

# CONSULTATION SUMMARY AND DECISION REPORT

## DOMINION ROAD UPGRADE DETAILED DESIGN PHASE

September 2014

# 1 Project Background

Dominion Road is one of Auckland's longest roads, spanning 4.5 km through the middle of the isthmus. It is a key route that is vital to Auckland's public transport network. Dominion Road carries about 1.8 million bus passengers a year, which amounts to three per cent of the entire region's public transport trips. During peak hours, there are more bus passengers than drivers using Dominion Road. A 67 per cent increase in bus passengers is predicted along Dominion Rd by 2021.

The Dominion Road upgrade will help improve the reliability of buses and increase the routes capacity to deal with the expected growth in bus users.

Auckland Transport (AT) will be upgrading Dominion Road from Horopito Street in the north to State Highway 20 in the south. The project area includes the entire road reserve and the three village centres of Eden Valley, Balmoral and Mt Roskill.

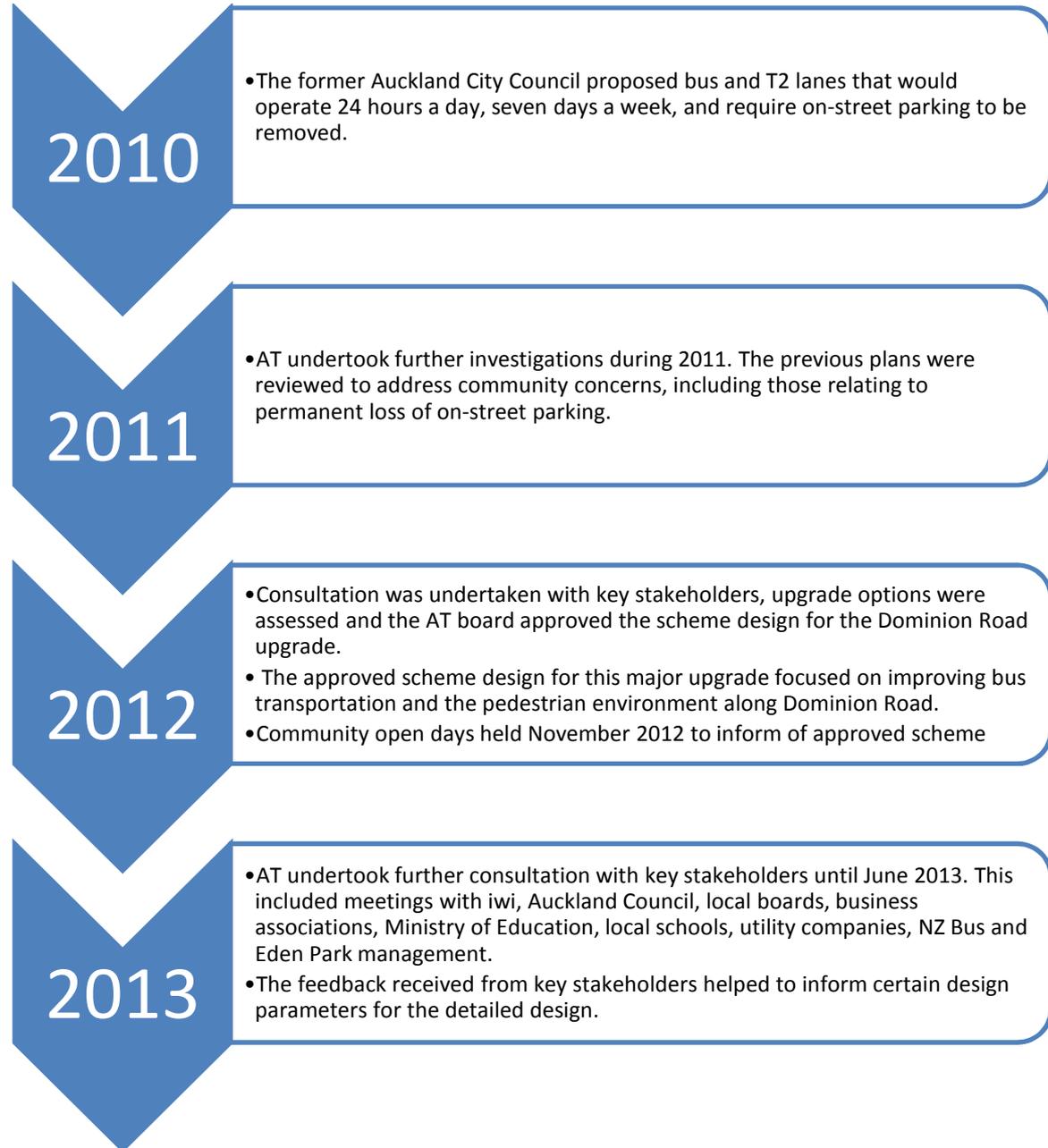
## 1.1 Project Benefits

- The upgrade will improve:
  - Bus travel time reliability, and increase the routes capacity to deal with the expected growth in bus users
  - safety for cyclists by creating parallel cycle routes on streets with less traffic
  - footpath surfacing and increase the number of safe street crossing facilities and footpath width where indented parking is removed
  - the quality of village centres and streetscapes to support local businesses
  - support for local businesses through improved pedestrian facilities

## 2 Community Engagement Activities

### 2.1 Engagement prior to detailed design phase

The potential upgrade of Dominion Road has been the subject of investigation for many years.



## 2.2 Engagement During Detailed Design Phase

In mid-2013, work began on developing the detailed design for the Dominion Road upgrade, in consultation with key stakeholders and Village Design Groups established to represent the local community.

### Village Design Groups (VDGs)

The project supports place-making and aimed to:

- Confirm the vision for each of the key 'village centres';
- Create a platform for each village to develop as a diverse and vibrant working, recreational and commercial destination; and
- Reveal, celebrate and communicate the rich natural and cultural history of the corridor.

To achieve the above, at the start of the detailed design phase, AT established a separate Village Design Group (VDG) for each of the Village Centres along the main Dominion Road corridor, being Eden Valley, Balmoral, and Mt Roskill.

VDG members included representatives from AT, Auckland Council, local boards, business associations and iwi groups. The VDGs met between November 2013 and May 2014. They built on the work undertaken during the preliminary design stage, and their purpose was to:

- Workshop collaboratively to agree on key 'road' elements common to the whole length of the corridor; and
- Workshop individually to confirm the vision and desired 'character brief' for their own Village Centre 'place', and to brainstorm streetscape design ideas and opportunities to put forward to the design team for consideration, on behalf of their local community or stakeholder group.

The VDGs worked together to agree on the key elements common to the three village streetscape upgrades, which included:

- a planted central median
- replacing existing light poles with multi-functional poles for lighting and banners
- new footpath surfacing
- footpath widening and patterned paving in some locations
- tree planting on Dominion Road and side street connections
- new rain gardens
- more street crossing facilities for pedestrians
- the installation of street furniture such as seating, rubbish bins and bike stands.

The VDGs also confirmed the vision and desired 'character' for their own village centre, and had input into:

- defining the extent of the village centres, to confirm where the village upgrade would begin and end;
- choosing a colour theme for the village that represented the village culture;
- developing the planting strategy for the Dominion Road upgrade, including village landscaping;
- the location and design of special footpath paving within the village;
- the location and design of street furniture;
- the locations for potential new artworks within the village;
- the locations for interpretive markers and signage to highlight and celebrate the local landscape, views, Maori cultural sites and stories and local history; and
- the design and location of rain gardens to remove pollutants and reduce storm water run-off.

### **Key Stakeholders**

The following key stakeholders (amongst others) were also engaged with during the development of the detailed design for the Dominion Road upgrade:

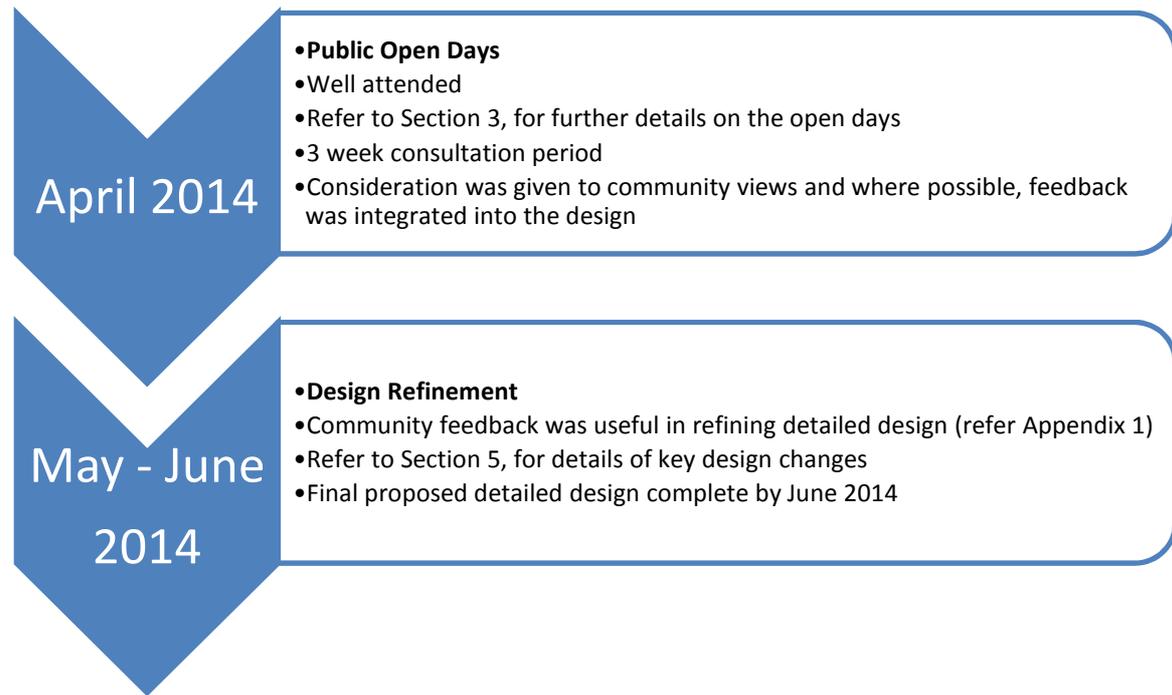
- Auckland Council
- NZ Transport Agency
- Puketapapa Local Board
- Albert Eden Local Board
- Iwi
- Dominion Road Business Association
- Mt Roskill Business Association
- Cycle Action Auckland
- Walk Auckland
- NZ Bus Service
- Emergency Service Providers
- Utility service providers (including Watercare, Vector, Telecom and Chorus)
- Disability Specialists, including Royal NZ Foundation for the Blind
- Eden Park Stadium
- Progressive Enterprises (Countdown, Mt Eden)
- The Warehouse

## Wider Community

Work was undertaken to develop the detailed design between August 2013 and March 2014.

The following process was used to seek and consider the wider community feedback on the detailed design:

### 3 Public Open Days



#### 3.1 Purpose of Open Days

The purpose of the April 2014 open days was to inform the public about the Dominion Road Upgrade, specifically the:

- Proposed changes to parking, loading and bus stop facilities
- Village Centre streetscape upgrades

Information was displayed on the draft detailed design. AT was seeking feedback on the above elements, to identify any opportunities for improvements which could be fed into the detailed design process, as appropriate. It was also an opportunity for people to advise AT how the construction activity would affect them.

#### 3.2 Open Days and Feedback Period

Open Days on the detailed design for the Dominion Road Upgrade were held on:

- 10 April 2014 at Auckland Deaf Society, 164 Balmoral Road, Mt Eden; and
- 12 April 2014 at Dominion Road School, Quest Terrace.

Approximately 200 people attended the two open days according to attendance registration records.

The feedback period ran from Saturday 5 April (prior to open days) to Wednesday 30 April 2014.

### 3.3 Awareness Raising

The following activities were carried out to raise awareness of, and seek feedback on, the draft detailed design:

- A newsletter including information on the Dominion Road upgrade detailed design process and advertising the open days was distributed to approximately 13,000 residential and commercial addresses in the consultation area.
- The dedicated consultation page on the AT website provided details of the upcoming open days, including a link to a separate online feedback form – [www.at.govt.nz/dominion](http://www.at.govt.nz/dominion)
- VDG members were given advanced warning of the open days (invitation emailed on 14 March 2014) to assist with raising awareness amongst their local community or stakeholder group.
- Disability specialists were emailed advanced warning of the open days (emailed on 14 March 2014) to encourage them to come along to view the display material, and provide further feedback.
- Interpreters were available at both open days.
- Advertisements were placed in the Central Leader.

## 4 Consultation Form / Response Rate

### 4.1 Feedback Form Structure

The feedback form was structured by, and feedback was sought on, the following design elements:

- Changes to parking, loading and bus stop facilities;
- Changes to Village Centres (for example, proposed colour themes; furniture; planting).

The feedback form also allowed space for comments on:

- How construction will affect people, homes and businesses;
- Other matters (i.e. any general comments); and
- How informed people felt about the project at this stage.

### 4.2 Response Rate

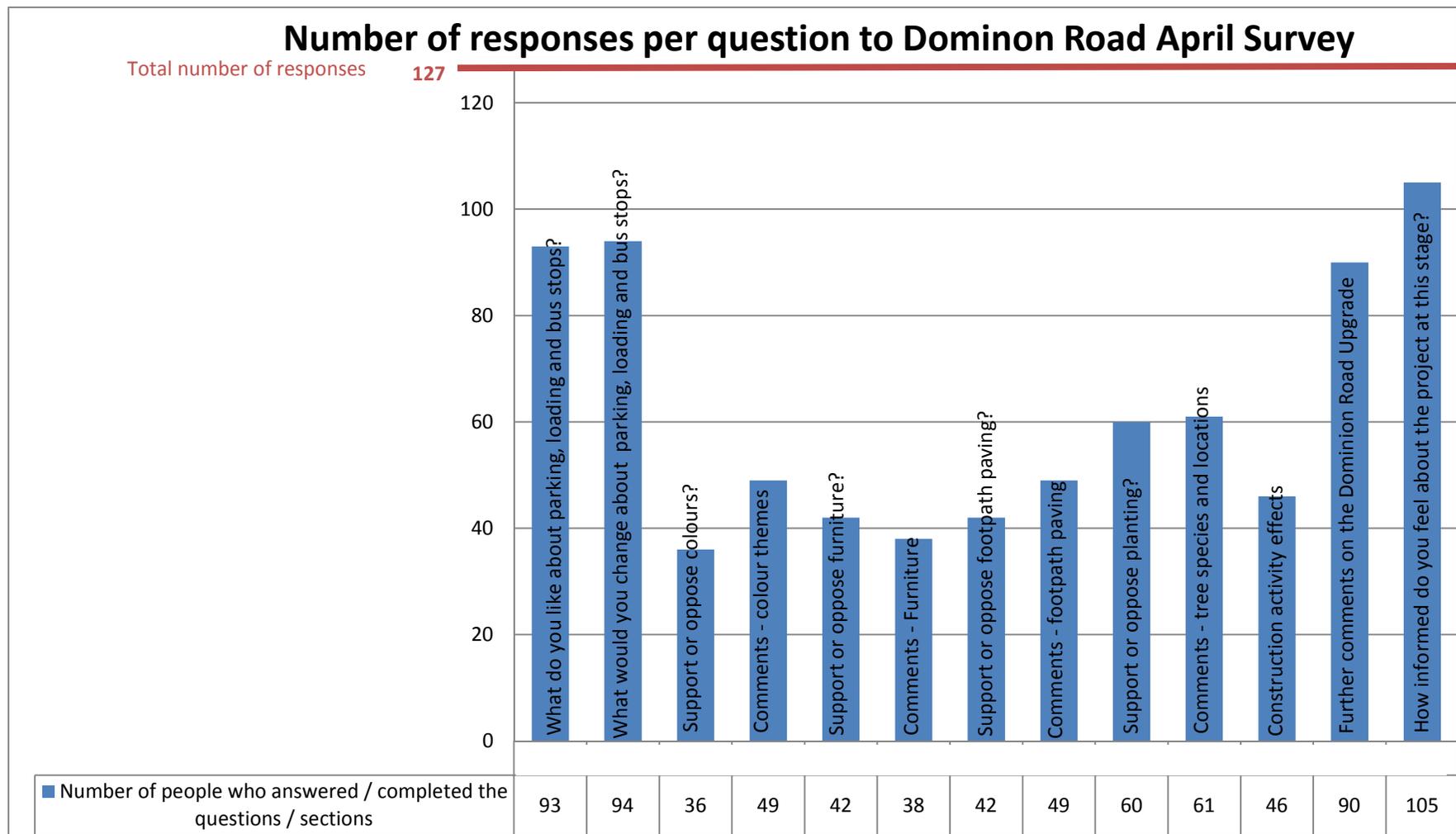
AT received a **total of 127 responses** on the draft detailed design. Feedback was received via the online feedback form and in hard copy either at the open day or by post.

The response rate per feedback form question is illustrated on Figure 1 below. This illustrates that there was a higher response rate on design elements such as:

- Changes to parking, loading and bus stop facilities (73% of respondents); and
- Planting – proposed species and locations (48% of respondents).

There was a relatively lower response rate on design elements associated with the proposed village enhancements (with only 28% of total respondents providing feedback on village colour themes).

Figure 1 - Number of responses per feedback form question



## 5 Summary of Feedback

Community feedback on the draft detailed design was summarised by the following key themes:

- Changes to parking and loading spaces;
- Changes to parking time restrictions;
- Changes to bus stop facilities;
- Changes to Village Centres (for example, proposed colour themes; furniture; planting);
- Rooding changes (for example, intersection realignment, banning right-turn movements).

Refer to Appendix 1 for a detailed summary of community feedback and AT's response to this feedback. The key design changes resulting from this feedback is outlined in Section 5.1 below.

### 5.1 Key Design Changes

The key design changes in response to community feedback are summarised below. The changes related to parking, bus stop locations, provision of cycle stop boxes, and minor improvements to the roading / pedestrian environment along the Dominion Road corridor.

QUESTION	WHAT COMMUNITY SAID	WHAT HAS BEEN CHANGED
<b>Changes to parking and loading spaces</b> (Refer Appendix 1, Section 1.1)	Some support, some oppose.	Parking removals have been reviewed and parking reinstated where possible – the removals are a result of bus-stop relocations and additional pedestrian cross-points across the very busy Dominion Road and provision of an enhanced pedestrian environment.
Loss of Parking in Burnley Terrace	Oppose removal of 4 parking spaces in Burnley Terrace (south side).	Removing first 2 parking spaces at intersection with Dominion Road only (south side), and providing parking mitigation by way of 2 parking spaces in obsolete vehicle crossing. This reduces net parking loss to 0 on Burnley Terrace.
Loss of Parking in Keystone Avenue	Opposition to removal of parking spaces in Keystone Avenue (south side).	Keystone Avenue is being realigned for safety reasons, resulting in some parking loss. There is also parking loss to meet the legal requirements for parking not closer than 6m from a pedestrian crossing. Following the feedback received the realignment has been revised slightly so that 3 of the 6 removed parks are reinstated.
Mobility Parking Provision	Oppose removal of mobility parking provision (various locations).	The existing mobility parking has been reinstated (yet some spaces have had to be slightly relocated) due to the proposed upgrade works.
<b>Changes to bus stop facilities</b> (Refer Appendix 1, Section 1.3)	Oppose new southbound bus stop at 200 Dominion Road (Salvation Army store) due to removal of parking spaces	The south-bound bus stop at 200 Dominion Road has been relocated back to the existing location at 260 Dominion Road.

QUESTION	WHAT COMMUNITY SAID	WHAT HAS BEEN CHANGED
	between the Westpac and Valley Road intersection.	
	Opposition to moving the bus stop at 260 Dominion Road (outside Fruit World) – <i>proposal included relocation of this bus stop north to 200 Dominion Road.</i>	This bus stop has been reinstated.
	Do not support the removal of bus stop at 446 Dominion Road.	Bus stop to be retained.
	Oppose removal of bus stops between Herbert Road and Balmoral Road	In the southbound direction, the existing bus stop in front of 506 Dominion Road has been reinstated. In northbound direction, a new bus stop has now been included south of Dunbar Road.
	Oppose removal of bus stop western side of Dominion Road just north of Denbigh as lots of school pupils use the stop.	This bus stop has been reinstated.
<b>Proposed colour themes</b>	Suggest colours that are calmer, heritage compatible. Requests for different colours.	No design change.
<b>Proposed street furniture</b>	A mix of positive, negative and neutral responses. Provide cycle racks and dual rubbish and recycling facilities.	No design change. Bike racks already included in design. A mix of dual and single rubbish bin facilities already included in design.
<b>Proposed footpath paving designs</b>	Quality products; ensure it is durable; could use brighter paving or add colours.	No design change.
<b>Tree locations and species</b>	Exotics could be used; support for raingardens; requests for fruit trees; concerns for maintenance and visibility.	No design change. The agreed planting strategy with the VDGs included use of native species only, and those suitable for the street environment and median in terms of sightlines, visibility, maintenance ease and costs.
<b>Any further comments on the Dominion Road Upgrade</b>  (Refer Appendix 1, Sections 1.4 and 4)	Request for advanced stop boxes (for cyclists) at major signalised intersections.	Additional advanced stop boxes have been added to certain lanes as required by Auckland Transport Code of Practice (ATCOP).
(Refer Appendix 1, Section 1.4)	Right-hand turn facility from Dominion Road to Mt Albert Road should be maintained, with central flush median to allow traffic to queue to turn.	The existing median is too narrow for vehicles to safely queue on. The length of the raised median has been extended to prevent this and to improve safety and amenity, as a result of this feedback.
	Number of requests for traffic lights outside disabled citizens society instead of an island.	Request is currently being reviewed.

QUESTION	WHAT COMMUNITY SAID	WHAT HAS BEEN CHANGED
	Oppose short turning space into Carmen Avenue.	The stacking length has been increased to 15m for vehicles turning right from Dominion Road into Carmen Avenue.
(Refer Appendix 1, Section 4)	Proposed pedestrian ramp crossing outside 708 Dominion Road is too close to Carmen Avenue/Kensington Road intersection and should be moved further north for safety reasons.	This pedestrian crossing point has been moved further north.
	Pedestrians should be alerted to the need to give way to cyclists at the refuge crossing between Charles Street and Tawari Street.	Signage has been added to the design.

## 6 What's happened since consultation closed?

Following the open days and design response, the final proposed detailed design was completed in June 2014. During July 2014, AT undertook direct engagement with owners and occupiers of properties that would be directly impacted by the proposed roading and parking changes along the Dominion Road corridor and adjacent side streets (as detailed in Section 6.1 below). Consideration is being given to the views of owners and occupiers who feel directly impacted by these roading and parking changes during August and September 2014 (as detailed in Section 6.2 below).

### 6.1 Targeted Engagement (roading and parking changes)

A letter and plans detailing the proposed final roading design and parking changes along the Dominion Road corridor and surrounding side streets were distributed mid-July 2014 to owners and occupiers of properties that may be directly impacted by these changes.

This amounted to over 1800 letters to owners and occupiers of properties located on Dominion Road and adjacent to the changes occurring in side streets. This direct engagement focused on changes such as prohibiting right turn vehicle movements from Dominion Road into certain side streets, new bus stop and pedestrian crossing facilities which result in the introduction of 'no stopping at all times' restrictions, removal of parking spaces, relocation of loading and mobility parking spaces and the extension or introduction on time restricted parking. The purpose of this targeted engagement was to meet AT's legal requirements for parking and traffic resolution under the Local Government Act 1974 and the Auckland Transport Traffic Bylaw 2012.

Questions and comments were welcome from owners and occupiers on these roading and parking aspects over a three week consultation period to 11 August 2014. Whilst AT welcomed comments on these aspects, it was envisaged that this targeted consultation would only result in minor changes to the final design.

### 6.2 Works currently underway

Consideration is currently being given to the views of those owners and occupiers who feel directly impacted by these roading and parking aspects of the proposed final design, to identify any further mitigation or minor changes to be integrated into the design, where possible. The final design will

be confirmed for construction contract by mid October 2014, as construction is scheduled to commence in October / November 2014.

## **7 Conclusion**

The potential upgrade of Dominion Road has been the subject of investigation for many years. Previous work undertaken between 2010 – June 2013 and feedback received from key stakeholders and the community during this time helped to inform certain design parameters for the detailed design.

In mid-2013, work began on developing the detailed design for the Dominion Road upgrade, in consultation with key stakeholders and VDGs established to represent the local Eden Valley, Balmoral, and Mt Roskill communities (one for each Village Centre). The draft design was developed between August 2013 and March 2014.

The VDGs worked collaboratively to agree on key 'road' elements common to the whole length of the corridor; and worked individually to confirm the vision for their own Village Centre 'place' and to put forward streetscape design ideas and opportunities for consideration by the design team (such as colour themes, planting, furniture, footpath paving, water quality treatment features for the villages).

Community feedback was sought on the draft design during April 2014. AT received a total of 127 responses on the draft detailed design. Consideration was given to this feedback during May 2014 and suggested design changes were incorporated, where possible. The final proposed detailed design was complete by June 2014.

During July 2014, AT undertook direct engagement with owners and occupiers of properties that may be directly impacted by the proposed roading and parking changes along the Dominion Road corridor and adjacent side streets. Consideration is currently being given to the views of owners and occupiers who feel directly impacted by these aspects of the design.

The final design will be confirmed by mid October 2014.

### **7.1 Next steps**

#### **Engagement Pre-Construction / During Construction**

The completed upgrade will result in significant improvements for Dominion Road and the community. Yet Auckland Transport recognises that there may be some disturbance to local businesses and residents from construction activity.

There will be on-going engagement with the community leading up to and during construction to address any questions or concerns relating to the proposed works. Construction is currently programmed to commence in October / November 2014 and a construction duration of approximately two years is proposed.

AT is committed to keeping the community informed about the Dominion Road upgrade and will continue communicating with you in a variety of ways. Anyone directly impacted by upcoming construction works will be contacted in advance.

There will be a 24/7 hotline available during construction. Alternatively, for up to date information, you can visit: [www.at.govt.nz/dominion](http://www.at.govt.nz/dominion)

If you would like to speak to the Stakeholder Relationship Manager for the Dominion Road upgrade, please contact:

**Emma Taylor**

DDI 09 447 4609

[DominionRoad.Feedback@aucklandtransport.govt.nz](mailto: DominionRoad.Feedback@aucklandtransport.govt.nz)

## Appendix 1 – Detailed Summary of Feedback

The feedback has been summarised by key themes, in order of the feedback form questions.

### 1 Support/Oppose Proposed Changes to Parking, Loading and Bus Stop Facilities

Initially, participants were asked what they liked and what they would change about the proposed changes to parking, loading and bus stop facilities.

Responses have been summarised by the following themes: changes to parking and loading spaces, changes to parking time restrictions, changes to bus stop facilities, proposed roading changes.

#### 1.1 Changes to Parking and Loading Spaces

Comments in Support	Project Team Response
Pleased loss of parking around Eden Quarter is minimal	Comments in support, no design changes.
Support people being able to park and be within walking distance to shops; and to park and catch a bus	
Support curved corners with recessed parking on large number of side streets	
Support removal of first few parking spaces in some side streets	
Pleased parking will be banned on Dominion Road during bus peak travel times, but allowed outside peak bus hours	
A few respondents supported removal of parking; there is parking behind village centre; currently too much parking at northern end to Balmoral shops	
It's important parking is permitted on Dominion Road outside bus peak times to support local businesses	
Dominion Road Business Association supports recent change to only remove two parking spaces on Burnley Terrace, and replacement of these by converting the disused driveway into two parking spaces.	
General Comments/Requests	Project Team Response
Support retention of most of Dominion Road parking; do not like some being removed	The focus of the Dominion Road upgrade is to provide improved bus transport infrastructure during peak times, and to improve the local pedestrian environment through footpath widening and streetscape works within the villages. This results in the permanent removal of some current on-street parking spaces along Dominion Road and along some of the adjacent side streets
Request no parking on Dominion Road.	

	only. Parking demand surveys and analysis has indicated that there will still be ample parking available.
<b>Comments in Opposition</b>	<b>Project Team Response</b>
A few respondents raised that church parking on weekdays and Sundays is inadequate; don't support removal of 130 parking spaces which will exacerbate the issue.	<p>The focus of the Dominion Road upgrade is to provide improved bus transport infrastructure and improve the local pedestrian environment through footpath widening and streetscape works within the villages. While the upgrade will result in the permanent removal of approximately 140 on-street parking spaces from the project area (i.e. parking along Dominion Road and along some of the adjacent side streets), parking demand surveys and analysis has indicated that there will still be ample parking available.</p> <p>On Sunday, church goers will be able to park in the bus lane (as outside of bus operation peak time). Also of note, while there are several churches within the project corridor, the proposal does not involve removal of parking outside of the St Alban's church. No design changes made.</p>
<p>Proposal ignores business activity and increasing need for parking to these businesses</p> <p>Parking is seriously compromised</p> <p>Concerned that parking has been removed, support more parking being added including between Jasper and Cambrai, south of Marsden and Telford, north of Tennyson St, between Elizabeth and St Alban St. Also request more parking be opened up on side roads.</p> <p>Request more parking in villages off Dominion Road be provided. Make parking for shoppers around and behind shops.</p> <p>The Eden Valley area has a greater need for short term on-street car parks than Balmoral.</p>	<p>The focus of the Dominion Road upgrade is to:</p> <ul style="list-style-type: none"> <li>■ Provide improved bus transport infrastructure;</li> <li>■ Improve the quality of footpath surfacing, the number of street crossing facilities and maximise footpath width;</li> <li>■ Increased support for local businesses through improved pedestrian facilities including the continued provision of short-stay on-street parking; and</li> <li>■ Improve the quality of village centres and streetscapes to support local businesses.</li> </ul> <p>In order to achieve the above objectives, approximately 140 parking spaces will be removed.</p> <p>While the upgrade will result in the permanent removal of some on-street parking along Dominion Road, parking demand surveys and analysis has indicated that there will still be ample parking available.</p>
Dominion Road Business Association doesn't support parking space removals along Bellwood Avenue to create a rain garden, as car parking for local shoppers is more important and stormwater isn't an issue. Prefer spaces be removed along one side of the road only.	11 of the 37 carparks at Bellwood Avenue are being removed for rain gardens. Rain gardens were incorporated into the design at the request of iwi, and were generally supported by the VDGs and local community. A rain garden will be

Retain parking in Bellwood Ave	constructed in this location to provide water quality treatment for stormwater runoff.
Retain a similar level of car parking at the top end of Burnley Terrace and Bellwood Ave as is currently there.	While the upgrade will result in the permanent removal of some on-street parking along Bellwood Avenue, parking demand surveys and analysis has indicated that there will still be ample parking available.
Retain more of the angled parks on Burnley Terrace.	The proposal to remove four angled parking spaces from the south side of Burnley Terrace has been reconsidered. The first two parking spaces on the south side will still be removed on safety grounds, however these have been replaced with two new parking spaces in the existing unused vehicle crossing. The other parking spaces will be retained so that the overall number of parking spaces will remain the same.
Existing all day parking on King Edward Street should remain	Parking provision at King Edward Street has been reconsidered. The existing mobility parking at King Edward Street has been reinstated.
Leave the parking bays opposite the post office.	
Strongly oppose the removal of parking including a disabled park from King Edward Street.	3 parking spaces are to be removed for safety reasons due to their proximity to Dominion Road intersection.
Proposal must include residential parking permits, as works will result in more non-residential parking down our side streets	AT is currently reviewing parking and permit policy region wide. No design changes.
Request all parking be removed in Balmoral.	Parking spaces are only being removed as a result of bus-stop relocations and additional pedestrian cross-points across Dominion Road. No design changes.
Request no parking at all times between Wiremu Street and Balmoral and Rocklands Avenue.	The design includes the removal of the majority of parking along this section of Dominion Road, to achieve intersection efficiency and to accommodate a bus stop. No design changes.
Request more mobility parks in Roskill Village.	A review has been carried out and all existing mobility parking on Dominion Road and side roads has been reinstated (yet some have had to be slightly relocated).
Do not support removal of parking spaces from the end of Keystone Avenue. They are used nearly continuously during the day.	Keystone Avenue is being realigned for safety reasons, resulting in some parking loss. There is also parking loss to meet the legal requirements for parking not closer than 6m from a pedestrian crossing. Following the feedback received the realignment has been revised slightly so that 3 of the 6 removed parks are reinstated.
Request convenient carparks numbers are reinstated for parking on Keystone outside BNZ and beside restaurant.	
Retain recessed unrestricted parking on Dominion Road opposite United Video and in shopping centre where ATMs are an essential service.	
Ban parking around large intersections at least a block in either direction.	The design included a No Stopping At All Times (NSAAT) restriction at major intersections, to ensure intersection

	efficiency. No design changes.
Provide more two-wheeled parking.	Bike racks will be provided as part of the village upgrades.
Request safe off-street parking at St Albans (443 Dominion Road).	Providing off-street parking in this location is not part of the project. The project does not affect on-street parking adjacent to the church and surrounding side roads. Parishioners may park in the bus lane on Sundays (as outside of peak bus operating times).
Reverse angle parkers at Dunbar Road and Louvain Avenue start quite early and the first car could reverse out of the spot into the path of a pedestrian.	At Dunbar Road, the first parking space will be removed. No design changes will be made at Louvain Avenue as there is adequate space for the first car to reverse out without encroaching onto pedestrian crossing path.
No parking zone at the entrance to Foch Ave from Dominion Road needs to be extended to at least match the other streets in this area.	The extent of proposed no stopping at all times lines match existing, which is also similar to other side streets.

## 1.2 Changes to Parking Time Restrictions

Comments in Support	Project Team Response
Support P60 village zones as it will improve ability to secure a parking space in side streets at all times of the day.	Comments in support, no design changes.
Support parking being extended to P60 in more areas.	
Comments in Opposition	Project Team Response
Request residents only parking between 8.30am and 11am weekdays on side roads especially north of Eden Valley Village Centre be introduced.	Mix of comments in support and opposition. This feedback is being considered by the AT Parking team, as part of an Auckland-wide review of parking policy.
Oppose increase in parking limits on Dominion Road.	
60 minute parking in Keystone Avenue is too short.	
Request some side street parking including casual 1hr parking be allowed.	Parking restrictions in the Dominion Road area have been reviewed separately by AT. A 'Village Parking Zone' will be introduced within the Eden Valley, Balmoral and Mt Roskill village centres, which will increase parking time restrictions to 60 minutes on Dominion Road and certain side streets throughout the three village centres. A 120- minute parking restriction is also being introduced (or the length extended) in some side streets within the villages.
Request extra wide parks in all side streets be utilised for commuter parking.	The widths of the proposed parking spaces match the existing. Increasing width is undesirable as this will result in a loss of parking.

Recommend pricing on-street parking instead of the proposed extension of free parking hours.

The justification for paid parking requires an area to consistently reach 85% occupancy with current time restrictions in place. Dominion Road, did not see that level of high occupancy within its main village centres. Surveys did indicate that high occupancy (85% and above) were seen in areas that were unrestricted. (That is residential side streets and when restrictions ended after 6pm)

### 1.3 Proposed changes to bus stop facilities

Comments in Support	Project Team Response
<p>Pleased bus stops will be at regular intervals</p> <p>Lots of support for continuous peak time bus lanes, and bus travel reliability – long overdue!</p> <p>Support improved bus lanes</p> <p>Pleased about new bus stops south of Mt Albert Road to SH20; bus stops at 400m intervals is a positive change.</p> <p>Support bus stops will be at regular intervals, provided there are sufficient pedestrian crossings nearby and wait times at the lights aren't too lengthy</p> <p>Support for peak only bus lane hours of 7-9am and 4-6pm (with parking at other times)</p> <p>Support improved bus/traffic flows during peak hours</p> <p>Support moving southbound bus stop out of centre of Eden Valley to prior to Walters/Valley intersection</p>	<p>Comments in support, no design changes.</p> <p><u>Note:</u> Southbound bus stop has been relocated (post open day) to match the existing location at 260 Dominion Road (see below).</p>
Comments in Opposition	Project Team Response
<p>Dominion Road Business Association and another respondent disappointed the new southbound bus stop at 200 Dominion Road (Salvation Army store) results in removal of parking spaces from Westpac to Valley Road.</p> <p>Do not support moving the bus stop at 260 Dominion Road (outside Fruit World).</p> <p>Don't support consistent bus stops at 400m intervals as this will inconvenience disabled and elderly who have trouble walking more than 200m.</p> <p>Request bus stops are evenly spaced as some of them don't seem to be.</p> <p>Bus stops could locate closer to intersections.</p> <p>Concerned about bus stop (going south) on the corner of Dominion Road and Balmoral Road. It will increase congestion for public and private transport.</p>	<p>As a result of this feedback, southbound bus stop has been relocated to match the existing location at 260 Dominion Road. Parking outside 200 Dominion Road has been reinstated.</p> <p>AT Public Transport Operation team has establish 400m spacing as the optimum interval for placing bus stops, to optimise bus efficiency and reliability while still achieving a good level of accessibility. Yet due to physical constraints in some locations the bus stops are slightly more or less than 400m intervals. No design changes.</p> <p>The bus stop has been positioned to suit the proposed Neighbourhood Bus Interchange. This will allow connection for passengers between Balmoral Road and</p>

	Dominion Road bus services. The design of the bus interchange is not complete and the intersection layout is currently being reviewed.
Provide recessed bus stops where the footpath is wide enough to allow this.	The project objective includes greater bus reliability and improved pedestrian amenity. In line (non-recessed) bus stops provide greater efficiency for buses and wider footpath for pedestrians and bus passengers.
Do not support changing the locations of bus stops and removing the indenting that currently exists.	
Request bus stops north of Balmoral Road and between Herbert and Balmoral are not removed. The existing bus stops may need to be moved so they are more evenly spaced.	Following this feedback, in southbound direction, the existing bus stop in front of 506 Dominion Road has been reinstated in the design. As part of the original design, in the northbound direction, a bus stop has already been proposed south of Dunbar Road to suit the proposed neighbourhood bus interchange. This gives a spacing of 435m between the two bus stops proposed south of Dunbar Road and 427 Dominion Road. This is consistent with the strategy to achieve 400m spacing between bus stops to optimise bus efficiency and reliability while still achieving a good level of accessibility.
Do not remove Mt Pleasant Road bus stops.	
Keep bus stops close to Mt Pleasant Road for southbound buses.	
There is a lack of bus stops down by Mt Pleasant Road.	
Retain the bus stop outside Shanton and the stop on the opposite side of the road.	
Request bus stop outside of 879b Dominion Road to be moved as it interferes with residents access to and from their homes.	As part of the upgrade, the existing bus stop outside 879b Dominion Road is being moved.
Do not support the removal of bus stop at 446 Dominion Road.	Bus stop to be retained.
Request bus stops are well lit and in populated locations.	AT is currently developing an Auckland-wide bus shelter design that will be used on Dominion Road.
Do not support moving the bus stop outside of 880-882 to the corner of Dominion and Landscape Roads.	This bus stop has been shifted from outside 880 Dominion Road further south to 886 Dominion Road in order provide 400m spacing and to service local businesses and childcare facility in vicinity.
Responses supporting and opposing bus lanes.	Providing a continuous bus lane along the length of Dominion Road (in both directions) was a key element of the projects bus transport infrastructure improvements. No design changes.
Number of requests to extend the hours the bus lanes operate (both morning and evening) or having 24hr bus lanes.	The current design does not alter the bus lane operating hours. Once the project is complete the bus reliability and operating will be monitored. If required consideration will be given to extending bus lane hours at this time.
Support reuse of bus stop at 811 Dominion Road (permanent brick stop that is part of the Mt Eden sign).	This bus stop will not be reused as it does not achieve the 400m bus stop spacing requirement to optimise bus efficiency and reliability while achieving a good level of accessibility.

Oppose removal of bus stop Western side of Dominion Road just north of Denbigh as lots of school pupils use the stop.	As a result of this feedback, this bus stop has been reinstated.
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#### 1.4 Proposed roading changes

Comments in Support	Project Team Response
Support raised table at end of Wiremu Street	Comments in support, no design changes.
Support removal of two straight lanes through major intersections such as Balmoral Rd and Valley Rd, as dangerous for cyclists, blocked bus lanes and slowed traffic due to merging. Big improvement.	
Support increased number of pedestrian crossing points at Eden Quarter	
Support improvement of pedestrian environment	
Support dedicated right turn only lanes out of Walters and Valley. Support new median to eliminate right turn out of Wiremu Street.	
Comments in Opposition	Project Team Response
Strongly recommend reducing crossing widths and implementing strong side road threshold treatments e.g: <ul style="list-style-type: none"> <li>■ Provide raised tables across the side roads that are flush with the footpath in pedestrian focal areas</li> <li>■ Narrow the carriageway of side roads that intersect with Dominion Road across the entire corridor by tightening the curb radii</li> <li>■ Provide central refuges where they do not exist</li> </ul>	<p>Raised tables: This option was considered during the design phase but not progressed due to the safety risk to the right-turning vehicles.</p> <p>Side road treatment / central refuges: Some pedestrian refuges will remain but, in most cases the side roads will be narrowed and pedestrian refuges removed.</p>
Support and opposition for raised planted median strips	Raised medians have been added at village centres, where there are high pedestrian volumes to provide safer crossing points. The central median through each village will be unique, by planting it with a large “signature” trees to emphasise the village’s difference in character. No design changes.
Don’t like pedestrian crossing and safety refuge between Landscape and Foch.	A street crossing facility is required at this location to cater for bus stop and shops.
Do not support some of the proposed median strips which will prevent right hand turns and inhibit traffic flow.	<p>Raised medians have been added at village centres, where there are high pedestrian volumes. The design includes banning the right turn from Dominion Road into George Street and in and out of Wiremu Street. All other right turn movements are maintained.</p> <p>These road improvements focused on providing safer intersections for vehicles and pedestrians.</p>
Dominion Road should not be turned into a four lane highway.	No design changes made. Bus lanes will operate as per existing hours. The raised

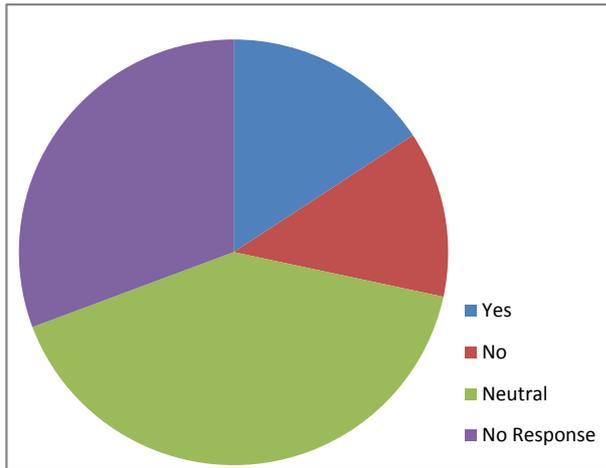
	medians will provide side friction slowing vehicles down in village centres.
Do not support narrowing side streets as it will have negative effects on traffic movement and hinders vision of drivers. Suggest that the entrance side of the street is narrower instead.	Increasing the side street width to provide two exit lanes at Duke Street and Landscape Road are currently being considered.
Do not support narrowed mouths of Duke Street and Landscape Road, could provide a central refuge for pedestrians instead of narrowing.	
Right hand turn facility to Mt Albert Road should be maintained as is.	The existing median is too narrow for vehicles to safely queue on. The raised median has been extended to prevent this and provide greater amenity. As a result of this feedback the length of the proposed median has been extended slightly.
Maintain existing right turn and central flush median to allow traffic to queue to turn right into Mt Albert Road from Dominion Road.	
Request traffic calming methods be put in place between View Road to Horopito street to ensure pedestrian safety and for the View Road intersection crossing to be upgraded to allow direct crossing (without needing to cross view road first).	At this intersection the crossing points have been positioned to achieve intersection efficiency. Between Horopito Street and View Road, a pedestrian refuge island will be installed to provide a crossing point. No design change.
Do not remove the large existing median island on Dominion Road near Horopito Street.	This median needs to be removed to provide a pedestrian refuge island. Consideration will be given to lengthening the islands.
Do not remove the free left turns from Dominion Road in to Balmoral Road and vice versa.	The slip lanes are being removed to provide space for a neighbourhood bus interchange connecting passengers on Balmoral Road and Dominion Road bus services. Options for improving the intersection layout are currently being reviewed.
Suggest that Dominion and Balmoral Roads could be further narrowed so they are easier to cross. This could be done by removing 'filter' lanes for turning left.	
Make Balmoral Road two lanes (and a right filter lane) on both sides of the junction with Dominion Road.	
Retain all the slip roads between Dominion and Balmoral Roads.	
Ensure the road is wide enough for a car to pass a cyclist leaving 1.5m and plenty of room between cyclists and parked cars.	This cannot be achieved due to lack of available width. No design change.  Parallel cycle routes are being constructed in quieter and wider side streets.
Request a centre isle along most of the road to help pedestrians cross the road.	Raised medians have been added at village centres, where there are high pedestrian volumes. In the mid-blocks, number of pedestrian refuge islands has been added to provide crossing facilities. No design change.
Keep both lanes from Valley Road into Walters Road able to go straight.	Intersection layout has been revised to improve bus travel time reliability. No design change.
Do not support changing the Dominion Road, Valley Road and Walters Road layout.	
Do not support the removal of two lanes east and west at Dominion Road/Valley/Walters intersection.	
Request removal of the right turn out of Ewington	No design changes.

onto Dominion Road.	
Number of requests for traffic lights outside of the disabled citizen society (DCS) instead of an island.	Currently being reviewed.
Oppose short turning car space into Carmen Ave as it will create problems for both Carmen Ave residents and restraunters.	Following this feedback, the stacking length has been increased to 15m (3 cars) for vehicles turning right into Carmen Avenue.
Lane widths on mid-block (LA1-05, LA1-12, LA1-19) – appears that the general traffic lane is wider than the bus lane.	General traffic lanes and bus lanes are both 3m wide.
LA1-04, LA1-11, LA1-22, LA1-25 – left turns on these major intersections show no advanced stop boxes. Request these be across all lanes as they are distinct lanes for each movement that a cyclist can make/must take that lane.	As a result of this feedback, advanced stop boxes have been added.
Maintain right turn exiting Keystone Avenue and flush median for safer transition before merging to go north.	15m flush median has been provided. No design change.

## 2 Proposed changes to Village Centres

There were four specific questions included on the feedback form relating to the design elements associated with the proposed village centre upgrades (being colour themes, street furniture, footpath paving patterns and tree planting). Feedback was sought on whether the community supported these design elements, by asking people to select yes, no, neutral as well asking for general comments on these design elements. It is noted that response to these questions was generally lower than for the parking, road changes and bus stops.

### 2.1 Colour themes

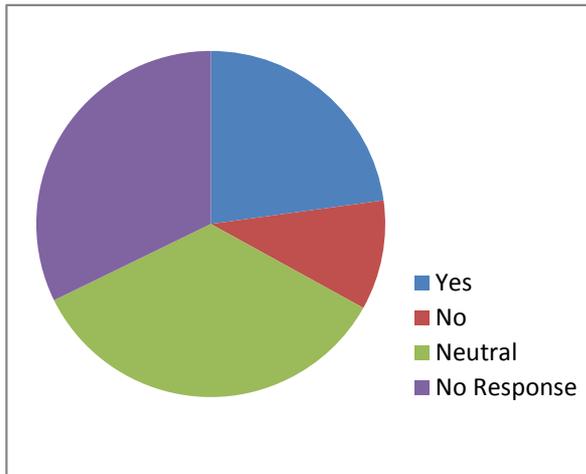


**Figure 2: Responses on the proposed village colour themes (*Do you support the proposed colour themes of red (Balmoral), yellow (Mt Roskill) and blue (Eden Valley)?*)**

Of the relatively small number who responded to this question (only 36 of the 127 respondents), there was a mix of positive, negative and neutral opinions on the proposed village colour themes. In summary:

Comments	Project Team Response
Some concerns that the colours may not be aesthetically pleasing or will look tacky. Suggest using calmer or neutral colours.	The proposed colour themes for each village centre were initially suggested by Iwi and selected in consultation with the VDGs.
Colour schemes should be heritage compatible.	The colours represent the culture of the area, and will be embedded in streetscape elements, such as village banners and seating.
Requests for different colours/certain shades to be considered including: <ul style="list-style-type: none"> <li>■ Pohutukawa, deep vibrant blue, deep saffron yellow</li> <li>■ Mt Roskill and Eden Valley should be green</li> <li>■ City end of Dominion Road could be green</li> <li>■ Brighter colour for Eden Valley e.g. orange or maroon</li> </ul>	No design change.
Request street pole banners to maximise colour scheme.	Village upgrades will involve replacing existing light poles with multi-functional poles for lighting and banners. Yet the local boards will determine the actual banner design in consultation with Iwi and local community. No design change.

## 2.2 Locations and Style of Street furniture



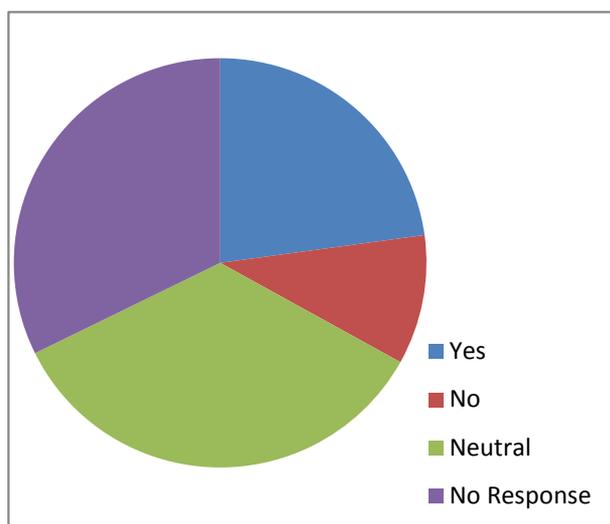
**Figure 3: Responses on proposed locations and style of street furniture (*Do you support the proposed locations and style of street furniture?*)**

Again, there was a relatively small number of people who responded to this question. Of those that responded, there was a mix of positive, negative and neutral opinions on the proposed location and style of street furniture. In summary:

Comments	Project Team Response
Support for similar design to existing benches or retaining these.	<p>Comments generally in support, no design changes.</p> <p>VDGs confirmed seating principles as:</p> <ul style="list-style-type: none"> <li>■ Locate near 'story/reflection' points with the interpretive markers</li> <li>■ Locate at viewpoints</li> <li>■ Locate at rain gardens</li> <li>■ Locate at key side streets</li> <li>■ Seating to consider requirements of elderly people, in terms of spacing between seats and providing seats that are outward facing to the street which enables people 'to watch the world go by'.</li> </ul> <p>The seats will be simple in design (linear and modular) yet durable. The majority of seats will have arm and back rests. They have been positioned at natural resting spots within the Village Centres and near bus shelters.</p>
Ensure furniture can be used in all seasons.	
Keep design simple and basic but adequate. Ensure they are designed for use by a variety of people including elderly (e.g. they need backs).	
Keep number to a minimum so that pedestrians are not obstructed.	
Orientation is important as is the proximity to the main road (in terms of noise and traffic fumes).	
Orientate seats so that those using can view approaching buses and other vehicles.	
Don't use furniture that can have rubbish stuck in it.	
Provide cycle racks for cycle parking as well.	Bike racks will be provided as part of the village upgrades.
Request dual rubbish and recycling facilities.	A mix of dual and single rubbish bin facilities will be provided.
Do not support seating area at the top of Bellwood.	The proposed Dominion Road upgrade has been designed in consideration of Crime Prevention through Environmental Design

Comments	Project Team Response
	principles. Seating to be located at Bellwood Avenue, near rain garden and interpretive marker, as this is considered to be a natural resting spot and gateway to Eden Park stadium. It also provides connection to public toilets on Bellwood Avenue. No design change.
Do not support anti homeless studs on furniture.	The new seats will vary in size and shape, yet are not designed to deter use by homeless people. The studs discourage skateboarders using the seats for tricks. No design change.

### 2.3 Footpath paving designs



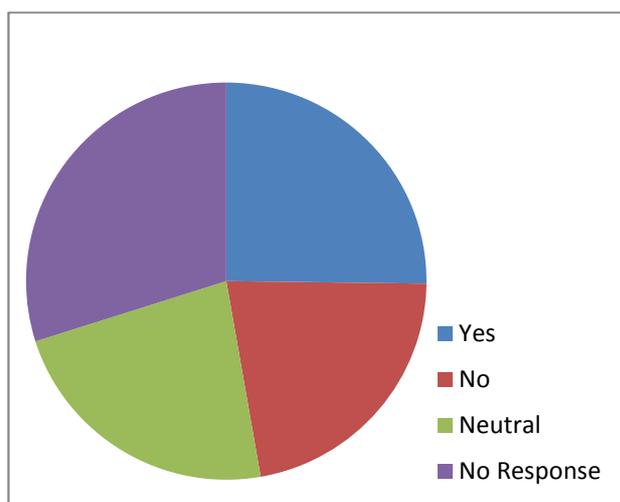
**Figure 4: Responses on proposed footpath paving designs (*Do you support the proposed footpath paving designs?*)**

Again, there was a comparatively small number of people who responded to this question. Of those that responded, there here was a mix of positive, negative and neutral opinions on the proposed footpath paving designs. In Summary:

Comments	Project Team Response
Basalt and exposed concrete footpaths are quality products.	Comments generally in support, no design changes required.  Iwi provided early input to the project including the suggestion for including cultural designs in the modern landscape. The design team further developed the footpath paving patterns in consultation with iwi and the VDGs.
Ensure it is durable and easily serviceable.	
Number of people think paving design should be 'kept simple' and cost-effective.	
New paving should go further up Dominion Road towards the city from Valley Road.	
Could use brighter paving or add different colours to break up the grey.	

Comments	Project Team Response
Consider using permeable surfaces on paths.	<p>The VDGs confirmed Paving Principles as:</p> <ul style="list-style-type: none"> <li>■ Improved amenity for business areas;</li> <li>■ Celebrate culture via 'welcoming mat' pattern;</li> <li>■ Via a linear strip, using unravelled edge.</li> </ul> <p>Footpath paving designs will be laid using basalt inlays. There will be a mix of plain and etched (graphic or text) inlays. These are special treatments within 'zones' within the defined Village Centres only.</p> <p>The project budget restricted footpath paving patterns to be applied along the entire project corridor, therefore the VDGs identified priority areas for this treatment.</p>
Number of people concerned that paving may be slippery or uneven and could be a hazard that pedestrians could trip on. Ensuring that it is smooth for wheelchairs and walkers also important.	The footpath paving treatment will be slip resistant and be laid on even ground suitable for mobility impaired.

## 2.4 Tree locations and species selected



**Figure 5: Responses on proposed tree locations and species selected (*Do you support the tree locations and species selected?*)**

There was a mix of positive, negative and neutral opinions on the tree locations and species selected. Less than one quarter of respondents were opposed to the proposed planting. In summary:

Comments	Project Team Response
<p>Suggestions that planting does not only need to be native, attractive exotics could also be used.</p> <p>Some requests for big canopy trees</p>	The Planting Strategy was developed in consultation with iwi, traffic specialists, Council, project arboricultural advisers and

Comments	Project Team Response
(native and non-native).	<p>the VDGs taking into account tree species that were suitable for the Dominion Road street environment, including available planting space underground in the footpath and road median. The strategy noted:</p> <ul style="list-style-type: none"> <li>■ All new planting will be native species.</li> <li>■ The three village centres will be planted with common trees species - Nikau and Pohutukawa (single stem).</li> <li>■ The central median of the three village centres will also be planted with a large “signature” tree to emphasise their difference in character.</li> <li>■ Midblocks to be planted with same species as in nearby villages yet of a smaller size.</li> <li>■ Existing exotic trees that are not impacted by works will be retained, rather than undergo unnecessary removal.</li> <li>■ Planting will reflect varying geology of the area (i.e. lava/swamp/dry clay).</li> </ul> <p>No design change.</p>
Support for raingardens.	Noted. No design change.
Requests for fruit trees.	Fruit trees were considered during the design phase but were not included in final Planting Strategy as native trees were selected. No design change.
Number of people concerned with the safety issues associated with potential obstruction of driver’s views in relation to planting in median strip or obstructing waiting passengers views of approaching buses.	Careful consideration was given to species selection in relation to the width of the proposed central median, sightlines and visibility, maintenance ease and costs.
Number of people concerned about maintenance of vegetation along median strip.	Iwi aspiration is to increase diversity of planting in the Dominion Road area, which will enable place-making.
<p>Certain species are not appropriate for the setting/environment (particularly along the median strip), including:</p> <ul style="list-style-type: none"> <li>■ Pohutukawa – effect of roots and leaves + potential height and width</li> <li>■ Puriri – effect of leaf shedding</li> <li>■ Tanekaha – can grow very large</li> <li>■ Rewarewa – as a shrub could obstruct views. It also grows into a very tall tree</li> <li>■ Nikau palms – effect of leaf shedding, take too long to mature, they lose large branches and can look untidy</li> <li>■ Kowhai – high maintenance, but also supported by others</li> </ul>	No design change.
Concern that planting along median strip will stop emergency vehicles from being able to use it as a path to reach emergencies quicker.	The raised medians range from 40-70m long. Emergency vehicles will be able to cross to the opposite side of the road in

Comments	Project Team Response
	between medians to avoid traffic build up.
Trees around retail may obscure shop fronts and signs.	Noted. This has been weighed up against overall project objectives for improved amenity and additional landscaping within the Dominion Road corridor.  No design change.
Median planting will break the aesthetic coherence of the historic and classic urban form.	The upgrade will use the median to create a new linear landscape through the village via new vegetation, lighting and refuge space.
Trees in front of 813 (shown on PDF 17). A big tree is shown to be retained on the PDF, this may be a tree that was removed last year.	Noted. No design change required.

### 3 Specific comments about construction effects

Participants were asked whether there was anything specific they wanted to let AT know about how the construction activity would affect them, their home or business. Respondents comments and AT's response are noted below.

Comments	Project Team Response
Concern about dust, inconvenience and loss of income to the small retail outlets along the road.	<p>It is acknowledged that the proposed works may result in adverse effects during construction, yet these will be temporary in nature and can largely be avoided, remedied or mitigated as follows:</p> <ul style="list-style-type: none"> <li>■ Erosion and Sediment / Dust – implementation of appropriate controls during earthworks;</li> <li>■ Contamination effects – implementation of Site Management Plan, which provides a 'field-practical' process for the management of the proposed excavations on potentially contaminated land that may be encountered along Dominion Road;</li> <li>■ Traffic flows / access – implementation of a Temporary Traffic Management Plan to manage vehicle flows, speed restrictions, temporary bus stops and road closures;</li> <li>■ Noise and Vibration – implementation of a Construction Noise and Vibration Management Plan which will include protocols for managing noise and consultation with affected parties;</li> <li>■ Disturbance – Implementation of Communications Plan to keep community informed of construction activities and timing.</li> </ul>
Will affect route that is taken to get to work.	
Concern about effect removal of bus stops will have on patronage and that this may have a negative effect on the outcomes of the project. Minimisation of bus passenger delays should be the primary priority during construction.	
Will reduce access to facilities such as St Albans Church.	
Noise.	
If one side of the road was done at a time it would reduce impact on the shopping centre and dominion road congestion.	
Advise of activity approx. 2 weeks and again 2 days before commencement.	
Buses should still run and notice of closures should be clear and well notified.	
Consideration needs to be given to several houses in Kenyon and Ewington which are elevated from the street and already experience a high level of noise.	

## 4 Further comments

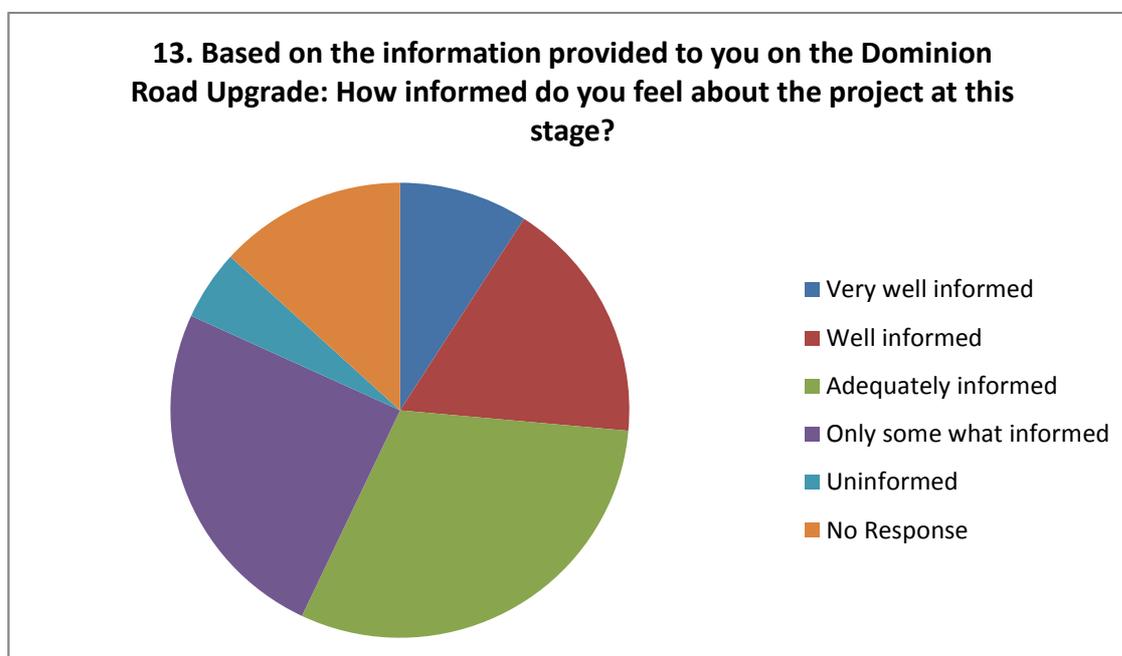
Participants were asked if they had any further comments on the Dominion Road Upgrade.

Comments	Project Team Response
Lots of requests for cycle lanes along Dominion Road	<p>The decision was made by AT in 2012 to create cycle routes through quieter streets parallel to Dominion Road, rather than providing dedicated cycle lanes on Dominion Road given the costs associated with road widening and width constraints through village centres.</p> <p>One key project objective is to improve safety for cyclists by creating parallel cycle routes on streets with less traffic.</p>
Request that there be no right turn into and out of Warren Street onto Dominion Road.	Warren Street does not connect with Dominion Road. No design change.
Dominion Road Business Association opposed to the establishment of a basketball court or similar activity being located in Ewington Ave. A better location for this would be Ewington Square.	Ewington Avenue carpark concept design is currently being prepared. The intention is that this carpark will be able to function as a multi-use community space. A basketball court is currently being considered in consultation with stakeholders.
Request raised medium does not extend beyond residential driveways at 645, 641 and 712 Dominion Road as it will stop residents from turning onto Dominion Road or into driveway.	The raised median is required at this location to provide a pedestrian refuge. A number of pedestrians currently use the flush median to cross at this location and they conflict with right turning vehicles.
Request parking spaces outside the Baptist Church and Kensington Mall by narrowing footpath and having angled parking.	This would result in insufficient footpath width. No design change.
Proposed pedestrian ramp crossing outside 708 Dominion Road is too close to Carmen Ave and Kensington Road intersection and should be moved further north for safety reasons.	As a result of this feedback pedestrian crossing point has been shifted further north.
Request cycle facilities for Balmoral Road and Mt Albert Road where they intersect with Dominion Road.	Advanced cycle boxes have been provided.
Request bicycle racks on both sides of the carriageway (LA1-12) and in the town centre in LA1-21.	Bicycle racks have been provided at all three village centres. No design change.
Shared path ramps are needed into Bellevue Road to enable transitions from road and the shared path (LA1-03) as well as into Onslow Road (LA1-03).	Ramps will be provided.
Pedestrians should be alerted to the need to give way to cyclists at the refuge crossing between Charles Street and Tawari Street (LA1-01).	As a result of this feedback signage has been added to the design.
Drawing LA1-02 has a minor drawing error – the signalised pedestrian crossing marking over Dominion Road north of George Street do not line up with the drop kerbs.	Noted.

Comments	Project Team Response
Drawing LA10-06 has a minor drawing error – the centre of road refuge tactile pavers are not shown on this plan (only the ones at the kerbs).	Noted.
Suggest that the refuge crossing shown on drawing LA1-08 could be moved behind the bus stop to avoid being blocked by the southbound bus stop.	Noted. Refuge is behind bus stop.
Suggest the width of signalised pedestrian crossings (LA1-10, LA1-17) could be made wider to be consistent with crossings and drop kerbs along the rest of the route.	They are narrower as these signalised pedestrian crossings cater for fewer pedestrians relative to other signalised pedestrian crossings along the corridor.
Scheme is not consistent with the crossing proposed in the Mt Roskill Safer Routes project which proposed signalling this intersection.	Mt Roskill Safer Routes is a separate project which is currently in the design phase. The Dominion Road Upgrade team has been liaising with the Mt Roskill Safer Routes project team. Mt Roskill Safer Routes design will be incorporated once design is complete.
Residential quiet zone will increase traffic in surrounding streets and should be extended to Mt Albert Road.	This is a separate Albert-Eden Local Board project.

## 5 How informed do you feel about the project?

Participants were asked, based on the information provided on the Dominion Road Upgrade, how informed they felt about the project at this stage.



Of the people who responded 66% of respondents advised that they felt very well, well or adequately informed of the Dominion Road Upgrade Project. Only a small percentage of respondents felt uninformed, based on the information provided to them to date. Further engagement will be undertaken in the lead up to, and during, construction.