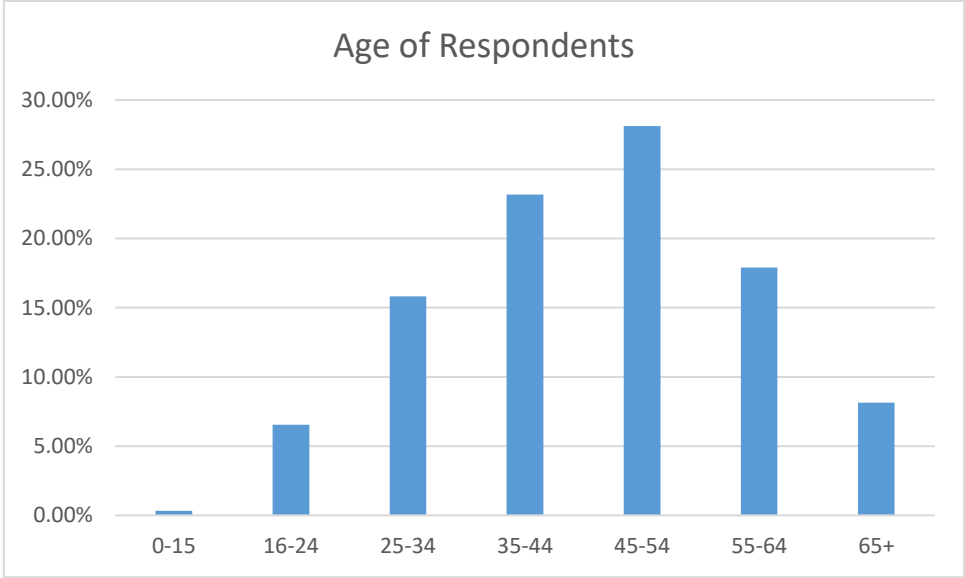
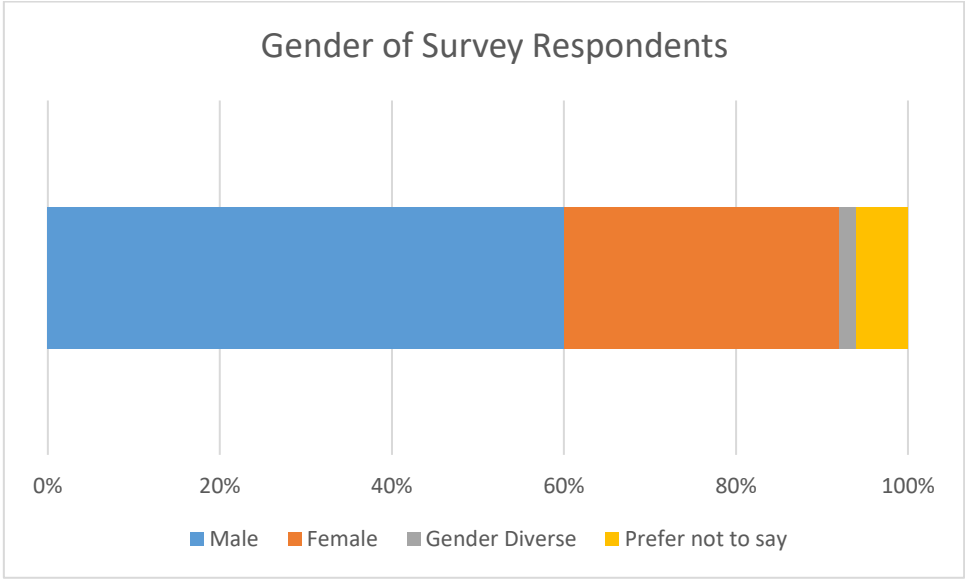
Overview

We received public feedback on the proposal from 687 submitters.

- 680 of these were submitted online through the survey, and 3 were submitted via email.
- We invited key stakeholder groups to also provide feedback via online meetings, including GAAB (Greenhithe Action Against Barriers), the emergency services, Auckland Council Waste Management, Bike Henderson and Bike Auckland (4 additional submitters)

We also received informal feedback from local residents and business owners at the two community participation sessions. Suggestions from this feedback have been included in the list of [design suggestions](#).





Themes in feedback

We have analysed the public feedback to identify key themes, grouped by major features of the proposal, as follows:

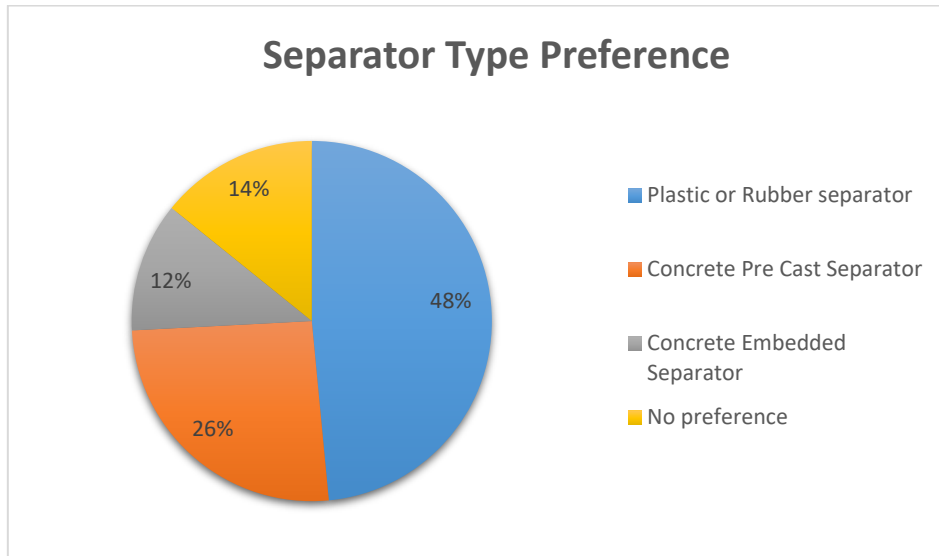
- Type of separator
- Proposed pedestrian crossings in two-way proposal
- Speed limit changes
- Overall proposed changes

Type of Separator

We asked the community to tell us about their preference of the type of separator we could use in the design. We provided information about the types of separators that AT were able to use at this location. Each option was described in our consultation material, and a photo of the type of separators was included in the consultation survey. We asked the community to tell us if they had a preference, what the preference was, and for reasons why they selected this preference.

SEPARATOR TYPE	CONSTRUCTION	PROS	CONS
Rubber / Plastic	Off the shelf products which are be fixed to the road surface.	<ul style="list-style-type: none"> • Cheap to buy and easy, simple to install. • Have high visibility initially (though deteriorate over time). • Can have tapered ends which are mountable and unlikely to damage vehicles if hit. • 	<ul style="list-style-type: none"> • Requires a lot of maintenance if installed for long periods. • Often not aesthetically pleasing. • Break down into small particles (micro plastics/rubber) over time which can end up in waterways. • As they are more mountable, are less effective at preventing vehicles from entering cycle lanes.
Concrete pre cast Separator	Units manufactured off site and fixed to road surface.	<ul style="list-style-type: none"> • Are solid and can last 10 years with minimal 	<ul style="list-style-type: none"> • Can damage vehicles if hit.

	<p>maintenance required.</p> <ul style="list-style-type: none"> • Relatively quick and easy to install. • Not easy for a vehicle to mount and so are effective at keeping vehicles out of cycle lanes. • Feels safe for less confident cyclists. • Precast units are less expensive than insitu options. 	<ul style="list-style-type: none"> • Often not aesthetically pleasing. • Concrete manufacture creates Carbon Dioxide. • Higher cost to construct/ install than compared to plastic/rubber.
<p>Concrete embedded</p> <p>Road surface is milled down and separators are laid within pavement and surface is reinstated around it.</p>	<ul style="list-style-type: none"> • Can last very long time (20 years+) with minimal maintenance. • Can be constructed with mountable ends which minimises potential damage to vehicles. • Can be easier to design aesthetically. • Can be designed to be difficult for a vehicle to mount and so are effective at keeping vehicles out of cycle lanes. • Feels safe for less confident cyclists. 	<ul style="list-style-type: none"> • Expensive to construct • Lengthy time for construction and can be disruptive. • Concrete manufacture creates Carbon Dioxide



Responses from online survey on Separator Type

Plastic or Rubber Separator

Feedback from the community showed 48% of respondents prefer a plastic or rubber separator similar to what is currently installed on Upper Harbour Drive.

Reasons given for selecting this preference included

- Feel safer as a cyclist if they veer into rubber separator
- More forgiving to vehicles if a driver makes an error
- The least expensive option
- Some people thought they were more aesthetically pleasing than concrete options
- Cheaper to replace and maintain
- Provide a good level of separation
- In emergency situations, there is some allowance for pulling a vehicle over without damaging it.
- Concrete barriers have been hit by vehicles and mounted, so there is some thought they are not more effective for keeping vehicles out of the cycle lane.
- Can be installed easier with less disruption
- Potentially easier for street cleaning, and rubbish bin collection
- For some the preference is to not have any separator, and the rubber or plastic option was the “least worst option”

Some of the comments from those who preferred the plastic or rubber separator include:

“A lot safer. Feel as though I could be safe if by accident I veered off the cycle way. Whereas the concrete barrier is not so forgiving.”

“Cheapest option and can be easily repaired”

“Safe but less intrusive. I think we can all see how dangerous the concrete ones were to be vehicles and cyclist.”

“Safer, less intrusive, requires less roadworks and disruption, and are visible.”

“There has been enough money wasted already so leave the existing plastic ones in place”

“I would prefer nothing but the rubber is the least offensive option”



Picture of Rubber Separators

Precast Concrete Separator

The second preference was the option of a Precast Concrete Separator, similar to those originally installed on Upper Harbour Drive in 2022. 26% of respondents preferred this option.

Reasons given for this preference included:

- To prevent cars from entering the cycleway
- That the concrete separator provided the highest level of protection for cyclists
- Cost effective
- Last longer than rubber, and lower cost to maintain
- Easier to install than embedded Concrete separators
- Prefer a vehicle to be damaged by hitting separator, over a person on a bike being hit

Some of the comments from those who preferred the Precast Concrete Separator include:

“It seems the easiest of the concrete options to install.”

“This is the only solution that provides adequate protection for cyclists from car drivers who are distracted or otherwise too poor in their abilities to recognise the edge of the road. Plastic separators do not provide any more protection than paint. They are regularly mounted by vehicles illegally parking in the cycle lane. They are also easy to drive over at high speed, quickly causing damage to the separators.”

“To help prevent cars entering the cycleway.”

“This option is a good compromise between cost and safety. Plastic or rubber barriers in my experience do little to prevent drivers from parking in cycle lanes, and concrete separators will give cyclists a greater sense of security.”

“Seems like a somewhat safer option as a cyclist. The rationale describing it being cheaper and better longer term appeals.”



Picture of Precast Concrete Separator

Embedded Concrete Separator

The third preference was the option of Embedded Concrete Separators. These separators are lower in height than the pre-cast separator and are embedded into the road surface. The ends of the separators are tapered. 12% of respondents preferred this option.

Reasons given for this preference included:

- More forgiving when a cyclist hits them than precast
- Environmental – better for the environment than rubber or plastic
- Last longer than rubber, and lower cost to maintain
- That concrete will provide a good level of protection, but the lower profile might prevent more drivers crashing into them

Some of the comments from those who preferred the Embedded Concrete Separator include:

“A cyclist who inadvertently hits it might have a chance to get back on track without falling off.”

“I like the look of smoother edges, a gentle rise at the ends should work well. I am absolutely 100% opposed to the plastic ones that will break easily and pollute.”

“I liked the pre-cast separators previously installed, but realise there are a lot of very bad drivers that use this road, so maybe these will work better for them”

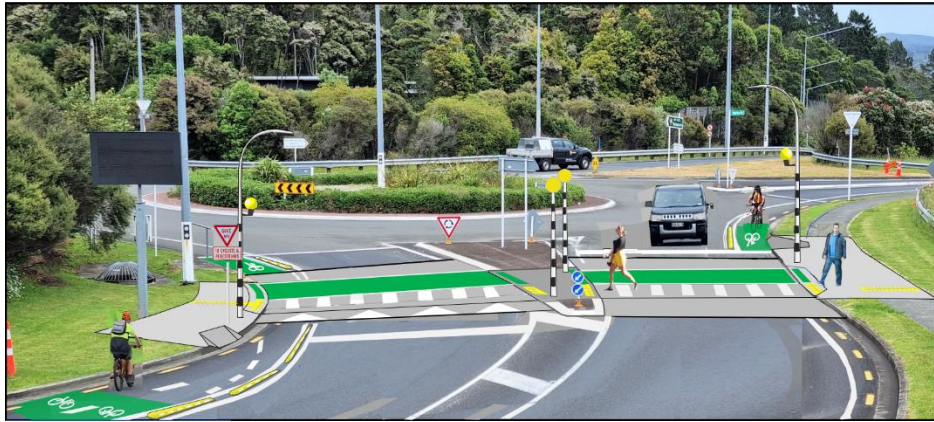
“Low profile and do not degrade over time”



Picture of Embedded Concrete Separators

Proposed Shared Cycle and Pedestrian Crossings

We asked the community whether they supported four proposed shared cycle and pedestrian crossings as a part of the design.

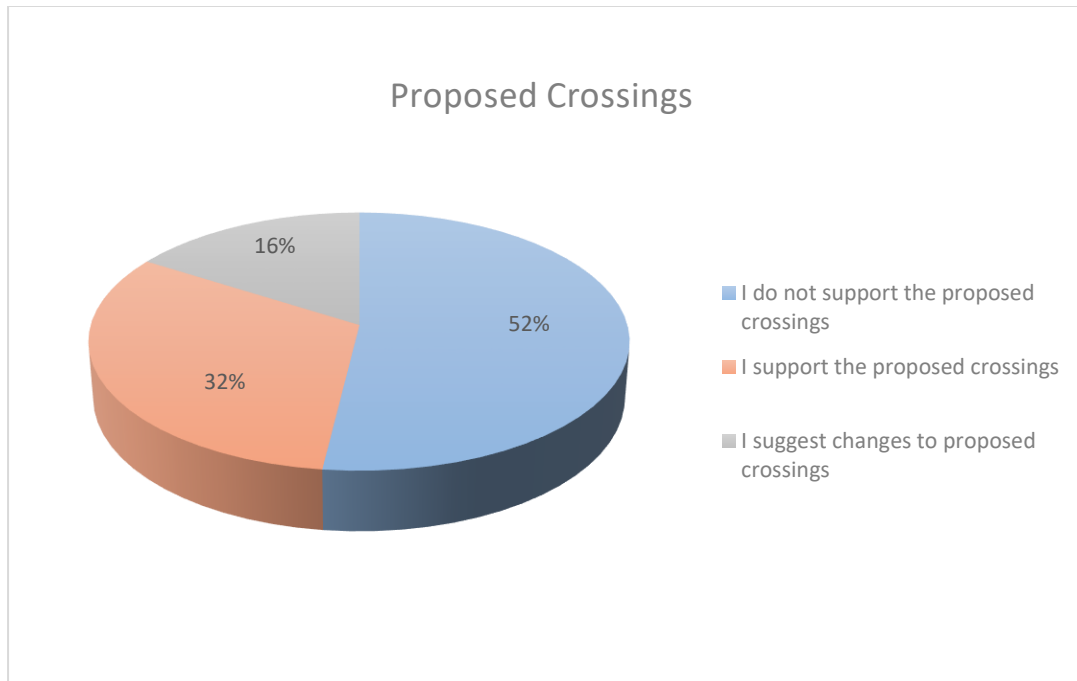


These crossings are designed for safe access to the proposed two-way cycleway and to bus stops. Cyclists are not required to dismount to use the crossing.

- One at each end of Upper Harbour Drive
- One across Upper Harbour Drive near the intersection of Greenhithe Road
- One across Greenhithe Road
- Locations of the crossings are indicated on this map



Locations of the crossings are indicated on the above map.



Feedback from the community included some suggested changes to the crossings. These suggested changes included

- Changes to the locations of the crossings or moving the locations
- Additional crossings
- Fewer crossings
- Support for crossings near bus stops
- Additional speed calming measures to be included, additional speed humps, concerns about speed and “rat-running”
- Not raising the crossings
- Technical changes to the layout of the crossings

Some of the comments include

“We do not have footpaths on both sides of Upper Harbour Drive. How can you propose a crossing here? Mostly the footpath is on the left hand side if you are going towards Albany Highway, the other side doesn't have an end to end footpath.”

“Too many crossings. I support them, but think only one in the intersection of Greenhithe road is enough.”

“There are limited footpaths on the eastern side of the road so adding one or two crossings at a couple of selected bus stops so passengers can exit the bus and cross to the western side makes sense.”

“You need bumps prior to the crossings too, otherwise people will approach the tables at high speeds because there is a massive speeding problem on upper harbour.”

Feedback on proposal to reduce speed limit to 50km/h

The permanent speed limit on Upper Harbour Drive changed from 70km/h to 60 km/h from 2 March 2023. This change was approved by the AT Board in September 2022 following public consultation of [phase 3 speed changes](#) in April 2022.

The consultation for the redesign of the cycleway on Upper Harbour Drive asked the community to provide thoughts on the consideration to further lower the speed limit to 50km/h. The feedback provided by the community was varied and included

- Thoughts that 70-80km/h were still suitable for this road
- Thoughts that 60km/h was a suitable speed
- Support 50km/h should be implemented
- A few people thought speed limit should be reduced to 30km/h

Comments included:

“Don't be stupid the road is designed for 70 not 50 it's just crazy, if the concern is kids etc being hit they are being educated on the roads as it is”

“The speed limit simply does not need to be this low. It was fine at 70km per hour, with very few (if any) accidents caused by excess speed.”

“The speed has already been reduced as part of the previous speed changes. I think leaving it at 60km/h is best. There have been minimal accidents on the road due to speed.”

“60km would be better. Especially when this road is used because the motorway is closed”

“As a resident I'm fine with the lower limit, it has felt safer out walking the dog and pushing my baby in a pram with the 50 limit. ”

“Speed reduction makes sense seeing as the road is being converted from mainly cars to a shared space with bikes. The challenges are that Greenhithe is full of NIMBYs who don't support any tampering with road usage because they love their cars too much.”

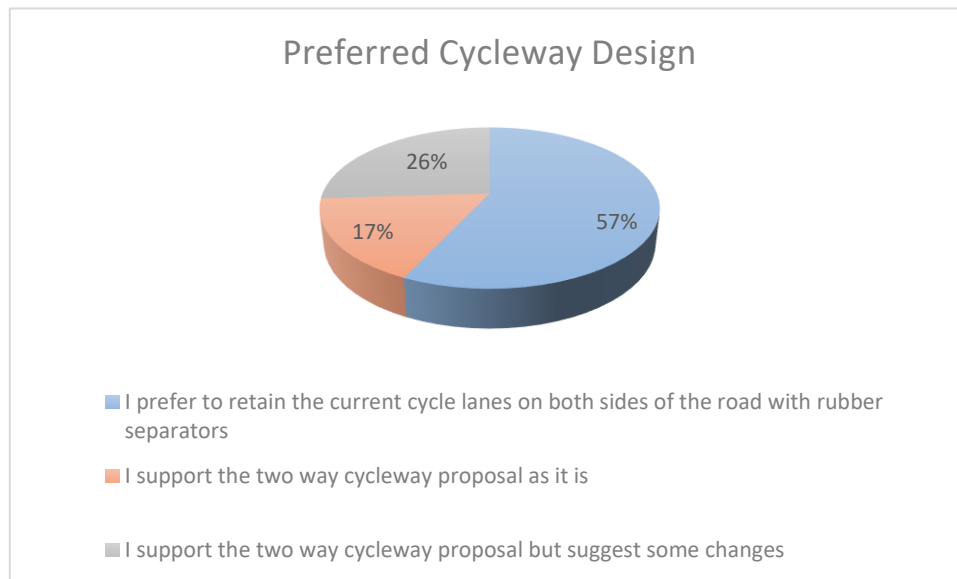
“Without a lower speed limit you are bound to see people damaging their cars by mounting the cycle concrete separators again and having a cry about it.”

“I think this is a terrific idea - well done! Truck and car drivers regularly speed here and for us to encourage all users (ages 8-80), we require calm traffic so those kids and elderly people are actually safe, and feel safe too.”

Preference between new design and current design

We asked the community to consider their overall preference:

Do you support the proposed two-way cycleway, or would you prefer to retain the current cycle lanes on both sides of the road, with the rubber separators? (Returning to a cycle lanes without physical protection (cycleway separators) on Upper Harbour Drive is not a viable option.)



Responses from online survey

Overall the preference between the two options presented was for keeping the current design with cycle lanes on each side, with rubber separators, with 57% support.

17% supported the two-way design as it is, and 26% supported the two-way cycleway with suggested changes.

Reasons given for supporting the current design included:

- Support for the design
- Safety of cycling in one direction, especially with groups of cycles and different levels of speed and confidence
- budget, other priorities to focus on, not wasting more time and resources
- two-way layout not deemed suitable, or issues with the design of the two-way cycleway
- current layout was selected as the preference of the options available as a return to the unprotected cycleway was not a viable option presented by AT
- some preferred for the current layout but with concrete separators

Supporting comments included:

“Going cycling down the road we can get quite some speed, and the two lane can cause accidents between cyclists. Consider that people going up will need to overtake other slower cyclists and this may cause collision with those going down.”

“It will be safer for cyclists going with the traffic flow.”

“We should be focusing more on our road maintenance than spending tax payers’ money. We need to learn from the Auckland floods and if it’s taught us anything is that our draining and storm water systems need revising.”

“I prefer the current layout but would like the concrete separators returned as they provide more protection for cyclists. The two way option might be viable if the gaps at each end were fixed so cyclists heading north don’t have to cross the road multiple times.”

Those in favour of the two way design, expressed some of the reasons that they supported the two way cycleway, and some changes or improvements that they would like to see. Some of the feedback included

- consideration that groups or families may feel safer using the cycleway
- room for overtaking
- feels wider and safer for cyclists
- separators will only be on one side of the road for motorists
- thoughts that each end of the proposed cycle way should have better connections for cyclists to carry on their journey safely
- Some who thought raising the two way cycleway to footpath level would be a better option

As with both options there were members of the community who preferred this design with concrete separators, and a few who thought rubber separators would be best.

Opposing comments included

“2 way cycle lane is ridiculous and clearly no thought, or attention by anyone that has seen the road get used by cyclists has been looked into. A two way cycle lane won’t work, as the most common cyclists to use the cycle lane and large cycle groups. This will be unable to use a double lanes cycle lane as they will be cycling towards each other and need to veer out of the lanes. Despite this feedback I look forward to seeing these installed and not being fit for purpose”

“Cyclists will use the road anyway rather than a two way cycle lane”

“Cycle lanes on either side are preferred. There are a lot of road cyclists that use that route and we average 25-35km/hour. I worry that there would be accidents among cyclists if the dual lane was too narrow. You wouldn’t need the raised crossings if the existing lanes were kept. The poles in the median strip should be removed. They only serve to push vehicles closer to the cycle lane separators”

Other submissions

In addition to public feedback, we also received submissions from the GAAB (Greenhithe Action Against Barriers), Emergency Services, Bike Auckland, and Bike Henderson. Their feedback is summarised below and all suggestions for design change received in submissions from the public have been included in the list of [design suggestions](#).

GAAB (Greenhithe Action Against Barriers)

GAAB represent a group of residents who live on or close to Upper Harbour Drive.

The group expressed a strong concern that the community feedback sessions were cancelled due to the state of emergency.

Key themes from feedback

- **Cost** – The group are concerned about the cost of works already spent on the cycle lanes, including changing the concrete separators to rubber ones, and consider that this money could be spent on other priorities. They consider the additional funding required to implement the two way cycleway would be wasteful.
- **Safety** – The group raise concerns about people exiting their driveways or side roads through the two way cycleway, and potentially not looking both ways for cyclists. They are also concerned about cyclists riding in opposite directions, some at speed coming down hill, potentially colliding in the two way cycleway.
- **Flow of traffic** – The group raised concerns about the traffic flow being interrupted by raised crossings.
- **Support Bike Auckland's concerns** about the two way cycleway

The group prefer the current layout with the rubber separators over the two way cycleway design. They also would like to see the flexiposts or hit sticks removed, and debris cleaned from the lanes on a regular basis.

Many of the group would prefer the cycle lanes to have all types of separators removed, if this was an option.

Emergency Services

AT representatives met with representatives from the emergency services to discuss the proposed changes.

Both Fire and Emergency NZ and St Johns were generally supportive of bi directional cycleway direction and no major concerns raised.

The NZ Police were also generally supportive of the bi-directional design. They noted a preference for rubber or plastic separators to enable vehicles to straddle during an emergency situation.

The police also noted a preference for some locations to allow enforcement, for pulling vehicles over or for breath testing operations, mobile phone and seatbelt enforcement. The NZ police also registered their support for point to point speed enforcement on this route.

Bike Auckland

Bike Auckland is supportive of the cycleway redesign, with some minor changes and/or emphases recommended

Key Themes

- preferred separator material is pre-cast concrete, because it is tall and resilient, rubber would be acceptable if the separators are tall and wide enough. Concerns that rubber/plastic degrades and enters the stormwater system
- support the raised shared pedestrian/cycle crossings, with active monitoring of speed and further speed calming if needed
- support a reduced posted speed limit – preferably with further traffic calming measures to ensure a greater rate of compliance. If the speed remains at 60km/h would prefer that separators are 400-600mm wide, and concrete for safety of cyclists.
- There needs to be safe connections on either end of UHD to the separated Albany highway cycle path and to the Greenhithe Bridge shared path, to form a continuous safe cycle network.
- Ensure that the cycleway is able to be comfortably used and accessed by all types of cycles and micro-mobility

Support the bi-directional design- with some changes

- Provides for passing/overtaking of cyclists
- Increased width allows for wider bikes and less experienced/confident riders
- All sections of the cycleway should be 3m minimum in width, not including the buffer and separator
- Having to cross the road once or twice to access the cycleway, and reach the destination is not ideal
- Better connections at each end would be ideal
- Access into the cycleway for people joining along the route (eg side roads) is required
- Reliant on drivers to remember to look both ways when crossing the cycleway from driveways or side roads

These concerns aside, Bike Auckland are in support of the two way design.

Bike Henderson

This stakeholder group represents a number of local road users along this key corridor linking North and West Auckland. Bike Henderson did not support the replacement of the existing concrete separators with rubber ones.

Key general points

- Support Concrete precast separators to protect cyclists and prevent vehicles from entering or parking in the cycle lanes
- Concrete separators also provide a feeling of safety for less confident riders
- Suggest the addition of sharrows on the general traffic lane to reinforce that riders can also ride in the general lane
- Support the crossings, but suggest additional speed calming between the crossings to reduce traffic speed to 50km. Increase the signage for crossings.
- Support for lower speed limit of 50km/h, with the support of speed camera enforcement

Two way cycleway feedback –

- Prefer current set up but with concrete separators
- The current cycle lanes provide some extra protection and space for pedestrians where the path is narrow or non-existent.
- A two way cycleway does allow more space for overtaking
- If implemented it should include speed tables at any intersection it crosses to slow traffic as drivers will need to look both ways
- Needs better connections at either end
- Cycle lanes must have protection – for cyclists' safety and to prevent people from parking or driving in the lanes. Cyclists being injured from riding into a separator is not a good reason to remove them, as cyclists can also hit a kerb or other object.
- Drivers hitting the separators – more should be done to enforce safe driving
- Do not accept that cycle lanes prevent emergency services from being able to attend to what needs to be done, there are much narrower roads across Auckland where they are able to attend to emergencies
- Endorsement of Bike Auckland feedback

Design suggestions in feedback and AT responses

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 theme or feature that the suggestion relates to.

Please note that comments have not been edited to keep the sentiment of the contributor. They may include spelling or grammatical errors. There may be occasions where we have misinterpreted the essence of the comment, or attributed it to a category not intended by the submitter. Please let us know if you have any concerns about the allocation of a comment. ATengagement@at.govt.nz

In addition to the comments with design suggestions in the following section, we also received comments about the choice of **separator type**, and the **speed limit changes**, which have not been included in the report. The feedback from the comments have been taken into consideration in the previous sections of this report, and by the project team, but have not been included below due to the volume of comments. If anyone is interested to read or to have a copy of all the comments please send a request to ATengagement@at.govt.nz

- Feedback from those who selected current layout as preferred layout - page 23
- Feedback about the two way cycleway proposed design - page 44
- Feedback on proposed Crossings - page 70

Comments from community feedback survey	AT response
Cycleway preference – Current Layout with rubber separators	
Keeping the current layout. Comments have been grouped into categories of similar theme.	
<p>Preference for keeping the current layout with reasons regarding budget, other priorities to focus on, not wasting more time and resources.</p> <ul style="list-style-type: none"> • Maybe fix the roads before worrying about cycleways, more people drive cars than ride bikes • Waste of time and taxpayer money to make big changes • The cycle way isn't used the why you think it's used so all of this is a useless waste of time and money. 	<ul style="list-style-type: none"> • The purpose of having separated cycle facilities on Upper Harbour Drive is for cyclists to be able to ride safely and to feel safer. Aucklanders have told us that one of the key deterrents to people choosing to cycle is how

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<ul style="list-style-type: none"> • Please stop spending money when there wasn't a problem. We have all as a city had so many challenges, the road is fine YOU made it unsafe, can we use the money to help those actually in need. Or heck put it into busses for greenhithes kids to get to school, more often than not they are a no show or full. • changing to a 2 lane cycleway would mean significant road changes and impact to access for property owners as well as commuters on this well used thoroughfare for the benefit of very few people who are able to make use of the current lanes in the layout. This is a vanity project which is wasting funds which could be better spent elsewhere on improving other infrastructure. There has been no actual need shown as to why this project is is warranted • UHD fought to get the original cycle lane instated as the design made sense to the community and how it uses the road. This proposal is just change for the sake of change and spending more money to say it was spent on cycling. • Just keep to as is and stop spending unnecessary money. We dont have accidents here. I live here. We should know better and would you not listen to residents than hearsay? • Stop wasting money on a cycle lane that isn't wanted or needed by the community • Please leave the roads alone and use this money to help fix roads that actually need fixing such as all the roads affected by the flooding. You are being stupid by wasting all the money and continuing to when a whole community have constantly told you how they hate it and don't want changes!! PLEASE LISTEN TO US. Thank you for your time. • Don't waste our money. • It's such a waste of money to redo the cycle lanes and make them 2 way. Spend money on making old Albany highway and upper Harbour drive safer • The work has been very disruptive and although I feel a bidirectional is a good option would like to see the money invested in making the link from UHD to the shared path including walking connections on Albany highway safer. Great having a cycle way but it links into nothing. I would like a safe option to cycle to Constellation Bus Station please • there's no need for this work. it's a waste of money. there are so many more pressing issues. slow roads and congestion is adding more to global warming than a few people getting on a bike. if this even encourages a fe more people to bike to work. • Its safer to not have any separators in my opinion, theres been more accidents since you guys put in those ridiculous things than when there wasnt anything there and the speed was 70 please stop wasting rate payers \$\$ on unnecessary shit • We should be focusing more on our road maintenance then spending tax payers money. We need to learn for the Auckland floods and if it's taught us anything is that our draining and storm water systems need revising • Leave as is . Fox some potholes first please. • The cost of creating a two-way cycleway is not a sensible investment given the nature of this road and its natural environment. I cycle/scooter with my family, I take the bus to work (along UHD) and I used to drive along here too. If there were footpaths on either side of the road and the cycle lanes were used by a large number of commuters and school kids for cycling then I would be on board. But it really isn't. These cycle lanes are typically used by weekend cyclists (many of whom never used the prior lanes anyway and, instead, 	<p>unsafe and uneasy they feel mixing with traffic. Having some physical separation between vehicles and cyclists is a key contributor to making less confident riders feel safer. A lack of separation also creates a safety issue. Were the separators not there, this would mean that vehicles would be at risk of colliding with cyclists rather than the separators and hence any solution devised must ensure that this risk is mitigated.</p> <p>Although the likelihood of this occurring is low, the consequences of a vehicle hitting a cyclist at speed are far worse than those of a vehicle hitting a separator. Any changes made need to both retain protection for cyclists, whilst also reducing the instances of vehicles colliding with separators</p> <ul style="list-style-type: none"> • 57% of the responses received during this consultation have chosen retaining the unidirectional cycle lanes with rubber separators. Given this level of support from the community for retaining the unidirectional cycle lanes, this is the option which has been chosen to take forward. • In taking forward the option to retain the existing unidirectional cycle lane, this represents the lowest cost option moving forward as the current layout can largely be retained with only a small section to complete in the southbound direction and minimal other additions or amendments. This option can be delivered in much less time and disruption compared to other options. • Funding for cycling is a separate from the maintenance / recovery budgets. Removal of

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<p>preferred to cycle in the main road). I know budgets are ring-fenced but I think you'd create a far bigger impact by putting on more reliable bus services so our children don't have to wait an hour most days to get on a bus.</p> <ul style="list-style-type: none"> • stop wasting money on this stuff and repair the actual problem roads. No separators are needed full stop. Waste of money. Stop lowering the limits. • This road was just fine before AT did the current installation. I used to cycle along this road most weekend doing 100-140km in distance each day. There was nothing wrong with the road as it was. It does NOT need any new work and should be reinstated before AT came along with their dumb ideas. Where is the evidence of accidents pre changes. Things have been made worse and new proposals wont make it any better. Stop spending unnecessary \$ on your ego trips of flawed thinking. Of the 10s of thousands of things that need improving on the roads this daft idea should be at the VERY bottom. • boo you guys suck focus on fixing potholes on rural rds in akl instead of doing stupid shit like this • Any other option proposes to spend unnecessary dollars without first evaluating what is in place and it's effectiveness • We did not have any problems on Upper Harbour Drive until AT made some. Can AT just get on with maintaining the roads which are in poor condition instead of creating dangerous solutions to problems that don't exist • If we have to have separators which we have never had to do in the past, then the rubber ones are more than sufficient. Why AT Hop sees it necessary to spend so much money on this is ridiculous. When Auckland is in such a mess after the flood events. This and similar projects should be put aside so all areas of Auckland Transport can assist with Auckland's Recovery • The amount of cycle traffic has not increased. I have seldom seen the cycle way infrastructure used. I don not see the cost benefits for more cycle ways • Since there is no option, the current incompetently done solution. No point wasting more rate payers money, since you have wasted so much already. • You have wasted so much money with what you have already done. So use our money on projects that are really need • There is no reason the change it after the money that has been spent on doing something completely unnecessary in the first place • Stop wasting our taxpayers money. It's safe how it is • Stop spending unnecessary money n time. After all the natural disasters, pull back your purse strings. We are heading into difficult times. Never had incidents on Upper Harbour Dr. U dont mend what's not broken!!! Please! • Stop wasting money that will be needed on roads after the storm, this is unnecessary spending • The reason I prefer this is it will be cheaper to complete given current set up, plus there is no longer a need for the 4 pedestrian crossings to be installed. Currently there are no bus services along Upper Harbour between Greenhithe Rd and Tauhinu Rd, so these crossings are only for the cycleway. If crossings are needed then changing them away from intersections would be best. 	<p>investment from cycling will not increase funding available for maintenance.</p>

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<ul style="list-style-type: none"> • this is ill conceived and not needed and costing a fortune and the residents don't want it can it and clean it up and move on! • Please stop wasting our money • The 2 way cycleway proposal is a huge waste of money. There are major transport issues in AKL and this money would be better spent dealing with those. • Stop spending our hard earned money on wasteful ideas from behind a computer screen, when you don't have to use the road several times a day. LISTEN TO THE COMMUNITY!!!!!!!!!!!!!! • Stop spending money on this road -- I am one of the unfortunate people who had a car written off from the concrete barriers • There was not a problem with upper harbour before all this started. But if we have to have something I believe a two way lane will be more dangerous for both drivers and cyclists. It will also make it hard for people living on upper harbour to exit their driveways. There is evidence to show this is more dangerous. Also many cyclists won't use it properly. I also do not believe we need to spend another \$4m of our rate payers money to change something that doesn't need changing. There are more important things to spend money on. • A huge amount of money has already been wasted on separators. Why waste more money on something that is not wanted by the wider Greenhithe community. There are many reading problems in Auckland that the money would be better used on. • Stop making changes to the road AT. It's not required and expensive. Remove the unnecessary separators. Nobody wants them and they are not solving a problem because there wasn't a problem. Look at the accident statistics. Why..just why? • We do not want the separators. Waste of money and the cycle lanes are seldom used. Auckland has 135 wet days annually on average. On these days you will not use bike to commute. AT has already wasted tons of our money for this mess. Just give it a STOP! • AT's two way cycle way proposal is a total waste of money and a ridiculous idea. The money can be better spent on adding more bus services, especially for school routes from and to Greenhithe. Many children from Greenhithe attend schools in other areas of North Shore and as residents of Greenhithe we would prefer AT spending money on improving bus services rather than wasting money on cycle ways. Has AT ever surveyed to see how many cyclists and what days of the week they ride on Upper Harbour Drive? We live on Upper Harbour Drive and can confidently tell you that only leisure cyclists use our road and that only in the weekends. Is it wise to spend millions of \$\$\$ to change the status quo for a small number of leisure cyclists. Not a single person using the cycle lanes Monday to Friday to commute to work or school so stop wasting money. • Seems expensive to change it. Fine if it isn't. • Again there was nothing wrong. Cycleway separators is a waste of taxpayers money. • The concept of physical protection is misguided since all options provide little to no protection to cyclists from an errant vehicle. All options provide visual delineation only and appear to compromise the corridor use to a great degree than the faux protection they imply. I don't support spending further money on a further significant project that offers no safety improvement at all. This whole project invests millions to compromise 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>

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<p>a high functioning shared use corridor with an above average safety record. The speed control measures and visual delineation measures alone provide enough and spare budget could go to much higher needs.</p> <ul style="list-style-type: none"> • I'm concerned that redoing this project three times is pulling the very small cycleway budget from other routes with no protection or cycle lanes at all. • Waste of money for potential usage • I would prefer to retain the current design as it has proven effective at stopping vehicles and would allow for the funds to be saved • Stop wasting tax payer money • As a ratepayer, significant money has already been spent to get to where we are today with current cycle lanes on both sides of the road with rubber separators. Absolutely cannot understand that more expense is necessary to provide a Cycleway link using Upper Harbour Drive. In addition the construction of the two way cycleway proposal will again involve extended periods of roadworks making Upper Harbour Drive dangerous for both cycles and cars. It also seems possible that the existing central turning zone along most of the road will be dispensed with new proposal. With a lot of shared driveways servicing a large number of properties having this facility when turning in what is already a narrow space on each side of the road will be a safety issue. The road has to accommodate footpaths, the cycleway, the cycleway separators, central road barriers recently installed, multiple rubbish bins which are on the footpaths and often fall into cycleways, and significant traffic on Upper Harbour Drive both when State Highway 1 is not available as has happened frequently of late, accidents on Upper Harbour Highway, also recent of late, and commuters using Upper Harbour Drive to access Albany Highway at rush hour. Understand the justification of this proposal to provide a link to other routes for cyclists, but in the process bottlenecks of traffic will be created and further safety risks likely both for cyclists and motorists. We are not cyclists and currently few cyclist can be spotted on Upper Harbour Drive in the cycle lanes. We have no viable public transport option available to us for commute to the city for work or that would be viable for other daily requirements. This project, despite the excessive cost involved, appears to offer few or no benefits to the majority of residents and rate payers. • Please stop wasting time and money on this. Trying to solve a problem that doesn't exist. I walk this regularly and it was great for cyclist, many are sports cyclist travelling fast and on the weekend recreational cyclist enjoyed being able to cycle next too each other on a fairly flat road with plenty of room for cars to pass. 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>
<p>Prefer to keep the current layout, due to the two-way layout not deemed suitable, or issues with the design of the two- way cycleway</p> <ul style="list-style-type: none"> • 2 way cycle lane is ridiculous and clearly no thought, or attention by anyone that has seen the road get used by cyclists has been looked into. A two way cycle lane won't work, as the most common cyclists to use the cycle lane and large cycle groups. This will be unable to use a double lanes cycle lane as they will be cycling towards each other and need to veer out of the lanes. Despite this feedback I look forward to seeing these installed and not being fit for purpose • Easier to feed onto a cycle lane on both sides of the road. Money better spent at the Albany Highway junction which IS actually dangerous. 	<ul style="list-style-type: none"> • 57% of the response received during this consultation have chosen retaining the unidirectional cycle lanes with rubber separators. Given this level of support for the community for retaining the unidirectional cycle lanes, this is the option which has been chosen to take forward.

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<ul style="list-style-type: none"> • I'm not a frequent cyclist however having the cycleway remain as is, ensure that those who are going in the proposed direction remain in their lane. I have seen two way cycle lanes in the city and mission bay and there are always people cycling or even walking in the opposite direction of the lane they are in. Having them separated ensures each lane remains to the direction intended, this would also fit into your 'safer' model/goal. • Designating ONE side of the road for dedicated cycling lanes for that stretch of road is not a wise choice. This changes all of the entry and exit points for cyclists on the road, plus we end up with pedestrians ON the cycle lanes, in which they should not be. The cycle lanes on either side of the road are just fine as they are, and they keep the flow into and out of the lanes as they should be. I still think the rubber separators are absurd. Pedestrians are often running in these lanes - still, though they are not meant to - and it leaves very little room for ANY error. Two cyclists do not have room to cycle next to each other with the separators, AND there is no room left for a cyclist to pass another cyclist. We have a lot of sports cyclists, plus mountain bikers, and e bike commuters - none of them can safely pass one another in the lane as it stands. Now we get them coming into the traffic lane in order to bypass one another. When there was no physical separator, this was not an issue, and there was plenty of room for this to happen without ever getting into the traffic lane. • Going cycling down the road we can get quite some speed, and the two lane can cause accidents between cyclists. Consider that people going up will need to overtake other slower cyclists and this may cause collision with those going down. • It will be safer for cyclists going with the traffic flow. • This was discussed years ago and decided to have The cycle way on each side. No need to make further changes again! Lack of evidence for any need of this based on past records. Keep the rubber separators, 60 k's and remove the plastic sticks, no need for more expenditure. Keep the road a beautiful and peaceful one. No evidence of need for a two way cycle lane, feel it will cause more accidents. Sport cyclists ride in bunches and will see them either head on with other groups, or use the road as they do anyway. • I have concerns with the use of a two way cycle way particularly when forcing cyclists to cross the road at multiple locations which AT has already decided is hazardous and additionally how does the two way cycle lane work with buses? Are you expecting people to hop off buses into the cycle way to then cross back through the cycleway to get to the other side of the road again? Would the buses also be expected to block the roads while people disembark into a cycleway? • Cyclists rarely ride in single file, so putting 2 opposing directions in 1 lane makes no sense. It is a financial disaster to have begun this project in the 1st place. There was nothing wrong with the way it was. If cyclists respect the road like motorists have to, we can continue with UHD the way its always been. Total bunch of clowns making these decisions. • I do NOT support the bi-directional cycle lane. This is confusing and there are likely to be accidents with cyclists running into each other. Being on the right side of the road heading East also precludes children being able to cycle safely as they simply can't get to it without crossing the road., • Two way on the one side is a flawed proposal. Then you'll just have crashes between bikes and Scooters etc. Head on's etc. Not safe at all 	<ul style="list-style-type: none"> • There are positive and negative aspects for both unidirectional and bidirectional cycleways, particularly in the context of Upper Harbour Drive. These pros and cons have largely been reflected in the feedback received and the responses from the public indicate both support for and against a bidirectional cycleway. However, as most respondents were more supportive of retaining the unidirectional cycle lanes with rubber separators this is the option which has been taken forward. • The themes for the negative aspects raised through the consultation include: <ul style="list-style-type: none"> ○ More complexity at intersections and vehicle crossings. ○ Potential for head on collisions between cyclists heading in opposing directions. ○ Additional crossing points to get to the right side of the road ○ Feeling unsafe when riding contraflow to vehicles. <p>These concerns are generally inherent to bidirectional cycleways however the impacts of them can be minimised through good design.</p> • Bus stops do present a challenge for bidirectional cycleways. At each of the bus stops, space is available to manage the conflicts between pedestrians, bus users and cyclists safely. • No matter what form a cycleway takes it is imperative that it is maintained to a high standard, to ensure they can be safely used.

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<ul style="list-style-type: none"> • A two-way cycle way is unsafe for cyclists especially with the build up of debris on the side of the road which forces cyclists to cycle out of the cycle lane and on to the road. If there is two- way cycling this is an obvious danger. • If you have groups of riders going both ways on a two way cycle lane so when they meet this could easily push one group out on to the road into the traffic. Doesn't make sense on this road. It would be a lot safer for cyclists to go with the traffic flow • A two-way cycle lane will be incredibly dangerous. Vehicles turning left out of their driveway look only to the right, many residents will have decades of muscle memory doing this. If the right is clear, they will proceed and there is great risk of hitting cyclists coming from the left. This is backed up by research - see the link here: https://usa.streetsblog.org/2019/08/16/study-two-way-bike-lanes-produce-more-injuries/ Stating the old method is not viable, without supporting evidence, is highly unsatisfactory. The road was successfully used by motorists and cyclists prior to the installation of the separators. Once they were installed, dozens of accidents occurred and, anecdotally at least, cyclists have become a rarer sight on the road. The outcome of efforts so far has led to a more accidents, probably fewer cyclists and an overall gross failure of asset implementation. Rubber separators on both sides of the road will be acceptable. • The current cycleway with some improvements, slowing traffic, is preferable to two way cycleway, they (two way) are not best practice • Two way cycle lanes will be so dangerous for the riders approaching cars. The closing speed is going to be very high, and the lanes will be covered in debris from the road that won't even be cleared • Cyclists will use the road anyway rather than a two way cycle lane • Cycle lanes on either side are preferred. There are a lot of road cyclists that use that route and we average 25-35km/hour. I worry that there would be accidents among cyclists if the dual lane was too narrow. You wouldn't need the raised crossings if the existing lanes were kept. The poles in the median strip should be removed. They only serve to push vehicles closer to the cycle lane separators • The upper end of the road isn't wide enough for the two way cycleway so we would have to cross twice anyway and it seems confusing. The additional cost is not worth it in my opinion. • As a cyclist, this two-way cycleway requires too many road crossings at each end and is introducing too many conflicts. The only way this even remotely works is if you can connect it to the Upper Harbour bridge cycleway without crossing the traffic and take it around onto Albany Highway south and have a cycleway there also without crossing traffic. And I don't mean future proofing for that, I mean being able to deliver all of that at once so it is consistent and coherent and not some standalone cycleway that requires you to cross the road at each end. Otherwise it is honestly a ridiculous design making life difficult for cyclists by introducing complexity and conflict, and does not tie in with surrounding cycle provision. Also, in my experience a two-way cycle way is inherently less safe for the cyclist in an environment like this with driveway crossings. Some drivers turning in and out will not see cyclists travelling on the "wrong side of the road". Based on experience I assure you this will be the case. I therefore feel like you are not designing this with the best solution for cyclists in mind. • I find a two way cycleway to be less safe when cycling when crossing driveways and intersections. I don't want to cross the road at each end. Seems like a silly design to have cyclelanes on both sides and then move 	<p>Under current maintenance regimes, cycle lanes and cycleways must be swept once per month to remove debris. Spot cleaning can also be undertaken if requested, such as after a storm.</p> <ul style="list-style-type: none"> • The width of the bidirectional cycle way has been proposed to range between 2.6m and 3.0m. It is accepted that the wider this provision the better the amenity and safety is afforded to users.

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<p>cyclists to one side and then move them back at each end. Too many engineers involved and not enough cyclists. Please improve Albany Highway intersection for walking/cycling. Please maintain street level footpaths on Upper Harbour (walkers are regularly on the road / cyclelane where the footpaths go down into the bush). Please improve the walking/cycling provision along Albany Highway to the south. It is non-existent. It is a far bigger problem than Upper Harbour ever was.</p> <ul style="list-style-type: none"> • Cyclists enjoy simple uninterrupted paths and roads, same as any motorist. Additionally they enjoy clean roads, these designs trap rubbish and glass in the gutter. I don't believe any promised maintenance program to keep them clean. Current paths are overgrown, have all sorts of debris, and even when requested, no cleaning or plant maintenance occurs. Worst days are Saturday and Sunday mornings, when there is a preponderance of broken glass on paths. . Forcing all cyclists to one side of the road introduces conflict points, the crossings. Confining two-way cycle traffic puts the cyclists into potential conflict with each other, especially if there are less competent children involved. I don't like any of the current options. • As a cyclist I don't see any strong advantage to the bidirectional option, and I would like to see AT move onto higher-priority roads. E.g. Hobsonville road has no cycleway at all in many places and is equally as important to connect west and North Auckland. • Two-way cycleway looks very clumsy and out of place. Not designed with cyclists in mind. • Having two-way cycle lane on one side of carriageway is a potential accident as people forget to observe simple rules and could get confused when cycle lane finishes and ride on incorrect side of road. They are already doing this elsewhere in the city. • Two-way is a dangerous option I would rather ride with the cars • As a cyclist, there are more dangers when two-way cycleway is used as cyclists can cause more risk to each other as they ride against each other on a small area • I prefer to stay on the correct side of the road. It is dangerous going the wrong direction across driveways. People turn out and don't look that way. • Two-way cycle lanes provide a poor user experience unless they are separate routes entirely removed from the road such as the northwest cycleway. Bi-directional paths cause conflict at their terminations. • A two-way cycleway in an isolated section of road is not a good solution. Actually unless it has no driveways or side roads it is never a good idea and not safe for the cyclist. Please retain normal cycle lanes. • I would prefer not to encounter other cyclists head-on • As a recreational cyclist, we want to ride in a friendly and social way, as a group. The bi-directional cycleway forces opposing cyclists into close proximity. Downhill cyclists will be going fast. So in my opinion, the two-way cycleway is impractical (potentially dangerous) on moderate to significant hills unless it is very wide. The combination of a tight space and concrete or rubber separators feels unsafe. Much more unsafe than the painted lanes and wide road that all of this replaced • Current cycle lanes are too narrow, however every road crossing is a risky operation for cyclists and would have to do this twice. • I don't like the thought of having to cross the road twice. Cars do not always see bikes and having to get off and walk across would be a nuisance, especially wearing cycling shoes with cleats. 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>

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<ul style="list-style-type: none"> • You have not stated how wide the two way proposal is. Without that information consultation is meaningless. Two way cycle lanes require at least four metres. Any less is dangerous • Removing the separators is an option but I had to choose one, hence option 3. I've lived on UHD for 33 years and have seen it go from a narrow two lane road with gravel and ditches to what we have today. The safest I have ever felt, as a pedestrian/runner and motorist, was pre the separators. We had a cycle lane that was well marked, with an additional buffer zone to give cyclists extra space. We mostly had decent median strips so we could move clear of vehicles if turning into driveways. And above all we had next to no accidents. Your proposed bidirectional cycle lane is a frightening concept. Cyclists driving straight towards each other is a major hazard. We get many pack rides on UHD and that will cause mayhem. The median strips appear way narrower in many places, including outside my home. As it is now, with the separators, the median strip just allows me to fit my car clear of cars coming behind me and toward me. Living on a bend does not afford much visibility for those coming from behind. To have little more than a centre line to sit against is a scary concept. The crossings will not be used, are another hazard to have to deal with and will disrupt traffic flow. • A cyclelane on the correct side of the road is far preferable. That two way design is completely out of place and not cyclist friendly requiring road crossings. And cyclists will get hit by drivers not seeing them on that side of the road. You also need to somehow make the cyclelane and road design feel more permanent. All of the hit sticks on that road give it an extremely temporary and very ugly appearance which doesn't please anyone. They are now lining each side and all through the middle of the road in sections. It's terrible. • I do not in any instance support a two way cycleway • Ridiculous idea to have a two way lane on the eastern side of UHD - cyclists would NOT have room to pass each other; it would totally confuse drivers to have a cyclist coming in the opposite direction; absolutely an idiotic and unusable idea • This would make the road even narrower and unsafe and also encourage cyclists who choose not to use the designated lanes to ride on the road and inhibit traffic when they have their own lane but choose not to use it. Having cycle lanes on one side will bring the vehicles closer to pedestrians which is even less safe than the current situation. • Drivers coming out their driveway on the side with the 2-way cycle lane and wanting to head south, is NOT going to look to their left for oncoming cyclists!!! Believe me, • If you make a two way cycle lane you run the risk of packs of cyclists riding 3/4 abreast. What happened NZ when cyclist come from the other way. You are just making things worse. • You really need to go with the traffic, having another cyclist coming at speed towards me would freak me out and become off balanced. Some of these bigger electric bikes with side bags just won't fit on a double cycle lane. Cyclists can hit up to 30-50km along there. • Two way cycleway is not safe for cyclists. Driveway crossings and collision / near misses are a real problem on these. As a cyclist I also don't want to be crossing the road from side to side to get into this thing. You may think that I can still ride on the road on the other side, but there will not be space for that without a shoulder and the abuse I would receive would be insane I can assure you based on experience. The layout also needs to be made more permanent looking with concrete separators and removal of all hit sticks and cones as this is ugly and unpleasant to ride, drive or run through. 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>

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<ul style="list-style-type: none"> • Having cycles heading towards each other and head on is just madness. There isn't enough width to do this safely. Any groups of cyclist who tend to bunch up would just force other into oncoming traffic. The risks are massive and there is no evidence to suggest that this is safer. More accidents will occur. Retain the current cycle lanes with rubber separators as its the only sane solution. Or if you have piles of money to spend build the cycle way along side the motorway so it more naturally connects to all the other cycle paths.. • Both entry and exit to the bi-directional cycle-way doesn't make sense, it is over complicated and the wrong choice. More often than not the simple solutions are the best and have a bike lane on each side is obviously the simpler but also vastly better idea. • Please do not chop and change lanes for cycle ways. Keep them on the road on the correct side. Or you'll have cyclists having head on's, cyclists from overseas countries forgetting which side is correct. • Definately no two-way cycleway - too dangerous for cyclists. no need for it • Cyclists are used to travelling on the left side of the road in a safe manner. At least with rubber separators road sweeping can still be managed and collection of rubbish and recycling can safely take place. • two-way cycleway on this road is a terrible idea. It's downhill, curve and fast. It will be unsafe to have riders beside each other. That design will increase the accident rate. • Two way cycle lanes in that area are dangerous. Plenty of sports cycling in big bunches will collide otherwise. • Please do not reconfigure to two way cycleway. The speeds at which we ride on this section makes is dangerous. Easily reaching 50km/h on a two way cycle is not safe. • Two way cycleway is a step back from what is there currently unless it is strictly 4 metres wide at all points • It is in place now and offers good protection. Two way cycleways require people to look both ways when leaving driveways which isn't normal • You will have more accidents if you make a two wat cycleway for sure because there are quite a few hills there where cyclists pick up speed. • When riding at the speed of 30-40kph which is average on that road you want to be riding with the traffic not against it as it would be if you had both cycle lanes on one side. • The two-way cycleway sounds like a design improvement in terms of allowing more space for, say bikes with trailers. However, there are drawbacks in terms of convenience and possibly safety when crossing driveways. I would prefer that AT expand the safe network than spend a significant portion of the budget, and staff time, replacing the current protected cycleway with a slightly better facility (which also has some drawbacks for cyclists). The current facility feels safe to me as a cyclist (although I would have preferred that AT use concrete separators, closer together, rather than replace with rubber, which cars can mount, and which degrades over time.) If the bi-directional cycleway is implemented, I request AT to provide safe connections to the Greenhithe bridge shared path and Albany highway shared path to connect the network. Also, the connection to Albany highway feels particularly unsafe - I turn right towards Glenfield and it's terrifying. Can this intersection be redesigned to improve cycle safety? • It safer to have the cyclists going with the traffic. It will make it dangerous for cats coming out off their driveways if they have to look both ways when they are pulling out & not having to cross the road • 2way cycle way needs to be quite wide to be able to pass on bikes going in opposite directions. • I would stop using the cycle lanes if changed to proposed two way. Feels very unsafe for a cyclist 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Bi-directional very poor option, requiring cyclists to cross road lanes in order to use • Always always should be each side of the road as far far safer! Can I be any more succinct than this?! • Protected bike lanes are needed on both sides of the road. This how roads work. If you go with a bi directional lane, many bike user won't use it, this increases car user hate towards bike users. This may result in violence. • As a sport cyclist, recreational cyclist with my family and a driver I do not support any of the separators, and would prefer to see the unseparated cycle lanes returned. There are frequently obstacles in the lanes creating a hazard to cyclists that didn't previously exist eg slippery moss, rubbish, leaves, branches, rubbish bins, overhanging trees. These are difficult to navigate with the barriers whereas in the past the obstacles did not get trapped and were easy to navigate around. Experience with the barriers has shown they cause accidents. Upper Harbour used to be a safe road for cyclists and cars, and the evidence has shown this has deteriorated significantly through the installation of these barriers. However given that option is not being presented for consultation and you are forcing a choice of non preferred options - the separated two way cycle lanes are preferable in that they are far safer than the two way cycleway. Consider sports cyclists travelling in opposing directions coming towards the intersection at the top of Greenhithe road, both travelling downhill. Each group will often be travelling at 40km per hour plus. They approach each other at a combined speed of possibly up to 80 - 90km per hour. Visibility is limited due to the curves throughout the length of the road, providing limited time to ensure they are well clear of the centre line. If the groups are travelling in the centre of their opposing lanes, their wheels will be 1.5m apart where the cycle lane is 3.0m wide, and closer in the narrow points where the proposal shows 2.7m wide in the Southern section. The handlebars are closer, and would only be separated by 0.7-0.9m. It is natural on a bend to cut the corner slightly, and it is reasonable to expect that not everyone has perfect judgement and they may wander slightly wide on a bend. The implications are catastrophic. This layout significantly increases the risk of serious accidents and death due to head on collisions between opposing cyclists at high speed. I personally will feel extremely unsafe travelling in this environment, and expect I may well feel safer riding on the road than in the cycleway "purely as it would appear to have a lower risk. I safely ride on many roads without cycleways. Secondly - consider the family group out for a leisurely ride. Kids will tend to wander a little from a straight line, conversation is happening, they may be distracted. Opposing cyclists may well come around a bend and find the two lanes blocked or partially blocked by children going the other way. None of this is a risk when the two directions are separated. Whilst a 2 directional cycleway does operate over the Greenhithe bridge, this is less treacherous because the majority of the route is straight with good visibility, which is not the case on Upper Harbour Drive. • Poor consultation by prefacing options with statement of opinion and not providing a fulsome set of options. The bi-directional proposal is poorly designed, is likely to not be fit for purpose and likely to result in collisions with cyclists and/or encourage cyclists onto the UHD carriageway thus increasing risk of incident. • Two way cycle lanes are very dangerous for cyclists • Two way cannot be used for interval training • I don't want to have my journey slowed by needing to cross the road multiple times. 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • The single, di-directional lanes will require users entering and exiting the cross UHD where today that might not be required. Given the observed traffic speeds along UHD this is dangerous, particularly in winter. Crossing UHD and merging into Albany Highway when cycling towards Glenfield is already very hazardous and adding extra crossing requirements on that busy corner will make it more hazardous for cyclists. • Causes cyclists to have to cross traffic more often • I don't mind what sort of separators there are but do not like the bidirection bike path idea myself. • Bi-directional cycleway, particularly on a slope where speeds can be 40km/hr +, are simply NOT SAFE. The current rubber separators are pretty stupid as the width of the lane is so narrow it would be better to get rid of them and use the extra width for the lane. At the moment I'm not riding in the lane as there is so much debris it's a hazard, as is the narrow width • Have you asked the cyclists how they feel about a two-way cycleway? What happens with plants overgrown this area as they are now, or other debris litters the cycleway? • More safer for both motorist and rider clear distinction which is going the opposite directions • Keeping the cycle lane as is, is more practical and safer for bikes as it will avoid any head on collisions. • This question suggests that rubber separators have already been decided on as the physical barrier - I really hope that is not the case! Two-way cycle-lanes are impractical and limiting in use, having cycle-lanes that go with the road flow are easier to use, and will get more use. • I believe the proposed double cycleway will pose more risk to cyclists as well as motorists coming out of driveways. Also for rubbish collection and cleaning/sweeping would need to be taken into consideration. It looks like rubbish trucks are struggling already with 1 lane of cycle lanes. There is also a lot of rubbish and debris that ends up in the cycle ways and not sure how this would be maintained as could be a danger to cyclists if they ride over debris. • I am not an expert in this, but can see safety issues with the removal of median strips if this proposal is adopted as it will make the road narrower to accommodate the cycleway and would require cars to cross lanes of both oncoming motorist and two lanes of cyclists (and no median strip to pull into while waiting to make the turn). This has the potential to cause a free-flowing road to become a stagnant flow which is not in anybody's interest - even cyclists who will have to endure the emissions created from the stand-still traffic. • Current set up with one each side is safer for riding • So now you want to endanger the cyclist more. Head-on crashes will occur. You have spent money trying to fix something that wasn't broken. And now you want to waste more money. Stop wasting money on this road. It was perfect before. • 2 way means that there is more potential for cyclist heading opposite directions to collide. It's a stupid idea by people who know nothing about cycling. • I can see issues with bikes crashing if the two way cycle path isn't wide enough, also there is ALOT of debris that falls on the road and blocks the cycle way; there is no where for bikes to easily move when this happens (which is often) so if they have to cycle further away from the edge of the road, they could go into the other bike lane, the overhanging trees and debris is one of the biggest issues safety wise which needs much more consideration. Many bikes simply cannot safely use the cycle lanes as they are with the debris! Especially people with thinner tyres. 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>

Comments from community feedback survey	AT response
<p>Comments indicating that the current layout was selected as the preference of the options available, but suggesting a return to the unprotected cycleway layout remains their real preference</p> <ul style="list-style-type: none"> • Which option supports complete removal of the separators? Totally fabricated results! • The rubber separators aren't necessary as there were never any major accidents until the concrete separators were installed. Do not waste millions on a two way cycle lane that will probably be ignored by cyclists like they ignore the cycle lanes anyway on Albany Highway, causing cars to have to move into another lane. It's ridiculous they don't even bother using cycle lanes when all this money is wasted on them. Cyclists would use them if they are just a painted strip on the side of the road because that's where they ride anyway. • I prefer other options not provided for in this survey • I think it has worked fine as is for many years. The thing that wrecked it was the concrete separators • As mentioned earlier, this total abolishment of democracy has seen its consequences. Ever since the separators have been put in the rate of accidents has risen greatly. Yet, people like you sitting in your office who never have to use the road say that removing all barriers is not an option. What a bloody joke! Maybe use the road and see for yourself what you've made of a perfectly fine road. Get the barriers off! We don't want them. • Why is a return to what was existing not an option? Get your heads out of your books and take a dose of let's get real and rational • It is arrogant of AT to not consider overwhelming public feedback that we do not want separators and hit sticks - the road was fine and operating safely before AT touched it. • Without rubber separators. They can't be in driving rain, and they can't protect cyclists in the unlikely event of an accident. 47 years in the fire service, and I have never come across a dead cyclist. Hundreds of motorists though!! • The road would have been fine if you just painted the old lanes again and moved on, you've wasted millions of our tax payer money, its embarrassing for AT. • Prove physical barriers have reduced cycle deaths on this road - if not your statement is unsupported rhetoric. Having said that low profile separators of some longer lasting material is my supported option if they are not to be removed entirely. • I vote to restore UHD to it's former glory when the accident stats reveal it was much safer than what it is now • Since you refuse to remove the silly barriers that no one even wants, don't waste tax payer's money any further with more silly plans that will surely result in more uproar from the locals. If you refuse to return it to the way everyone liked then atleast just keep it with the rubber ones. • Very unhappy as a Greenhithe resident who lives on this road, it has not increased safety with the current eyesore concrete design, there needs to be footpaths on both sides of the road as well as cycle lanes on both sides, as more safe for kid's to ride and access to homes from the cycle path then i might consider using again, i used to see a few handicapped riders before the concrete barriers were installed i no longer see them people are avoiding using this road and using alternative cycling routes that are less obtrusive and safer to use eg: no debris blocking their path 	<ul style="list-style-type: none"> • It is acknowledged that many in the community would prefer the road layout with painted cycle lanes, without physical separation. The purpose of having separated facilities on Upper Harbour Drive is for cyclists to be able to ride safely and also to feel safer. Aucklanders have told us that one of the key deterrents for people choosing to cycle is how unsafe and uneasy they feel mixing with traffic. Having some physical separation between vehicles and cyclists is a key contributor to making less confident riders feel safer. A lack of separation also creates a safety issue. Were the separators not there, this would mean that vehicles would be at risk of colliding with cyclists rather than the separators and hence any solution devised must ensure that this risk is mitigated. Although the likelihood of this occurring is low, the consequences of a vehicle hitting a cyclist at speed are far worse than those of a vehicle hitting a separator. Any changes made need to both retain protection for cyclists, whilst also reducing the instances of vehicles colliding with separators • No matter what form a cycleway takes it is imperative that it is maintained to a high standard, to ensure they can be safely used. Under current maintenance regimes, cycle lanes and cycleways must be swept once per month to remove debris. Spot cleaning can also be undertaken if requested, such as after a storm. • Where access is required to properties for example to service septic tanks or access a

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • I do not accept that no separators is not viable. It has been perfectly safe fir both cars and bikes for many years • I would prefer you return the road to its previous condition, it worked perfectly fine until the concrete barriers went in • No barriers was perfect. Nobody got hurt. There was only one bike a day anyway!!!!!! • I do not support any of these choices and struggle to the original lane œare not an option because they were an option for a long time without a problem. You ask for feedback but only give options woth answers you are happy with and not the feedback you know locals will give. The process has been horrible, locals were not consulted before work started and I'm yet to hear any justification of why anything was needed in the first place. • I would prefer for the road layout to be returned to how it was originally. The AT Vision Zero accident map shows 1 incident with a cyclist back in 2019, which appears to be the only cyclist incident over the past 9 years. Now would be a good time to reverse the current set up and revert back to what was working well previously. • I DON'T support the current dangerous one either - remove them! • I prefer no seperators and no 2 way cycle lane on the same side of the road • The separators are not required. The painted cycle lanes are more than viable option. This was one of the safest stretches to ride on with no accidents until you screwed it up with separators!! • The separators are not required!!! The painted separation is more than viable and you may need to find new engineers! • the separation barriers are unwarranted and their benefits on this road cannot be substantiated against empirical data. Where is the detailed analysis that shows the actual usage of the cycle lanes. As a walker I have more often seen serious cyclists using the road rather than the cycle lanes. The majority of cyclists using this route oppose the barriers as much as the road users. This route has been a major cycling circuit, the concensus is the barriers have destroyed it and cyclists are choosing not to use it. • There is no option to have no separation. The lanes worked well before it was ruined. The separation is an obstacle for cyclists and the councils ability to clean the lane. Just undo the mess, repaint the lines and move on please. • i support the road returns to how it was. • Why is it not an option to return it back to how it was, cyclists, pedestrians and motorists shared the road perfectly fine as it was, your interference has cause my family daily missery and having to attend accidents caused by your seperators has left us with anxiety and fear when we hear people hit them. • I disagree that no protection for cycle lanes is dangerous. There are more zccidents since they have been installed. Your theory is based upon significant increased usage which is unlikely during the week. It is impractical to think masses are going to cycle to work up the greenhithe bridge just to albany. Any further is wishful thinking. • Return to a cycle lanes without physical protection (cycleway separators) on Upper Harbour Drive !! • This road was perfectly safe before all these changes were made • Don't support any. Return to previous position 	<p>paddock, separators can be permanently removed to allow access to a gate. Please contact the AT if separators need to be removed to provide access to a property.</p>

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • remove the separators and build a cycle lane that follows SH18 western motorway • The choices above are flawed you have no option for keeping the cycle lane both sides of the road with no separator which is WHAT the community actually WANT • Returning the road to the way it was IS a viable option, you morons are just too stubborn to admit you made a mistake. • AT have turned a once safe and enjoyable road into a nightmare. How many accidents since the instalation of barriers and how many reported before..... • I do not understand why you say, returning to the old position is not a viable option. Previously we would have one accident a year. Now we have 35 since June, the only viable option is really to remove the environmentally damaging rubbish that you have installed into our community without consulting us properly. • As previous, if we have to have the separators then I support the rubber ones .BUT DONT GIVE UP THE FIGHT. • I would prefer neither of the options, the barriered cycle way wasn't needed • So your thinking is that we will need to have rubber separation on all roads that cyclist use because it's not safe is ridiculous. It's not practical and immensely expensive. The fact that you think this just shows how out of touch AT is. • There is absolutely no reason returning the road to its previous state should be removed as a viable option. There were no issues before you came along and stuffed up this road. You should be listening to the feedback, which has been overwhelming in peoples preference to return the road to its original lay out. Have you seen the cyclist comments in the recent bike auckland facebook post? • As a cyclists my preference would be for the road to return to its previous configuration with no physical separation. This is also favoured by most of the local community and cycling groups who used to use this route. If that is really not an option then the current layout with rubber separators is ok. A bi-directional cycleway on this road would be completely impractical and unsafe for all cyclists, for example cars turning right wouldn't have any chance of seeing bikes approaching them from behind. It would also be easy too narrow for the cycling groups using this route, and is impractical for cyclists to have to cross the highway to reach the cycleway. • Get rid of the separators completely, they are a hazard to cyclists. A number of people have already hit them and crashed. It was much safer without them • There was to say remove it completely so the road can be swept and kept clean cyclists also find it unsafe to use • In fact I do not support any separators but this is the best of bad choices • I think the new proposal is going to significantly impact the current traffic flows on Upper Harbour Drive but not have a significant impact on the pedestrian/cycle users. The existing framework had been working fine, I have used it week-in, week-out for years as my fitness regime and never had an issue. I think Upper Harbour Drive should be returned to it's original state with no separators as all they are doing is causing motor accidents and impacting the natural flow of traffic. • This is a biased survey. Majority do not want any separators. As there were previously. No accidents on the road. A waste of money 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • I actually dont support any option, I cycle along here regularly and before these changes it was safest part of my commute. There are other far worse areas that could be easily fixed. For example, in the lead up to this from Albany highway from glenfield, why is there no hard shoulder?, there is plenty of space? • No cycle lane is my preference • remove the barriers. the bike lanes hve not been cleaned once the barriers were installed and debris is accumulating. trees are overhanging and there is no escape from the lanes. • The barriers are terrible as a cyclist. If you hit them,. It's a disaster. They also mean glass, branches, leaves and other debris gets trapped in the cycle lane. I feel unsafe riding in the lane with the barriers. I'd feel much safer if they were not there • REMOVE ALL OF IT AND RETURN THE ROAD TO HOW IT WAS WITHOUT ANY BARRIERS OR SILLY REDESIGNS. • No separators required - definitely not a 2way cycle lane • How is it not viable to return to cycle lanes with out separators. It gave all road users more space and minimised the risk of collisions • We do not want any separators they are dangerous it was perfect before you guys started changing it • Please record that this was chosen only because you gave no option to return to no separators. That is an option and to get a fair assessment of what the community wants that has to be a choice. having lived on UHD for over 30 years you need to trust the people who live on and use this route. We want a safe, user friendly and aesthetically pleasing road to drive, walk and cycle on. We had that. • The AT view that returning to the cycle lanes as they were without physical protection indicates an entrenched view and unwillingness to listen to the road users. Cyclists travel safely in the majority of Auckland roads without barriers, so this indicates it is not viable to allow cyclists on any of these unprotected roads. It seems you are suggesting cycling should be banned altogether! The option to retain the current lanes on each side with the rubber separators is the least worst option. The separators should be removed, and this should be an option you should be willing to make available to select and receive feedback on. • You ask for our feedback, but say we cannot say that returning to its original condition without seperaters isn't an option. Everybody wants it to be the option!! • Once again, the separators are unnecessary, if a vehicle or bicycle clip them they will lose control and an accident may result. • I prefer to retain the current cycle lanes on both sides of the road WITHOUT any kind of separators and the speed limit back to what it was at 70 • I prefer current cycle lanes on either side with NO SEPERATORS • There are still homes on this road that have water and septic tanks that will not be able to be serviced without blocking the road. There was no accidents on this road until AT made the changes. • I would like you to return UHD to its original state with no separators on the road. The current rubber separators are the best choice from the above options. • Returning to a cycle lanes without physical protection (cycleway separators) on Upper Harbour Drive IS a viable option. Stop saying it isn't. Remove the seperators • This is not a fair consultation. Remove them entirely 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>

Comments from community feedback survey	AT response
<p>Prefer the current layout – but with concrete separators</p> <ul style="list-style-type: none"> • I would prefer concrete over rubber separators • I do not any of these options. There should be cycle lanes on both sides of the road with real protection – not rubber separators, but concrete separators. • Low level obstructions create a bigger hazard than no separators at all. Either do it correctly with high separators as in median barriers or leave it alone. If you don't install proper barriers, then the alternative is a rough surface to act as an indicator that the traveller is encroaching on the wrong side. • Concrete separators are safer • There is not an option for my choice above. I prefer cycle lanes on either side of the road (these are safer than bidirectional), but absolutely DO NOT support the use of rubber speed bumps in place of concrete separators. These shed waste products into our waterways, and are not fit for purpose (they do not stop a car actually entering the cycle lane) • I want option with the concrete separators with smooth ramp ends. I prefer those as an option. • Current lane structure, concrete separators • I still prefer the status quo: cycle lanes both sides with concrete separators, but would be happy with the two way proposal with concrete separators. • Option 4: I prefer to retain the current cycle lanes on both sides of the road with concrete separators. • but you know... with concrete separators • I would prefer better separation than rubber separators. With pre-cast separators or ideally a full curb. • I prefer two way. But with concrete • That's not OK that you've only given these options. I prefer cycle lanes on both sides of the road, with proper widths, and with proper concrete separators, and with the removal of the flush median. • Have concrete separators. One way cycling is always safer • I prefer the current layout but would like the concrete separators returned as they provide more protection for cyclists. The two way option might be viable if the gaps at each end were fixed so cyclists heading north don't have to cross the road multiple times. • Both sides with concrete imbedded. If there is a possibility of going to a two way. Why have you gone to the expense of reinstalling separators on the western side. The hit sticks would have sufficed in the interim. Waste of more money. Separators 	<ul style="list-style-type: none"> • Concrete separators are used widely on Auckland streets as a quick way to install physical protection between cyclists and general traffic. At other locations where this treatment has been used, this has been implemented without major concerns, particularly after road users become familiar with the changed road layout. After the concrete separators on Upper Harbour Drive were installed, there were unfortunately a number of incidents which occurred, particularly with vehicles hitting separators at speed. These incidents happened sporadically along the route and often resulted in damage occurring to the vehicles' tyres and wheels. The incidents have not been experienced at this frequency on any of the other routes around Auckland and did not appear to reduce over time. Despite measures undertaken to lower speeds and make the separators more visible to motorists, the speed environment and nature of Upper Harbour Drive as a winding, moderately high speed road meant that persevering with the concrete separators would mean incidents would continue. This suggested that a change of approach was necessary as allowing for the incidents to continue unabated was not appropriate. • Rubber separators do prevent the vast majority of vehicles from drifting into the cycle lanes. Concrete separators do make it even more difficult for a car to drift into the cycle lanes but they are not designed to totally prevent an errant vehicle from crossing over them. At the other end of the spectrum for cycle lane protection, painted cycle lanes do

Comments from community feedback survey	AT response
	<p>not offer much deterrent for drivers not to cross over into the cycle lane. Despite concrete separators likely providing a higher perceived safety for cyclists, rubber separators provide a comparative level of reduction in vehicles drifting into the cycle lane and are a much better form of protection than paint alone.</p>
<p>Comments supporting retaining the current layout with rubber separators</p> <ul style="list-style-type: none"> • I'm not too sure what preference I have, the new plan or retaining the rubber separators both work for me. • If it aint broke dont fix it! • Because it works seems like cyclists should decide that • What is there works well • Please leave the cycle lanes as they are and put the rubber separators or just the plastic separators same as at the end of UHD close to Albany Highway. Reduce speed to 60KM. I'm sure that will be good enough. • Im not sure what real data is being used that leads AT to believe no separators are not "viable." If AT insists that barriers are to be put in place, then my preference would be for our lanes to be left in place with rubber barriers in place. • The two way cycle lane is basically building the cycleway three times over. Remove the concrete separators, install plastic separators as alternative and remove the hits sticks. THEN DO NO MORE EXCEPT FOR MAINTENANCE • Don't change something that isn't broken. There will be more accidents from cyclists especially in the weekend when it is mainly used. • I prefer you do nothing more and leave it as it is • I think the cyclists are more likely to use the lanes if separated. But I assume AT has real data on this • This option is safer. • Separators should be narrow and low profile. Lanes should be cleaned frequently • Should have been a lot more consultation and research before beginning work. Don't mind the lower rubber separators so long as gutters and cycle lane can still be adequately cleaned of leaf matter. Rubber sticks are unpleasant and distracting for motorists- draw the eye • Really this should have been the very first option. I have 45 years of driving experience and have lived in Auckland for most of that time. When I first saw the concrete separators I was stunned. Given the constraints of the road width I felt they would be very easily hit by vehicles, and that in the event this happened they would most likely destroy the front left wheel and assembly. This has proven to be the case in many of the accidents that have occurred since their installation. This in turn has the propensity to flip the vehicle into the cycle lane. (Also a common occurrence now - and I have personally seen this on several occasions) Conversely I have not seen this happen on St Luke's road where the rubber separators are also Installed. 	<ul style="list-style-type: none"> • Monitoring of the layout with rubber separators has shown that there are less severe incidents due to vehicles colliding with the separators. There are some rubber separators where tyre marks have been seen, indicating that a vehicle has nudged them, however we have not had reports of vehicles having damage caused after hitting a rubber separator. • The rubber separators do provide a level of protection for cyclists as they deter vehicles from drifting into the cycle lane.

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • The lanes need to be separated from the vehicles so it is safer. • They are low profile and easily visible. The concrete is hazardous and invisible at night and in wet weather. • Current set up with lower speed restrictions • I have lived on Upper Harbour Drive for 30 years so have gone through all the changes to date. I feel that the road limits have to be set to a workable, safe, limit that suits both the cyclists and the cars. Motorists and Cyclists come onto the Upper Harbour Drive from a 60kph limit now so why change again. What is set up now, with the single bike lanes and the turning strip in the middle is very fair and workable for all parties. As a user I have just started ot get used to the markings and restriction on both cars and bikes. Why change again..... • Safest option • Safest option for cyclists and driveways • Safest option • Safest option • Just leave the road alone, it's not broken, stop trying to fix it. • Easy to know which way i am going.. plus two-way only goes partway to the top end and then i would find it confusing which way to go.. or where to ride • I would use the cycleway like this and it also offers a buffer zone between traffic and me when walking • Genuine consultation is wise, it never occurred before and the 2 way is just a repeat. Trial as rubber only for 6 months get feedback then decide on 2 way. • 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>
<p>Comments about removing flexi-posts or hit-sticks</p> <ul style="list-style-type: none"> • Please remove the sticks they are dangerous and unnecessary where they have been placed The sticks plus separators is what has caused some accidents. • Would prefer no separators but if we have to have something then rubber would be best. The poles that are sticking up in the middle of the road and on the separators need to be removed immediately. They are making the road dangerous as well as making it look a mess. • To make the changes seems unnecessary. What is KEY is you keep the cycle lanes clean. Hot sticks don't help with street cleaners or bin lorries reaching over to get bins. Hit sticks near cycleway and in the median are unnecessary and should be removed • There was no problems with this road but if you are desperate to put in separators make them rubber and remove all the sticks that make the road narrow and dangerous • I would support the existing cycle layout provided that you remove the stupid flexi posts in the middle of the road – these just reduce the spatial area available to drivers who need to move around an immobile vehicle or accident etc. forcing drivers onto the oncoming lane and rendering the flush median useless, also the hit sticks that continue to cause accidents to cyclists whose handlebars have hit them causing them to lose control (see Greenhithe Community Facebook page for most recent cyclist accident). Do not spend another dollar changing anything else, your spending is irresponsible given the challenges our country is facing to roading and infrastructure. 	<ul style="list-style-type: none"> • The flexiposts were installed as a speed calming measure and to highlight the presence of the concrete separators. They replaced the road cones which had been previously performing this function, but which were also prone to blowing over in high winds. The flexiposts are not intended to be a permanent feature of the separation along Upper Harbour Drive.

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> I support returning the cycleway to its previous configuration. Retaining cycle lanes on both sides of the road with rubber separators is okay as long as the flexi sticks and flush median sticks are removed. If the median hit tabs are removed and rubber separators remain, more allowance for vehicle movements will be provided making travel safer. Please remove the Flexi sticks. They are dangerous as they are placed too far out onto the road. When I've needed to leave the cycle lane due to debris/overgrown trees, it's quite an extra bit to go around now. To be honest I felt more secure when it was just paint. It's very hard to scooter down now. 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>
<p>Comments of frustration at AT</p> <ul style="list-style-type: none"> These questions are driving the response to a preordained conclusion. It shows an arrogant attitude disinterested in any conclusions but those of AT. It's infuriating. You are being advised by WSP Consultants that do not do proper research or checks!! If you put in a two way the road will be too narrow, unable to cope with busses stopping or any breakdowns by cars!! The cyclist also do not use the cycle lanes they will keep using the narrow road, the residents on Upper Harbour will struggle even more with rubbish collection and getting in and out of the driveways as we will not have any place when turning ??? your not thinking this through listen to the people not overpaid consultants. UHD is more dangerous now than it has ever been. You're dreaming!! No cycle land should impede a road designed for motorised vehicles. Muppets I don't support any of the above options Disgusting that you are not listening to the community and that this form does not provide a proper way for people to give their honest feedback! Way to really 'consult the public'. Have you even researched the cyclist to car ratio? Do you even understand 'how' the city is growing? Are you even capable of understanding the future of city transport. Probably not. The whole thing is an absolute joke and while I would prefer AT staff working on this all get fired and charged with negligence the current layout with rubber blocks is less offensive than the new proposal Stupid question you know what the locals want 	<ul style="list-style-type: none"> The consultation undertaken for the proposed bidirectional cycleway is a genuine effort to gain the community's views on the proposal. The proposal has come about following workshops with the community and key stakeholders present and the design is an attempt to cater for all road users as best as possible. What the final layout of the Upper Harbour Drive will look like will be largely be determined by the consultation feedback received. It is clearly communicated through the consultation that not providing for protected cycle lanes (e.g. reverting back to painted only cycle lanes) would not be an acceptable outcome due to safety risks of vehicles colliding with cyclists at speed.
<p>Other comments</p> <ul style="list-style-type: none"> I would like to see a cycle lane that is separated from the footpath but at the same level as the footpath to more clearly delineate it from the road. I would like to request a ROI, CO2 modelling, serious harm and fatality stats for the last 10 years with the current controls in place, risk assessment, indirect and direct costing (actual not proposed) for the project under the official information act. Please call me on XXXXX (contact number redacted and customer referred to the OIA request process) Above is the best of a bad lot. UPH probably isn't the best place for a cycle lane of the magnitude proposed - a cycle lane by the motorway (as runs by the Northwestern motorway) is better. Has anyone in AT cycled along here? Has anyone in AT tried to cycle to Glenfield from UHD? Turning right onto Albany Hwy from UHD is a dangerous nightmare. 	<ul style="list-style-type: none"> Having a cycle path at the same level as the footpath would be very costly to achieve on Upper Harbour Drive. This would require long sections of retaining walls and possibly land acquisitions and/or for some sections the kerb line would need to be shifted, narrowing the space for general traffic and requiring

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Some areas of the road are not practical to have separators due to the vegetation, debris in the cycle lane • Those cycle ways are dangerous.. with debris constantly in them and rubbish & rubbish bins in them they cannot be used. • The inclusion of additional parking spaces on this road is something I do not support 	<p>realignment of stormwater catchpits and pipes.</p> <ul style="list-style-type: none"> • Auckland Transport’s aspirational cycle network is mapped out on Future Connect which is available online for public use). This shows that the motorway corridor (Upper Harbour Highway) is meant to form the regional route for cycling long term. There are no current plans for a cycleway to be built along the motorway corridor. Such a project is likely to be in the high 10s of millions of dollars. Upper Harbour Drive is a connector route in the strategic network but until such time as cycling facilities can be accommodated within the motorway corridor, Upper Harbour Drive forms the only usable connection between the North Shore and West Auckland). • The intersection of Upper Harbour Drive and Albany Highway is being investigated for improvements for walking and cycling as part of a separate project. This intersection upgrade is complex and will likely take some years for design and consenting to be completed. • No matter what form a cycleway takes it is imperative that it is maintained to a high standard, to ensure they can be safely used. Under current maintenance regimes, cycle lanes and cycleways must be swept once per month to remove

Comments from community feedback survey	AT response
	<p>debris. Spot cleaning can also be undertaken if requested, such as after a storm.</p> <ul style="list-style-type: none"> As part of the proposed bidirectional cycleway, some new on street parking can potentially be provided safely at the northern end of Upper Harbour Drive, due to the space available between the kerbs.
Cycleway Preference the two-way cycleway option.	
Comments from those who select they support the design, or support the two way with changes have been grouped into common themes.	
<p>Group cycling comments</p> <ul style="list-style-type: none"> Please design the new cycleway so it's wide enough for packs of road cyclists and for cyclists approaching each other to pass with ease. The current lanes are not even being used as cyclists prefer to ride 2 or more abreast and end up on the main road blocking cars etc. At least if there is a 2 lane on 1 side, they can ride within the cycle lane and not block main road If you must install a cycleway a two way single sided approach is probably best. Would still prefer this money spent on areas with actual dangers to cyclists, not just easy areas to build infrastructure like this. It's pretty lazy on AT's behalf. Why not actually speak to REAL cyclists not just pro cycling lobby groups who are pretty left wing anti car. Real cyclists actually drive as well, and have a far better idea what roads could or should be sorted. So how about engage with them ? there are a lot of people who ride their road bikes at a higher speed than recreational cyclists. Currently with the 2 separate cycleway they often go onto the main board to pass slower cyclists. A two way lane would allow them to pass without having to go between the concrete barriers to pass slower cyclists 	<ul style="list-style-type: none"> The width of the proposed bidirectional cycleway is for the most part 3.0m wide, which is a similar width to the nearby bridge to Hobsonville Point. There are some sections which are narrower at 2.6m. The width should allow cyclists to ride two abreast or in small groups though they may have to return to single file when passing cyclists in the opposing direction or overtaking. This is similar to what occurs on the Greenhithe motorway bridge or along other shared paths such as the Northwestern path. Larger groups may choose to ride on the road. The vast majority of cyclists have been shown to use the separated lanes. Surveys have shown that only approximately 10% of cyclists are using the road and most of those riders are in pairs or groups. As part of the initial option assessment AT did reach out to some sport cycling groups with some positive feedback provided on the

Comments from community feedback survey	AT response
	<p>bidirectional cycle lanes. We have also received feedback through this consultation from sport cyclists, which has helped inform AT's decision making</p>
<p>In Support of the design</p> <ul style="list-style-type: none"> • As a family who cycle and walk often along upper harbour drive I am very happy about all the proposed changes. It will be a much more all modes friendly road! • Fully support this proposal. It looks safe, attractive and should be good for the community. I'm looking forward to myself and family doing more cycling as a result. • 2 way is ok if few driveways. End treatments must be safe and easy to use. • Much safer for cyclists. Will encourage more cyclists • i went to Christchurch on a holiday not expecting anything as it was just a quick stop to see friends. But then I was completely blown away, we could just cycle anywhere we wanted. One day we went to the Margaret Mahy playground and the other day to MTB park. It made my opinion on Christchurch from a city filled with rubble to an amazingly well developed are that I would like to live in. Why am I telling you this, and how is this relevant to the cycleway. The reason noone uses it is that it doesn't connect, in Christchurch it is linked up. To get people to use cycleways, make more cycleways. • Great idea for a safer cycle route. • Better than having the concrete in. And allows for bikes to overtake as aposed to the current situation • i have lived on upper harbour drive for 12 year. when parking was removed from UHD this two way cycle lane was the proposed option, i dont know why you went away from the idea? • I hope that AT is able to ignore the ignorant and callous feedback from people living in Greenhithe and the surrounding area who seem to hate cyclists with a passion and not want anything to change. A cycleway is a fantastic idea to encourage more people onto bikes and alternative forms of transport and reduce car reliance. • Cycling is key in the climate change mitigation movement and any cycleway must make those on bikes feel very comfortable and safe from the less enlightened private motor vehicle users • Two way cycle way is more robust and safer • It would seem that as drivers don't like the separators then wouldn't it make sense to have less of them and have them on one side. • Two ways is better as it allows for overtaking, however I would suggest making it as wide as possible for this reason • If cyclists feel safe they'll use it. • Keep the two way cycle way as wide as possible for the full length. 	<ul style="list-style-type: none"> • The feedback generally reflects the many positive aspects of the proposed bidirectional cycleway such as: <ul style="list-style-type: none"> - More space for cyclists to travel - Ability to more easily overtake other cyclists - Some ability to ride in a small group or pair - Separation is only required on one side of the road

Comments from community feedback survey	AT response
<p>Prefer concrete separators</p> <ul style="list-style-type: none"> Needs to be the pre-cast concrete separators, also would be nice if the old road markings are removed from the bike lane as the yellow dashed lines look kinda ugly and should be on the road. Use pre-cast separators. Not rubber separators Make sure the barrier is effective and don't cave in to moaning car drivers about damage to their cars if they hit the concrete barrier - if they hit the barrier that is clear evidence that it is doing its job and the driver involved sure have compulsory safe driver training before being allowed back on the road. Note that if the barrier wasn't there, then the offending vehicle would have entered the cycle lane and mowed down anyone unlucky enough to be in the vehicles path. Concrete separators, not rubber separators. If it has to be a bi directional cycleway then some way of guaranteeing cars don't enter it and park there It's better to have lanes on both sides of the road but concrete barriers are very important Use concrete separators. Plastic/Rubber separators are insufficient. I support cycleway with concrete separators Didn't have an option for my preference which is for cycle lanes on both sides but with concrete separators, not rubber. Coming up the hill and then having to cross over to other side of road is a bit of a hassle Concrete separators and close the gaps with separated infrastructure Two way with prefab concrete separators. I support the two way cycleway proposal. I believe the proposed plastic separators do not provide sufficient protection for cyclists and concrete separators should be used instead. With concrete separators Needs to be at least 4 metres wide, high concrete barriers, and have priority A two way cycleway is just the superior option for both cars and cyclists because cyclists can pass each other and with separators on only one side there is more space to provide for a wider separator! Separators should always be concrete though! Please use precast concrete to provide protection to people on bikes and scooters. Concrete separators are required. If cars smash into them, it means they'd also smash into people cycling. '@ lanes with concrete is better - drivers should be careful with their vehicles and cyclists should feel safer that a car is less likely to cross the line I support either a two way cycleway or current layouts with concrete protectors. Rubber protectors do not align with a vision zero approach. Stick with the concrete separators. People who drive into them are also the people who drive through unprotected cycleways. It's a safety issue. 	<ul style="list-style-type: none"> It is acknowledged that concrete separators are likely to give most cyclists a greater sense of safety compared to more mountable rubber separators. Rubber separators do prevent the vast majority of vehicles from drifting into the cycle lanes. Concrete separators do make it even more difficult for a car to drift into the cycle lane but they are not designed to totally prevent an errant vehicle from crossing over them. At the other end of the spectrum for cycle lane protection, painted cycle lanes do not offer much deterrent for drivers not to cross over into the cycle lane. Despite concrete separators likely providing a higher perceived safety for cyclists, rubber separators provide a comparative level of reduction in vehicles drifting into the cycle lane and are a much better form of protection than paint alone.

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> As I have already intimated it is "not viable" to use separators that can't actually protect cyclists from evidently dangerous driving behaviours. Given that the choices are between the bidirectional proposal that could and should have concrete separators, and retaining the both sides of the road with the unfit for purpose rubber separators, I must support in the strongest possible terms the bidirectional proposal, with the changes that I've noted so far. For clarity these are: (1) ensure the concrete separators are more closely spaced than the old ones were 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>
<p>Prefer the one way cycle lanes on each side of the road, but with concrete separators.</p> <ul style="list-style-type: none"> I would prefer the lanes on both sides of the road with the concrete barriers as initially installed, and as used in other parts of the city. Now that locals have finally slowed down and stopped hitting them surely we could return to the original plan and complete the project. Prefer a cycleway on each side of the road with concrete separators I think it should actually be left as is. But not with rubber separates as they are a waste of time I prefer the separate lanes on either side but with the lower profile concrete dividers I suggest returning the two ways are separated to each side of the road, protected by concrete separators. Seriously guys - you make us fight tooth and claw for any safety on the roads whatsoever, and then you propose wasting the budget on a redesign of something only recently complete? are you actually having a laugh? 	<ul style="list-style-type: none"> It is acknowledged that concrete separators are likely to give most cyclists a greater sense of safety compared to more mountable rubber separators. Rubber separators do prevent the vast majority of vehicles from drifting into the cycle lanes. Concrete separators do make it even more difficult for a car to drift into the cycle lane but they are not designed to totally prevent an errant vehicle from crossing over them. At the other end of the spectrum for cycle lane protection, painted cycle lanes do not offer much deterrent for drivers not to cross over into the cycle lane. Despite concrete separators likely providing a higher perceived safety for cyclists, rubber separators provide a comparative level of reduction in vehicles drifting into the cycle lane and are a much better form of protection than paint alone. Despite the efforts to reduce vehicles speeds, the average speeds along Upper Harbour Drive have been remained well above 50km/h. With the concrete separators there were ongoing instances of vehicles colliding with the separators and causing damage to those vehicles. This was sporadic along the entire length of the road, not at specific locations where design fixes could have improved the

Comments from community feedback survey	AT response
	<p>situation. Hence this suggested there was a need for a fundamental change in the design.</p>
<p>Concerns with connections to cycleways at either end of Upper Harbour Drive</p> <ul style="list-style-type: none"> • Make safe connections on either end of Upper Harbour Drive to the separated Albany Highway cycle path and to the Greenhithe Bridge shared path. • Needs 100% protection from Greenhithe bridge to Albany highway (ie fill in the missing bits) • Link up a safe transition to two way cycleway on Greenhithe bridge and albaney highway cycle lanes • Move the crossing at the albaney end(use the existing traffic lights to cross. Better organise the albaney highway merge area . • Please make safe connections at either end of Upper Harbour Drive to the Albany Highway cycle path and the Greenhithe Bridge shared path. • Better solution at either end • I would like to see the dedicated cycle facilities continued on either end of Upper Harbour Drive to connect in with existing and planned cycle facilities. • I prefer bidirectional cycle ways as they allow you to overtake other bikes. However they need to be connected to the adjacent streets so they are easy to get onto. I assume this is what the crossings are for. For example, getting onto albaney highway may be an issue if the bike lane is on one side and you are on the other and need to cross lanes of traffic to get to the bike lane. • I have also heard that the bidirectional cycleway leaves about 3-400m on either end that don't quite connect to other routes. • Needs better connections at either end to the other cycleways • The obvious changes to make are at each end of UHD, where the intersections are extremely forbidding for any but the bravest on bikes. For this to be a meaningful option for my family and many others, it will need to include safety at the intersections. • The albaney highway intersection is really dangerous for biking currently. I'd like to see improvements there so it's possible to safely turn right from Upper Harbour Drive • Provide safe connections from the cycle lanes across the Albany Highway and onto the shared path along SH18 • The intersections at each end of the cycleway are extremely treacherous and need to be corrected. Median strip should be completely removed, there is not enough traffic that 1/3 of the road space needs to be left free so the odd time a car might be dealyed by someone doing a right tun can't wait for a second. Absolutely need proper indications for cars crossing the cycle lane that bikes have right of way. • Needs safe connections with rest of the cycle network (both ends) • Create safe connections between the end of Upper Harbour Drive and the Greenhithe Bridge shared path and the separated Albany Highway cycle path. • Needs safe connections at both ends to the next cycleways 	<ul style="list-style-type: none"> • The intersection of Upper Harbour Drive and Albany Highway is being investigated for improvements for walking and cycling as part of a separate project. This intersection upgrade is complex. • If a bidirectional cycleway was extended through to the Albany Highway intersection as part of an intersection upgrade, safe crossing facilities could be provided at the intersection, negating the need for a crossing point at Dene Court Lane. This combined with an extension of the bidirectional further southwards, through the Tauhinu Road Roundabout and to the motorway bridge shared path would mean there would be no need to cross Upper Harbour Drive itself when travelling the full length of the road. The only crossing points would be a side streets. Once more work is undertaken to determine the facility on Albany Highway and form of the proposed intersection upgrade, more thought could be given to a bidirectional cycleway on Upper Harbour Drive, without the need for the two crossing points. • A link via Kyle Road through the Greenhithe town centre has been considered however this is a less

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • AT should make sure both ends of Upper Harbour Drive connect into the surround safe cycleways. This means extending the cycleway on Albany Highway to connect in with Upper Harbour Drive, and also making a safe pathway to connect with the Greenhithe Bridge • Make safe connections on either end of Upper Harbour Drive to the separated Albany Highway cycle path and to the Greenhithe Bridge shared path. • It needs to be easy for cyclists to exit the cycleway to access the other side of the road if that is their destination. Both ends of the project bother me - we need 8-80 infrastructure to fully join the other bits of cycleway. Creating a good bit of cycleway but not joining it up does nothing for the network effect. I understand that the eastern end is a different project but as much as possible must be done to accelerate that to align with this project. At the west end, the roundabouts and overbridge must be made safe (something you'd feel OK sending a kid round), or people won't be able to get to the new cycleway. • The Intersections and crossings at the Tahinu Road end need to be made safer, there is a pinch on the SH18 overpass, where the painted dual side cycle lanes remain. These arguably also need separation as well. The intersection at the Albany Highway end is incredibly dangerous and needs a complete redesign. This should be an extremely high priority. • The cycle way needs better connection to other parts of the network, e.g Albany and Constellation. There needs to be very clear signage and road markings that prioritise the bike lanes. • Want strong connections at either end of UHD cycleway. • Make safe connections on either end of Upper Harbour Drive to the separated Albany Highway cycle path and to the Greenhithe Bridge shared path • We now have to cross the road twice, at UNSAFE CROSSINGS, the speeds on this road are horrendous, you need a speed bump on approach to the speed tables at the very least or someone WILL DIE. You also need to revert to the concrete protectors, I've already seen a car drive straight over one unimpeded, if a bike rider was there at the time they'd be DEAD. You've also left the other side of the road completely unprotected whilst changing the style of protection on the other - why are cyclists lives a joke to Auckland Transport!?! I much preferred the original approach. Apparently the GAAB idiots are still not happy with these changes, despite being the only opponents, so why did we even bother with this to begin with? I say just save some money and go back to concrete precast and finish the damned thing, grow some backbone AT! • At the moment, this is a great proposal - however, it need to connect to other parts of the cycle network. Building connections to allow people to then go east/south are critical - this is the key factor in stopping me using cycleways for commuting. To get to Northcote, I would have to then turn right at Albany Highway, go along the highway with no protection, and then battle two lane roads, again with no protection. I look forward to seeing future cycleway plans. • Please connect the Upper Harbour Drive cycle way with the cycling infrastructure that exists to the east and west of it. There are some really dangerous intersections at either end. When the network is truly connected and safe it will encourage many more people to use it. In some places there is a narrow flush median on the road. It might be better and safer to use that space to allow the cycle way to be wider and put a double yellow line on the road to discourage dangerous passing. AT should prioritize safe connections between this route and the northern corridor and also access to Constellation Bus Station to allow people to safely access that by bicycle. 	<p>direct route and involves many more intersections to traverse than Upper Harbour Drive. The Albany Highway / Upper Harbour Drive intersection is being upgraded as part of a separate project, which should make it safer and easier for cyclists to get between Upper Harbour Drive and Albany Highway. It should be noted that Tauhinu Road is on the strategic network for cycling and micromobility as can be seen on Future Connect, and so aspirationally, there is an intention to improve this road for safe cycling.</p>

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Make safe connections on either end of Upper Harbour Drive to the separated Albany Highway cycle path and to the Greenhithe Bridge shared path • ensure good connections at either end so it is as usable as possible! • Please ensure the proposed two-way protected cycleway links up at either end with other nearby protected cycleways. • Add safe connections to other nearby paths • Ensure safe connections to Albany Highway cycle path and to the Greenhithe Bridge respectively • Really should have improved the intersection with Albany Highway first. How do cyclists cross the highway when they get to the end of Upper Harbour Drive? • The Albany Highway part needs urgent design and implementation. Heading southbound to get into upper harbour drive on a bike is very, very dangerous. • These changes do not address the major investment challenges AT faces with connecting the Western cycle lanes with the east. The crossing at the top of the Upper Harbour Bridge is not addressed. The intersection at Albany highway is not addressed. These changes on UHD should be reverted to the previous implementation (Which you say is not viable and state no reasons) for advanced or recreational cyclists - of which it is noted there were no accidents in the last few years until you implemented changes on the road. AT should look at implementing a cycle way turning left from the top of Upper Harbour Bridge, towards Greenhithe township, through the shops, past the school and left up through Kyle Road to the Rosedale intersection. This would provide direct access to the cycleway on Constellation drive as well as go past two schools and shops. This route is far safer, services a lot more of the community and provides access to community amenities. It also reduces the requirement to invest in changing two major intersections for cyclists which are by far some of the most dangerous on the North Shore. • Great care will be needed to ensure turning traffic will not hit cyclists travelling in the unexpected direction on the new proposal. eg If turning right onto Greenhithe road, people will not necessarily check behind them for a cyclist travelling in the same direction as it's not natural and we do not have this system anywhere else • I would like to see intersection improvements at either end of Upper Harbour Drive to separate vehicles from cyclists. I would like to see separated cycle lanes continued on Albany Highway. • Ensure connections at the ends of Upper Harbour Drive to the Albany Highway cycle path and to the Greenhithe Bridge shared path are made safe(r), and provide a fully connected cycle network!. • Make safe connections on either end of UHD to the separated Albany Highway cycle path and to the Greenhithe Bridge shared path. • Improve the intersection at the Albany end and upgrade the intersection at the Greenhithe end to minimize conflict with traffic turning left onto the motorway. • The separate project at the eastern end of the cycleway should be accelerated with urgency. It is the most dangerous intersection I have ever cycled anywhere and greatly reduces the number of potential cyclists as there is no safe path at either end of the cycleway. • Make better connections to the main roads at each end of UHD. 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>

Comments from community feedback survey	AT response
<p>Raise the cycleway to footpath height, or shared path</p> <ul style="list-style-type: none"> The only suitable alternative to the proposal for the concrete separators would be raising the level of the cycleway to the height of the footpaths, and using the new curb as the physical concrete separation. should be raised to pavement level, not the same level as cars Widen the footpath and use this 2 way cycle/walkway like the rest of Albany highway. This would better serve evrybody by creating a raised edge just like the separators and allow vehicles the ability to easily gauge their position on the road and allow emergency vehicles a place to stop next to the curb and rubbish collectors and street cleaners to get next to the curb I would like this cycle way to be raised, and not part of the road surface. So there's no issue with stones and rubbish that the cars throw tot he side. Better still would be changing the footpath to shared cycle/pedestrian path as not nany pedestrians use the path, it needs maintenance and vegetation trimming in places. 	<ul style="list-style-type: none"> Having a cycle path at the same level as the footpath would be very costly to achieve on Upper Harbour Drive. This would require long sections of retaining walls and possibly land acquisitions and/ or for some sections the kerb line would need to be shifted narrowing the space for general traffic and requiring realignment of stormwater catchpits and pipes.
<p>Make cycleway completely separate from the road</p> <ul style="list-style-type: none"> The cycleway should be moved off the road entirely or made very narrow. I find it interesting that this "consultation" already insists that some changes must be made, without any rationale. So why go through the farce of asking us if you have already made decisions which - like the precast fiasco - are inappropriate, unwelcome, and hazardous? It need to be separated from the road leaving a safe and viable 70kph road Just an idea, but what about just continuing the new bike lane directly alongside SH18 from Albany highway to Tauhinu Rd. Too much \$\$ probably... bike lane better beside motorway 	<ul style="list-style-type: none"> Auckland Transport's aspirational cycle network is mapped out on Future Connect which is available online for public use). This shows that the motorway corridor (Upper Harbour Highway) is meant to form the regional route for cycling long term. There are no current plans for a cycleway to be built along the motorway corridor. Such a project is likely to be in the high 10s of millions of dollars. Upper Harbour Drive is a connector route in the strategic network but until such time as cycling facilities can be accommodate within the motorway corridor, Upper Harbour Drive forms the only usable connection between the North Shore and West Auckland).
<p>Feedback about the width of cycleway, or width of traffic lanes</p> <ul style="list-style-type: none"> Raised path on any road crossings. Wider please - as wide as you can. 2.6 in places is poor design. Good design is more than 3m. Sacrifice the median strip - that also makes drivers concentrate more. Similarly, I have heard that the proposed bidirectional bike lanes will narrow to allow for parking provision to be created. That is insane. You are being forced to redo this section because of entitled drivers and you want to 	<ul style="list-style-type: none"> For most of the route the proposed bidirectional cycleway can meet a 3m total width (1.5m each direction). However, there are some locations where the kerb to kerb width of the carriageway cannot

Comments from community feedback survey	AT response
<p>increase their sense of entitlement? To say nothing of the abrogation of your climate change responsibilities by facilitating a greater quantity demanded for car travel by increasing the supply of car travel infrastructure (supply)!</p> <ul style="list-style-type: none"> • the cycle lane width should be preserved by narrowing the flush medium, narrowing the medium and the road lanes will also help slow traffic • Get rid of the parking, adjust median strips, do whatever you have to do to maintain width. It's also very concerning that these end restrictions and width restrictions have not been noted so far in this survey • Please widen the cycleway to provide at least 3m width. This can be done at the expense of a wider vehicle median and on-street parking • Want to see a 3m width total, plus the additional space for the separators. Especially where there are thin median sections - these seem pretty unnecessary. • The issue both sides bike lanes has created is because it narrows the driver lanes and gives them no leeway for bad driving. I would suggest removing the massive median strip along the middle of the road to give car drivers more room regardless of a two way lane or two lanes either side • It is clear that this proposal is aiming to allow Upper Harbour Drive to remain a high speed road for those in cars and trucks with minimal provision for those on bikes. Potential to remove the median strip and narrow lanes to reduce speeds would have allowed for cycle lanes, protected on both sides of the road. AT has to start implementing what it says are its core values - Vision Zero and support for travel choices. Very unlikely we will see children riding bikes here with this minimal approach to their safety. • The road also has vegetation (bush, trees) overhanging the cycle way and making it drastically narrower. I have a bruise on my arm from a branch hanging over the cycle path on this stretch of road. Drastically cut back the vegetation from the cycleway to keep it truly wide. There's space to be gained elsewhere by making the central median 90mm wide, and shuffling the concrete separator more towards the car lane by 20-30mm. Add curves to those horrible 90-degree turns to cross the road at both ends. • Cycleway to be 4m wide, or at least 3.5m. Many cyclists on this route are long distance e-bike or sports cyclists so more likely to be riding at speed to get to either Albany Highway or NW cycleway, and two bikes colliding head to head would be scary. • When building the cycle lane, please be sure to take into account that stormwater drain covers cannot be safely cycled on. Plants that spread their foliage into the cycle lane can reduce its useful width. Tree roots can disturb the road surface, most often near the edges of the road. These should be accounted for when figuring out the width of the cycle lane. The cycle lane should have a rideable, useable width that can accommodate two cycle lanes ALL the way along, with no dangerous "pinch" points where the effective cycle lanes get narrower because of gutters, foliage, tree roots or things like that. Otherwise the whole exercise is a waste of time. • cycleway width need to be re-evaluate. The cycleway has already made the upper harbour drive to narrow for vehicle. The right and safety of vehicle drivers should be protected as well. • A bidirectional cycleway means the whole thing is wider and so is easier for cyclists to pass each other. However, drivers might not anticipate cycles from both directions when they turn left, so as much needs to be done as possible to compensate for this potential conflict (e.g. raised tables, extra rubber bumpers, signs). 	<p>accommodate the necessary lane widths (ideally no less than 3.2m) and the 3.0m bidirectional cycleway width. In sections such as between Dene Court Lane and Emily Lane there is no flush median available and the kerb to kerb width does not allow for a bidirectional cycleway wider than 2.6m, without reducing the buffer width or lane widths. For most of the route the flush median has been reduced in width with the space provided to the buffer alongside the cycleway as well as an edgeline on the western side of the road.</p> <ul style="list-style-type: none"> • For any raised crossings these would be both pedestrian and cycle crossing and hence would be 4m width at minimum. • The only sections where parking may be possible is between Dene Court Lane and Emily Place, where there are recessed spaces on the western side of the road which provide some space for parking. As the bidirectional cycleway is on the eastern side of the road, the recessed spaces on the western side are not able to be used for the cycleway or traffic lanes. Hence these recessed spaces were proposed to be changed to on street spaces. • As the bidirectional cycleway is within the existing carriageway and hence there are few instances where vegetation growth into the proposed bidirectional cycleway would be an issue. In those locations where vegetation overgrowth may occur, this can be cut back from the outset to ensure the cycleway remains clear. • With the proposed bidirectional cycleway the traffic lane widths are not reduced in width

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> Really hoping there will be wide access points along it too so if you turn into the road from the other side and miss the entrance you can still get in. Also hoping the side next to the cycleway is less steep in case I clip my wheel or need to avoid something suddenly and I can mount it without crashing The cycleway needs to be wider. It appears to be reduced where an allowance has been made for off street parking. That parking should be removed. Make it wider (3m the whole way). Extend the separation through the intersections at each end. I would like the flush Median to be taken away as this seems to encourage speeding. In its place it would be good to allow street side parking so that residents can enjoy visitors more easily. In addition, with cars parked on the side of the road this would encourage cars to reduce speeds The cycle way does not appear to consider widening the lanes to improve safety for the drivers and cyclists to ensure there is suitable space available for all vehicle types If it is to be shared with pedestrians then it should be wider than the cycle lanes on Ian McKinnon Drive In the photo, it still seems quite narrow, with a bit of a ditch next to the curb. If it's as wide as the Nelson St double cycle lane, that's a good width. Wider cycle lanes (consistently 3m side). Maximum protection from vehicles. Safety for all! If 2-way it needs to be a minimum of 3m. This is to support bikes passing each other at 40km (combined impact speed of 80km/hr) I find the current setup intimidating on a bike, requires total concentration , lanes not wide enough. A two way cycleway must be wide enough and must be easily accessible at either end 	<p>and when factoring in the space for the flush median, buffer and edgeline, there is more space available for vehicles than with the existing situation.</p> <ul style="list-style-type: none"> The bidirectional cycleway is not intended to be shared with pedestrians. Pedestrians would be able to sue the existing footpath on the western side of the road.
<p>Consider different types of separators</p> <ul style="list-style-type: none"> Concrete barriers (embedded or not) at 15cm is unlikely to fully protect the cycleway. Recommend to have plastic barriers, fencing or planted vegetation on top of the concrete barriers. Rubber separators not concrete. Bigger barriers Please add bollards or protection to stop illegal parking on the cycleway Take the barriers away. There is often debris in the cycle lanes and with the barriers there we have no way of going around it Use continuous gaurd rails to separate road and cycle way Cycling into the teeth of oncoming traffic with a rubber step for protection won't cut it. Unless there are a significant number of head on collisions or collisions from turning movements in and out of properties, you should reclaim space from the flush median to provide a proper buffer Wider with bigger separators Please add bollards or protection to stop illegal parking on the cycleway. Please work to ensure that the speed is lowered with monitoring and speed cameras. 	<ul style="list-style-type: none"> With the unidirectional cycle lanes, these need to be able to be straddled by rubbish trucks to allow for easy rubbish collection. As could be seen with the temporary flexiposts which were installed for speed management, this made it more difficult for rubbish trucks to collect kerbside. This means that if a unidirectional cycle lane is to remain, vertical features can only be used sparingly along Upper Harbour Drive. For a bidirectional cycleway more vertical features are able to be used which may include flexiposts, planting within a slightly wider separator. Each type of separator has its pros and cons in terms of safety, maintenance, aesthetics and cost to install.

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • But the separators must be strong enough to prevent a car from entering the cycle lane and killing cyclists. • Not those rubber separators. The drivers will just drive over them... and this into a cyclist potentially. • Rubber is to low, provide as much protection as a painted line. I have seen this first hand • Ensure barriers do not cause harm to vehicles. Not everyone is a good driver and road contour will naturally have vehicles moving from edge to edge in the corners. Some people will make mistakes as seen already, lose control and will get someone killed. • Just use painted lines or ripple strips at most. The barriers can cause a wheel to hit them and pull into the cycle lane out of control. Defeating there purpose. 	<ul style="list-style-type: none"> • Rubber separators do prevent the vast majority of vehicles from drifting into the cycle lanes. Concrete separators do make it even more difficult for a car to drift into the cycle lane but they are not designed to totally prevent an errant vehicle from crossing over them. At the other end of the spectrum for cycle lane protection, painted cycle lanes do not offer much deterrent for drivers not to cross over into the cycle lane. Despite concrete separators likely providing a higher perceived safety for cyclists, rubber separators provide a comparative level of reduction in vehicles drifting into the cycle lane and are a much better form of protection than paint alone. • No matter what form a cycleway takes it is imperative that it is maintained to a high standard, to ensure they can be safely used. Under current maintenance regimes, cycle lanes and cycleways must be swept once per month to remove debris. Spot cleaning can also be undertaken if requested, such as after a storm.
<p>Enforce cyclist use of the cycleway, not road</p> <ul style="list-style-type: none"> • Is there a mechanism to enforce use of the cycleway by cyclists? If not then there needs to be. currently many "prosumer" cyclists still use the road rather than the cycleway as they can ride abreast. With the lanes being narrowed for vehicles, cyclists should be legally required to use the new cycleway 	<ul style="list-style-type: none"> • Whether there are cycle lanes or a cycleway present, cyclists are still legally allowed to be within the general traffic lane and may ride in groups two abreast.
<p>Cycleway on Western side</p> <ul style="list-style-type: none"> • Move the cycle lane to the western side of the road to create greater separation between the heavily used footpath and the road. • Raised two-way cycle way and pedestrian footpath on western side of Upper Harbour, crossings at Albany highway end and Greenhithe Road, 60km/h 	<ul style="list-style-type: none"> • Acknowledged that a cycle lane against the footpath would provide greater amenity for pedestrians by having a greater buffer between vehicles and pedestrians. The reason the eastern side was chosen is due to the lower number of vehicle crossings and

Comments from community feedback survey	AT response
	<p>intersections on the eastern side of Upper Harbour Drive. This reduces the number of conflict points as well as greatly reducing the cost of the project due to the need to treat the intersections to be able to operate safely.</p>
<p>No crossings needed</p> <ul style="list-style-type: none"> • I support the proposal but without the four crossings as they will not be used and will be very expensive • I don't mind if it's combined or not. I would say do both sides of the road so you don't have to bother with crossings. 	<ul style="list-style-type: none"> • For the bidirectional cyclists must be able to get across the road. Ideally this would occur at intersections but as the intersection upgrades at either end are likely some time away mid-block crossings are needed to ensure cyclists can get to the other side of the road where the cycleway starts/ends.
<p>Improvements/Changes to the footpath</p> <ul style="list-style-type: none"> • Get the foot paths sorted and cycle way would be great. • Remove the pavement on the side of the road to make place for cycleways. • There was no picture but the pathways need to be redone as well 	<ul style="list-style-type: none"> • A footpath is available for the entire length of Upper Harbour Drive on the western side of the road. • Rebuilding the kerb along the entire length of the road would be an expensive option and disruptive option. The work would require re-aligning the stormwater pipes and catchpits and which would take many months to complete.
<p>Comments about car parking</p> <ul style="list-style-type: none"> • I'm not sure why onstreet parking is being proposed? Especially on a road that has never had parking provided. If there is 'extra' width, then surely that would or should be used for a wider footpath, wider planted berm area, or a wider bike / scooter lane? • The median should be narrowed and carparking removed to allow a decent twoway cycleway. Ideally though the lanes should be on either side with concrete barriers. The connections to Upper Harbour Drive and Greenhithe Bridge shared path need to be improved, even if this means losing road lanes. 	<ul style="list-style-type: none"> • For the proposed bidirectional cycleway, the only sections where parking may be possible is between Dene Court Lane and Emily Place, where there are recessed spaces on the western side of the road which provide some space for parking. As the bidirectional cycleway is on the eastern side of the road, the recessed spaces on the western side are not able to be used for the cycleway or traffic lanes. Hence these recessed spaces were proposed to be changed to on street spaces. This conversion of space to parking space was deemed preferable than realigning the

Comments from community feedback survey	AT response
	<p>kerb to widen the footpath or berm at this specific location.</p> <ul style="list-style-type: none"> For most of the route the proposed bidirectional cycleway can meet a 3m total width (1.5m each direction). However, there are some locations where the kerb to kerb width of the carriageway cannot accommodate the necessary lane widths (ideally no less than 3.2m) and the 3.0m bidirectional cycleway width. In sections such as between Dene Court Lane & Emily Lane, there is no flush median available and the kerb to kerb width does not allow for a bidirectional cycleway wider than 2.6m, without reducing the buffer width or lane widths. For most of the route the flush median has been reduced in width with the space provided to the buffer alongside the cycleway as well as an edgeline on the western side of the road.
<p>Flexiposts and signage</p> <ul style="list-style-type: none"> Get rid of all the light reflectors in the middle of the road as it is impossible to drive around Remove the pavement on the side of the road to make place for cycleways. the road is not wide enough for vehicles to safely travel at the posted speed limits and is frightening to drive on now. Also keep in mind overstimulation of the driver. Currently upper harbour drive feels like a sensory maze with all the colours and reflectors placed everywhere and is an atrocious waste of funds. two way makes sense, but please remove the rubbers separators from the other side and the plastic long separators from the middle lanes. it's like driving through a gauntlet every morning. 	<ul style="list-style-type: none"> The flexiposts alongside the cycle lanes and within the central median were a temporary speed calming measure put in place while incidents of vehicles colliding with separators was occurring. These have largely been removed and will be entirely removed once it has been determined the road is operating safely. The footpath cannot be removed due to the need to provide for pedestrians. The footpath is well used and without it, there would not be a safe place for pedestrians to walk.

Comments from community feedback survey	AT response
<p>Improved lighting</p> <ul style="list-style-type: none"> It'd be even better for there to be adequate lighting, or at least catlights on the bike lane to increase visibility at night and in poor weather 	<ul style="list-style-type: none"> There are cateyes (Retro Reflective Pavement Markers) present at the nose of each of the separators. As part of the proposed bidirectional cycleway, the crossing points would need to be lit to appropriate standards.
<p>Safer Speeds</p> <ul style="list-style-type: none"> Please work to ensure that the speed is lowered with monitoring and speed cameras. Support the two way cycleway with changes to speed limit and telling drivers to slow down. Add some traffic calming to the road to make the speed limit more effective/ adhered to. Improve connections to other cycleways at both ends Add a small bay or two for police to park to monitor speed limits are being followed. 	<ul style="list-style-type: none"> The posted speed limit is currently 60km/h on Upper Harbour Drive, having been lowered in March 2023. A temporary speed limit of 50km/h has been in place while changes to the cycleway have been ongoing but eventually this will be returned to the posted speed limit of 60km/h. The feedback from this consultation will help inform any future changes of the speed limit on Upper Harbour Drive. Changing a speed limit currently requires a process through the Setting of Speed Limits rule, further information can be found here: https://www.nzta.govt.nz/resources/rules/setting-of-speed-limits-2022/
<p>Spacing between separators</p> <ul style="list-style-type: none"> Make sure the lane separation has breaks that allows cyclists to exit the cycleway without being/feeling trapped 	<ul style="list-style-type: none"> With the proposed bidirectional cycleway, the width available would allow a cyclist to pass around another cyclist when it is safe to do so. There would therefore be little need to exit the cycleway unless arriving at your destination. In which case there will be intermittent gaps to allow for this.
<p>Additional safety measures</p> <ul style="list-style-type: none"> make sure all vehicle crossings have traffic calming on them. rubber speed humps at every driveway please, especially given drivers need to be going slow enough to see and give way to people cycling in both directions. The paired crossings at each end are required for this project to successfully draw in all riders - if you dont, some will ride on the carriageway, and some people will get very angry with AT about that. Ensure drivers cant drive into 	<ul style="list-style-type: none"> For the bidirectional cycleway, rubber speed humps have been proposed across vehicle crossings in line with the separators. Parking within a cycle lane or cycleway is illegal and dangerous. Some mitigation is

Comments from community feedback survey	AT response
<p>and park in the cycleway, with high separators and carefully designed interfaces at intersections to stop people driving straight in, remembering that even a single parked car can undermine usability of the route</p> <ul style="list-style-type: none"> • please make sure the intersections are safe, the protection is physical and will stop a car, and the area is wide enough • I cycle and drive this road and I see a lot of bad driving, driving parking in the cycle lane, speeding, rat running, A safe design and slowing traffic and preventing from interacting with cyclists is critical. The separators need to be concrete, a giveaway sign needs to be added to the crossing. the crossing should have further traffic calming at the approach to slow traffic. There should be signs or paint at all driveways reminding drivers to give way to pedestrians and cyclists. • The dual cycleway is better as it provides more space for cyclists to pass each other or ride together, giving way as needed to oncoming cyclists (similar to the Quay Str cycleway). Side road crossings of the Cycleway, e.g. Deane Court Lane and Kereru Grove should have measures in place to ensure they don't just take a right of way over the cycleway as they cross it. Noting also that visibility from these side roads, and many properties along this side of UHD is incredibly poor, I recommend undertaking some serious vegetation management to improve visibility. You could use the centre median space to curve the traffic and cycle lanes away from these side roads, so they have more space to stop and look both ways before crossing the cycle lane. Also recommend flashy lights embedded in the road notifying them that there is an approaching cyclist. • (2) adding the two additional crossings to support the speed reduction and better accommodate pedestrians in the face of high speed car and bike travel. That should be fixed too. • I support proposal but would also suggest that: the road surface is ressealed (to ensure that a safe, legible surface is provided that is free from scaring since road marking are changing) • Again, just do it once, and do it right, and make it safe and usable for cyclists. What is the point if you don't make it safe to use. 	<p>possible to minimise the ability for vehicles to park within the cycle lane however it is not possible to prevent this entirely. Some measures would be implemented to prevent parking in the cycle lane however this is something which could be monitored and if parking became an issue, enforcement could be undertaken or measures put in place to prevent parking in places where the problem became prevalent.</p> <ul style="list-style-type: none"> • Measures have been proposed at Kereru Grove to safely allow cyclists to cross. Kereru Grove is the only side street on the eastern side of the road within the scope of this project. • The proposed pedestrian crossing points are raised and would ensure that slow vehicle speeds at the conflict point, allowing pedestrians and cyclists to safely cross the road. • Resealing the road following line marking may be necessary to avoid 'ghost' markings. However, this would be an expensive treatment and other measures to minimise the effects of ghost marking would be explored first.
<p>Reduce the two way cycleway to one lane on one side of the road</p> <ul style="list-style-type: none"> • Not enough people use it to warrant a cycle lane each way. Propose one lane on one side of the road. 	<ul style="list-style-type: none"> • Counts show that over 400 people per day cycle along the road on busy weekend days. This is more than enough to necessitate cyclists in both directions.
<p>Do not support the options presented</p> <ul style="list-style-type: none"> • I do not support having a cycleway with any form of separators. • I do not support a separated cycleway at all. My husband is an avid road cyclist and finds the separated area more dangerous with litter and debris in it. If I had to choose a cycleway I would support dual way. 	<ul style="list-style-type: none"> • It is acknowledged that many in the community would prefer the road layout with painted cycle lanes, without physical separation. The purpose of having separated facilities on Upper Harbour Drive is for cyclists

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • the whole proposal and proposed speed limit reductions are the result of muddled thinking. Unless there is a history of injury crashes AT is again solving a problem that doesn't exist - like the 30km/h restrictions in other areas • The road was great for riding and driving as it was. It's now a lot more dangerous for all users with all the road furniture. Please remove it so we can be safe again. • A two way cycle lane doesnt phase me in the slightest. Seperators, speed and an unneeded crossing are the issue. Total waste of money when the current lpw emission travel options are failing. • You pretend to be looking for feedback while refusing to listen to residents' views on returning the rod to its pleasant safe condition before you ruined it. • Remove the barriers, just have painted line. You are creating hazards on the road for vehicle's and bikers. • Retain the 70kph speed limit and no barriers. • Road was fine with no seperators • Return the road back to the way it was. • Return the road to way it was, perfectly safe. • I would prefer no stupid and highly dangerous separators. If cycling down the road into incoming cyclists and you need to take evasive action the potential to hit one of these stupid separators is very high and the likelihood of falling off the bike into the path of a vehicle regardless of what speed the car is travelling would result in very serious injuries including death!!! • No i dont support them at all • A painted line cycleway is sufficient in the current location. Just remove the dangerous concrete seperators and stop wasting money. • I do not support any of the proposed options but the form is making me choose so I can give an opinion. Your form is unusable. They are all a complete waste of money. At best a shared footpath/cycle way would be the better option for the less confidence rider and leave experienced cyclists to use the road as it was. The number of inexperienced cyclists biking from Westgate to Albany will be zero. And the number of pedestrians is low. Sharing the footpath would be an easy option like along the waterfront • Simole the seperators are a waste of rate payers money you dont need them cut the crap be logical step out from you comfy office and see all the crap your doing is causing pain and angst • I chose this because the remove all is not a choice. Two lanes is the best of the poor options. I suspect you will make sure they are just too narrow thus ensuring the lane remains as deadly as it is now. • I know that you're saying it's not a viable option but this is just anti democratic now and AT knows you have already screwed up and now you're just making the situation worse, naturally making the residents hate you more. • The case for separators has still not been well established. The road was shared much more safely BEFORE the introduction of the concrete barriers 	<p>to be able to ride safely and also to feel safer. Aucklanders have told us that one of the key deterrents to people choosing to cycle is how unsafe and uneasy they feel mixing with traffic. Having some physical separation between vehicles and cyclists is a key contributor to making less confident riders feel safer. A lack of separation also creates a safety issue. Were the separators not there, this would mean that vehicles would be at risk of colliding with cyclists rather than the separators and hence any solution devised must ensure that this risk is mitigated. Although the likelihood of this occurring is low, the consequences of a vehicle hitting a cyclist at speed are far worse than those of a vehicle hitting a separator. Any changes made need to both retain protection for cyclists, whilst also reducing the instances of vehicles colliding with separators</p>

Comments from community feedback survey	AT response
Comments and feedback on proposed crossings	
Comments have been grouped into common themes. Please note, we only asked for a comment from those who suggested changes to the proposed crossings.	
<p>Suggest change to location to crossings</p> <ul style="list-style-type: none"> • Don't have the crossings so close to the roundabouts as it could cause traffic and drivers have to watch out not only for cars but for the road crossing • The one down by the motorway is on a bit of a blind corner this is not a safe place to put this. Neither is the other next to the intersection, this road is busy and it's hard enough pulling out of greenhithe to turn right down upper harbor. Very silly and dangerous place to put them. • The one near Greenhithe Rd is a good idea, the other 2 are in silly places as cars a driving down hills - it's a hazard • There is no point putting a pedestrian crossing at the Tahinu rd/upper Harbour drive end. There is no where for pedestrians to go. Leave the cycle lanes as they are and just replace the separators with rubber ones • The Greenhithe road crossing should be below Blacks road • We do not have footpaths on both sides of Upper Harbour Drive. How can you propose a crossing here? Mostly the footpath is on the left hand side if you are going towards Albany Highway, the other side doesn't have an end to end foothpath. • Move the crossing away from the entry and exit of the round about. Make the twolane cycleway two lanes to join up with the two lane cycleway over the bridge, even consider an over or underpasst • Where are people at the Tauhinu Road end crossing to? There's no footpath? And why no crossing on the Albany Highway? • How will you turn right from GH road into UH if there is a crossing right there? Traffic will stop for the crossing in UH and cause a backup at the intersection. It should be further down UH. • While I support the idea of the crossings, I don't understand the placement of the crossing near the corner of greenhithe road. There is no footpath there so would be creating a crossing to nowhere that wouldn't be used. It would make more sense to have the crossing near 273 Upper Harbour Drive to create a safe crossing point for the bus stop that is located there. The bus stop outside 230/232 Upper Harbour Drive has been decommissioned so seems silly to have a crossing there for no reason. • I head to hobsonville point so maybe something after that to get into that other path. The danger zones I've seen is when bikes are travelling in peak traffic backed up at car cross the road over the bike lane to head to Albany highway or those side roads. A . • Having two crossings so close together at the intersection of Greenhithe Rd and Upper Harbour Dr may cause congestion issues during peak hours with passengers alighting from buses? • Make exit for Greenhithe Road a fully raised intersection with bike and pedestrian priority. • Overall, yes to this proposal but I think caution around where near the roundabout next to the onramp heading towards Hobsonville. With conjection int he afternoons when for some readon, the traffic lights operate on the onramp, this could be a potentially problematic space. 	<ul style="list-style-type: none"> • The crossing points are located at the start and end of the proposed bidirectional cycleway in order to get cyclists from one side of the road to the other. This is required because at either end of the road the bidirectional cycleway ends and unidirectional cycle lanes begin, so a northbound cyclist using the cycleway would need to cross over near Tauhinu Road onto the bidirectional cycleway and cross back at the crossing near Dene Court Lane. Given the need to cross at these locations a safe crossing point must be provided. Ensuring slow speeds at the crossing points, allows these crossing points to operate safely. • The intersection of Upper Harbour Drive and Albany Highway is being investigated for improvements for walking and cycling as part of a separate project. This intersection upgrade is complex. Safe crossing facilities may be provided at the intersection, negating the need for a crossing point at Dene Court Lane. This combined with an extension of the bidirectional cycleway further southwards, through the Tauhinu Road roundabout and to the motorway bridge shared path would mean there would be no need to cross Upper Harbour Drive itself when travelling the full length of the road. The only crossing points would be at side streets. Once more work is

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • The one in the middle is not needed as a crossing as there is no footpath to cross over too. Cyclists will not unmount their bikes just to walk across. Change it to just a speed bump • Do not put crossing so close to junction with poor visibility and vehicles accelerating up hill. • The Greenhithe road crossings are too close to the intersection and will create confusion with give ways required in all directions. If needed, these should be moved further down Greenhithe Rd towards Blacks Rd. Same applies at the Tauhinu end of the road, move them up the hill towards Albany to prevent accidents when exiting the roundabout. • one at each end and 1 only at the top of Greenhithe Road. But not the type that shake your vehicle. Surly a normal crossing would suffice. • Peak traffic and people exiting their properties along Upper Harbour drive will be a challenge to get out of their drive withiut crossing a big cycle way to join traffic. Also the proposed crossings are located in intersections that already are challenged with barriers etc. I would see it as a high risk for pedestrians as well ad motorists. I would be hesitant to use the walk paths due to the high alertness and focus motorists must have in order to pass the interaections. I suggest that the crossings are further away from the entry/exit of the roundabout as well as the intersections to reduce the multitude of 'watch outs' you have to make at the same time. • Move the crossing on UHD adjacent to Greenhithe Rd furth north. • Love the crossings but generally not a fan of crossings right next to round a bouts as it can cause hold ups on the round a bout, maybe place it a little further back 	<p>undertaken to determine the facility on Albany Highway and the form of the proposed intersection upgrade, more thought could be given to a bidirectional cycleway on Upper Harbour Drive, without the need for the two crossing points</p> <ul style="list-style-type: none"> • A crossing point is also positioned near Greenhithe Road given this is a likely place where people on bikes will want to travel to/from. There is also a raised crossing across Greenhithe Road which helps get cyclists to the right side of the road they want to be on but also doubles as an aide for pedestrians to cross the very wide and imposing intersection. • The crossing points across Upper Harbour Drive are primarily for cyclists but do offer assistance to pedestrians crossing when getting to / from the bus stops near Dene Court Lane. • It is not expected that the crossing points would cause any significant congestion or delays. Vehicles will need to slow down and also give way to pedestrians or cyclists wishing to cross but this would result in a negligible amount of delay when considering the length of time taken to drive down the whole route. <p>As 3 out of the four crossings are on a bus route, they would all be designed to be bus friendly with ramps and gradients suitable for a smooth but safe traverse for buses and other vehicles.</p>
<p>Suggest that fewer crossings required</p> <ul style="list-style-type: none"> • Why does it require 4 crossings. Very few pedestrians use this road and these days it is rare to see cyclists. You are going to cause accidents with all this stopping and starting. 	<ul style="list-style-type: none"> • The crossing points are located at the start and end of the proposed bidirectional cycleway in order to get cyclists from one side of the road to the other. This is required

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> One at most two crossings. There are minimal pedestrians on the road that cross. Lots of walkers , who tend to stay on the one side of the road. They often have dogs, which is completely incompatible with sharing a path with fast paced aggressive cyclists!! Only necessary across Greenhithe Road Too many crossings. I support them, but think only one in the intersection of Greenhithe road is enough. The one over greenhithe road is a good idea, the two on uhd are a complete waste as they are crossings to nowhere. There is footpath on the eastern side and no bus service between greenhithe road and tauhinu road either, so it would be a waste. Only need them where required ie at the Albany end only One at each end would be sufficient but not really necessary Only one near Greenhithe Road. No need at Tauhinu end <p>I'm not sure that the one ta the Southern end is warranted</p>	<p>because at either end of the road the bidirectional cycleway ends and unidirectional cycle lanes begin, so a north bound cyclist using the cycleway would need to cross over near Tauhinu Road onto the bidirectional cycleway and cross back at the crossing near Dene Court Lane. Given the need to cross at these locations a safe crossing point must be provided. Ensuring slow speeds at the crossing points, allows these crossing points to operate safely</p> <ul style="list-style-type: none"> A crossing point is also positioned near Greenhithe Road given this is a likely place where people on bikes will want to travel to/from. There is also a raised crossing across Greenhithe Road which helps get cyclists to the right side of the road they want to be on but also doubles as an aide for pedestrians to cross the very wide and imposing intersection.
<p>Comments about crossings only being needed if the two way cycleway is implemented, not for current layout</p> <ul style="list-style-type: none"> Keep 2 cycle lanes, 2 way lanes with crossings dangerous for kids, raised crossings are anathema to through routes and must be stopped. If you need safety use crossings with lights. I do not support these crossings because I am a cyclist and these require me to cross back and forth. I understand why some people might use them, but... Recreational cyclists won't use them. We will just ride on the road until it's safe to move across to the cycle lane. Personally I'd prefer the money was spent on any of the other more dangerous roads around Auckland directional cycleways on either side of road, with a crossing over albany hwy to enable safe crossing of the road towards the North Shore - if you're not going to let us over the bridge, you're going to need to accept that this is the best route around from the West. Support the crossing if a dual cycle way, but don't support dual cycle way over the current cycle path each way. For people to commute by bike it needs to be as quick and safe as possible- crossing over actually slows down your commute considerably Only need if we have two way cycleway Only needed for two direction Cycleway <p>Sports cyclists may not use the cycle lanes</p>	<ul style="list-style-type: none"> The intersection of Upper Harbour Drive and Albany Highway is being investigated for improvements for walking and cycling as part of a separate project. This intersection upgrade is complex. If a bidirectional cycleway was extended through to the Albany Highway intersection as part of an intersection upgrade, safe crossing facilities could be provided at the intersection, negating the need for a crossing point at Dene Court Lane. This combined with an extension of the bidirectional cycleway further southwards, through the Tauhinu Road roundabout and to the motorway bridge shared path would mean there would be no need to cross Upper Harbour Drive itself when travelling the full

Comments from community feedback survey	AT response
	<p>length of the road. The only crossing points would be at side streets. Once more work is undertaken to determine the facility on Albany Highway and the form of the proposed intersection upgrade, more thought could be given to a bidirectional cycleway on Upper Harbour Drive, without the need for the two crossing points</p> <ul style="list-style-type: none"> •
<p>Prefer AT do not use raised crossings</p> <ul style="list-style-type: none"> • I would like to know why they need to be raised. Do you think that all drivers are incapable of seeing a crossing? More roadworks which we have had to experience unprecedented amount of many due to AT Hops mistakes. Not to mention more money that should be spend on the recover of Auckland. Why are these projects even being looked at? • Crossings should not be raised. • We don't want speed bumps • They do not need more speed tables • Remove raised tables • I would support the crossings only if there is significant demand for them. Also traffic signal operated crossings would be more efficient (although I am aware possibly more costly) but slowing traffic down for a raised bump prior to the crossings will reduce traffic flow and raise emissions. • Raised crossings are a bad idea as during periods of rain they collect water and promote flooding making the road more dangerous • Remove the raised sections - only encourage cyclists and motorbike riders to use opposing cycle/traffic/lane and create unnecessary noise + exhaust pollution + wear on vehicles and bikes 	<ul style="list-style-type: none"> • Given the crossing points are needed for cyclists to get to or from the bidirectional cycleway, a safe crossing is needed. Having a crossing which is not raised, exposes cyclists and pedestrians as vulnerable road users in the path of high speed vehicles. Crossing points that do not have slow speed vehicles passing through are not considered a 'safe system' and should an accident occur between a vehicle and a vulnerable road user, it is likely to result in a death or serious injury. • Given Upper Harbour Drive is on a bus route, Swedish tables are proposed for all crossing points. •
<p>Comment about needing footpaths</p> <ul style="list-style-type: none"> • Put footpaths on both sides of Upper Harbour Drive all the way along which currently it doesn't have that as a start would make things better especially for kids getting off buses on Upper Harbour Drive including my own kids 	<ul style="list-style-type: none"> • Unfortunately, a footpath on the eastern side of Upper Harbour Drive is not within the scope of this cycle lane project and would be an extremely expensive addition to the project.
<p>Comments about crossings being needed by bus stops</p> <ul style="list-style-type: none"> • There are limited footpaths on the eastern side of the road so adding one or two crossings at a couple of selected bus stops so passengers can exit the bus and cross to the western side makes sense. • A additional raised crossing closer to the bus stops. • by working bus stops 	<ul style="list-style-type: none"> • The crossing point at Dene Court Lane will be a safe place for bus users to cross to/from bus stops. • A crossing point at Kereru Grove would assist for bus passengers to cross to/from the road.

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> There is no footpath n the southern side of UHD. Put the crossings near the bus stops so childten can cross safely, eg near keruru drive. 	<p>It can be considered should the bidirectional cycleway progress in future.</p>
<p>Comments about additional raised crossings along the route</p> <ul style="list-style-type: none"> The drive could probably use more raised crossings along the route Great additions! and locations are good, a 5th one should be added to support the crossing on Tauhinu to access/connect the cycle lane over the upper harbour bridge To accommodate the propose speed changes I suggest adding two further raised crossings. The first would be at the intersection with Kereru Grove. Particularly after the implementation of the cycleway, which we can assume to be a success, a crossing will greatly enhance pedestrian functionality. It seems to me that most of the problems with the existing bike lanes here are due to maniacal and entitled drivers, so I would expect many to speed up over the new speed limit between the proposed crossings. Adding a crossing here will make using the bus easier, as well as lessening the temptation to accelerate. The second additional crossing I'd add at the intersection with Shelter Drive. This one is purely a traffic calming suggestion. Keruru Grove requires a raised crossing. There should be a signalised raised crossing built at the Albany Hwy/Upper Harbour Dr intersection. Currently this intersection is very dangerous for pedestrians and cyclists, particularly with the unsignalised slip lanes. More crossings than this, especially around the northern end where it is dangerous to cross the road going to the lower north shore A crossing is needed at Albany Highway, it's the most dangerous part when travelling from Rosedale to Central Auckland. A cyclist needs to cross into the right hand lane while cycling uphill to cross the traffic light into Upper Harbour Drive. This is more important than any of the proposed changes. The current cycle lanes are ok. 	<ul style="list-style-type: none"> A crossing point at Kereru Grove would assist for bus passengers to cross to/from the road. It can be considered should the bidirectional cycleway progress in future. A crossing point further down Tauhinu Road, near the entrance to the shared path across the motorway bridge could be considered should the bidirectional cycleway progress in future. The intersection of Upper Harbour Drive and Albany Highway is being investigated for improvements for walking and cycling as part of a separate project. This intersection upgrade is complex. If a bidirectional cycleway was extended through to the Albany Highway intersection as part of an intersection upgrade, safe crossing facilities could be provided at the intersection, negating the need for a crossing point at Dene Court Lane. This combined with an extension of the bidirectional cycleway further southwards, through the Tauhinu Road roundabout and to the motorway bridge shared path would mean there would be no need to cross Upper Harbour Drive itself when travelling the full length of the road. The only crossing points would be at side streets. Once more work is undertaken to determine the facility on Albany Highway and the form of the proposed intersection upgrade, more thought could be given to a bidirectional cycleway on Upper Harbour Drive, without the need for the two crossing points

Comments from community feedback survey	AT response
<p>Concerns about speed, further speed calming, rat running</p> <ul style="list-style-type: none"> • Speed cameras instead. Revenue for state • Measures should be taken to stop the road being used as a rat run for people avoiding Hughes on the motorway. Auckland transport seem to be trying to find a solution by way of pedestrian crossings with a problem just does not exist • Vehicle speeds on UHD are very high. Additional calming measures should be added, including on the approach to the crossings e.g. advanced speed bump. • I support the proposed crossings but additional signage and other traffic calming measures might be needed to ensure car drivers are aware of the upcoming crossings and adjust their speed accordingly. • Love having more crossings, please ensure traffic is slowed at these crossing areas • please ensure vehicle speeds are actually in line with limits • Drivers do not keep to the posted speed limit and oftnet don't stop for pedestrians at crossing let alone cyclist the crossing. The crossing should have a sign give way to cyclist to reminder motores of their legal oblicaiton, the crossing should be monitored and further traffic calming implemented if need be • Further traffic calming measures to reduce operating speeds (this exceeds the legal limit), very prominent signage • Good for slowing speeds of vehicles at crossing points • Currently drivers still exceed the speed limit here. With many drivers willing to see raised tables as opportunity to test out their 4wd cars - I hope AT will look at extra measures to reduce the speeds here - there is a motorway adjacent so no need for this road to be more than 50kmph. • Could add more traffic calming stuff leading up to the crossings, to force motorists to slow down in advance. • Vehciles drive much faster along UHD than the speed limit, they even did so when the old 70km/h speedlimit was in place. Please continue to monitor operating speeds and install additional traffic calming measures, or maintain the average speed cameras to keep operating speeds at the new speed limit. Please also provide visible signage about giving way to pedestrians and cyclists at the crossing points. If you can, add flashing lights to indicate a cyclist/pedestrian is or is about to cross at the corssing, similar to the flashing lights embedded in the road at the crossing of Tamaki Drive at Kohimarama • This is a great idea to have a crossing, however at the moment it seems cars are operating at higher speeds than the speed limit. I think that AT will also have to implement other traffic calming measures to insure that pedestrians and cyclists are not in danger when crossing • Proposed crossing plus traffic calming measures and monitoring of speed. Very clear posting of signs stating "give way to pedestrians and cyclists" be paced in a location that is easy to see for motorists. EG, multiple signs on multiple levels. • I support the location and would like to see more traffic calming measures, especially as children use them and these can be busy roads with speeding cars. The safety of cyclists needs to be prioritised over car drivers. 	<ul style="list-style-type: none"> • Average speed cameras are in place along Upper Harbour Drive but these are not yet able to be used for enforcement purposes. • Should the bidirectional cycleway proceed, speeds of vehicles could be monitored and if high speeds persist further speed calming could be considered to slow vehicles to an appropriate speed. However, a traffic calming project would need to be prioritised against all other areas which need speed calming.
<p>Comments about riders dismounting or stopping before crossing</p> <ul style="list-style-type: none"> • bikes should dismount. will be very dangerous bikes just crossing over if you dont know they are coming to cross. • In terms of safety, cyclists should stop before crossing. It is common sense, cyclist vs a vehicle at 50km an hour. 	<ul style="list-style-type: none"> • The proposed crossing points are paired crossings where cyclists can cross without dismounting. Paired crossings have been

Comments from community feedback survey	AT response
<p>Technical or design suggestions for the crossings</p> <ul style="list-style-type: none"> • A hard 90-degree right turn while looking over your shoulder for traffic is a difficult manoeuvre for cyclists. Please add a slightly curve away and onto the crossing so that cyclists can safely check for traffic without an awkward turn for both bike and head. If it's too sharp I'll probably continue on the roadway until there's a better entrance point, unless this design gets a graceful curve. • Use Swedish tables with a harsh face and gentler tail. Vehicles approaching will need to be slowed significantly from the speed limit if cyclists have priority and are not expected to dismount. • You need bumps prior to the crossings too, otherwise people will approach the tables at high speeds because there is a massive speeding problem on upper harbour. Don't just put tables with nothing to slow them on approach, you will kill people! • Don't make the cycle lane go up onto the footpath at the crossings. • A bridge • In the attached image, there does not appear to be a gap in the separators that would permit cyclists to join the vehicle lane and navigate the roundabout like any other vehicle. Consider that cyclists can approach this roundabout at 50 km/h, and thus safe navigation of the roundabout at this speed is in the vehicle lane. Would be great if this was a box, so I could review what I have written. • The lane needs to be narrower as it doesn't slow drivers enough approaching the crossings • The lane width going into and on the pedestrian crossings should be narrower. • The most dangerous intersection is at Albany Highway, Why is there nothing to improve the safety at this intersection. This is the main reason I don't cycle on Albany highway as that intersection is scary on a bike. • Please close the gap so that there is cycle protection for the whole of the route • Take a look at Franklin road. Provides a physical difference between the vehicle path and the cycle path, remains relatively clean. Provides an easy overtaking option for cyclists. • Raised crossings are very important at each end; a threshold treatment explaining to drivers they are entering a 50km/h zone, keeping conflict speeds safe, and also ensuring the bi-directional cycleway is the desire line for people on bikes, so that many don't just use the carriageway if they're on the other side of the road. There are a few side streets which don't show raised table crossings on the above map - what's happening for those? Bidirectional cycleways need particularly thoughtful design to ensure drivers slow down enough to see people coming both directions, give way with less notice, and keep conflict speeds at or below 30 km/h, as many drivers aren't used to 	<p>studied at a number of locations around Auckland and given the raised elements ensure slow speeds, this allows the crossings to operate safely. As cyclists will also need to make a 90 degree turn when crossing, they will also approach the conflict area at slow speeds. Regular drivers do get used to cyclists crossing at these locations and are aware they may need to give way.</p> <ul style="list-style-type: none"> • More consideration can be given to allowing the cyclists to approach the crossing point in the right alignment, however this is dependant on the space available. • Given Upper Harbour Drive is on a bus route, Swedish tables are proposed for all crossing points. • Raised crossings are effective at slowing traffic down on roads such as Upper Harbour Drive. Speeds can be monitored though and additional measures can be added if speeding remains an issue. • More detailed design will be required at the pedestrian crossing points to ensure that cyclists and pedestrians are able to cross safely. • Some further design detail would be needed to ensure the cyclists heading southbound, entering the general traffic lane near Tauhinu Road, can do so safely. • The intersection of Upper Harbour Drive and Albany Highway is being investigated for improvements for walking and cycling as part of a separate project. This intersection upgrade is complex. If a bidirectional cycleway was extended through to the Albany Highway

Comments from community feedback survey	AT response
<p>looking both ways on a cycleway. If raised tables arent proposed for some of these streets, what is proposed to ensure all this? At least 2 sets of speed humps on the other side streets, one before and one after the cycleway, at a bare minimum.</p> <ul style="list-style-type: none"> • The crossing by albany highway looks too close to the sweeping corner. Also instead of raised speed bumps a traffic island crossing should be installed as the visibility for both vehicles and pedestrians is good. • Shared spaces are a terrible compromise. Do your job. Actually give some road space to something other than cars. 	<p>intersection as part of an intersection upgrade, safe crossing facilities could be provided at the intersection, negating the need for a crossing point at Dene Court Lane. This combined with an extension of the bidirectional cycleway further southwards, through the Tauhinu Road roundabout and to the motorway bridge shared path would mean there would be no need to cross Upper Harbour Drive itself when travelling the full length of the road. The only crossing points would be at side streets. Once more work is undertaken to determine the facility on Albany Highway and the form of the proposed intersection upgrade, more thought could be given to a bidirectional cycleway on Upper Harbour Drive, without the need for the two crossing points</p> <ul style="list-style-type: none"> • The side road crossings have been designed to ensure speeds into/out of the side roads are below 30km/h. should monitoring show that speeds are higher than this, further measures could be implemented such as rubber speed humps adjacent the cycle lane.
<p>Concerns with delays</p> <ul style="list-style-type: none"> • Should (and when) this path becomes more populate won't that just cause issues at the roundabout with traffic being blocked while waiting for people to cross. • crossing sounds beneficial but i'm concerned about further delays in the 120 	<ul style="list-style-type: none"> • It is not expected that the crossing points would cause any significant congestion or delays. Vehicles will need to slow down and also give way to pedestrians or cyclists wishing to cross but this would result in negligible amount of delay when considering the length of time taken to drive down the whole route.
<p>Supportive of the direction of the design</p> <ul style="list-style-type: none"> • This is consistent with both vision zero and TERP. Very good to see AT getting on with it 	<ul style="list-style-type: none"> • The proposed bidirectional cycleway has been designed to increase the attractiveness of the

Comments from community feedback survey	AT response
	<p>cycleway to encourage more people to use it, as well as being safe for all road users.</p>
<p>Other cycleways, continuing the SH18 cycleway, moving the location of bidirectional, connecting the cyclepath</p> <ul style="list-style-type: none"> • Just an idea, but what about just continuing the new bike lane directly alongside SH18 from Albany highway to Tauhinu Rd. Too much \$\$ probably... • love that you are considering raising these, thats great! Please also consider making the interchanges at either end of this corridor safer for cyclists. • Improvement on either end of bike path • The intersection with the old SH1 is very dangerous. Especially if you want to do a right hnb turn towards Glenfield. You have to merger across a lane of fast moving traffic from Albany to get to the edge of the road. a Couple of hundred metres of decent cycleway at this point would be a godsend. Also a cycle only sequence for those turning right towards Glenfield would be good. Coupled with a STOP sequence for traffic from Albany (currently nothing stops them) would allow cyclists time to get to the edge of the road. ALSO between the end of the uphill cycleway across the broidge and the start of the new cycleway needs to be sorted as at the moment the only safe thing to do is to stay on the footpath between the 2 cycleways., • Put a bike by motorway • Move the cycleway to the western side rather than the eastern, then there just needs to be a crossing at the Albany highway end as majority of the adjoining roads are on the other side. • I support them in the proposed locations so long as there are appropriate connection points. This is particularly important at the Albany Highway end as bikes will then have to go back into battling with traffic. 	<ul style="list-style-type: none"> • The intersection of Upper Harbour Drive and Albany Highway is being investigated for improvements for walking and cycling as part of a separate project. This intersection upgrade is complex. If a bidirectional cycleway was extended through to the Albany Highway intersection as part of an intersection upgrade, safe crossing facilities could be provided at the intersection, negating the need for a crossing point at Dene Court Lane. This combined with an extension of the bidirectional cycleway further southwards, through the Tauhinu Road roundabout and to the motorway bridge shared path would mean there would be no need to cross Upper Harbour Drive itself when travelling the full length of the road. The only crossing points would be at side streets. Once more work is undertaken to determine the facility on Albany Highway and the form of the proposed intersection upgrade, more thought could be given to a bidirectional cycleway on Upper Harbour Drive, without the need for the two crossing points • Auckland Transport’s aspirational cycle network is mapped out on Future Connect which is available online for public use). This shows that the motorway corridor (Upper Harbour Highway) is meant to form the regional route for cycling long term. There are no current plans for a cycleway to be built along the motorway corridor, which comes under the jurisdiction of Waka Kotahi. Such a project is likely to be in the high 10s of millions

Comments from community feedback survey	AT response
<p>Do not support the crossings</p> <ul style="list-style-type: none"> • Not necessary as I haven't seen any pedestrians on this road, only people getting out of cars. • Crossings will slow down the traffic in the road increasing carbon omissions, causing issues getting in and out of drive ways. Making it difficult to pull out of greenhithe road onto upper harbour heading west. How many people use the bus stop on this road? Millions of dollars for very few users. There is no foot path on the other side of the road. Cyclists won't get off their bikes to cross the road! This is crazy! • There is no point putting in pedestrian crossings as there is no footpath on one side of the road. People are not going to walk down the grass verge to get to a crossing to cross the road. • I drive on this road 8 times a day on different time hardly anyone walking or crossing the roads • They are costly and are not needed. • There is no continuous footpath on one side of the road so where are people crossing to... Both cyclists and cars will not use or benefit from having these. They will ruin the semi rural nature of Greenhithe and Upper Harbour Drive, and are a waste of time and money. • Crossing are a terrible idea. As a sport cyclist I go through these crossings at 40km/hr and in the middle of the lane as its safest. I join the rest of the traffic. Never been a issue and never felt unsafe • The amount of pedestrians that use this road is limited to locals who don't walk this road. There is no need to spend money that isn't needed • Upper Harbour Drive does not receive foot traffic which is anything other than locals exercising. It is not a major foot-transit area and is mainly used for recreation. Given there is a footpath on only one side of the road it does not make sense to have crossings. Most people will / do jay walk irrespective of crossings. Cyclists will not use a crossing and will enter the cycle way via the road and traffic. • Its out of way and would make non car travel friendly. 	<p>of dollars. Upper Harbour Drive is a connector route in the strategic network but until such time as cycling facilities can be accommodated within the motorway corridor, Upper Harbour Drive forms the only usable connection between the North Shore and West Auckland).</p> <ul style="list-style-type: none"> • The reason the eastern side was chosen for the proposed bidirectional cycleway is due to the lower number of vehicle crossings and intersections on the eastern side of Upper Harbour Drive. This reduces the number of conflict points as well as greatly reducing the cost of the project due to the need to treat the intersections to be able to operate safely. <ul style="list-style-type: none"> • The crossing points are primarily for cyclists, not for pedestrians, although pedestrians may cross there if they wish. They are located at the start and end of the proposed bidirectional cycleway in order to get cyclists from one side of the road to the other. This is required because at either end of the road the bidirectional cycleway ends and unidirectional cycle lanes begin, so a north bound cyclist using the cycle way would need to cross over near Tauhinu Road onto the bidirectional cycleway and cross back at the crossing near Dene Court Lane. Given the need to cross at these locations a safe crossing point must be provided. Crossing points have been provided to allow access to Greenhithe Road also, given this is where many cyclists will be travelling to/from. Ensuring slow speeds at the crossing points, ensures that these crossing points can operate safely.

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Whats the point, pedestrians don't walk along that road as it is. Just an excuse to spend money needlessly and slow down traffic. • Dont put a bike lane in at all remove all barriers and keep speed limit as is • Again put it back how it was • Restore the road to the way it was before you started with your idiot ideas • Utterly ridiculous! • There is only a walkway on one side of the road. There is no need for crossings • Go back to the people who live in the area and use that road, ask them what they want. With a yes/no vote and a head count of people that use the UHD as a cycleway. The finding need to be public • Do any of you actually use this road?, it is not a road that has heavy foot traffic crossing the road. What a needless waste of money and expense but that's typical of Auckland Transport you've got wasting tax payers money down pat, it's one of the very few things that as an organization you excel in. • Just leave it the way it was, we had no problems on UHD until you put the separators in!! • Complete removal of all barriers, return it back to how it was before you made any changes and created more accidents and incidents • I do not support the proposed crossings. They are a complete and expensive waste of money, the road is safe enough to cross safely without these speed bumps. • seriously nobody crosses this road what are you thinking??? • There is no need for crossings as there are next to no pedestrians using the footpaths. • Pedestrian crossings are for pedestrians, not cyclists. Nobody (excluding children) on a bike needs a crossing with a road as quiet as this. What are you thinking? • Their is no need for a crossing in the upper harbour area. This is because nobody even crosses the road, foot traffic is almost does not exist so building a raised traffic cross for a few is a bad waste of money. • This is about the separators, they are a danger to all cyclists, my husband is in the hospital with broken ribs, partial collapse lung, broken nose and a liver tear, due an accident on the 17th March. Whoever is designing this aren't cyclists. You are all about to kill people or keeping them invalid. Please, listen to the cyclists that commute on those cycling lanes. I don't think anyone that works in the council want to be responsible for killing cyclists or changing people life foe ever. Remove all the barriers in place, they were the cause of the accident • The road was safe and well used by walkers, traffic and cyclist before all interference there was no need for change • I don't understand the purpose of this plan. The road already had ample room for cyclists and pedestrians. I have run/cycled down Upper Harbour Drive almost every day as part of my fitness routine and not once had an issue with the current layout. All this will achieve is disruption to the flow of vehicle traffic. There has been many accidents since the installation of the barriers along the sides of the road, installing crossing (especially at the end next to Albany Highway) will create a significant slowdown to traffic flows and create even more of a logjam at peak traffic hours. • the proposed two way system is foolish. the original unprotected bike lanes were excellent and the proposed barriers and very costly changes in not place the cyclists in more danger. 	<ul style="list-style-type: none"> • It is not expected that the crossing points would cause any significant congestion or delays. Vehicles will need to slow down and also give way to pedestrians or cyclists wishing to cross but this would result in negligible amount of delay when considering the length of time taken to drive down the whole route. • The proposed crossing points are paired crossings where cyclists can cross without dismounting. Paired crossings have been studied at a number of locations and given the raised elements ensure slow speeds, this ensures that the crossing operates safely. As cyclists will also need to make a 90 degree turn when crossing. Regular drivers do get used to cyclists crossing at these locations and are aware they may need to give way. • The purpose of having separated cycle facilities on Upper Harbour Drive is for cyclists to be able to ride safely and to feel safer. Aucklanders have told us that one of the key deterrents to people choosing to cycle is how unsafe and uneasy they feel mixing with traffic. Having some physical separation between vehicles and cyclists is a key contributor to making less confident riders feel safer. A lack of separation also creates a safety issue. Were the separators not there, this would mean that vehicles would be at risk of colliding with cyclists rather than the separators and hence any solution devised must ensure that this risk is mitigated. Although the likelihood of this occurring is low, the consequences of a vehicle hitting a cyclist at speed are far worse than those of a vehicle hitting a separator. Any changes made need

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Totally unnecessary. A biker will not get off a bike and walk across a ped crossing • They will not be used. Cyclists will cross wherever and whenever it is convenient. Crossings will just impeded traffic. • As a regular user of upper harbour drive, where are these people walking to? The south side of the road has no footpath???!!! • Fix the eastern connection to Albany highway, leave the rest alone. • I believe there should be separate cycleways going both ways so no need for a crossing • I walk on Upper Harbour Drive every day and I don't believe pedestrian crossings are required. • Provide full one way, separated cycleways on each side of the road, rather than requiring cyclists to cross the road. • There aren't footpaths on both sides all the way so that needs to be considered. The one at the top of greenhithe road would be a ridiculous place to put it, there is way too much going on at that junction already and it would be a nightmare!! in the mornings and afternoons with school traffic, i see accidents happening. • Not needed if the current cycle lanes are retained • There is not enough car traffic to justify a crossing • The road was fine before you decided to change it • Complete return to original Upper Harbour roadway • remove them they arent needed • There is not enough people walking along Upper Garbour Drive to warrant pedestrian crossings. This is a ridiculous idea to even consider installing • These are not at all required • Why?? It has never been a problem. Please fix things that are problems • the crossings are not warranted, as a regular walker along this route I have never seen people crossing the road. This development is pure theory without any empirical data to justify the expense or need. • Leave it alone - it worked • Waste of time and money • I do not support all these cycle crossings. I should not have to cross the road here to use cycle lanes • There aren't footpaths on both sides all the way so that needs to be considered. The one at the top of greenhithe road would be a ridiculous place to put it, there is way too much going on at that junction already and it would be a nightmare!! in the mornings and afternoons with school traffic, i see accidents happening. • Not needed if the current cycle lanes are retained • There is not enough car traffic to justify a crossing • Return it to the original cycleway. I never felt threatened by passing vehicles and could dodge all obstructions with room to spare. • No crossings necessary. What purpose do they serve. UHD is a long road. Unless you live near one of the crossings people will continue to cross where it is convenient. They won't walk to a crossing. And cyclists will not dismount and use the crossings as designed. They will simply cross when they can. The only ones who may use it are a handful of unconfident weekend riders. 	<p>to both retain protection for cyclists, whilst also reducing the instances of vehicles colliding with separators</p> <ul style="list-style-type: none"> • 57% of the responses received during this consultation have chosen retaining the unidirectional cycle lanes with rubber separators. Given this level of support from the community for retaining the unidirectional cycle lanes, this is the option which has been chosen to take forward.

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • There isn't even a footpath on both sides of the ride for a large portion , the crossings seem unnecessary • I suggest you do nothing at all please! • I think they are a waste of money. People mainly use the western side of the road to walk. When needing to cross, they won't walk half way down upper harbour drive to find a pedestrian crossing. I think lowering the speed limit to 50km/h would make it safer for pedestrians than the crossings. It's just more wasted money • I DO NOT SUPPORT THE PROPOSED CROSSINGS. I never see anyone ever walk across the road and I drive it 4 to 8 times a day • No one walks on the east side of Upper Harbour highway. It's a complete waste of money. • Why change at all, the whole of Greenhithe feels safe on this road. Complete madness • Simply unnecessary. • This will only make traveling UH slower and as a cyclist won't ever use them. • This is totally unnecessary as the speed limit is being reduced • 2 of the crossings no one crosses the street there at all. What a waste of money. • How many people actually using them? Totally waste if tax payer's money. • Stop wasting money that will be needed on roads after the storm, this is unnecessary spending • When was the last time you saw a cyclist get off their bike and use a crossing to cross a road? This does not happen in the real world, just in a stupid ideological world. Your crossing in the attached image show pedestrians walking across the raised crossings to a footpath that does not exist going nowhere. Again you are trying to fix a problem that does not exist! • If you are proposing a 2 way cycle lane on one side of the road then why is there a need for crossings for cyclists?? It seems like the only reason for changing Upper Harbour Drive is for the small number of cyclists compared to the number of car users. 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>

Comments from community feedback survey	AT response
<p>Comments about crossings only being needed if the two way cycleway is implemented, not for current layout</p> <ul style="list-style-type: none"> • Keep 2 cycle lanes, 2 way lanes with crossings dangerous for kids, raised crossings are anathema to through routes and must be stopped. If you need safety use crossings with lights. • I do not support these crossings because I am a cyclist and these require me to cross back and forth. • I understand why some people might use them, but... Recreational cyclists won't use them. We will just ride on the road until it's safe to move across to the cycle lane. Personally I'd prefer the money was spent on any of the other more dangerous roads around Auckland • directional cycleways on either side of road, with a crossing over albany hwy to enable safe crossing of the road towards the North Shore - if you're not going to let us over the bridge, you're going to need to accept that this is the best route around from the West. • Support the crossing if a dual cycle way, but don't support dual cycle way over the current cycle path each way. For people to commute by bike it needs to be as quick and safe as possible- crossing over actually slows down your commute considerably • Only need if we have two way cycleway • Only needed for two direction Cycleway • Sports cyclists may not use the cycle lanes 	<ul style="list-style-type: none"> • The intersection of Upper Harbour Drive and Albany Highway is being investigated for improvements for walking and cycling as part of a separate project. This intersection upgrade is complex. If a bidirectional cycleway was extended through to the Albany Highway intersection as part of an intersection upgrade, safe crossing facilities could be provided at the intersection, negating the need for a crossing point at Dene Court Lane. This combined with an extension of the bidirectional cycleway further southwards, through the Tauhinu Road roundabout and to the motorway bridge shared path would mean there would be no need to cross Upper Harbour Drive itself when travelling the full length of the road. The only crossing points would be at side streets. Once more work is undertaken to determine the facility on Albany Highway and the form of the proposed intersection upgrade, more thought could be given to a bidirectional cycleway on Upper Harbour Drive, without the need for the two crossing points
<p>Comment about needing footpaths</p> <ul style="list-style-type: none"> • Put footpaths on both sides of Upper Harbour Drive all the way along which currently it doesn't have that as a start would make things better especially for kids getting off buses on Upper Harbour Drive including my own kids 	<ul style="list-style-type: none"> • Unfortunately, a footpath on the eastern side of Upper Harbour Drive is not within the scope of this cycle lane project and would be an extremely expensive addition to the project.
<p>Concerns with delays</p> <ul style="list-style-type: none"> • Should (and when) this path becomes more populate won't that just cause issues at the roundabout with traffic being blocked while waiting for people to cross. • crossing sounds beneficial but i'm concerned about further delays in the 120 	<ul style="list-style-type: none"> • It is not expected that the crossing points would cause any significant congestion or delays. Vehicles will need to slow down and also give way to pedestrians or cyclists

Comments from community feedback survey	AT response
	<p>wishing to cross but this would result in negligible amount of delay when considering the length of time taken to drive down the whole route.</p>
<p>Supportive of the direction of the design</p> <ul style="list-style-type: none"> This is consistent with both vision zero and TERP. Very good to see AT getting on with it 	<ul style="list-style-type: none"> The proposed bidirectional cycleway has been designed to increase the attractiveness of the cycleway to encourage more people to use it, as well as being safe for all road users.
<p>Other cycleways, continuing the SH18 cycleway, moving the location of bidirectional, connecting the cyclepath</p> <ul style="list-style-type: none"> Just an idea, but what about just continuing the new bike lane directly alongside SH18 from Albany highway to Tauhinu Rd. Too much \$\$ probably... love that you are considering raising these, thats great! Please also consider making the interchanges at either end of this corridor safer for cyclists. Improvement on either end of bike path The intersection with the old SH1 is very dangerous. Especially if you want to do a right hnd turn towards Glenfield. You have to merger across a lane of fast moving traffic from Albany to get to the edge of the road. a Couple of hundred metres of decent cycleway at this point would be a godsend. Also a cycle only sequence for those turnng right towards Glenfield would be good. Coupled with a STOP sequence for traffic from Albany (currently nothing stops them) would allow cyclists time to get to the edge of the road. ALSO between the end of the uphill cycleway across the broidge and the start of the new cycleway needs to be sorted as at the moment the only safe thing to do is to stay on the footpath between the 2 cycleways., Put a bike by motorway Move the cycleway to the western side rather than the eastern, then there just needs to be a crossing at the Albany highway end as majority of the adjoining roads are on the other side. I support them in the proposed locations so long as there are appropriate connection points. This is particularly important at the Albany Highway end as bikes will then have to go back into battling with traffic. 	<ul style="list-style-type: none"> The intersection of Upper Harbour Drive and Albany Highway is being investigated for improvements for walking and cycling as part of a separate project. This intersection upgrade is complex. If a bidirectional cycleway was extended through to the Albany Highway intersection as part of an intersection upgrade, safe crossing facilities could be provided at the intersection, negating the need for a crossing point at Dene Court Lane. This combined with an extension of the bidirectional cycleway further southwards, through the Tauhinu Road roundabout and to the motorway bridge shared path would mean there would be no need to cross Upper Harbour Drive itself when travelling the full length of the road. The only crossing points would be at side streets. Once more work is undertaken to determine the facility on Albany Highway and the form of the proposed intersection upgrade, more thought could be given to a bidirectional cycleway on Upper Harbour Drive, without the need for the two crossing points Auckland Transport's aspirational cycle network is mapped out on Future Connect which is available online for public use). This shows that the motorway corridor (Upper Harbour Highway) is meant to form the

Comments from community feedback survey	AT response
	<p>regional route for cycling long term. There are no current plans for a cycleway to be built along the motorway corridor. Such a project would be the jurisdiction of Waka Kotahi, and is likely to be in the high 10s of millions of dollars. Upper Harbour Drive is a connector route in the strategic network but until such time as cycling facilities can be accommodated within the motorway corridor, Upper Harbour Drive forms the only usable connection between the North Shore and West Auckland).</p> <ul style="list-style-type: none"> The reason the eastern side was chosen for the proposed bidirectional cycleway is due to the lower number of vehicle crossings and intersections on the eastern side of Upper Harbour Drive. This reduces the number of conflict points as well as greatly reducing the cost of the project due to the need to treat the intersections to be able to operate safely.
<p>Do not support the crossings</p> <ul style="list-style-type: none"> Not necessary as I haven't seen any pedestrians on this road, only people getting out of cars. Crossings will slow down the traffic in the road increasing carbon omissions, causing issues getting in and out of drive ways. Making it difficult to pull out of greenhithe road onto upper harbour heading west. How many people use the bus stop on this road? Millions of dollars for very few users. There is no foot path on the other side of the road. Cyclists won't get off their bikes to cross the road! This is crazy! There is no point putting in pedestrian crossings as there is no footpath on one side of the road. People are not going to walk down the grass verge to get to a crossing to cross the road. I drive on this road 8 times a day on different time hardly anyone walking or crossing the roads They are costly and are not needed. There is no continuous footpath on one side of the road so where are people crossing to... Both cyclists and cars will not use or benefit from having these. They will ruin the semi rural nature of Greenhithe and Upper Harbour Drive, and are a waste of time and money. Crossing are a terrible idea. As a sport cyclist I go through these crossings at 40km/hr and in the middle of the lane as its safest.i.e. I join the rest of the traffic. Never been a issue and never felt unsafe The amount of pedestrians that use this road is limited to locals who don't walk this road. There is no need to spend money that isn't needed 	<ul style="list-style-type: none"> The crossing points are primarily for cyclists, not for pedestrians, although pedestrians may cross there if they wish. They are located at the start and end of the proposed bidirectional cycleway in order to get cyclists from one side of the road to the other. This is required because at either end of the road the bidirectional cycleway ends and unidirectional cycle lanes begin, so a north bound cyclist using the cycle way would need to cross over near Tauhinu Road onto the bidirectional cycleway and cross back at the crossing near Dene Court Lane. Given the need to cross at these locations a safe crossing point must be provided. Crossing points have been provided to allow access to Greenhithe Road also, given this is where many cyclists will be

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Upper Harbour Drive does not receive foot traffic which is anything other than locals exercising. It is not a major foot-transit area and is mainly used for recreation. Given there is a footpath on only one side of the road it does not make sense to have crossings. Most people will / do jay walk irrespective of crossings. Cyclists will not use a crossing and will enter the cycle way via the road and traffic. • Its out of way and would make non car travel friendly. • Whats the point, pedestrians don't walk along that road as it is. Just an excuse to spend money needlessly and slow down traffic. • Dont put a bike lane in at all remove all barriers and keep speed limit as is • Again put it back how it was • Restore the road to the way it was before you started with your idiot ideas • Utterly ridiculous! • There is only a walkway on one side of the road. There is no need for crossings • Go back to the people who live in the area and use that road, ask them what they want. With a yes/no vote and a head count of people that use the UHD as a cycleway. The finding need to be public • Do any of you actually use this road?, it is not a road that has heavy foot traffic crossing the road. What a needless waste of money and expense but that's typical of Auckland Transport you've got wasting tax payers money down pat, it's one of the very few things that as an organization you excel in. • Just leave it the way it was, we had no problems on UHD until you put the separators in!! • Complete removal of all barriers, return it back to how it was before you made any changes and created more accidents and incidents • I do not support the proposed crossings. They are a complete and expensive waste of money, the road is safe enough to cross safely without these speed bumps. • seriously nobody crosses this road what are you thinking??? • There is no need for crossings as there are next to no pedestrians using the footpaths. • Pedestrian crossings are for pedestrians, not cyclists. Nobody (excluding children) on a bike needs a crossing with a road as quiet as this. What are you thinking? • Their is no need for a crossing in the upper harbour area. This is because nobody even crosses the road, foot traffic is almost does not exist so building a raised traffic cross for a few is a bad waste of money. • This is about the separators, they are a danger to all cyclists, my husband is in the hospital with broken ribs, partial collapse lung, broken nose and a liver tear, due an accident on the 17th March. Whoever is designing this aren't cyclists. You are all about to kill people or keeping them invalid. Please, listen to the cyclists that commute on those cycling lanes. I don't think anyone that works in the council want to be responsible for killing cyclists or changing people life foe ever. Remove all the barriers in place, they were the cause of the accident • The road was safe and well used by walkers, traffic and cyclist before all interference there was no need for change • I don't understand the purpose of this plan. The road already had ample room for cyclists and pedestrians. I have run/cycled down Upper Harbour Drive almost every day as part of my fitness routine and not once had an issue with the current layout. All this will achieve is disruption to the flow of vehicle traffic. There has been many 	<p>travelling to/from. Ensuring slow speeds at the crossing points, ensures that these crossing points can operate safely.</p> <ul style="list-style-type: none"> • It is not expected that the crossing points would cause any significant congestion or delays. Vehicles will need to slow down and also give way to pedestrians or cyclists wishing to cross but this would result in negligible amount of delay when considering the length of time taken to drive down the whole route. • The proposed crossing points are paired crossings where cyclists can cross without dismounting. Paired crossings have been studied at a number of locations and given the raised elements ensure slow speeds, this ensures that the crossing operates safely. As cyclists will also need to make a 90 degree turn when crossing. Regular drivers do get used to cyclists crossing at these locations and are aware they may need to give way. • The purpose of having separated cycle facilities on Upper Harbour Drive is for cyclists to be able to ride safely and to feel safer. Aucklanders have told us that one of the key deterrents to people choosing to cycle is how unsafe and uneasy they feel mixing with traffic. Having some physical separation between vehicles and cyclists is a key contributor to making less confident riders feel safer. A lack of separation also creates a safety issue. Were the separators not there, this would mean that vehicles would be at risk of colliding with cyclists rather than the separators and hence any solution devised must ensure that this risk is mitigated. Although the likelihood of this occurring is low,

Comments from community feedback survey	AT response
<p>accidents since the installation of the barriers along the sides of the road, installing crossing (especially at the end next to Albany Highway) will create a significant slowdown to traffic flows and create even more of a logjam at peak traffic hours.</p> <ul style="list-style-type: none"> • the proposed two way system is foolish. the original unprotected bike lanes were excellent and the proposed barriers and very costly changes in not place the cyclists in more danger. • Totally unnecessary. A biker will not get off a bike and walk across a ped crossing • They will not be used. Cyclists will cross wherever and whenever it is convenient. Crossings will just impeded traffic. • As a regular user of upper harbour drive, where are these people walking to? The south side of the road has no footpath???!!! • Fix the eastern connection to Albany highway, leave the rest alone. • I believe there should be separate cycleways going both ways so no need for a crossing • I walk on Upper Harbour Drive every day and I don't believe pedestrian crossings are required. • Provide full one way, separated cycleways on each side of the road, rather than requiring cyclists to cross the road. • There aren't footpaths on both sides all the way so that needs to be considered. The one at the top of greenhithe road would be a ridiculous place to put it, there is way too much going on at that junction already and it would be a nightmare!! in the mornings and afternoons with school traffic, i see accidents happening. • Not needed if the current cycle lanes are retained • There is not enough car traffic to justify a crossing • The road was fine before you decided to change it • Complete return to original Upper Harbour roadway • remove them they arent needed • There is not enough people walking along Upper Garbour Drive to warrant pedestrian crossings. This is a ridiculous idea to even consider installing • These are not at all required • Why?? It has never been a problem. Please fix things that are problems • the crossings are not warranted, as a regular walker along this route I have never seen people crossing the road. This development is pure theory without any empirical data to justify the expense or need. • Leave it alone - it worked • Waste of time and money • I do not support all these cycle crossings. I should not have to cross the road here to use cycle lanes • There aren't footpaths on both sides all the way so that needs to be considered. The one at the top of greenhithe road would be a ridiculous place to put it, there is way too much going on at that junction already and it would be a nightmare!! in the mornings and afternoons with school traffic, i see accidents happening. • Not needed if the current cycle lanes are retained • There is not enough car traffic to justify a crossing 	<p>the consequences of a vehicle hitting a cyclist at speed are far worse than those of a vehicle hitting a separator. Any changes made need to both retain protection for cyclists, whilst also reducing the instances of vehicles colliding with separators</p> <ul style="list-style-type: none"> • 57% of the responses received during this consultation have chosen retaining the unidirectional cycle lanes with rubber separators. Given this level of support from the community for retaining the unidirectional cycle lanes, this is the option which has been chosen to take forward.

Comments from community feedback survey	AT response
<ul style="list-style-type: none"> • Return it to the original cycleway. I never felt threatened by passing vehicles and could dodge all obstructions with room to spare. • No crossings necessary. What purpose do they serve. UHD is a long road. Unless you live near one of the crossings people will continue to cross where it is convenient. They won't walk to a crossing. And cyclists will not dismount and use the crossings as designed. They will simply cross when they can. The only ones who may use it are a handful of unconfident weekend riders. • There isn't even a footpath on both sides of the ride for a large portion , the crossings seem unnecessary • I suggest you do nothing at all please! • I think they are a waste of money. People mainly use the western side of the road to walk. When needing to cross, they won't walk half way down upper harbour drive to find a pedestrian crossing. I think lowering the speed limit to 50km/h would make it safer for pedestrians than the crossings. It's just more wasted money • I DO NOT SUPPORT THE PROPOSED CROSSINGS. I never see anyone ever walk across the road and I drive it 4 to 8 times a day • No one walks on the east side of Upper Harbour highway. It's a complete waste of money. • Why change at all, the whole of Greenhithe feels safe on this road. Complete madness • Simply unnecessary. • This will only make traveling UH slower and as a cyclist won't ever use them. • This is totally unnecessary as the speed limit is being reduced • 2 of the crossings no one crosses the street there at all. What a waste of money. • How many people actually using them? Totally waste if tax payer's money. • Stop wasting money that will be needed on roads after the storm, this is unnecessary spending • When was the last time you saw a cyclist get off their bike and use a crossing to cross a road? This does not happen in the real world, just in a stupid ideological world. Your crossing in the attached image show pedestrians walking across the raised crossings to a footpath that does not exist going nowhere. Again you are trying to fix a problem that does not exist! • If you are proposing a 2 way cycle lane on one side of the road then why is there a need for crossings for cyclists?? It seems like the only reason for changing Upper Harbour Drive is for the small number of cyclists compared to the number of car users. 	<p><i>(This section continues from previous page(s) and the responses are as above)</i></p>

Attachment 1: Proposed designs

Simple Drawings of project area, and designs

Upper Harbour Drive Cycleway redesign

Upper Harbour Drive Cycleway is an important link that will provide future connections to other cycle routes and give cyclists of all experience levels, a feeling of protection and safety when travelling across Auckland.

We've been liaising with local community groups and stakeholders and based on feedback, we've completed a new design for a two-way cycleway.

Currently there are cycle lanes on both sides of the road, separated from traffic lanes by lane separators. These were concrete separators, which are now being replaced with rubber separators.



Impression of proposed two-way cycleway, note some parts of the road will maintain a flush median. See the detailed plans for specific details.

In the new design we are proposing to:

1. Install a two-way cycleway on the eastern side of Upper Harbour Drive.
2. Ensure the bike lane is protected which means it will physically separate cyclists from traffic. This provides a safe zone away from moving traffic and stops vehicles from moving into the cycleway (cycle separators)

This includes getting your thoughts on different separator designs.

SEPARATOR TYPE	CONSTRUCTION	PROS	CONS
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<p>Rubber / Plastic</p>	<p>Off the shelf products which are be fixed to the road surface.</p>	<p>Cheap to buy and easy, simple to install.</p> <p>Have high visibility initially (though deteriorate over time).</p> <p>Can have tapered ends which are mountable and unlikely to damage vehicles if hit.</p>	<p>Requires a lot of maintenance if installed for long periods.</p> <p>Often not aesthetically pleasing.</p> <p>Break down into small particles (micro plastics/rubber) over time which can end up in waterways.</p> <p>As they are more mountable, are less effective at preventing vehicles from entering cycle lanes.</p>
<p>Concrete pre cast Separator</p>	<p>Units manufactured off site and fixed to road surface.</p>	<p>Are solid and can last 10 years with minimal maintenance required.</p> <p>Relatively quick and easy to install.</p> <p>Not easy for a vehicle to mount and so are effective at keeping vehicles out of cycle lanes.</p> <p>Feels safe for less confident cyclists.</p> <p>Precast units are less expensive than insitu options.</p>	<p>Can damage vehicles if hit.</p> <p>Often not aesthetically pleasing.</p> <p>Concrete manufacture creates Carbon Dioxide.</p> <p>Higher cost to construct/ install than compared to plastic/rubber.</p>
<p>Concrete embedded</p>	<p>Road surface is milled down and separators are laid within pavement and surface is reinstated around it.</p>	<p>Can last very long time (20 years+) with minimal maintenance.</p> <p>Can be constructed with mountable ends which minimises potential damage to vehicles.</p> <p>Can be easier to design aesthetically.</p>	<p>Expensive to construct</p> <p>Lengthy time for construction and can be disruptive.</p> <p>Concrete manufacture creates Carbon Dioxide.</p>

Can be designed to be difficult for a vehicle to mount and so are effective at keeping vehicles out of cycle lanes.

Feels safe for less confident cyclists.

3. Install four raised zebra crossings that are level with the footpath, for people on foot or cyclists for safer access to the cycleway and bus stops. Raising to the level of the footpath ensures people crossing can be seen by motorists and will alert drivers to slow on approach.
 - Three crossings are proposed across Upper Harbour Drive, one at each end and one near Greenhithe Road.
 - The fourth crossing is proposed across Greenhithe Road.



Image : Impression of Shared Pedestrian and Cycle crossing near Greenhithe Road

4. The permanent speed limit on Upper Harbour Drive will be changing from 70km/h to 60 km/h from 2 March 2023. This change was approved by the AT Board in September 2022 following public consultation of [phase 3 speed changes](#) in April 2022.

As we evaluate the safe speeds for the two-way cycleway, AT is proposing reducing the permanent speed on Upper Harbour Drive to 50km/h.

Download the [detailed designs of the proposal \(PDF 8.73MB\)](#).

Creating safe connections to ride

- - Facilities need to cater for people of all ages who would like to cycle or e-scooter, but are not confident enough.

- Our priority is to ensure no one is hurt or seriously injured on our transport network. Everyone deserves to get home safely and it's up to all of us to share the road safely with one another.
- We have a goal to reduce transport emissions by 64% by 2030 so providing you with more travel options is important.
- This cycleway will connect to other main cycleways – both existing or in the future – to create one large network and make it easier for people to travel safely through Tamaki Makaurau by bicycle.

Attachment 2: Feedback form

The following is a screenshot of the online survey form that was used to gather information from the community. Additionally a paper form was provided at the public information sessions, and the responses were entered online.



Have your say - Upper Harbour Drive Cycleway Redesign

All feedback is important whether you support the proposal or have concerns with it. Your feedback will help us decide the final shape of these changes.

All responses will remain anonymous and will be collected and treated according to AT's [privacy policy](#).

If you would like to be emailed future updates on this project, please leave your name and contact email at the end of the survey.

This survey will be open for responses during the public consultation timeframe, 31 January 2023 to 26 March 2023.

Please select the modes you use to travel on Upper Harbour Drive. (Please select all that apply to you)

- Drive a car or vehicle
- Cycle
- Sports Cycling
- Walk and/or Run
- E- Scooter (or similar micro mobility)
- Bus
- Other (specify)

Please indicate where you live

- On Upper Harbour Drive
- Close to Upper Harbour Drive (within 3km)
- In a neighbouring suburb
- In North or West Auckland
- Other (specify)

After feedback from community representatives in 2022, we are proposing to replace the cycle lanes on Upper Harbour Drive with a two-way cycleway on the eastern side of Upper Harbour Drive. People on Bikes or E-Scooters will be able to travel in both directions on this cycleway.

The cycleway will be protected from the traffic lanes by cycleway separators. This is to ensure vehicles are not entering the cycleway at speed, creating a risk of death or serious injury for those using the cycleway.

We would like to hear your feedback about the design of the two-way cycleway, and whether you would support this option, or prefer to keep the cycle lanes on both sides of the road, with the rubber separators. (The concrete separators are being replaced with rubber ones in Jan/Feb 2023) Given the traffic volume and speed limit on Upper Harbour Drive, means cyclists need protection to be separated from traffic to prevent collisions and risk of a cyclist's death or serious injury. Returning to cycle lanes without physical protection (cycleway separators) is not a viable option.

This is an impression of what the two-way cycleway could look like on Upper Harbour Drive. Along many sections of the road, we will be also able to maintain a flush median.



Types of separators

There are three options that we are considering in the design of the two-way cycleway. We are able to consider your feedback in the decision.

- **Plastic or Rubber** - These are generally lower in height than the concrete separators. They do not always stop vehicles from straying into the cycle lane. They need more frequent maintenance and replacement. They are not recyclable and can break down into small particles (micro plastics/rubber) over time which can end up in waterways. Initial cost is much less than concrete, but incur higher maintenance costs.



- **Concrete Embedded Separator** - These are concrete separators that are embedded in the surface of the road. They have a tapered end on the separator. Vehicles usually cannot mount them. These are very durable and are recyclable. More expensive initially than plastic or rubber, but last longer. This picture is an example of a similar type in-situ separator.



If you have a preference please indicate below, you will be prompted to give a reason for your preference.

Plastic or Rubber separator
 Concrete Pre Cast Separator
 Concrete Embedded Separator
 No preference

- **Concrete Pre Cast Separator** - Similar to first used on Upper Harbour Drive, but will be a max height of 150mm high, which is lower than previous version. These are very durable and are recyclable. Vehicles usually cannot mount them. They are placed on top of the road surface and secured in place. More expensive initially than plastic or rubber, but last longer and have lower maintenance costs.



If you selected concrete pre-cast separator please provide any thoughts or reasons for your preference.

• **Shared Pedestrian and Cycle crossings**



We are proposing 4 new Shared Pedestrian Crossings for cyclists and pedestrians to cross the road, for safe access to the two-way cycleway and to bus stops. (Cyclists are not required to dismount to use the crossing.)

- One at each end of Upper Harbour Drive
- One near the intersection of Greenhithe Road
- One across the end of Greenhithe Road

Locations of the crossings are indicated on this map.



What are your thoughts about the proposed crossings?

I do not support the proposed crossings
 I support the proposed crossings
 I suggest the following changes (provide suggestions here)

AT are proposing to lower the permanent speed on Upper Harbour Drive to 50 km/h. What do you see as the benefits and challenges of this proposal?

Returning to a cycle lanes without physical protection (cycleway separators) on Upper Harbour Drive is not a viable option.

Do you support the proposed two-way cycleway, or would you prefer to retain the current cycle lanes on both sides of the road, with the rubber separators?

I support the two way cycleway proposal as it is
 I support the two way cycleway proposal but suggest some changes (please note them below)
 I prefer to retain the current cycle lanes on both sides of the road with rubber separators

Please provide any comments about your preference

How did you hear about this consultation?

- Facebook
 - Letter
 - Email
 - Website
 - Word of mouth
 - Twitter
 - Other
-

Please indicate your age group

- 0-15
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+

Please select gender

- Male
- Female
- Gender Diverse
- Prefer not to say