

Summary of feedback on Pt Chevalier to Westmere cycling and walking improvements

Part 1: Key themes



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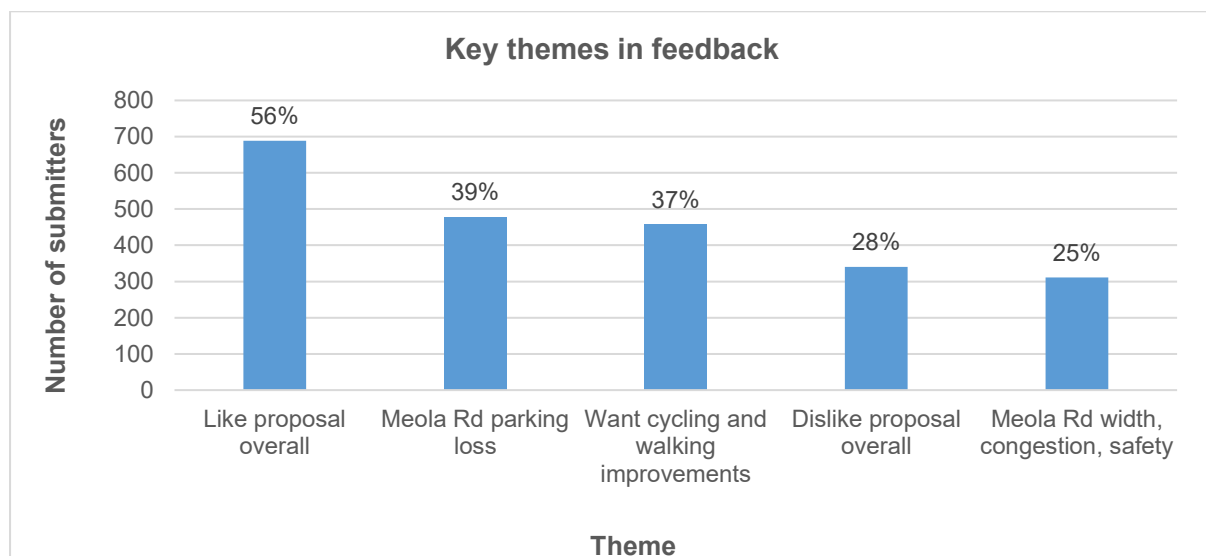
Summary

Auckland Transport (AT) is progressing new cycling and walking facilities in Point Chevalier and Westmere. We consulted on this proposal from 27 March to 23 April 2017 and received a total of 1221 public submissions.

Key themes in feedback

The following themes were identified in over 20% of submissions:

- 56% of submitters like the proposal overall (688 submissions)
- 39% are concerned about Meola Road parking loss or suggested alternative parking options in the area (478)
- 37% want or support walking and cycling improvements generally (457)
- 28% dislike proposal overall (341)
- 25% are concerned about Meola Road width, congestion or safety (312).



Next steps

We are currently working through the specific design suggestions identified in the feedback. We will summarise and respond to these, and inform you of resulting changes to the design in the **second part of the feedback report, available July 2017**.

We will progress the cycling and walking improvements, and expect construction to begin in early 2018, and be completed by mid-2019. We will continue to work with key stakeholders to refine the proposed designs and incorporate suggestions raised during consultation where possible. As decisions are made and designs progress, updates will be made available via the project webpage.

Background

Project information

AT is progressing new cycling and walking facilities along Point Chevalier Road, from Great North Road to Meola Road, then along Meola Road and Garnet Road to the Westmere shops.

The project will provide a safe and appealing route for people on bikes with a range of confidence levels, as well as major improvements for pedestrians. It will provide links to local places of interest, including Point Chevalier town centre, Westmere shops, Seddon Fields, Meola Reef Reserve and MOTAT Aviation.



The key benefits of this project include:

- safe cycling facilities along the route
- improved safety at key intersections and side streets
- more and safer pedestrian crossings
- continuous pedestrian facilities (footpaths or shared paths) along both sides of Meola Road.

Context

The proposed facilities form part of a wider cycling network from [Point Chevalier to the city fringe](#). In March last year, we asked for your feedback on this proposed network and received strong community support.

An integrated network of cycling paths will help more people travel to the city quickly and easily, for living, work and play. More people travel to the city centre daily than to any other destination in Auckland. The inner west is one of the busiest parts of Auckland for people on bikes, and due to its proximity to the city centre, it has the potential for cyclist numbers to increase dramatically.

Construction of the cycleway will coincide with scheduled maintenance works along Meola Road. Combining these projects will reduce disruption for those in surrounding areas, as well as saving ratepayer money.

Proposed improvements

We are proposing several improvements along the route, including:

- safe cycling facilities along Point Chevalier Road, Meola Road, and Garnet Road, physically separated from traffic where possible
- signalisation of the intersection of Point Chevalier Road with Meola Road
- layout changes to the roundabout at the intersection of Meola Road and Garnet Road, including making it single-lane, and installing a new zebra crossing on William Denny Avenue and flush red surfacing at the Garnet Road south and Meola Road entrances
- raised speed tables at side road intersections to slow traffic, improve visibility and create a safer road environment for all users
- upgrade of the existing zebra crossing on Point Chevalier Road north of Tui Street to a signalised pedestrian crossing
- a new zebra crossing on Point Chevalier Road just south of Formby Avenue and Wakatipu Street
- upgrade of an existing pedestrian refuge opposite 21 Meola Road to a zebra crossing.

In addition, we are investigating:

- removal of the city-bound 'slip lane' from Point Chevalier Road into Great North Road
- a bus priority lane during evening peak hours along the eastern side of Point Chevalier Road, from south of Wakatipu Street to south of Tui Street.

There is limited space available along this route to share between traffic, parking, pedestrians, people on bikes, and public transport. To create space for the cycleway, we propose:

- relocation of some street lighting and other services, and the pōhutukawa trees along Point Chevalier Road
- removal of some on-street parking along Point Chevalier Road, Meola Road and Garnet Road
- widening the road into the berm or footpath in some locations.

See [Attachment 1](#) at the end of this report for design cross-sections at different points along the route. The design plans for the entire route are available [online](#).

Consultation

We consulted on the proposed design from 27 March to 23 April 2017.

Activities to raise awareness

To let you know about our consultation, we:

- mailed brochures to 6018 property owners and occupiers on and nearby the proposed route
- hand-delivered brochures to approximately 2000 homes and businesses directly along the route
- distributed approximately 2000 brochures to community hubs, schools and libraries and displayed project posters at Point Chevalier Library
- set up a project webpage and an online feedback form on our website
- posted information on our social media channels, including Facebook and Twitter
- placed an advertisement in the Auckland City Harbour newspaper on Wednesday 5 April
- erected approximately 40 signs along the route
- held a school and community bike day at Point Chevalier School on Saturday 1 April
- held two public open days, at Point Chevalier Library on Saturday 8 April and at Nomad Restaurant and Bay on Wednesday 12 April.

Giving feedback

We asked what you thought about the proposal, how we could improve the proposed cycle lane designs and separation methods, intersection designs, and parking reconfiguration. We also asked if you have any other comments and suggestions.

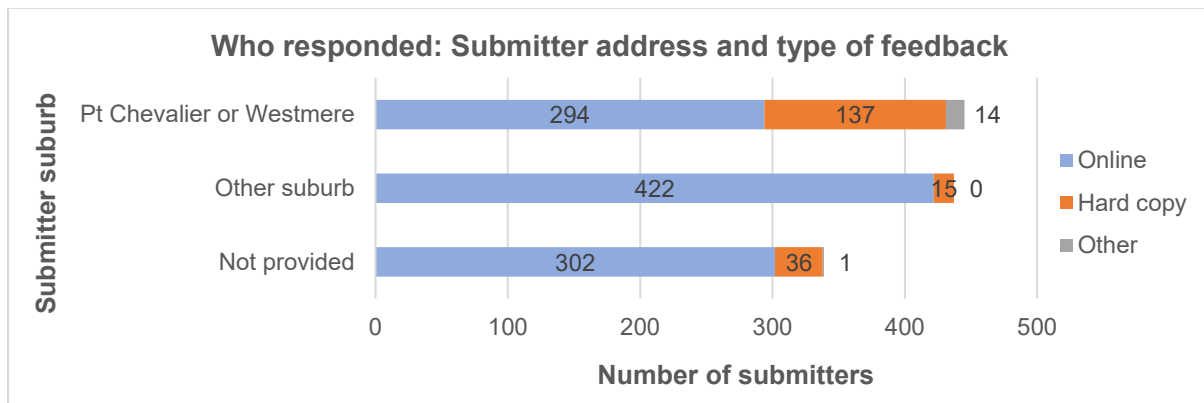
You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a hard copy form included in the brochures. See [Attachment 2](#) at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received public feedback on the proposal from 1221 submitters.

- 1018 of these were submitted online, 188 were submitted using the hardcopy feedback form and 15 were submitted via email or letter.
- 882 submitters provided an address. Of these, 445 live in Point Chevalier or Westmere and 437 live elsewhere.

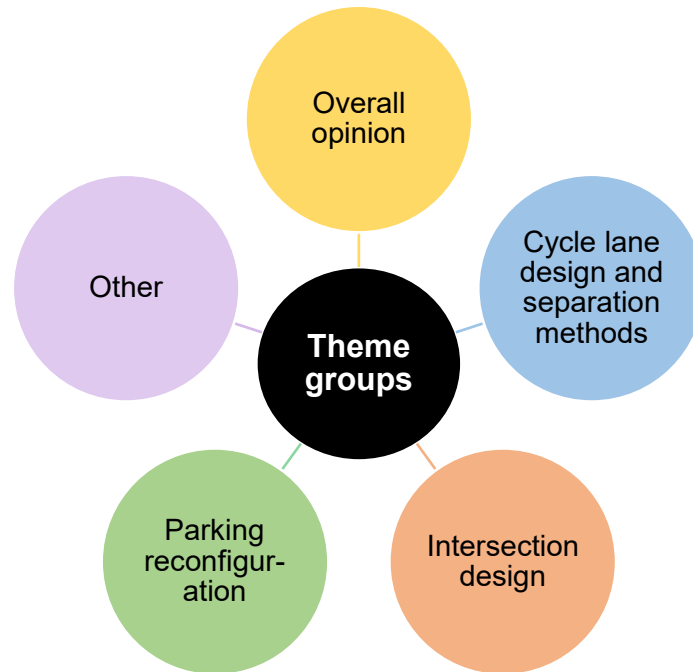


Transition Town Point Chevalier, Point Chevalier Community Committee, Bike Auckland and the Waitemata Local Board also submitted as part of this consultation. These are addressed in the [‘Other submissions’ section](#).

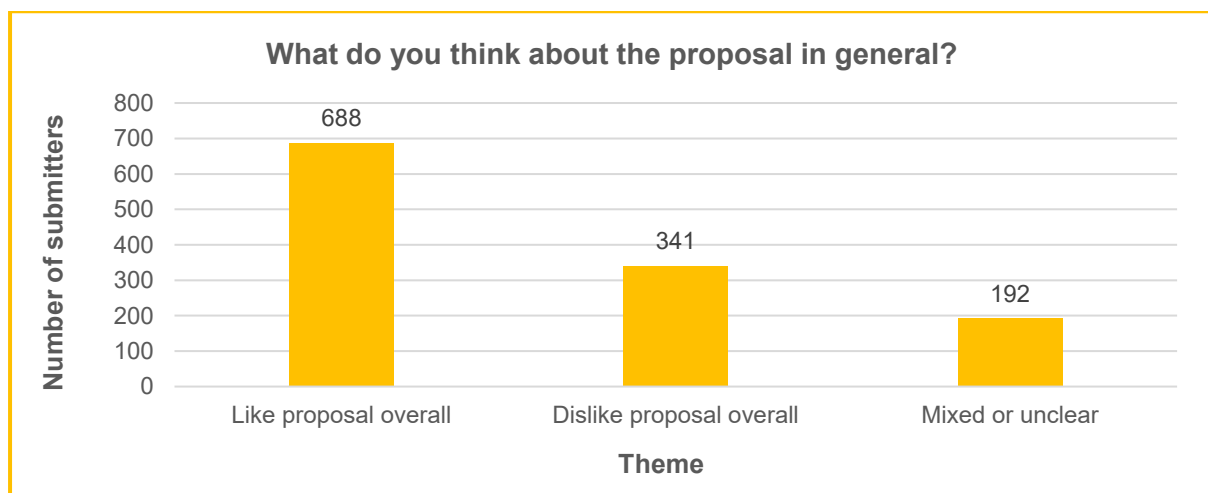
We also received informal feedback from local residents and business owners at the two open days. This was considered separately.

Themes in feedback

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



Overall opinions on proposal



Base of N=1221. Submissions were counted in one theme only.

Over half of submitters (56%) like the proposal overall because it:

- makes cycling in the area safer, particularly along Meola Road
- prioritises people over vehicles
- encourages active or sustainable modes of transport
- links Point Chevalier and Westmere to the city centre, neighbouring suburbs, the Northwestern Cycleway, or Skypath

- caters to commuters, families or school children.

“I love it. It's so exciting - especially the protected bike lanes on Pt Chev Rd and Meola Rd, which are quite terrifying to bike on, especially with children.”

“As a commuter cyclist 5 days per week, bus user and a driver who live in this area I think it has huge potential.”

“It's a great initiative to prioritise space and people.”

“Flippin’ awesome, and I really mean that. It's gonna get people out on bikes locally and strengthen the community.”

28% of submitters do not like the proposal because it:

- reduces car parking
- reduces road space or safety or increases congestion, particularly along Meola Rd
- negatively impacts on residents, businesses or the community
- requires tree relocation
- is unnecessary, unattractive or a waste of money
- was not consulted on for a sufficient length of time.

“I DO NOT support this proposal on the basis that it provides less carparks, is too narrow for buses and is NOT a safe solution for our community.”

“Problem is cyclists comprise less than 1% of people using these roads, but cycle lanes use 30% of space. These roads are already choked at rush hour and sports days and events at Western Springs.”

“Will have a highly detrimental effect on local businesses such as the cafes because customers will not be able to find parking.”

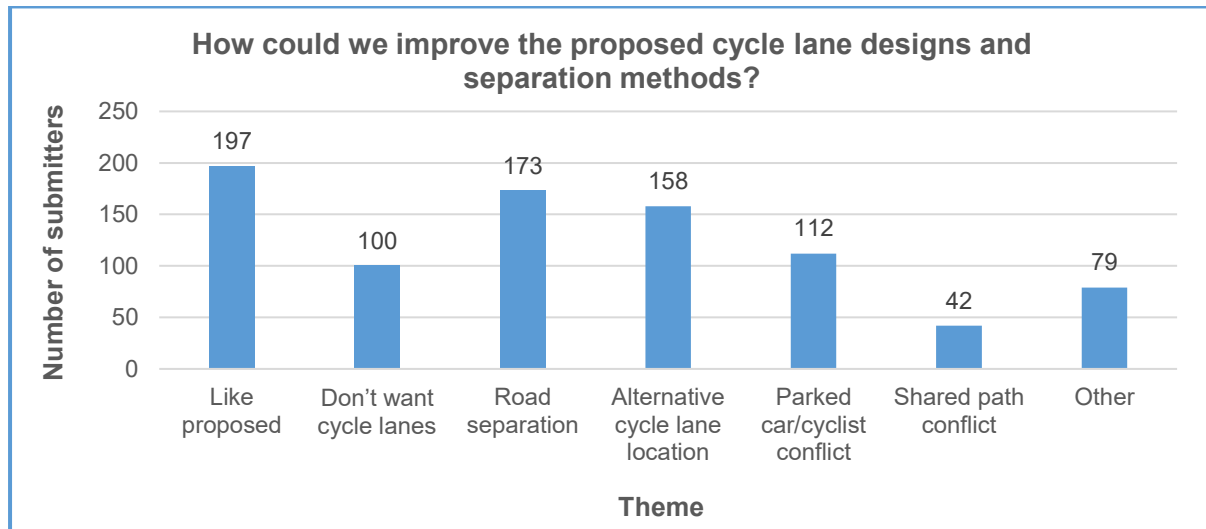
The remaining 16% of submitters either had mixed opinions of the proposal or did not provide an answer to this question.

“Great concept but needs more work.”

“It will be a great improvement for cyclists, but the proposed changes to the Meola/Garnet Rd roundabout and the Meola/Pt Chev Rd intersection will make traffic even worse than it is now during rush hour periods.”



Cycle lane design and separation methods



Base of N=1221. Submissions may be counted in more than one theme.

197 submitters are happy with the proposed cycle lane designs and separation methods because they are separated, protected from cars or will feel safe. Some commented that the designs are good considering the limited space along the route.

“They do need to be attractive and well thought out, looks good so far.”

“Would always like increased separation of bikes and cars, but this plan is better than current situation!”

100 respondents don't want any cycle lanes at all because they consider them unnecessary, unattractive, a waste of money, ineffective in promoting cycling, or expect that they will increase congestion along the route.

“I see all the cycle lanes - never see a bike on them.”

“There are problems with traffic on Pt Chev and Meola Road now. This will make it worse.”

The most common suggestions and concerns about the cycle lane design relate to:

- road separation (173 submitters)
- alternative locations for the cycle lanes (158)
- potential for conflict between car parking and people on bikes (112).

These three themes, as well as the ‘other’ theme have been further broken down into subthemes below.

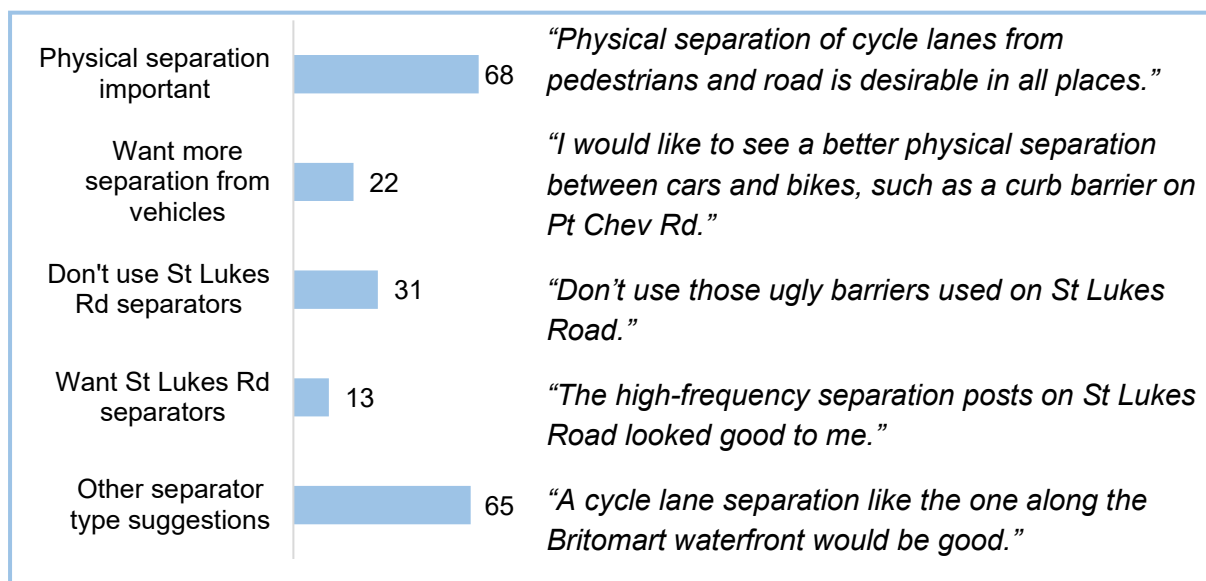
42 submitters had concerns about conflict between pedestrians and people on bikes on the proposed sections of shared path along Meola Road:

“As a frequent cyclist I would not use the shared path/cycle eastern route... Faster cyclists are at risk on shared paths, as are pedestrians.”

“Where shared paths are provided, they should be as wide as possible, and the cycling/pedestrian areas should be clearly demarcated and if possible, physically separated.”

Road separation: subthemes

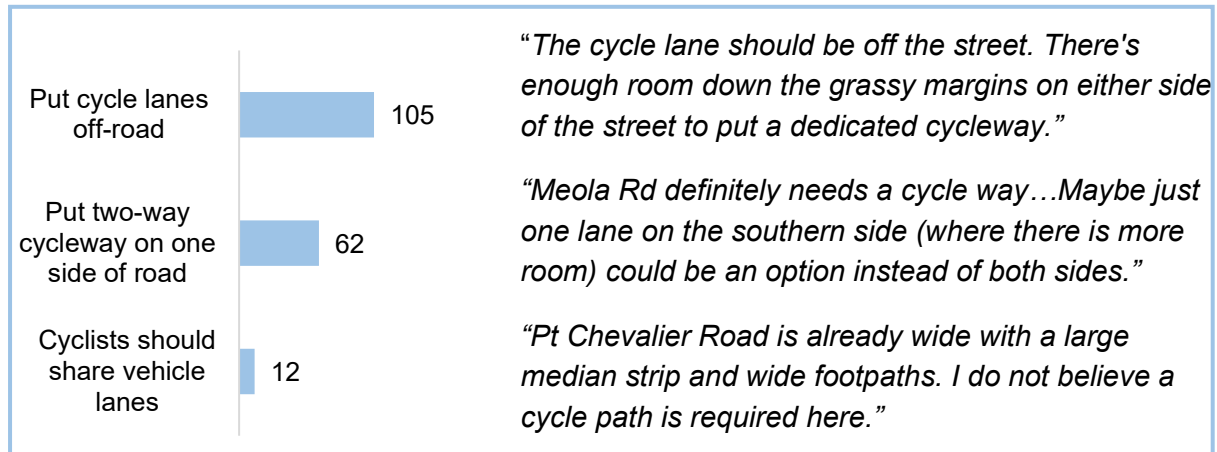
Most cycle lane separation comments focused on the importance in general of physical separation (68 submitters) or suggestions for specific types of separators (65). 44 people commented on the recently installed Saint Lukes Road separators, with around two thirds of these indicating that they do not like this style of separator.



We will focus on further developing the physical separator type and confirming the locations during the next stage of the design process. Aesthetic values, in keeping with the surrounding environment, will be taken into consideration, as well as safety for all users.

Alternative cycle lane location: subthemes

Many submitters suggested alternatives to the proposed cycle lanes. The most common suggestion was to move the cycle lanes off-road (105 submitters), particularly along Meola Road, for safety reasons or to retain space for vehicle lanes and parking. Suggestions to install a two-way cycleway on one side of the road, along all or part of the route, were made by 62 submitters.



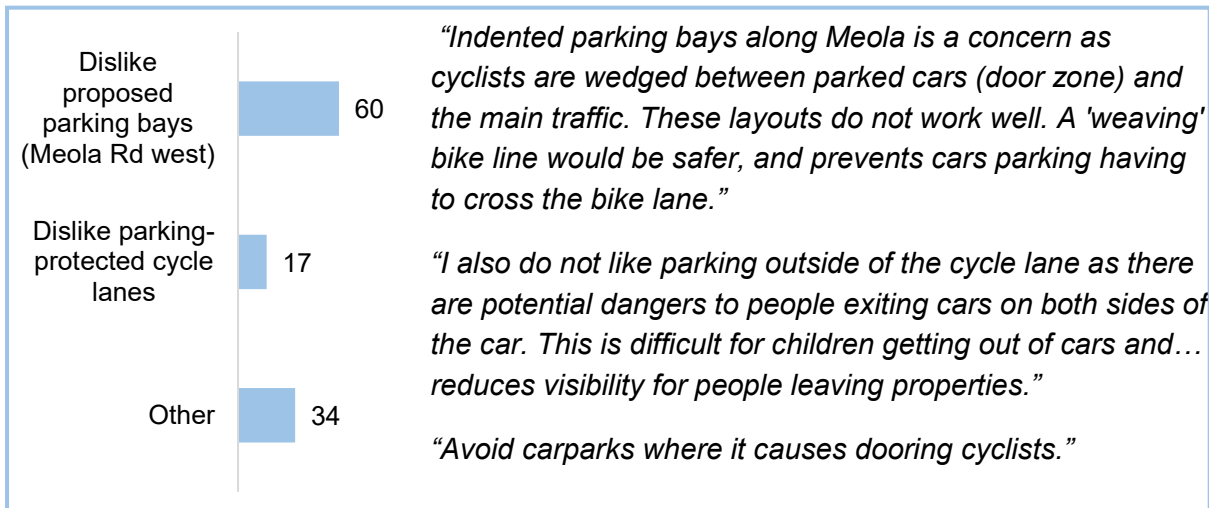
Robust investigation has been undertaken to make the most of the available berm space and minimise the amount of civil works required.

The existing corridor width along the Meola Road reserve section is limited on the northern side by the Meola Reef Reserve boundary and contaminated land, and on the southern side by the MOTAT Aviation boundary. Where space is available, we propose an off-road shared path facility along the berm.

Options involving a two-way cycleway on one side of the road were investigated. However, these were discounted because they require more space and create issues in providing continuous connections at intersections. They are also considered unsafe along routes with large numbers of driveways, because motorists tend to expect, and therefore check for traffic from one direction only when entering and exiting driveways. The risk is greater where there is a steep gradient as people on bikes going downhill will be going faster and have less time to react or stop if a vehicle does turn across the lane. This issue is made worse by the presence of parked cars on the road.

Parked car/cyclist conflict concern: subthemes

The indented parking bays proposed along the west end of Meola Road concerned 60 submitters. Smaller numbers disliking the proposed parking-protected lanes along much of the route (17), or are generally concerned about dooring risks and cars parking in cycle lanes (34).



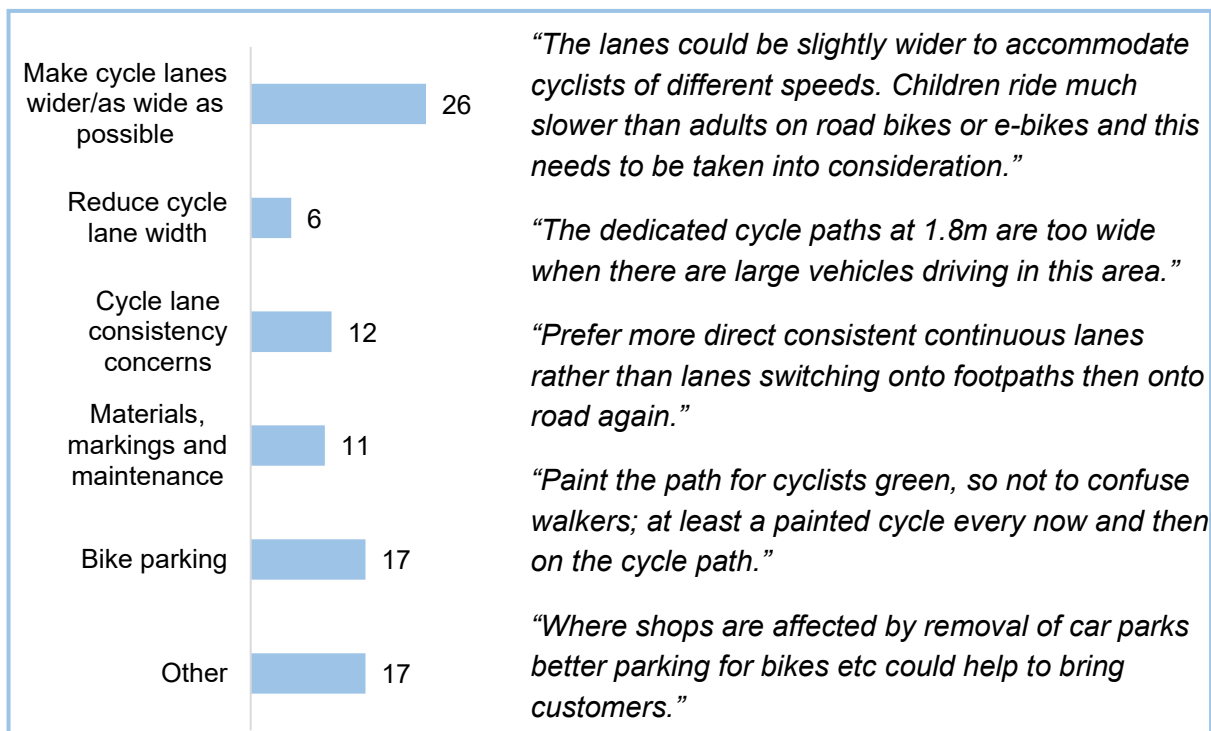
The next stage of the design process will involve refining the proposed parking bays on Meola Road west. This will include consideration of how we can reduce the risk of 'dooring', by encouraging awareness of other road users and highlighting potential conflict points.

Where we propose parking-protected cycle lanes, there will be space on the cycle lane separator where passengers can exit the car before crossing the cycle lane.

Making parking available on the southern side of Meola Road improves safety for people travelling to Seddon Fields by car, as they will not need to cross the road.

Other cycling comments: subthemes

Some submitters suggested adjusting the cycle lane width (32) or other improvements to the proposed bike lanes. We also received 17 requests to install bike parking along the route.



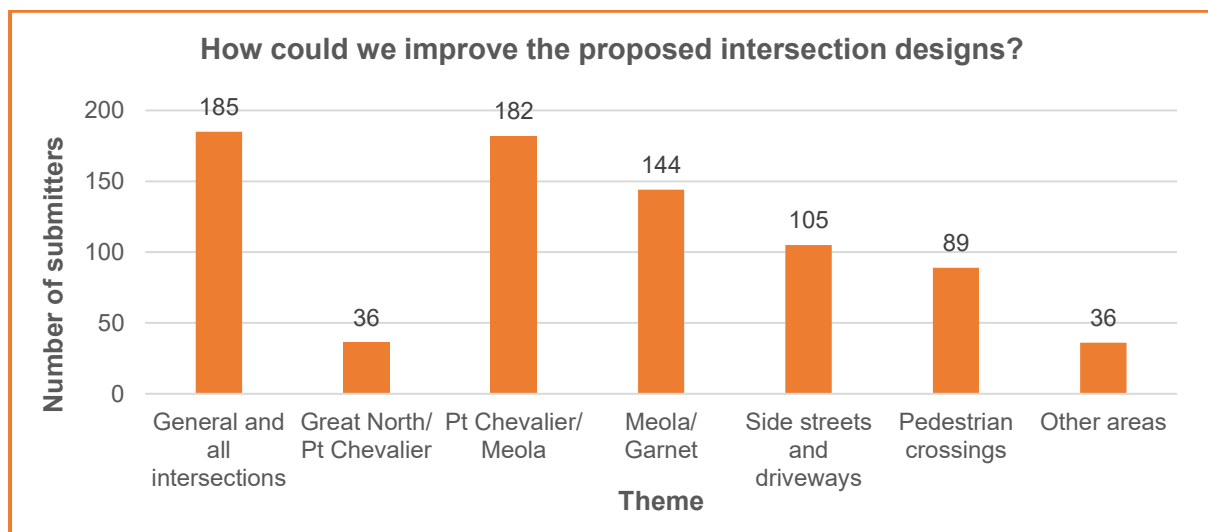
The proposed cycle lane width along the corridor will be refined during detailed design with the aim of maximising the available space. Separators are generally placed within the allocated cycle lane width.

The primary design consideration for cycle facilities is to create a continuous, comfortable and safe cycling route. Varying corridor widths and the location of existing services along the route mean that a uniform design along the entire route is not possible; we need to provide cycle lane solutions appropriate to each section. We will ensure safe transitions between these different treatments along the route through treatments such as signage and surfacing.

Potential bike parking locations will also be considered during detailed design.



Intersection design



Base of N=1221. Submissions may be counted in more than one theme.

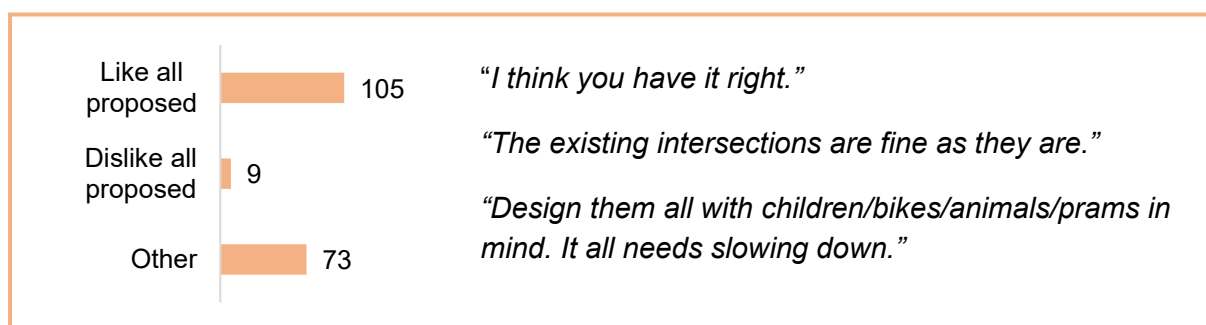
The two proposed intersection designs most commented on were the Point Chevalier Road and Meola Road traffic signals (182 comments) and the roundabout at Meola Road and Garnet Road (144).

See breakdown of subthemes for each intersection below.

We also received 36 suggestions for changes to intersections outside of the proposed route.

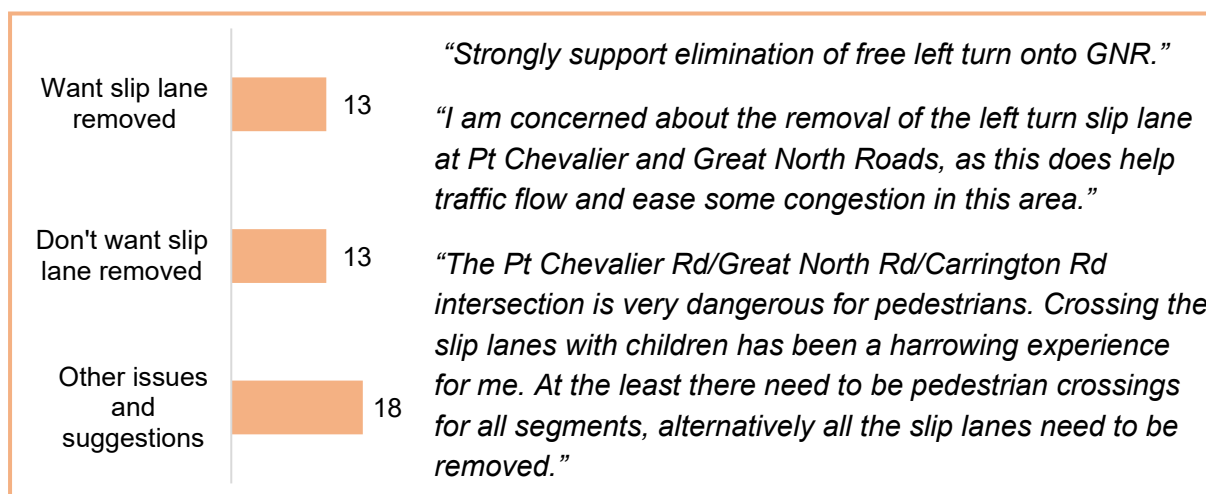
General and all intersections: subthemes

Many submitters commented on the intersections generally, with over 100 happy with the proposed changes, 9 opposed to all changes, and 73 suggestions to improve all intersections, such as by ensuring pedestrian and cyclist priority.



Great North Road and Point Chevalier Road intersection: subthemes

The 26 submitters who commented on the possible removal of the city-bound slip lane were evenly split, with 50% wanting it removed and 50% wanting it retained. Other suggestions mainly involved improving pedestrian and cyclist safety at this intersection and concerns about the other slip lane (north-bound into Point Chevalier Road).

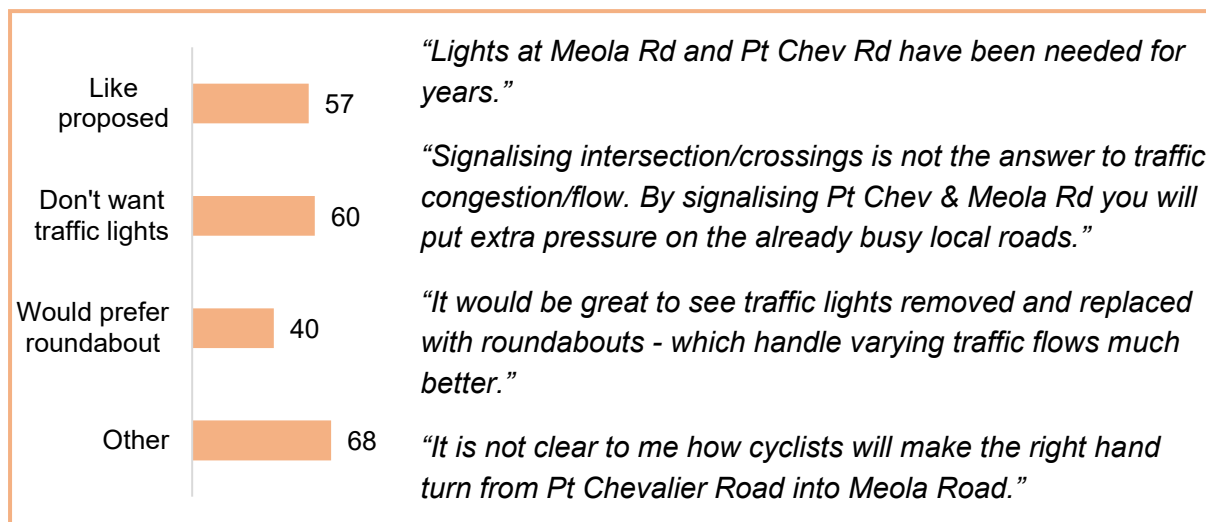


We are still investigating possible removal of the city-bound slip lane (by the Point Chevalier Community Library) from Point Chevalier Road into Great North Road at this intersection. This includes reviewing safety and traffic flow models to determine the best outcome.

Changes to the north-bound slip lane from Great North Road into Point Chevalier Road will be investigated as part of a separate project.

Point Chevalier Road and Meola Road intersection: subthemes

Public feedback was divided on the proposed traffic lights at this intersection. Similar numbers of submitters like (57) and dislike (60) the proposed changes. We received 40 requests to install a roundabout instead of traffic lights and a variety of other queries and suggestions on the proposed design.



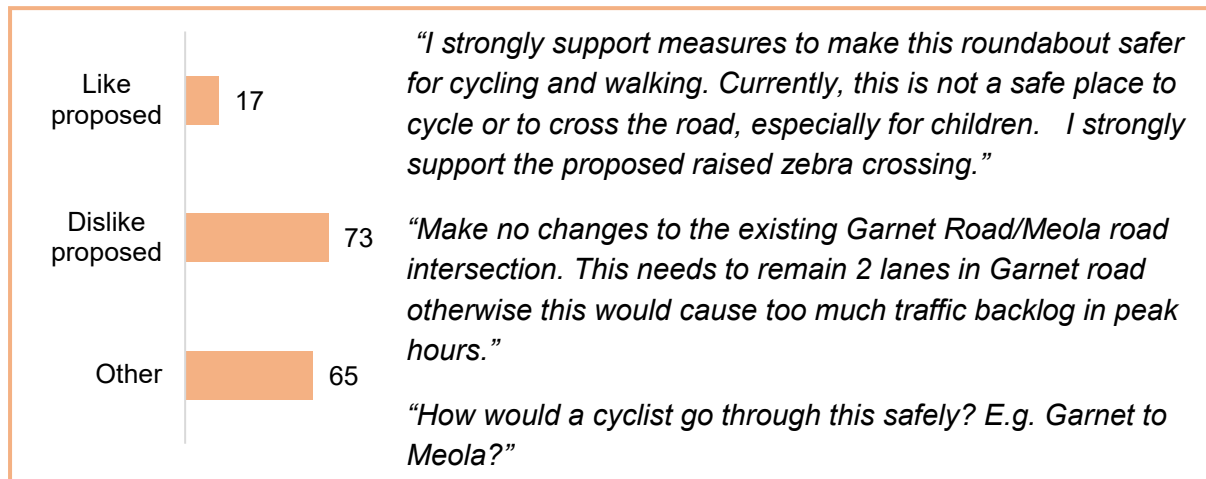
We are proposing traffic signals at this intersection to improve crossing safety for pedestrians and people on bikes. The signals will allow people to safely cross Point Chevalier and Meola Roads, which experience heavy traffic flow during peak times, and are currently difficult to cross on foot. Providing signals also improves safety for people on bikes, especially for those wanting to turn right, from Meola Road or Point Chevalier Road. Traffic modelling shows that there will be a minor impact on traffic flows at peak times. We will further refine the intersection design and assess how traffic signal phasing can be optimised to minimise adverse impacts on traffic flow during the next stage of design.

Property access is a key consideration in the design. We will provide the opportunity for property owners and occupiers to liaise with us directly once the design has been finalised.

A roundabout option was discounted, as bus movements in and out of a roundabout would require more space than is available.

Meola Road and Garnet Road intersection: subthemes

While 17 submitters like the proposed changes, around half of people who commented on this intersection do not like the design (73 submitters). In particular, they are concerned about the reduction of lanes entering the roundabout at the Garnet Road entrances. Other comments included queries on how the roundabout would work for people on bikes and suggestions to slow traffic or install additional pedestrian crossings.



The existing roundabout is a substandard dual lane roundabout. It currently operates as an informal single lane roundabout because the two-lane entries on Garnet Road are not full width lanes, meaning that large vehicles, including buses, currently take up both lanes when turning.

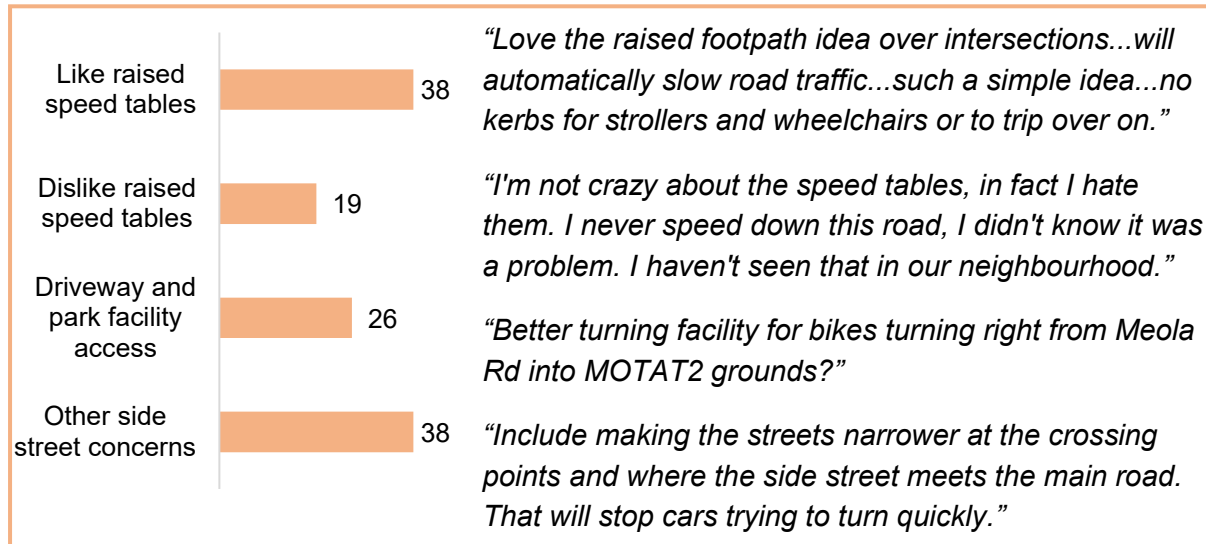
The proposed roundabout redesign will significantly improve pedestrian and cyclist safety, including for local residents accessing the shops and children going to and from Westmere School, by reducing the number of vehicle lanes they need to cross. The proposed single lane entries and kerb build-outs will also slow vehicles approaching the roundabout. The main traffic flow between Meola Road and Garnet Road is expected to operate at an acceptable level of service.

Slower traffic will make it safer for people on bikes who choose to use the road. Less confident people on bikes can use the shared paths to move around the roundabout.

Please note that the proposal includes **red surfacing flush with the road height** at the Garnet Road south and Meola Road access points, not raised tables as were shown in the consultation materials. Raised tables have been discounted, as they are difficult for buses to cross so would not be appropriate here. See [Attachment 1](#) for an amended diagram of the proposed changes.

Side street and driveway: subthemes

The proposed side street treatments are supported by 38 respondents, with 19 disliking them. 26 people commented on the intersections of private driveways and park facilities with the route and how these will work. Other concerns raised mainly involve suggestions to improve the design of the side street treatments.



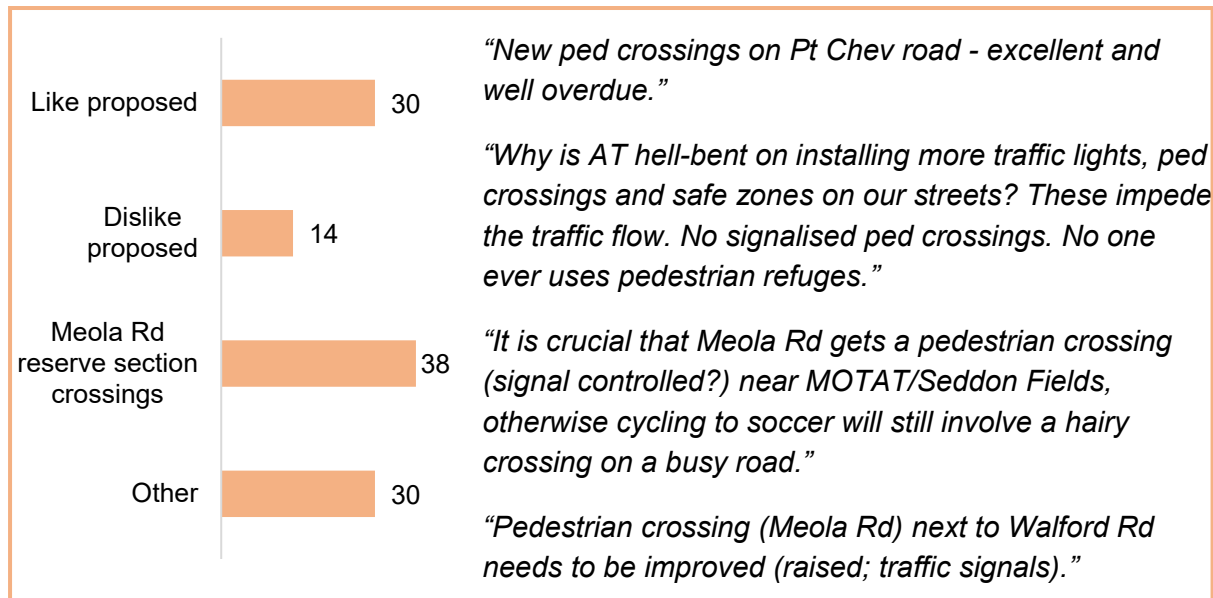
We are proposing raised speed tables at side streets along the route to improve safety by slowing traffic and increasing motorist awareness of pedestrians and people on bikes. We will further develop the side street treatments during the next design stage.

Motorists entering and exiting driveways along the route will need to check and wait for people on bikes in the cycle lanes, as they currently do with vehicle traffic.

We will investigate right-turn access into MOTAT Aviation, Seddon Fields and Meola Reef Reserve during the detailed design stage.

Pedestrian crossing (excluding at intersections): subthemes

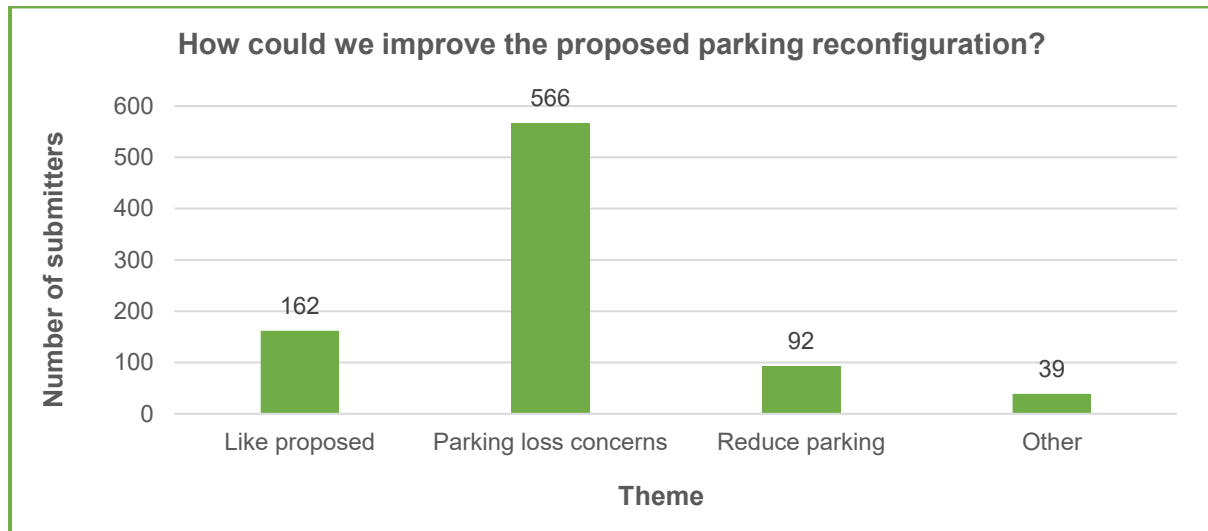
30 submitters liked one or more of the proposed new or upgraded crossings, while 14 dislike one or more proposed changes. We also received 38 suggestions for new or upgraded crossings in the middle section of Meola Road, near Seddon Fields, MOTAT Aviation and/or Meola Reef Reserve. 30 people suggested new or upgraded crossings along other parts of the route.



We are investigating opportunities for an additional crossing along Meola Road, to provide a safe crossing point for bus passengers, dog park users and children going to and from school via Motions Road.



Parking reconfiguration



Base of N=1221. Submissions may be counted in more than one theme.

The most important parking theme was concern about parking loss with 566 submitters either opposing the proposed parking removals or suggesting alternative ways to mitigate parking loss. **See breakdown of subthemes by section of route and by type of parking concern below.**

162 submitters like the proposed parking configuration because it balances the needs of all road users or will improve safety along Meola Road:

“My sense is that having a safer ride will balance out the loss of some parking spaces on the main road, because making it easier for people to cycle will help locals to keep shopping locally.”

92 submitters would like parking reduced further or removed entirely along the route:

“From Meola Park to Seddon Fields: Parking should be removed here and instead provided by use of empty land on the MOTAT site nearby. Current design looks far too narrow for continued on street parking on south side.”

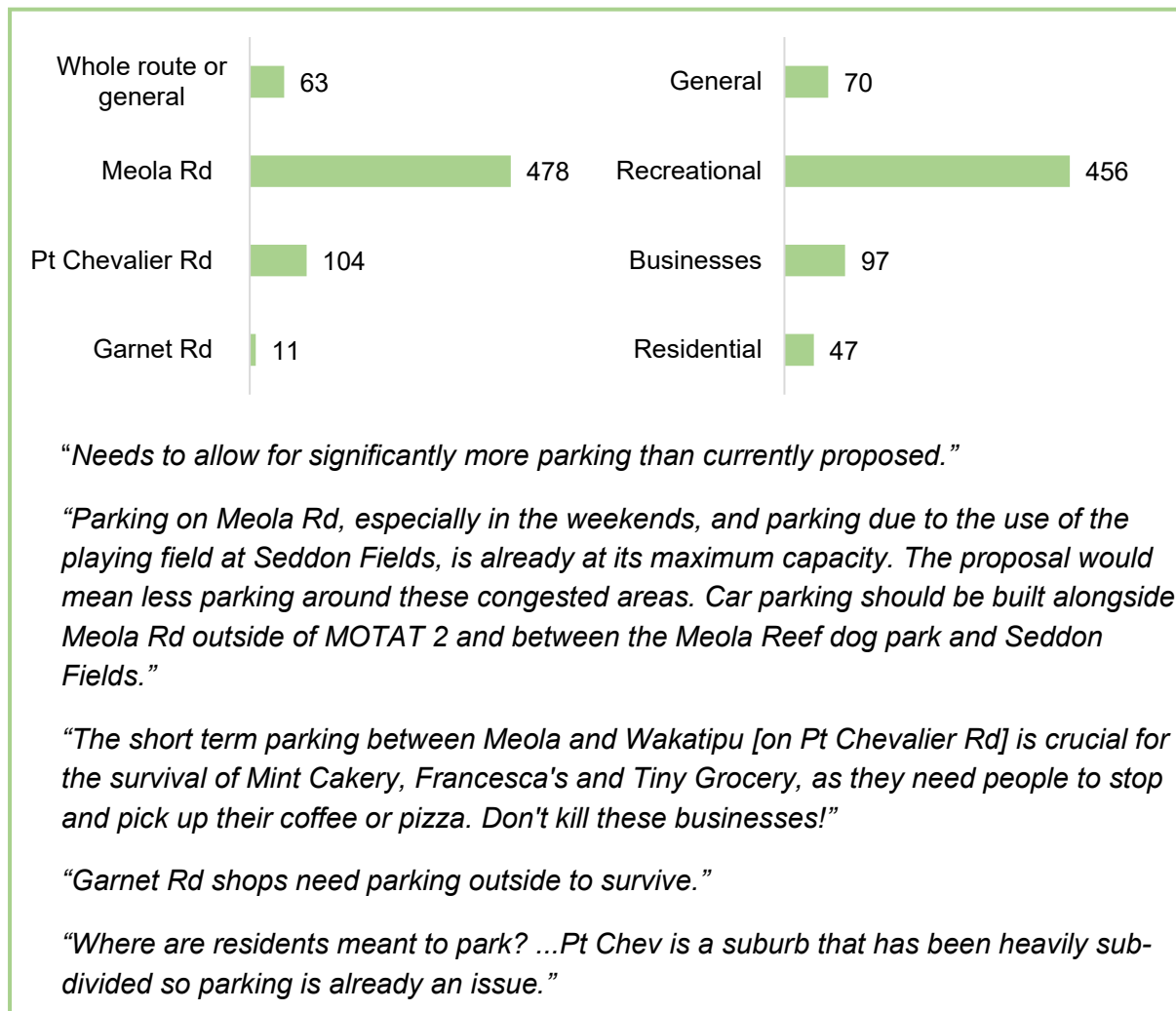
Other parking feedback received include suggestions to provide short-term parking, angle parking or residential parking zones.

Parking loss: subthemes

The large majority of feedback on parking loss focused on the reserve section of Meola Road. 456 submitters opposed the reduction in car parks along this section and/or suggested alternative parking locations or layouts to serve motorists visiting the recreational facilities at Meola Reef Reserve, MOTAT Aviation and Seddon Fields.

Point Chevalier Road parking loss is an issue for 104 submitters. In particular, submitters are concerned about parking availability outside the businesses near the intersection with Meola Road. Loss of residential parking along Point Chevalier Road was also raised by several

submitters, including concerns that planned densification in the area would increase demand for car parking in future.



We have developed the proposal with the aim to retain as much on-street parking as possible while delivering the key project benefits.

We propose removing the existing parking along the western side of Point Chevalier Road from Great North Road to Meola Road. Most parking on the eastern side will be retained off-peak (i.e. outside of 4pm-7pm) if the bus lane goes ahead, or at all times if the bus lane is not implemented. Recognising that some business owners in Point Chevalier have raised concerns about parking loss, particularly on the eastern side of Point Chevalier Road near Meola Road, we will assess the viability of alternative parking strategies in this area.

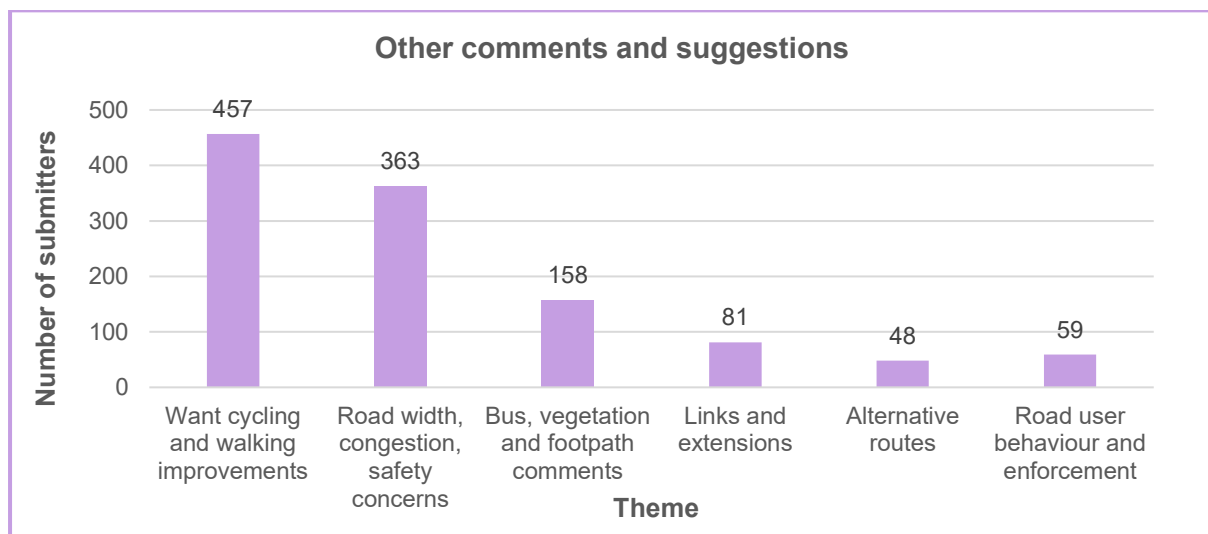
On Meola Road, we propose indented parking bays at the western end to cater for residential parking, and parking on adjacent side streets such as Kiwi Road, Huia Road and Walford Road provide alternatives within a close vicinity. We are not proposing indented parking bays at the eastern end of Meola Road, as this would require trees to be removed, and the narrow road width and steep gradients in this section create safety concerns.

In the Meola Road reserve section (Meola Reef Reserve, MOTAT Aviation, Seddon Fields) the majority of parking on the southern side of the road will be retained. Parking on the

northern side will be removed to make space for the cycle and vehicle lanes. Wider parking issues in the area (including the development of off-street parking) will be considered separately from this project. AT is participating in ongoing discussions on the development of a precinct-wide strategy for Western Springs.



Other themes



Base of N=1221. Submissions may be counted in more than one theme.

457 submitters, wrote that they want or support cycling and walking improvements, generally or in principle. Reasons provided include that they increase safety for all, balance road user needs better, make neighbourhoods more people-friendly, encourage cycling, or are more sustainable:

“Will make it easier to bike to school.”

“As a Grey Lynn resident who regularly runs through Pt Chev to Westmere and beyond I'm happy to see more pedestrian and cycle friendly streets spreading out from the city.”

“Generally supportive of cycleway networks provide they do not cause more problems.”

Another major issue, raised by 363 respondents, was road width, congestion and safety along the route. **See breakdown of subthemes by section below.**

We also received feedback from 158 people on bus facilities, vegetation and footpath design along the route. **This theme is split into subthemes below.**

81 submitters would like to see additional links to or extensions of the route:

“Provide bike lanes to Pt Chev School and Coyle Park.”

48 respondents suggested alternative routes through Point Chevalier or Westmere:

“Take the cycle lane from Pt Chev Rd down Tui St to Premier Ave and follow the walking track to Western Springs College/Pasadena Intermediate then Motions Rd to Old Mill Rd and Garnet Rd. A much cheaper option which would also service both schools.”

Finally, 59 submissions raised concerns around road user behaviours, speed limits and road rule enforcement:

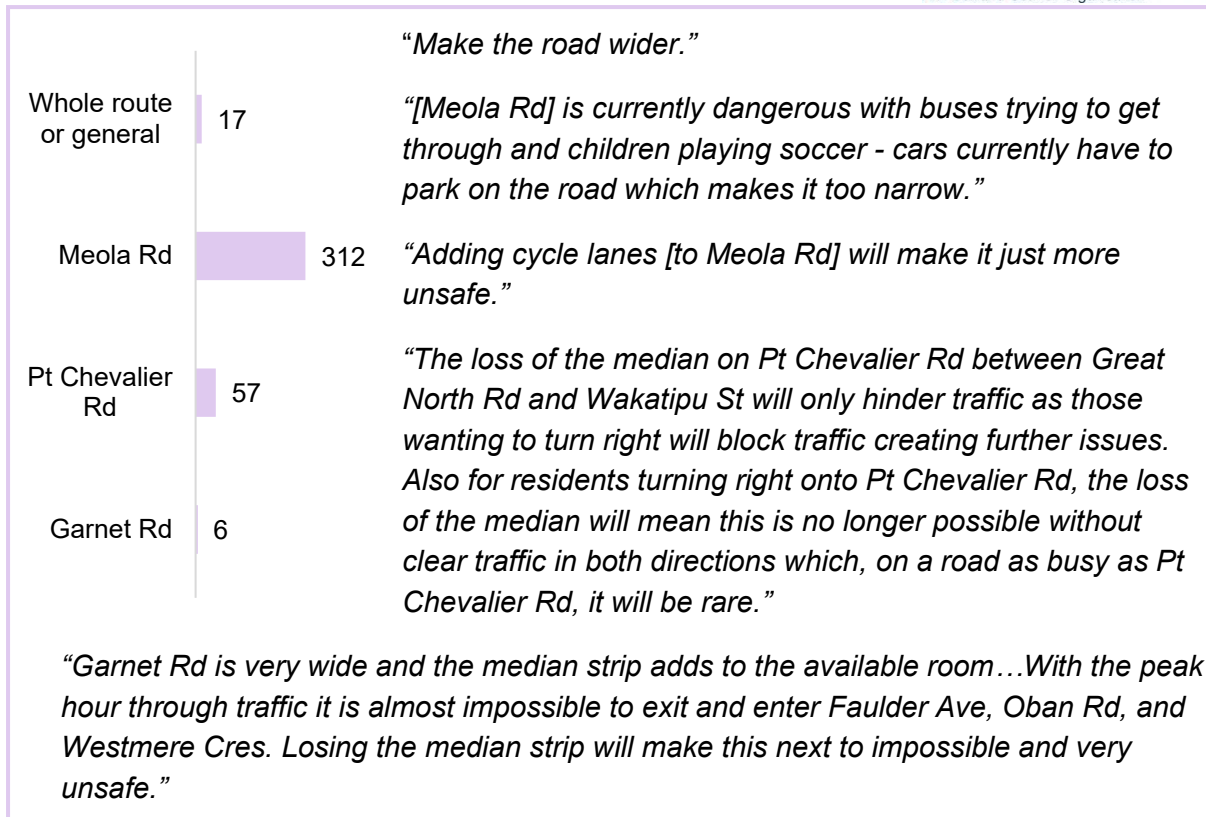
“Traffic on Meola Road should also be slowed (40km) as this road gets very busy and congested and slower traffic would ensure the safety of all users.”

Road width, congestion and safety: subthemes

Road widths, congestion and safety issues on the reserve section of Meola Road are a major concern for the community, with 312 comments on this issue. Respondents are concerned about the existing road layout and some believe that the proposal will not address the issues or will make them worse. Suggestions in this subtheme include widening the road, moving cycle lanes, removing on-street parking and/or providing off-street parking.

57 submitters raised similar concerns for Point Chevalier Road. Several submitters oppose the removal of the median strip along sections of the road and/or believe that the proposal will increase congestion along here. Some commented that Point Chevalier Road is wide enough for people on bikes to share the existing road layout, while others feel it is too narrow to accommodate the proposed cycle or bus lanes.

A small number of respondents are concerned about the removal of the median strip on the Garnet Road section.



The proposed carriageway width along Meola Road provides the same amount of space as the existing road. We anticipate that Meola Road will function similarly to its current layout, with minimal parking and free flowing traffic at peak times, while traffic at evenings and weekends will be slowed to a safe speed by high parking use along the southern side. Removal of parking on the northern side will also improve safety and reduce the risk of conflict between traffic and car passengers crossing the road between parked vehicles.

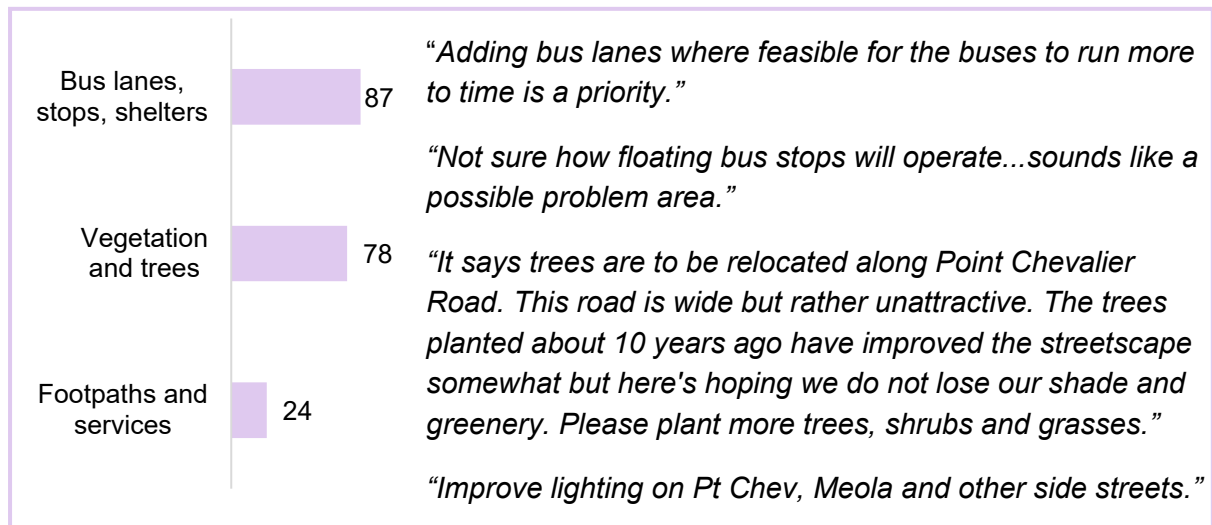
Removal of the median strip along parts of Point Chevalier Road is necessary to create space for the cycle lane and possible bus/off-peak parking lane. On the eastern side of Point Chevalier Road, opposite side streets where there is no flush median (Alberta, Miller and Smale Streets), a broken yellow line will be marked, to make space for a safe manoeuvre to overtake right turning cars.

Wider network congestion and road width issues for the area are not able to be addressed as part of this project and will require more time and money to resolve.

Bus, vegetation and footpath: subthemes

Of the 87 submitters who commented on bus facilities along the route, 33 are supportive of while 21 do not want the possible bus lane being investigated along Point Chevalier Road. Concerns around and support for floating bus stops, as well as suggestions relating to bus shelters were also included in this subtheme.

The two most common points around vegetation and trees (78 submitters) were concern about the relocation of 12 pōhutukawa trees along Point Chevalier Road and suggestions to plant new trees or other vegetation along the route.



We are still investigating a possible bus lane along part of Point Chevalier Road and the design of floating bus stops along the route. The safety of people on bikes and those using bus stops will be a key consideration in our bus stop designs.

We will relocate the 12 existing pōhutukawa trees to new locations along Point Chevalier Road. The exact location will be determined during detailed design, and we will work with an arborist to ensure the new location will be suitable for the trees to remain healthy. If for any reason it is not possible to relocate the existing trees, we will replace them with new, mature trees that have a better chance of thriving, assisted by Auckland Council arborists.



Other submissions

In addition to public feedback, we also received submissions from key interest groups, including Transition Town Point Chevalier, Point Chevalier Community Committee, Bike Auckland and the Waitemata Local Board. Many of their concerns have also been raised by other submitters and will be addressed in the second part of the report. We will also work with these groups directly to respond to their concerns.

Transition Town Point Chevalier

Community development group Transition Town Point Chevalier stated that, while they support initiatives that improve facilities for pedestrians and people on bikes, and parts of the proposal, they do not support this project overall. Their main concern is the treatment of the pōhutukawa trees along Point Chevalier Road, which they would like to retain.

They also disapprove of plans in the Point Chevalier area that cater to vehicle traffic, advising that infrastructure which supports only pedestrians, people on bikes and public transport would be safer, more sustainable and cost-effective long-term.

They also made several suggestions, including:

- widen the cycleways in places (should be 1.8 metres, excluding barrier)
- install a new crossing just west of the MOTAT Aviation driveway to serve those needing to cross the road to catch the Outer Link bus, and upgrade the pedestrian refuge crossing near the MOTAT Aviation service driveway to a zebra crossing
- implement a 40km/h speed limit along Point Chevalier Road and 30km/h on side streets
- consider an alternative route by transforming Kiwi and Huia Roads into shared spaces or greenways, which they believe would give less confident people on bikes safer and more attractive route options
- reduce through traffic in the area by blocking Meola Road to car traffic between Meola Reef Reserve and MOTAT Aviation.

Point Chevalier Community Committee

Community development group Point Chevalier Community Committee support the proposal, but believe it requires significant changes in order to better provide for the needs of the community and visitors to the area. They suggest that AT:

- emphasise place-making to improve the local streetscape, such as through planting and aesthetically appropriate separators
- retain the Point Chevalier Road pōhutukawa trees in their existing locations, if possible
- change the intersections at both ends of Meola Road to roundabouts with protected cycle lanes

- adjust the location and gradient of the proposed raised tables at side street intersections and clarify who has priority on the crossings
- find ways to support Point Chevalier Road businesses dependent on car traffic.

Bike Auckland

Cycling advocacy group Bike Auckland strongly support the proposal on the basis that it will make the area safer and more attractive for people on bikes, including for children riding to and from school. They also suggested we:

- change the proposed “floating” bus stop design, to increase safety of people on bikes and bus users
- consider raised cycle lanes or other treatments to increase safety of the proposed parking bays along Meola Road west
- use stronger ground elements in the proposed barriers between bike and traffic lanes to reduce the need for vertical elements and improve cycle lane appearance
- include bike parking facilities at key locations
- implement a 40km/h speed limit in parts of the project area (including Point Chevalier Road).

Bike Auckland emphasised that all efforts should be made to preserve the existing pōhutukawa trees along Point Chevalier Road and that they support us in considering other options for parking near the shops at the Point Chevalier Road/Meola Road intersection.

Waitematā Local Board

Waitematā Local Board support the completion of the Auckland Cycle Network with safe, connected cycleways, including the Point Chevalier to Westmere route. They also support improved pedestrian facilities, including the proposed footpath on the northern side of Meola Road.

They also made suggestions for the ongoing management of the project, including that AT:

- work with key stakeholders on a comprehensive parking management plan for the wider Western Springs Precinct, and offer the Western Springs Football Club members travel management advice and support
- work with Auckland Council on safe crossing facilities across Meola Road, to provide integrated connections to Lemington Reserve and Meola Reef Reserve
- review the location of bus stops and crossing points to ensure the bus stops best serve the Western Springs Football club, Meola Reef Reserve and MOTAT Aviation
- work with Auckland Council to assess the need and possible options for a public toilet serving the Westmere shops on the cycle route
- consider options for including additional street tree planting and minimising storm water run-off along Meola Road.

Attachment 1: Proposed designs

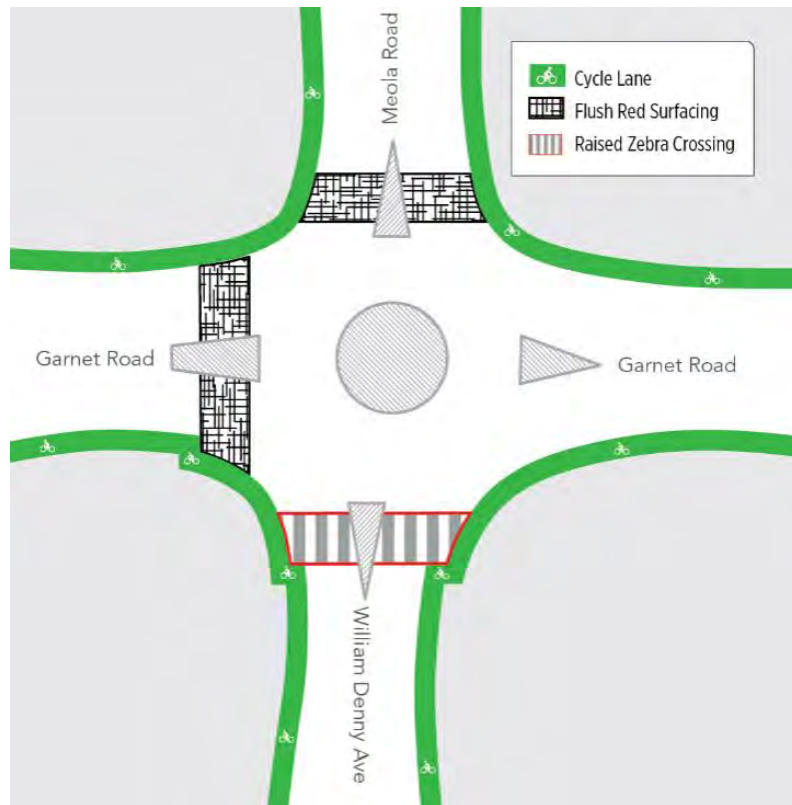
Intersections

Improvements to Point Chevalier Road and Meola Road intersection



We propose to install traffic signals at the Point Chevalier Road and Meola Road intersection. The design of this intersection upgrade will provide a high level of safety for pedestrians and people on bikes. Introducing traffic lights will create safe crossing facilities for pedestrians and make it safer and easier for people on bikes to turn into and out of Meola Road.

Meola Road and Garnet Road roundabout



The Meola Road/Garnet Road roundabout layout will be changed to a single-lane roundabout. The design of this intersection upgrade has not been finalised, but we are investigating designs that will provide a high level of safety for pedestrians and people on bikes. Street lighting at the roundabout will also be improved.

Please note that there was an error in the diagram provided in the consultation materials. We are proposing red surfacing, flush with the road, at the Garnet Road south and Meola Road south access points (not raised tables).

Side street treatments



At several T-junctions on side streets along the route, we propose to install raised speed tables, improving the safety for pedestrians and people on bikes. This treatment will slow traffic, encouraging greater awareness of people on bikes and pedestrians.

Raised speed table treatments are proposed for these side-street intersections:

Point Chevalier Road

- Montrose St
- Tui St
- Alberta St
- Miller St
- Smale St
- Formby Ave
- Wakatipu St
- Walker Rd

Meola Road

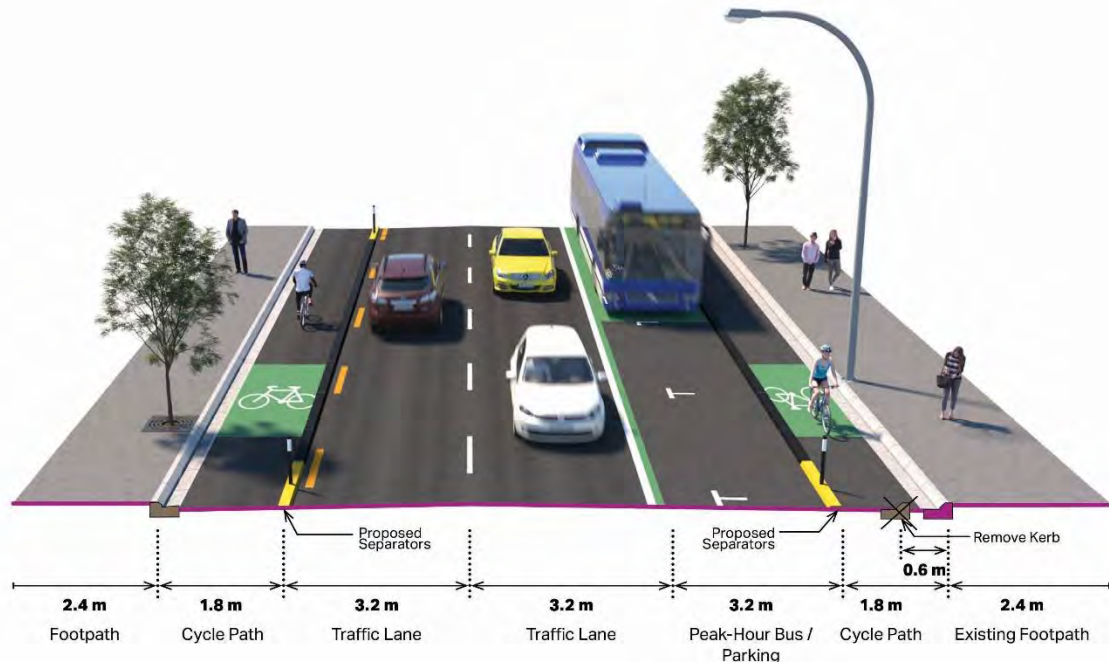
- Huia Rd
- Kiwi Rd
- Walford Rd
- Moa Rd

Garnet Road

- Westmere Cres
- Faulder Ave
- Oban Rd

Point Chevalier Road

From Great North Road to north of Wakatipu Street



For this section we are proposing an on-road cycle lane in both directions, protected from traffic by a physical barrier.

Some trees along this section will need to be relocated. On-street parking will be removed along the west side and additional side street treatments will be implemented, to increase safety for all users.

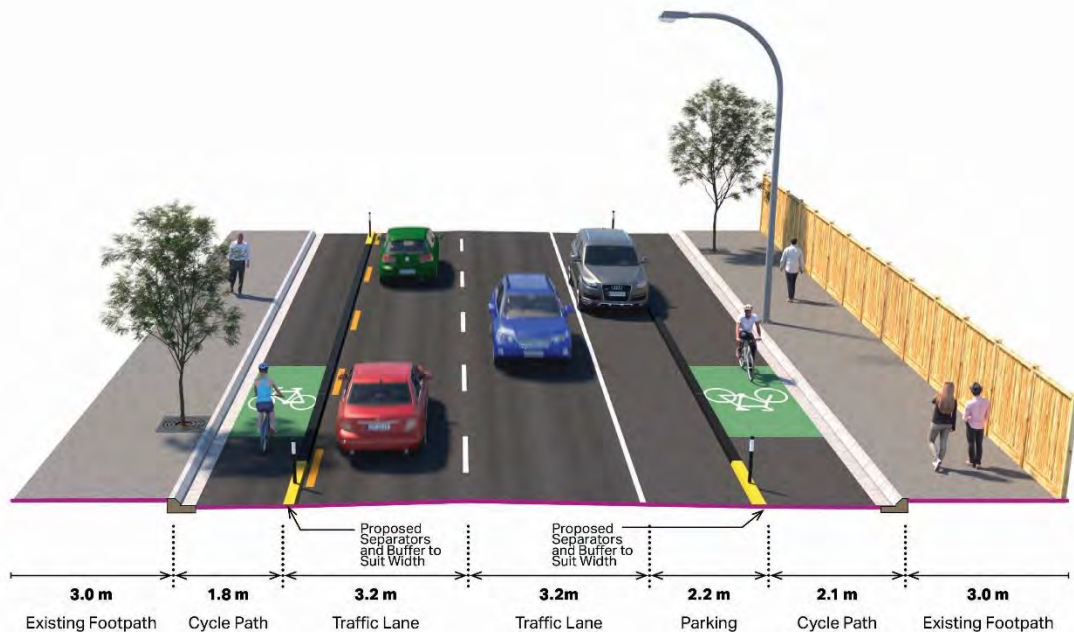
A small section of central median will be retained approaching Tui Street, to provide a waiting space for turning vehicles. The central median will be removed in all other areas throughout this section.

We are also investigating a possible bus priority lane on the eastern side, to improve the public transport commute during evening peak times. If this goes ahead, the bus lane would only operate during evening peak time, and parking would be permitted in this space at all other times. If this does not go ahead, on-street parking will be permitted at all times.

We are also investigating possible removal of the city-bound slip lane (on the eastern side by the Point Chevalier Community Library) at the Point Chevalier and Great North Road intersection. The north-bound slip lane from Great North Road into Point Chevalier Road will be investigated at a later date, as part of a separate project.

The existing zebra crossing between Tui Street and Alberta Street will be upgraded to a signalised crossing.

From Wakatipu Street to south of Walker Road

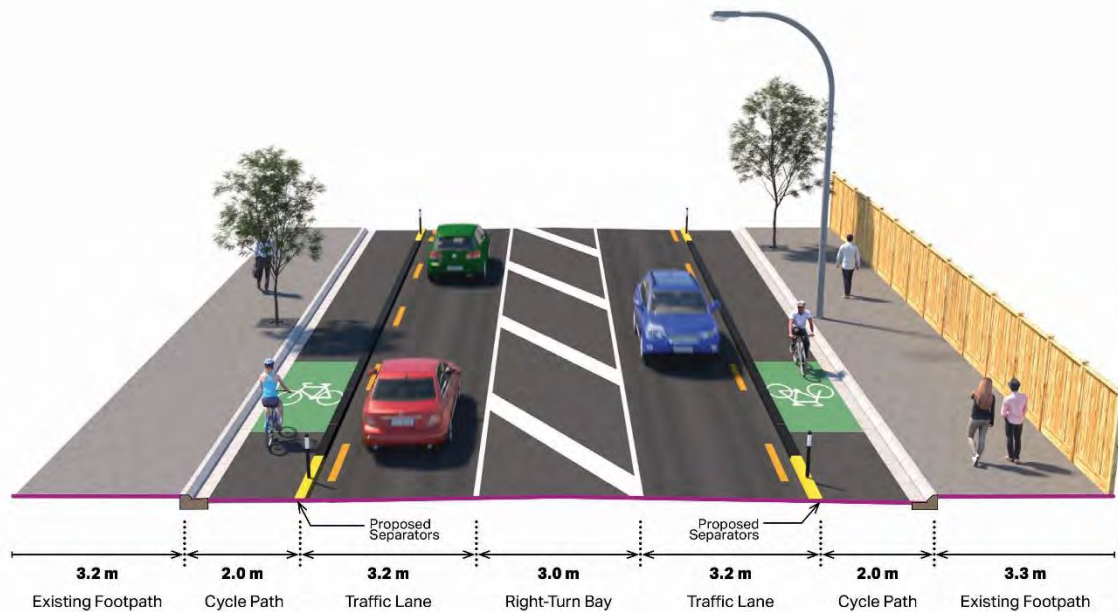


For this section we are proposing an on-road cycle lane in each direction, protected from traffic by a physical barrier. Additional side street treatments will be implemented, to increase safety for all users.

Some trees along this section will need to be relocated. In order to retain parking on the east side of the road, the central median will be removed. There is not enough room to retain parking on the west side of the road, so this will be removed.

A new zebra crossing will be installed north of the Wakatipu Road intersection.

From Walker Road to Meola Road, including Meola/Point Chevalier intersection



For this section, we propose an on-road cycle lane in each direction, protected from traffic by a physical barrier. Additional side street treatments will be implemented, to increase safety for all users.

We are proposing to install traffic signals at the Point Chevalier/Meola Road intersection. The design of this intersection upgrade is yet to be finalised, but we are investigating designs that will provide a high level of safety for pedestrians and people on bikes.

Some trees along this section will need to be relocated, and removal of parking on both sides of the road is required to retain a wide central median, which accommodates high volumes of right-turning traffic and public transport movements from Point Chevalier Road into Meola Road.

Meola Road

From Point Chevalier Road to before Meola Reef Reserve (west residential section)



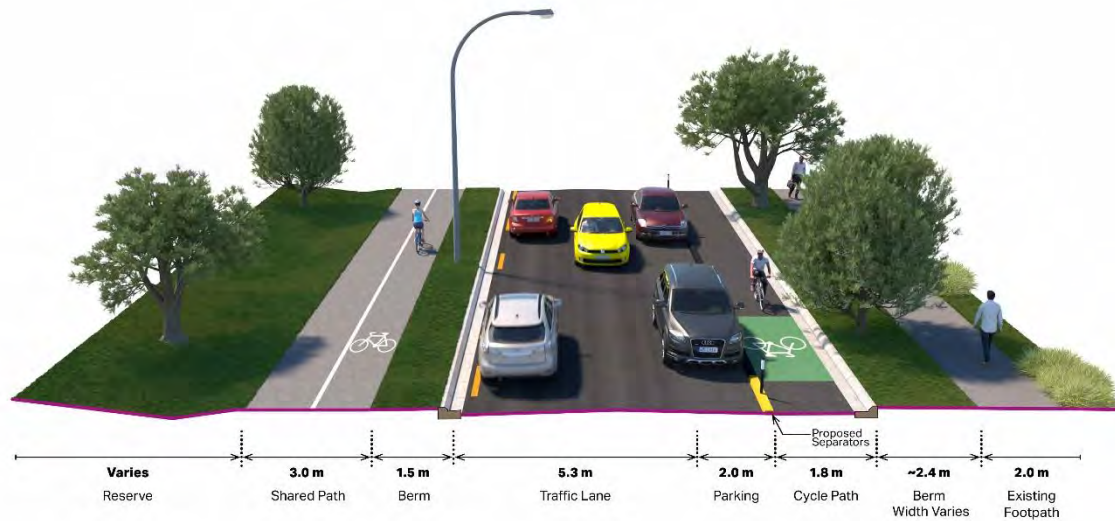
For this section, we are proposing an on-road cycle lane in each direction, protected from traffic by a physical barrier. Additional side street treatments will be implemented, to increase safety for all users.

Given the limited space in this section of the road, parking will be reconfigured into indented parking bays.

The road will be widened a small amount on the northern side to accommodate new cycling facilities. Services (including street lighting) will be relocated as necessary. We do not expect the removal or relocation of any street trees along this section.

This project coincides with scheduled maintenance works along Meola Road. Combining these projects will reduce disruption for those in surrounding areas, as well as saving ratepayer money.

From Meola Reef Reserve to after Seddon Fields (reserve section)



For this section, we are proposing a new off-road shared path on the northern side of the road, with painted separation between pedestrians and people on bikes. Currently there is no footpath on this side of the road.

The southern side will mostly consist of an on-road cycle lane, protected from traffic by physical barriers. There will be a short section of shared path between the entrance to the Seddon Fields car parks and the Meola Road entrance to MOTAT Aviation.

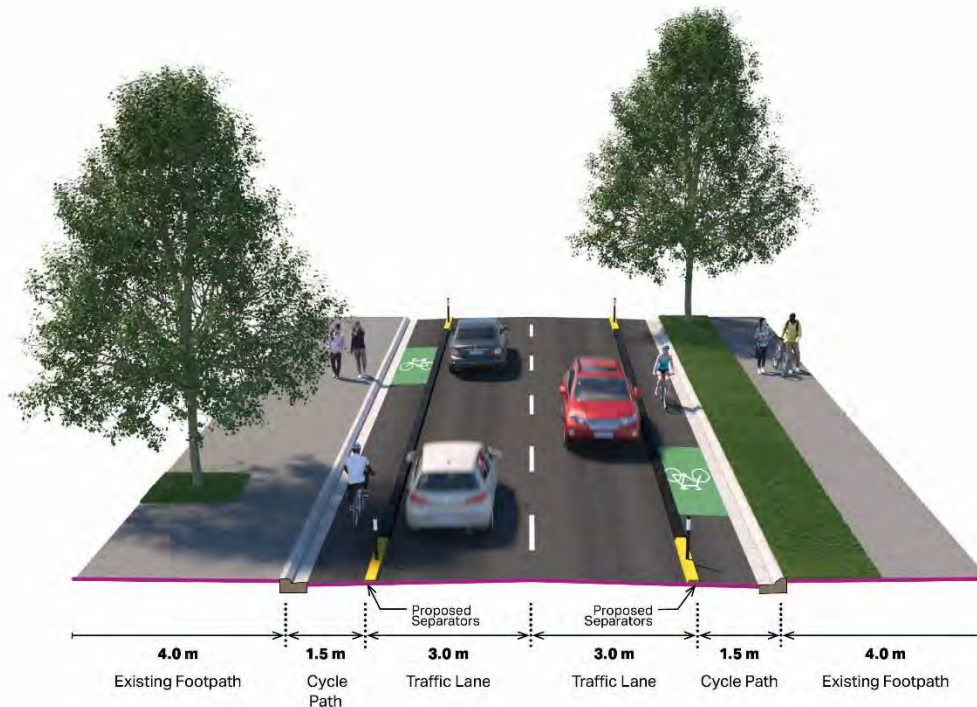
The on-street parking on the northern side of the road will need to be removed. Sections of parking on the southern side will remain, outside the new protected cycle lane. This leaves a 5.3 metre two-way traffic lane (which is wider than the existing traffic lane in this section).

The existing footpath on both sides of Meola Road Bridge will be widened to accommodate the 3 metre shared path.

As part of the road upgrade, we will need to widen the northern side of the road a small amount in some sections. Services (including street lighting) will be relocated as necessary. We do not expect the removal or relocation of any trees along this section.

This project coincides with scheduled maintenance works along Meola Road. Combining these projects will reduce disruption for those in surrounding areas, as well as saving ratepayer money.

From after Seddon Fields to Garnet Road (east residential section)



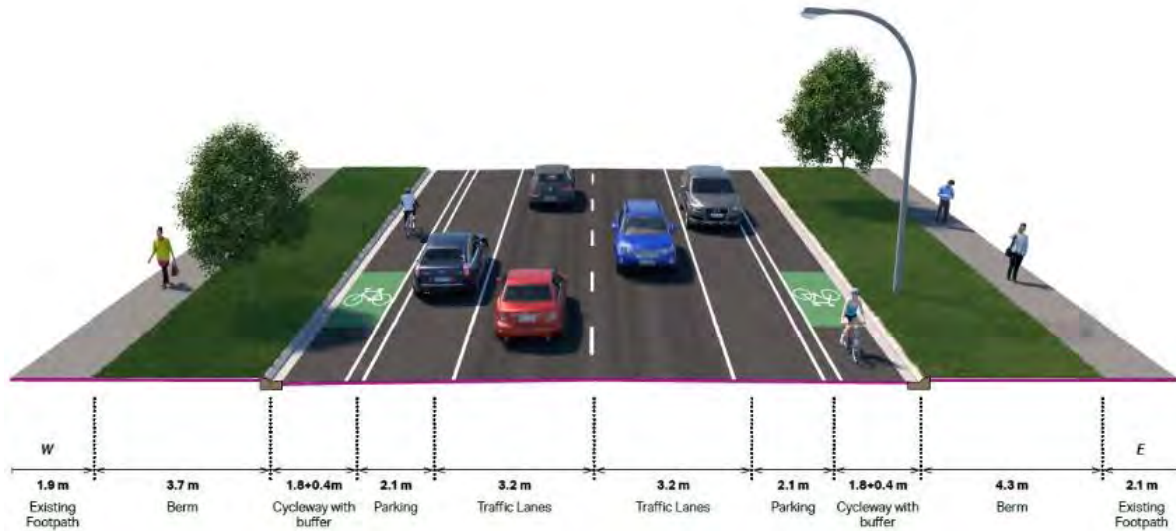
For this section, we are proposing an on-road cycle lane in each direction, separated from traffic by a physical barrier.

We propose to upgrade the pedestrian refuge opposite 21 Meola Road to a zebra crossing.

The on-street parking on both sides of the road will be removed.

Garnet Road

From Meola Road roundabout to Westmere shops



For this section, we are proposing protected cycle lanes on both sides of the road, separated from traffic by a combination of physical barriers and parked cars.

We will aim to retain as much parking as possible, however the new layout may result in some parking being removed for safety reasons, such as to improve visibility around residential driveways.

The Meola/Garnet roundabout layout will be changed to a single-lane roundabout, and additional side street treatments will be implemented, to increase safety for all users.

Attachment 2: Feedback form questions

Feedback form

Please complete this feedback form and return to us by **Sunday 23 April**.

Alternatively, you can provide feedback online at **AT.govt.nz/haveyoursay**

If you have difficulty completing the form, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

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

What do you think about the proposal in general?

How could we improve the proposed cycle lane designs and separation methods?

How could we improve the proposed intersection designs? (please specify location)

How could we improve the proposed parking reconfiguration?

Do you have any other comments or suggestions?
