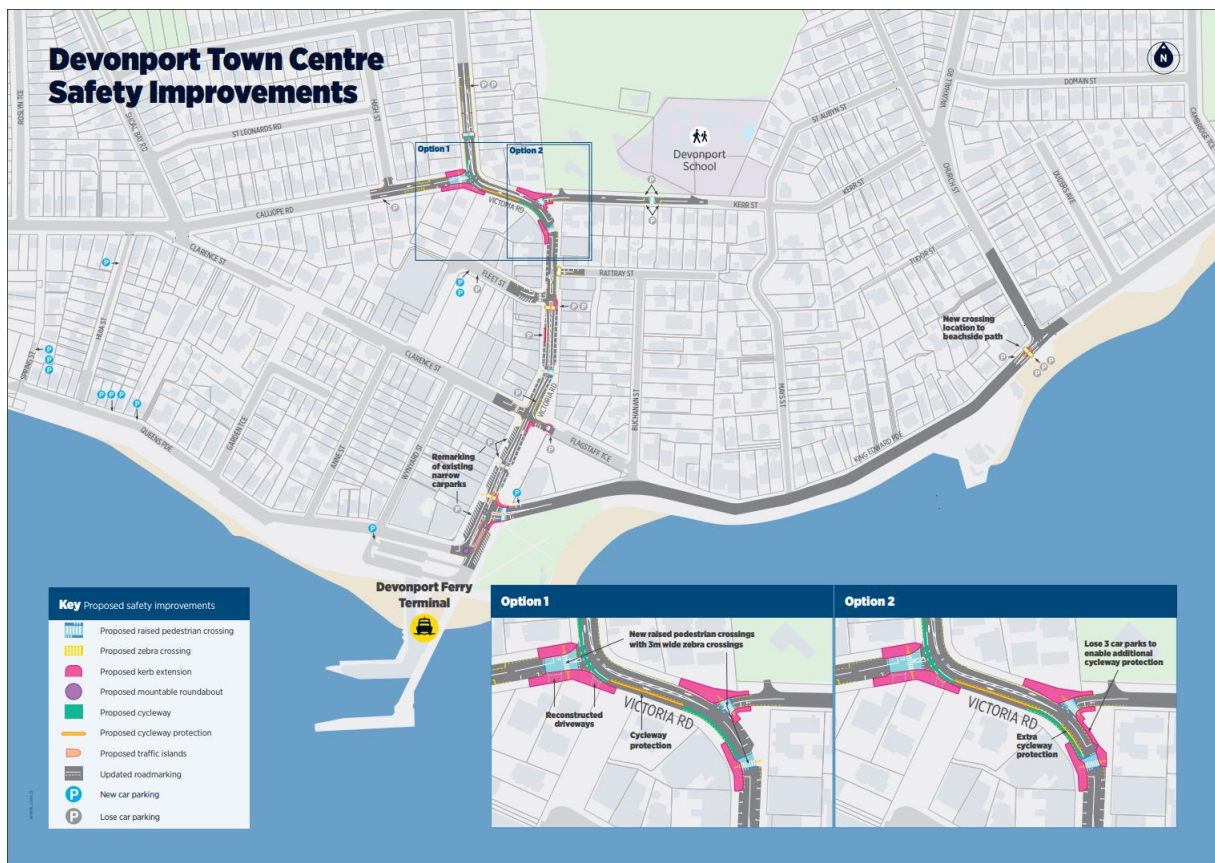


# Your feedback on Devonport Town Centre safety improvements



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# Summary

Auckland Transport, in partnership with representatives from the Devonport community, are working towards improvements to make it safer to walk, bike, and drive around Devonport's town centre.

Devonport is getting ready for its next step, with a shared vision for a safer and more accessible town centre. Town centres are busy, with lots of people sharing the road including shoppers, senior citizens, people with disabilities, school children, and people using different transport options – all in close proximity to cars. Safer speeds create a better future for everyone.

We consulted on this proposal from 15 July to 14 August 2022 and overall, 241 respondents engaged with the Devonport town centre safety improvements consultation. This includes:

- 205 online survey submissions
- 27 hard-copy submissions
- 8 email and written submissions
- 1 key stakeholder email

## Key themes in feedback

### 1. Do you have any suggestions or feedback around the proposed safety improvements?

#### Top 10 themes in the feedback

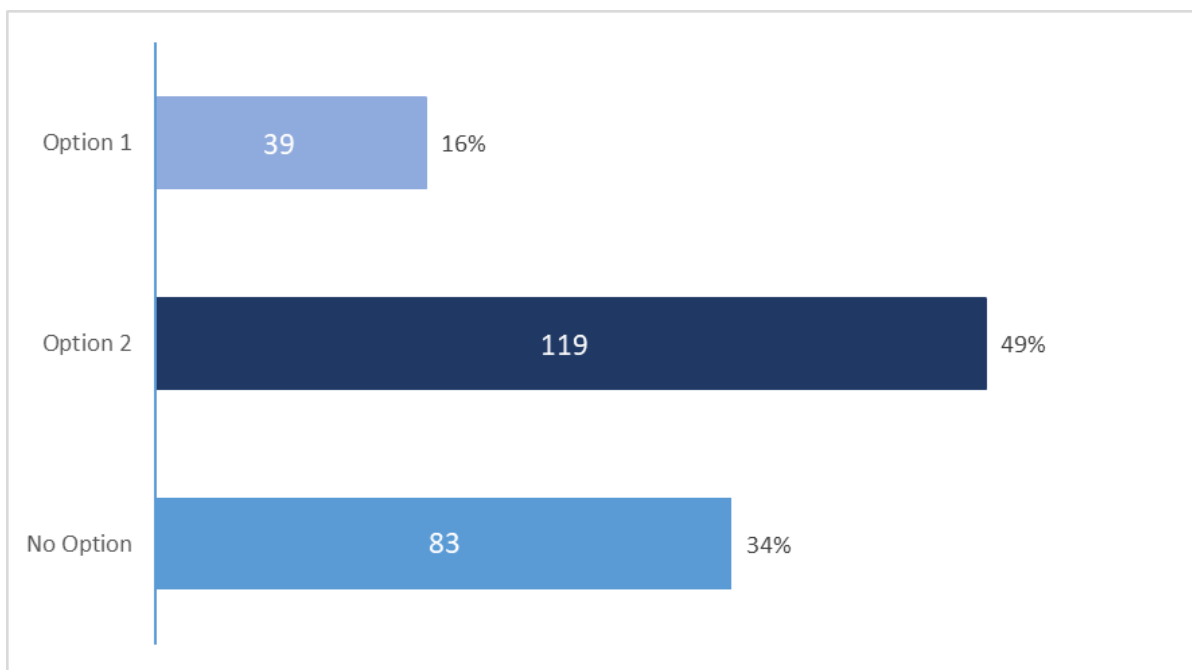
Concern that Victoria/Calliope Road intersection changes (i.e. removal of right turn bay from Victoria Road and/or narrowing Calliope Road) will cause traffic	65 Submissions
Concern that intersection changes will direct traffic to side residential streets	44 Submissions
General support of proposed safety improvements	41 Submissions
Support reduced speeds	36 Submissions
Suggestion to maintain current Victoria/Calliope Road intersection layout	36 Submissions
Overall concern about Victoria/Calliope Road intersection changes	33 Submissions
Support proposed cycle lane	31 Submissions
Concern that proposed changes are unnecessary	23 Submissions
Concern that Victoria/Calliope Road intersection changes will make it more dangerous	22 Submissions
Support proposed zebra crossings	21 Submissions

*Submissions may have included more than one theme.*

## 2. Which option do you prefer of the two cycling related aspects of the proposals?

Option 1 (*Protected single direction cycleway*)

Option 2 (*Protected single direction cycleway, with additional cycleway protection and wider footpath (3 car parks lost)*)



241 submissions replied to this question.

## 3. And why?

### Top reasons why option 1 was chosen:

Don't want to lose parking space.	14 Submissions
Because cycle lanes are barely used.	6 Submissions
Overall concern for the proposed extended cycle lane	5 Submissions

Submissions may have included more than one theme.

### Top reasons why option 2 was chosen:

It improves cycling safety.	65 Submissions
Because cars cut into the current painted only cycle lane.	25 Submissions
Because the loss of 3 car parks is worth the improvements.	20 Submissions
Because it provides a wider footpath for pedestrians.	19 Submissions
Because of safety improvements.	9 Submissions
Because active modes of transport should be prioritised.	8 Submissions
Because it improves pedestrian safety.	7 Submissions
Because it encourages cycling.	6 Submissions
Because the existing 3 car parks are dangerous.	6 Submissions

*Submissions may have included more than one theme.*

### Top reasons why neither option was chosen:

Have concern for proposed intersection changes	9 Submissions
Have concern that cycle lanes are unnecessary	6 Submissions

*Submissions may have included more than one theme.*

## 4. Do you have any other comments regarding the proposal?

### Other common themes

Suggestion to not place crossings at beginning of street	20 Submissions
Support proposed crossing on Calliope Road	19 Submissions
Suggestion to put a (low) roundabout at intersection instead	18 Submissions
Support proposal as it improves safer active transport modes	17 Submissions
Concern that roads around intersection are used by many commuters	16 Submissions
Support raised crossings to slow traffic and improve pedestrian safety	16 Submissions
Concern about the proposed cycle lane	15 Submissions
Concern that residents/commuters of Stanley Bay will be affected due to intersection changes	15 Submissions
Concern for the removal of car parks	13 Submissions
Suggestion to extend cycle lanes	11 Submissions
Suggestion to rethink proposed changes	11 Submissions

*Submissions may have included more than one theme.*

# Background

## What are we seeking feedback on?

Devonport is getting ready for its next step, with a shared vision for a safer and more accessible town centre. Town centres are busy, with lots of people sharing the road including shoppers, senior citizens, people with disabilities, school children, and people using different transport options – all in close proximity to cars. Safer speeds create a better future for everyone.

Early on in this project, AT formed a community working group, which fed into the proposal that went out for public feedback. Community feedback is essential in making this project a success.

The working group was put together to represent the community and includes members of the Devonport Local Board, North Shore Ward Councillors, Business Association, Bike Auckland, Devonport Residents Association, and other members from the wider community.

## Project details

The proposed Devonport Town Centre safety improvements included:

- New raised table and zebra crossings on Victoria Road
- New raised table with crossing on Calliope Road
- New raised table with crossings on Kerr Street
- Upgrade of speed hump to raised table zebra crossing on Flagstaff Terrace
- New raised table with zebra crossing and median islands on King Edward Parade
- New zebra crossing on King Edward Parade
- New zebra crossings on Rattray Street and Victoria Road
- Relocation of bus stop and upgrade of facilities on Victoria Road
- New options for cycling facilities on Victoria Road
- Re-marked parking spaces, allowing for greater width, in response to community feedback

The proposed improvements would require the repurposing a maximum of 22 carparks on Victoria Road, Calliope Road, Kerr Street, Flagstaff Terrace and King Edward Parade to allow for the installation of the measures above. The proposal would see the reintroduction of 11 carparks on Spring Street, Huia Street, Queens Parade, Fleet Street and King Edward Parade.



# Devonport Town Centre Safety Improvements



# Consultation

We consulted on the proposed Devonport Town Centre safety improvements from 15 July to 14 August 2022.

## What we asked you

1. Do you have any suggestions or feedback around the proposed safety improvements?
2. Which option do you prefer of the two cycling related aspects of the proposals?
  - Option 1 (*Protected single direction cycleway*)
  - Option 2 (*Protected single direction cycleway, with additional cycleway protection and wider footpath (3 car parks lost)*)
3. And why?
4. Do you have any other comments regarding the proposal?

## Activities to raise awareness

- Set up a project webpage and an online feedback form on our website
- Mailed project brochures with a physical feedback form to Devonport and surrounding suburbs households
- Distributed brochures to local businesses and the local library
- Posted social media posts online, along with targeted sponsored posts specific to those living in Devonport
- Issued a media release detailing the project and consultation
- Ran multiple adverts in the North Shore Times and Devonport Flagstaff
- Held a drop-in session for Devonport Business Association
- Held two public open days at Devonport Library
- Held an online public drop-in session

## How people provided feedback

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/safe-speeds-in-town-centres/devonport-town-centre-safety-improvements/> at the end of this report for a copy of the feedback form.

# Your feedback

## Overview

In total, 241 submissions were received, which included:

- 205 online survey submissions
- 27 hard-copy submissions
- 8 email and written submissions
- 1 key stakeholder email

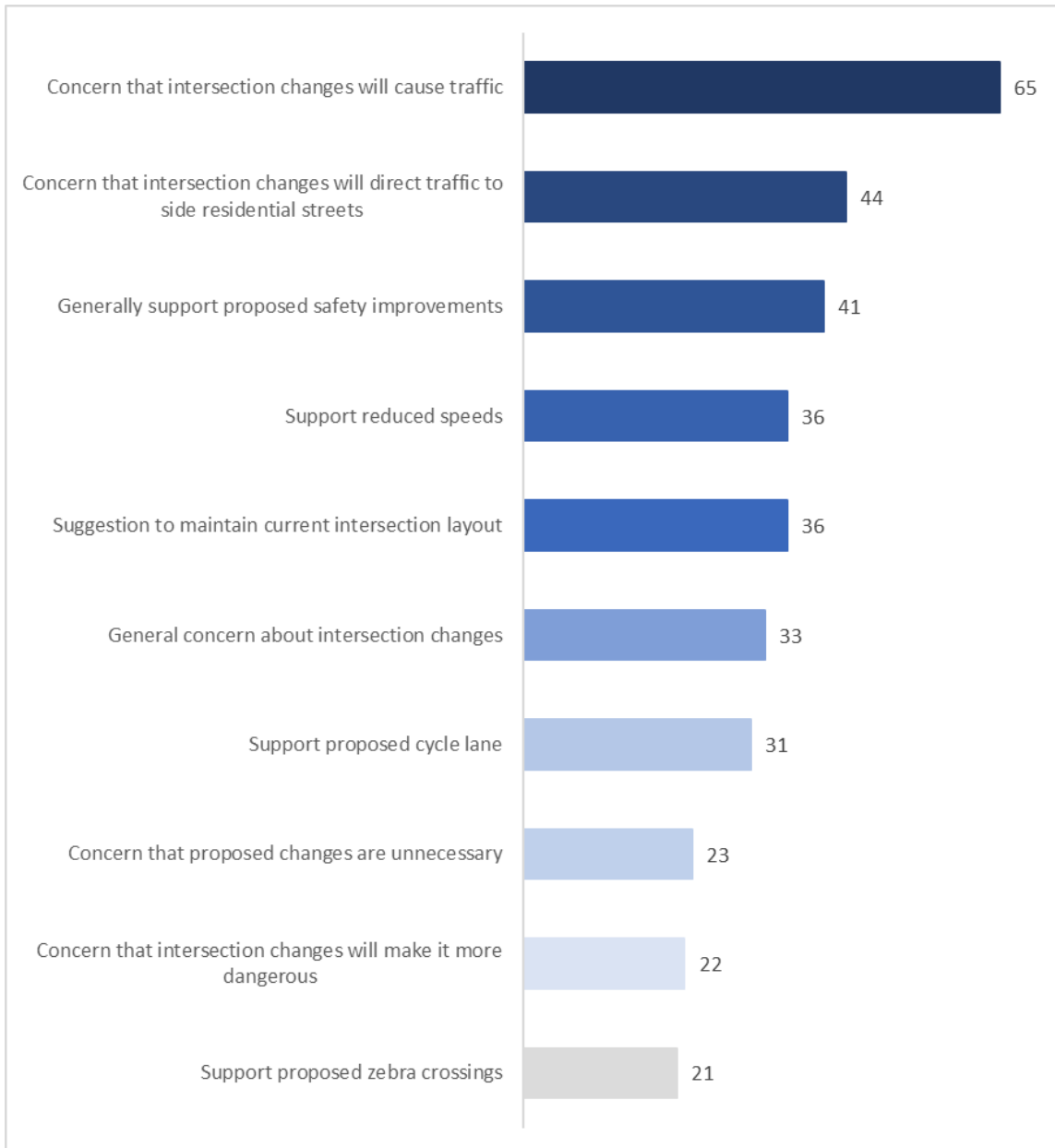
## Do you have any suggestions or feedback around the proposed safety improvements?

People were asked if they have any suggestions/feedback on any parts of the safety improvements proposal. A total of 216 (90%) submissions on this question were received and 25 (10%) blank responses were counted.

## Top 10 themes in the feedback

Within the range of feedback and suggestions that we received through the consultation, 10 key themes were identified. This section presents these key themes and changes we have made in response to the feedback.

## Top 10 themes



*Submissions may have included more than one theme.*

Concern that Victoria/Calliope Road intersection changes (i.e. removal of right turn bay from Victoria Road and/or narrowing Calliope Road) will cause traffic.	65 Submissions
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*“The narrowing at Victoria and Calliope Rd will cause traffic to tail back around Mt Victoria as turning traffic will block traffic going into Devonport.”*

*“The Calliope Rd/Victoria Rd intersection will be a nightmare if the right hand turn bay is removed from Victoria Rd. Traffic will back up along Victoria Rd.”*

*“Doing away with the 2 lanes in Calliope Road down to one lane. This will increase the vehicle build up plus double the amount of traffic going down Huia Street then flowing onto Anne and Wynyard Streets.”*

After consulting with the community and undertaking further traffic modelling and analysis, we are no longer removing the right-hand turning lane on Victoria Road into Calliope Road.

Additionally, the proposed on-road cycle lane across the Victoria Road and Calliope Road intersection will not be installed. Instead, the northbound on-road cycleway on Victoria Road will finish prior to the intersection, where it will transition to an off-road cycle path leading up to the new raised table on Calliope Road which will have a cyclist crossing available.

While we are reducing the two turning lanes out of Calliope Road onto Victoria Road down to one lane, traffic modelling indicates that this will not significantly reduce the amount of traffic which flows out of Calliope Road. Traffic modelling has also shown this will not significantly impact delays and queues coming out of Calliope Road.

Concern that intersection changes will direct traffic to side residential streets.	44 Submissions
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*“The inability to turn calliope road thing drastically increase traffic on the narrow small streets around Stanley Bay endangering child safety.”*

*“A likely response will be for drivers to use side streets to avoid this intersection, pushing traffic onto more residential streets.”*

*“I think that the changes to Calliope intersection are good but it will mean longer queues, and therefore people will shortcut from Lake Road through Patuone and Shoal Bay Roads to avoid queues on that corner - particularly Navy traffic heading towards Huia Street and down.”*

Based on our traffic modelling of the revised Victoria Road Calliope Road intersection layout, the impact on traffic flow from the intersection changes are minor and therefore, we do not expect significant increases in traffic on the nearby side streets due to people avoiding the intersection.

Generally support proposed safety improvements.	41 Submissions
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*“Good to have further projects to reduce speed and make Victoria Road safer, biking through here currently feels unsafe due to high speeds and aggression from drivers.”*

*“Generally good improvements to improve safety of walking, cycling and driving”*

*“I fully support the proposed safety changes in Devonport.”*

Support reduced speeds.	36 Submissions
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*“Fully support speed limit 30kmph in Devonport”*

*“Reduce speeds are a good idea”*

*“We are of course delighted that the speed limit is reducing down to 30kph but it will not improve unless it is policed.”*

Suggestion to maintain current intersection layout.	36 Submissions
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*“The two-lane egress out of Calliope Road must be maintained as well as the right turn box into Calliope Road.”*

*“The residents of Devonport do not want the turn lanes at calliope Rd removed.”*

*“While I support the cycle lane and pedestrian crossing at Calliope Road, I think that the vehicle traffic right turn bay on Victoria St should be retained.”*

Based on our revised traffic counts and modelling as well as public feedback, the existing right-turn bay on Victoria Road will be retained. However, to improve pedestrian and cyclist safety on Calliope Road near Victoria Road, a raised pedestrian and cyclist crossing was proposed. As part of this improvement, it is important that the distance for a pedestrian to cross is reduced to minimise the amount of time pedestrians spend on the road. Therefore, we are building out the kerb and the Calliope Road exit lanes will be combined into one lane. Traffic modelling shows the amount of traffic flowing out of Calliope Road will not be significantly reduced and there is no significant impacts delays and queues coming out of Calliope Road.

Overall concern about intersection changes.	33 Submissions
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*“We are concerned that losing that dedicated right turn lane into Calliope Rd will see increased stacking of cars, most of whom would not be turning, but traveling on into Devonport.”*

*“I have significant concerns with the removal of the right hand turn lane into Calliope road.”*

*"I am very concerned about the redesign of the intersection of Victoria and Calliope Rds."*

Support proposed cycle lane.	31 Submissions
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*"Any protections to the cycleway would be appreciated."*

*"Overall I am in favour of making cycling safer and having protected bike lanes."*

*"The cycle lane and pedestrian crossing at Calliope Road will be a safety improvement, regardless of whether the right turn bay on Victoria St can be retained."*

Concern that proposed changes are unnecessary.	23 Submissions
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*"They are an unnecessary waste of money and should be cancelled."*

*"It is already safe. Do not borrow any more money to waste on projects like these."*

*"Most of these so called safety improvements are not needed evidenced by the lack of DSI's for the past decade and the planned introduction of a 30kmh speed limit."*

Concern that intersection changes will make it more dangerous.	22 Submissions
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*"The proposal to remove the right turn lane into Calliope Rd from Victoria St will make a difficult turn even more dangerous."*

*"At present the right turning lane at the intersection works well. What is now proposed is not only certain to cause congestion but will also be dangerous."*

*"I actually think it is going to make it more dangerous for cyclists and pedestrians given the backlog of traffic it is going to create on Victoria and Calliope Rd going in both directions, to and from the village."*

Support proposed zebra crossings.	21 Submissions
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*"I support most of the safety improvements, I think the upgraded crossings and the new crossing locations will greatly benefit the Devonport community as it will improve safety and accessibility around the local shops while encouraging reduced vehicle speeds more appropriate to the environment."*

*"Support raised pedestrian crossings and additional pedestrian crossings in main street and Rattray etc."*

## Which option do you prefer of the two cycling related aspects of the proposals?

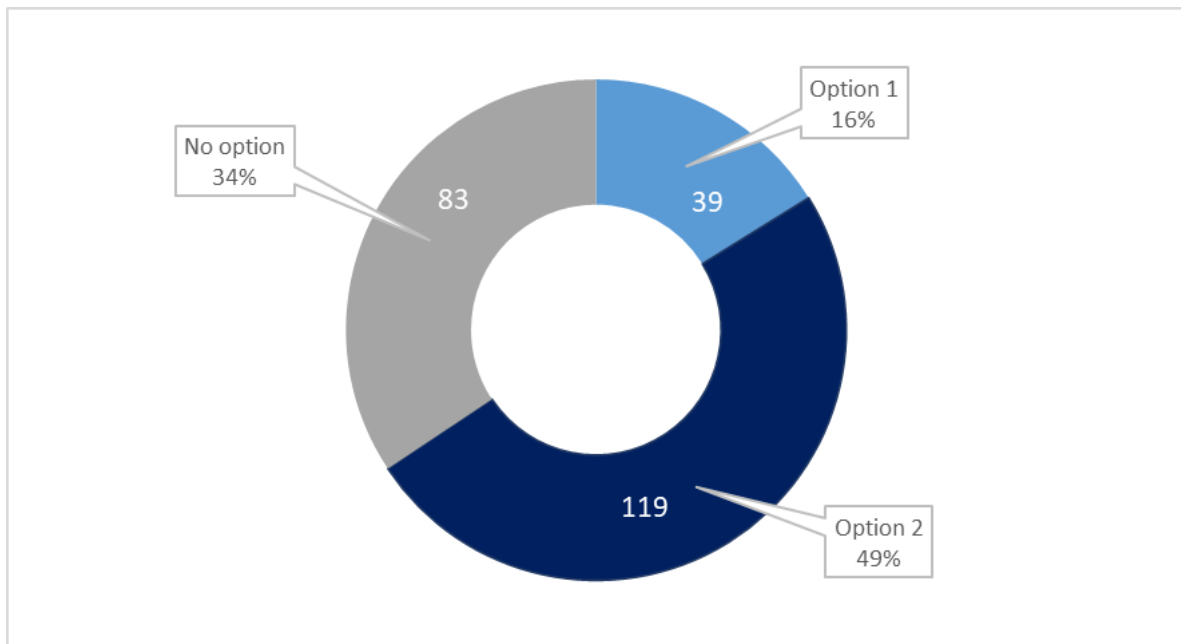
**Option 1 (Protected single direction cycleway)**

**Option 2 (Protected single direction cycleway, with additional cycleway protection and wider footpath (3 car parks lost))**

A total of 241 submissions registered a count on this question, of which:

- 39 respondents chose Option 1 (16%)
- 119 respondents chose Option 2 (49%)
- 83 respondents did not choose an option (34%)

### Cycleway Options



*241 submissions replied to this question.*

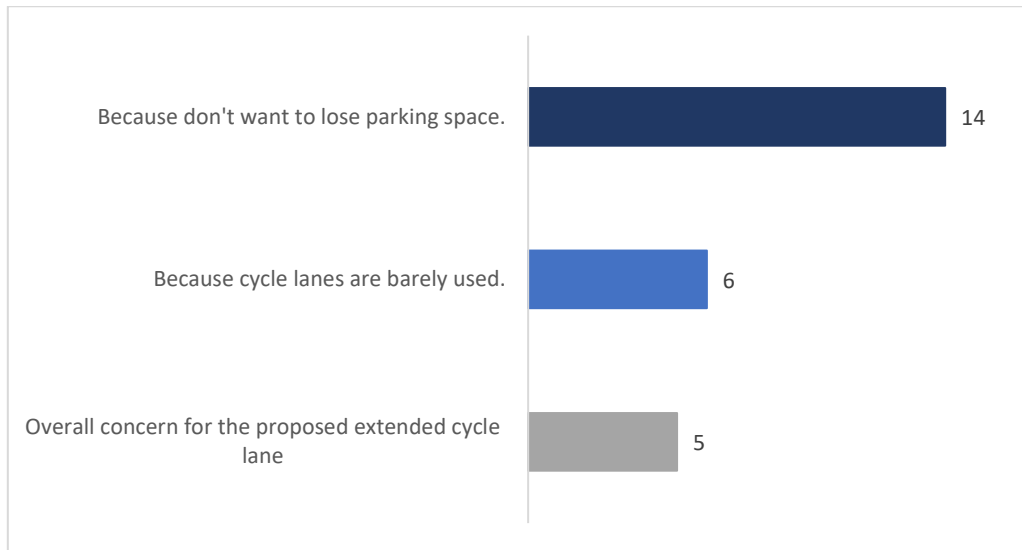


## And why?

People were asked to explain the reason(s) for their preferred choice.

### Top reasons why option 1 was chosen:

Those who chose option 1 as their preferred cycle lane proposal, stated the following main reasons:



*Submissions may have included more than one theme.*

Don't want to lose parking space.	14 Submissions
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*“Don’t lose anymore car parks. Some People need their cars for work or mobility reasons. Don’t take accessibility away from them.”*

*“Do not remove more car parks from around the area. It will affect the shops around it, and is inconvenient.”*

Because cycle lanes are barely used.	6 Submissions
--------------------------------------	---------------

*“Only a few people actually cycle to the ferry or shops and NOBODY cycles when it is wet and windy so why spend money on something that very few people use (again making it more of a pain for cars)”*

*“the less the better as few cyclists use this”*

Overall concern for the proposed extended cycle lane.	5 Submissions
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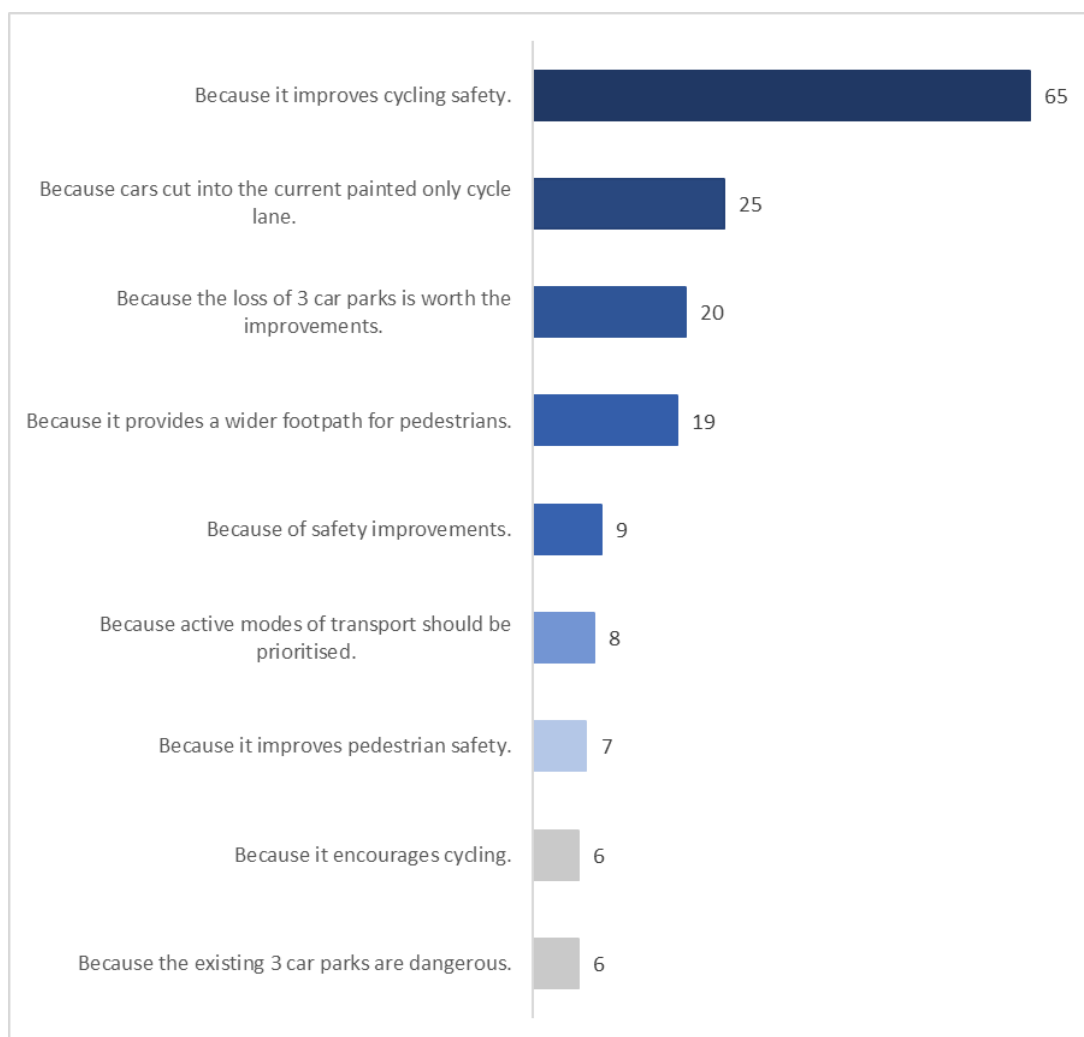
*“Concerned that an extended cycle way will impact ability to resolve problems with Victoria Rd and Calliope Rd intersection.”*

*“There is less need for a protected cycleway when you are going down-hill on a bike.”*

Based on vehicle tracking checks, it is not possible to retain the right-turn bay and safely provide an on-road cycle lane across Calliope Road. Therefore, we are not progressing with our proposal to install a cycle lane through the Calliope Road and Victoria Intersection. Instead, a cycle ramp is to be provided where the northbound on-road cycleway on Victoria Road terminates and an off-road cycle path is to be constructed up to the new raised table on Calliope Road where a cyclist crossing will be provided.

### Top reasons why option 2 was chosen:

Similarly, people who chose option 2 expressed their main reasons for their choice, which were:



*Submissions may have included more than one theme.*

Because it improves cycling safety.	65 Submissions
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*"We need to be protecting the safety of cyclists in this important juncture or Devonport."*

*"Cyclists are the most vulnerable road users and have the least protection"*

Because cars cut into the current painted only cycle lane.	25 Submissions
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*"I support Option 2 because otherwise this section would actually be a "paint only" cycle lane, that drivers would cut across like they do everywhere else."*

*"I do not believe painted cycle lanes will ever be effective without protection from cars. Drivers constantly cross them and this makes cyclists feel unsafe so nobody gets out of their high speed death machines to try it"*

Because the loss of 3 car parks is worth the improvements.	20 Submissions
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*"It will advantage a much larger number of people (all pedestrians and cyclists) and disadvantage a small minority (usual vocal minority) i.e. 3 people in cars."*

*"The loss of 3 car parks wont make any difference to anyone and will disproportionately pay for themselves."*

Because it provides a wider footpath for pedestrians.	19 Submissions
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*"Option 2 is the better providing wider footpaths and cycleway protection"*

*"A wider footpath here is very welcome as the existing path is narrow and obstructed by a power pole. Many people push children down the footpath in push chairs and scooters. They deserve more space."*

Because it improves safety	9 Submissions
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*"Safer for every one"*

*"Having greater bike access and protection will facilitate additional visitors to the town centre, and make it safer for all."*

Because active modes of transport should be prioritised.	8 Submissions
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*“Our cyclists and pedestrians are most vulnerable on our streets- we need to ensure they are protected from cars that cut across or park in bike lanes.”*

*“Footpath and cycle lines should always have priority. Like European cities they are not made for cars they are made for communities. Walking/ cycling”*

Because it improves pedestrian safety.	7 Submissions
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*“I would prefer there to be a safer crossing and pavement.”*

*“Also support the wider path at the school for children safety.”*

Because it encourages cycling.	6 Submissions
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*“Separated cycle lanes are crucial to encouraging more people to cycle, especially children.”*

*“Biker safety, and to encourage more people to bike more often”*

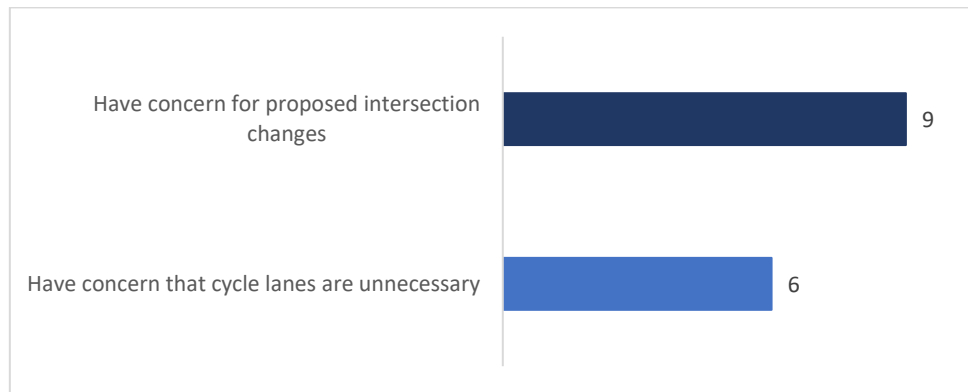
Because the existing 3 car parks are dangerous.	6 Submissions
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*“The 3 Carparks are dangerous to reverse park on this corner.”*

*“The lost carparks are in a place that is rather dangerous for parking in any case, so that is another win for safety.”*

## Top reasons why neither option was chosen:

The consultation asked people to choose their preferred cycle lane option, but a large number of respondents (83) chose not to select an option and instead expressed their concerns for both of the proposed options and the overall proposal. Out of these total 83 submissions, there were 33 blank responses, meaning that they did not explain why they had not chosen an option. The remaining 51 respondents who did express their reasons for not choosing a cycle lane option, had varying comments. The two main reasons were:



*Submissions may have included more than one theme.*

Have concern for proposed intersection changes	9 Submissions
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*“Neither. The loss of the dedicated LH and RH turns from calliope road will have a big impact on the traffic as there can be long waits to turn right. The RH turn into calliope is strange but it stops the traffic backing up on Victoria Road.”*

*“Neither, both will increase complexity of the intersection”*

Have concern that cycle lanes are unnecessary	6 Submissions
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*“At the moment cyclists manage perfectly well getting up the hill. I cannot see the point of putting in a cycle way for this small part of the road.”*

*“Neither. Cyclists just have to ride competently.”*

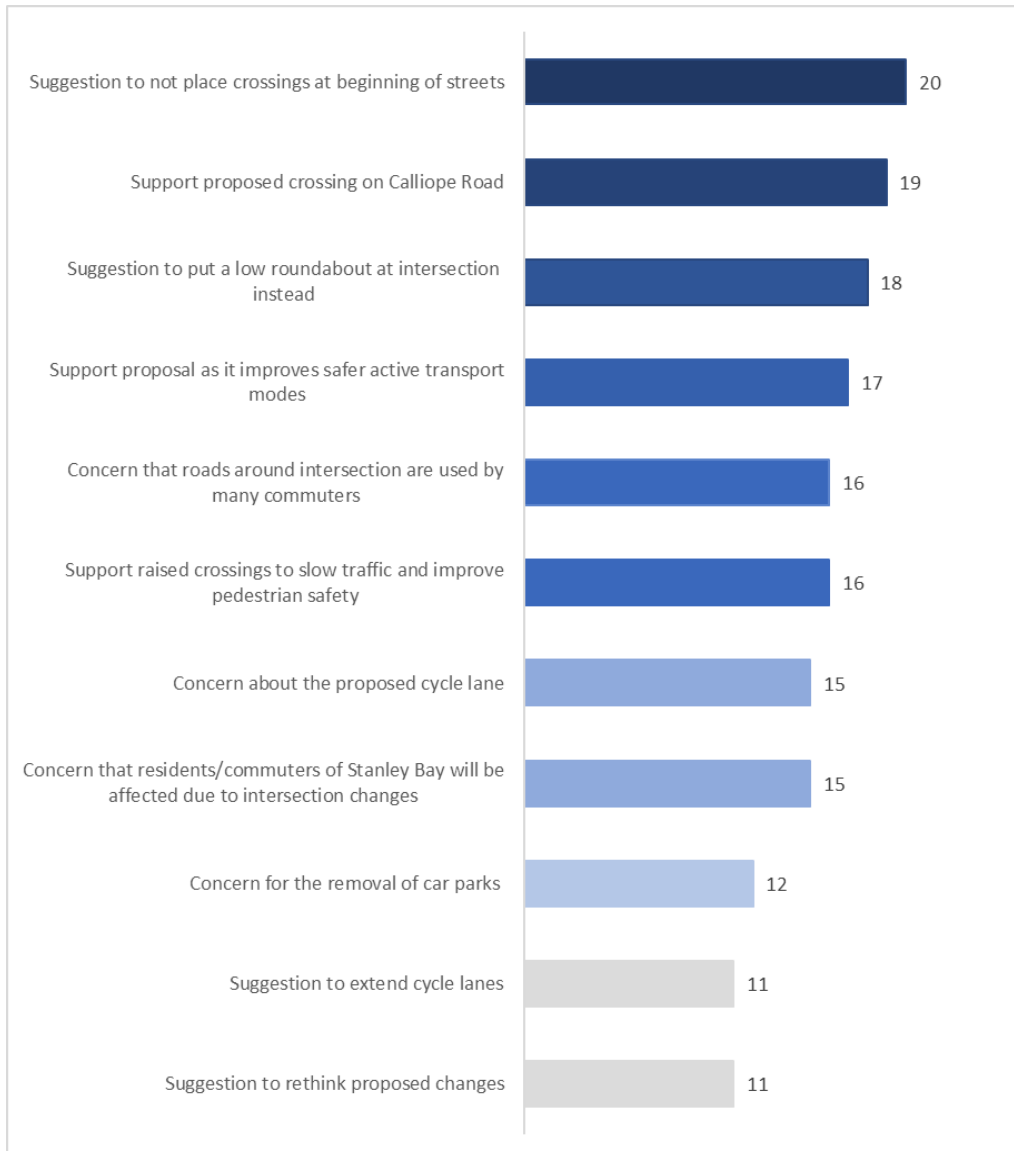
The proposed northbound cycle lane is due to the steep uphill on Victoria Road which causes a significant speed differential between cyclists and vehicles. Speed differences are a significant safety concern for unprotected cyclists because there is a potential risk of cyclists being clipped by a passing car travelling at a higher speed. Due to this, a cycle lane is a necessary safety precaution along Victoria Road.

We are not in favour of installing an unprotected cycleway (such as green paint to designate cycling space) as it does not provide cyclists with any protection or security from passing vehicles. Instead, we proposed to install a raised kerb which provides physical separation to protect cyclists from vehicles as they pass.

## Do you have any other comments regarding the proposal?

Respondents were also asked if they have any further comments on the proposal. This question received 155 responses and there was quite a significant overlap between what people said in response to this question and the first question in the survey. This section presents other common themes that were expressed in response to the safety improvement proposal.

### Other common themes



*Submissions may have included more than one theme.*

Suggestion to not place crossings at the beginning of streets.	20 Submissions
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*“Calliope Rd crossing is too close to the corner. It’s an accident waiting to happen !” “The proposed crossing is far too close to traffic turning into Calliope and could very easily result in accidents where a car turns in and another follows with a collision if a pedestrian then attempts to cross. The pedestrian crossing should be located further away from Victoria Rd on Calliope.”*

*“The pedestrian crossing at end of Calliope road is dangerous and impractical as it will mean cars turning right into Calliope Road will immediately encounter pedestrians on the crossing having jus5 made a usually rushed and difficult turn. It will lead inevitably lead to accidents. If there must be a crossing near there it should be relocated 50-100 metres up Calliope Road”*

The location of the proposed pedestrian crossings has been determined by where the most comfortable route for a person to cross the road lies. Constructing pedestrian crossings outside of this route can result in the crossings not being used by pedestrians, which would counteract our intention to improve pedestrian safety and encourage dangerous pedestrian movements.

Support proposed crossing on Calliope Road.	19 Submissions
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*“The raised pedestrian crossing at Calliope St should stay in the plan, with or without the loss of the right turn bay.”*

*“I really like the proposal for the raised crossing on Calliope Road seems the safest road for traffic flow down to the point - it is the widest of the roads, and best equipped for traffic flow in either direction.”*

Suggestion to put a low roundabout at intersection instead.	18 Submissions
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*“Use of a round about at Calliope and Victoria Rd will help with traffic flow in all directions. Noting that a raised roundabout will inhibit large vehicles from using road, the roundabout would need to be painted onto road so that large trucks/trailers will not be impinged.”*

*“Would a roundabout work better on Calliope Road / Victoria Road intersection? (for pedestrians, cyclists, motorbikes)”*

Support proposal as it improves safer active transport modes.	17 Submissions
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*“I strongly support the proposed improvements which prioritise the safety of pedestrians and cyclists”*

*“I like the proposed changes and think it will help both pedestrians and people on bikes feel safer getting to the town centre, and have a more enjoyable time while there.”*

Concern that roads around intersection are used by many commuters.	16 Submissions
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*"This is a very busy intersection, especially at school attends hours."*

*"Whilst the layout of the junction is unusual it currently works without causing any congestion particularly at peak periods with commuters and the large work force at the nearby navy base which is accessed by a large number of vehicles in the AM peak turning right into Calliope Road from Victoria Road before accessing the base via Huia Street. Equally motorists departing from Stanley Bay and Stanley Point turning into Victoria Road, the majority turn left heading towards Lake Road and out of the peninsular."*

Support raised crossings to slow traffic and improve pedestrian safety.	16 Submissions
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*"Any effort to slow drivers down will be welcomed. Not everyone obeys speed limits obviously so I'm all for the raised crossings."*

*"I think raising the pedestrian crossings will be an effective way to slow people down, so that will be great."*

Concern about the proposed cycle lane.	15 Submissions
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*"The options seemed based only on a "protection by separation" model, in a location where separation is difficult or impossible e.g. north bound cyclists and west bound cars still must cross paths with either option. Think again - this is worse than now."*

*"I do not believe these changes are necessary - the road is fine for cycling as it is - from a regular cyclist who cycles on this road every day"*

Concern that residents/commuters of Stanley Bay will be affected due to the removal of the right hand turning bay on Victoria Road.	15 Submissions
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*"...how are people meant to get into Stanley Point or the navy. I don't think much thought has gone into bus travel times either from Stanley Point. You have already stopped the ferry into here"*

*"Blocking off a straight entry for the Navy and Stanley bay residents is ridiculous there must be another option possible ..."*

Concern for the removal of car parks.	12 Submissions
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*"As a business owner I also very concerned at the loss of carparks."*

*"The removal of three valuable car spaces at the top of the village would be a disaster for the businesses up that end of town. They are used constantly all day long."*



We recognise the importance of parking in a town centre and where possible, parking has been retained. In certain areas, new parking spaces have been introduced. However, to provide sufficient visibility between pedestrians and motorists at pedestrian crossings, some parking spaces need to be removed. An assessment of existing parking spaces was conducted and, at the request of the community working group, the angled parking spaces on Victoria Road will be widened to allow adequate space for people to enter and exit their vehicles. Within the immediate town centre, 10 spaces have been removed and 4 new spaces will be introduced.

Suggestion to extend cycle lanes.	11 Submissions
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*“Would like to see the bike lane extended north and south as far as possible”*

*“More bike lanes, they should continue through devonport town centre.”*

Devonport Town Centre is a well-established built-up area with many different road users. There is limited space and a balance between cyclists, drivers and pedestrians is required. Where possible, cycle lanes have been proposed within the project extents. However, many areas in the town centre are constrained by the existing road width.

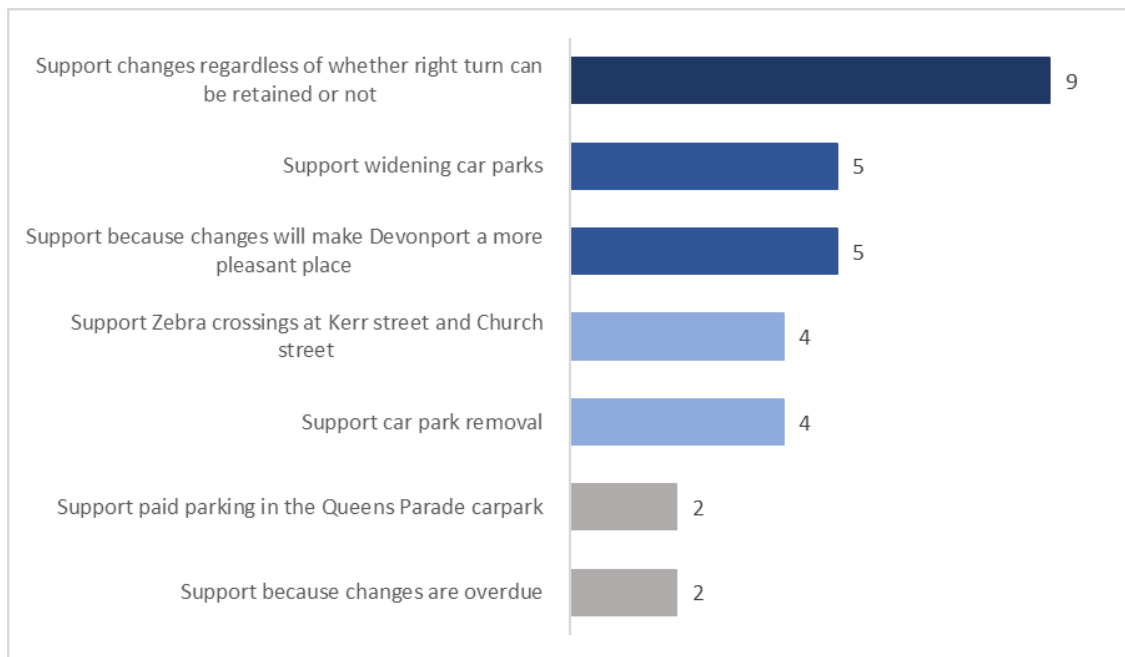
Suggestion to rethink proposed changes.	11 Submissions
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*“More thought needs to be put into this, and time spent on the side roads this will impact. This is a dangerous proposal.”*

*“Please reconsider before undertaking this appalling plan on our community”*

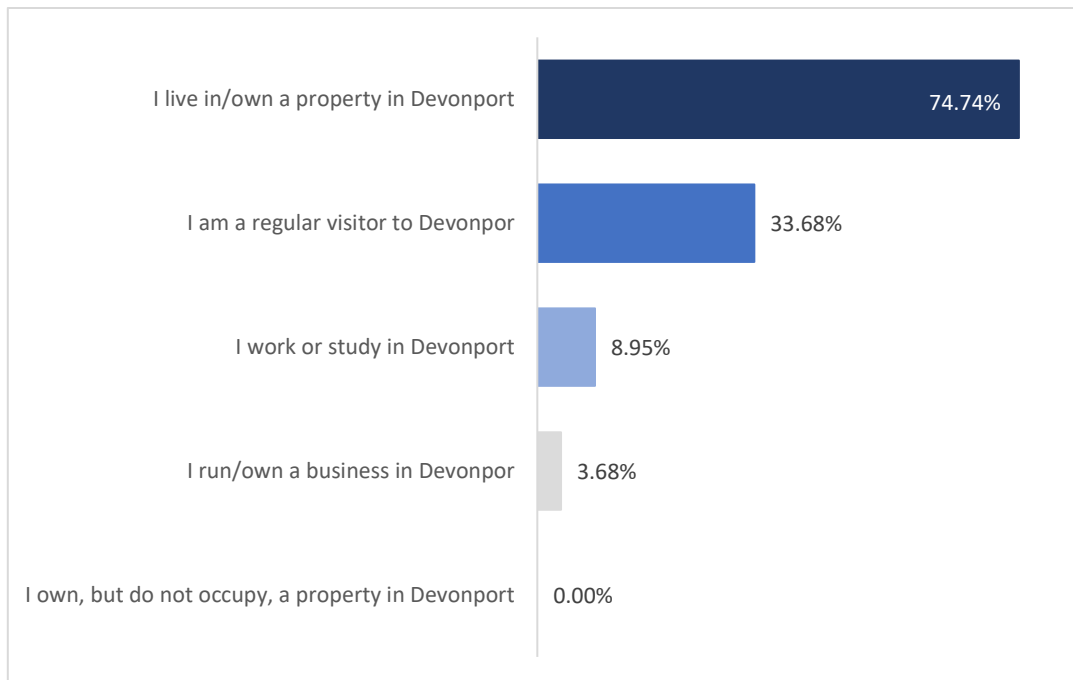
## Other supportive comments

In addition to the more frequently expressed themes, there were a wide range of other feedback points mentioned in the submissions. Similarly, these feedback points included both supportive comments, as well as concerns and suggestion on parts of the proposal. This section presents the remaining expressed supportive feedback points mentioned in the submissions. The concerns and suggestions are presented at the end of this report in the Design Suggestions in feedback and AT's responses section.

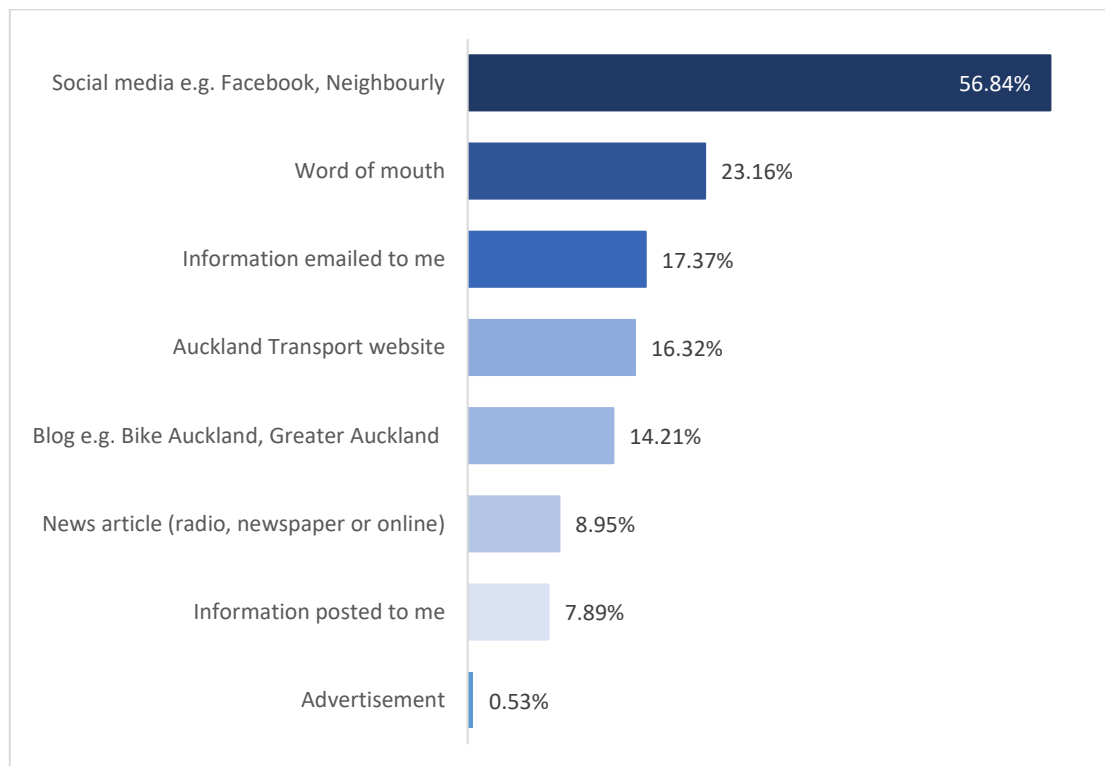


*Submissions may have included more than one theme.*

## What best describes your interest in this proposal?



## How did you hear about the project?



## Other submissions

In addition to public feedback, we also received submissions from:

### Bike Auckland

Bike Auckland supports the proposed speed limit reduction, pedestrian crossing improvements and cycle lanes proposed, albeit the cycle lane provision remains somewhat limited.

Not providing protection at opposite Kerr Street will mean that the cycle lane is paint only, and drivers will often cut the inside of this curve, including when other drivers wait to turn into Kerr Street. Road safety for people on bikes cannot be sacrificed for car parking here.

Bike Auckland considers that a right turn bay on Victoria Street can be retained despite the added cycle lane. It is concerning that the design went to consultation in this manner, leading to unnecessary opposition. The only reason for a removal of the right turn bay into Calliope would have been a downhill bike lane, and this is not even proposed. Please look at achieving a suitable solution here which prioritises bike safety, but doesn't lead to unnecessary opposition. Please try to avoid unnecessary pinch points at kerb buildouts for the pedestrian crossings.

### Devonport Business Association

We are expressing concern regarding a number of the proposed changes.

The Board is not satisfied that the changes proposed at the Calliope Rd intersection are either appropriate or safe. At present vehicles turning left into Calliope Rd, out of Victoria Rd, have to give way to right turning traffic into Calliope Rd, which ensures little stacking of vehicles waiting to turn right into Calliope Rd. We are concerned that losing that dedicated right turn lane into Calliope Rd will see increased stacking of cars, most of whom would not be turning, but traveling on into Devonport. We also consider that by narrowing the lane for vehicles leaving Calliope Rd will create a back-up of traffic in Calliope Rd, and by default unintentionally put more pressure on more residential streets (i.e. Huia St and Hastings Parade) with vehicles seeking alternative routes.

We also query the need for a dedicated crossing immediately south of the Fleet St and Victoria intersection. As that intersection is the main entrance point for most visitors going to the supermarket, it is not unusual for a number of vehicles to be waiting to turn right into Fleet St making turning right out of Fleet St challenging at the best of times. Having a pedestrian crossing so close to the intersection will make exiting right out of Fleet St much more difficult and create delays for vehicles wishing to turn left.

The Business Assoc is also very concerned at the loss of carparks. We accept that at the present time the bus stops are not of a legal size and that needs to be rectified and we also appreciate that Auckland Transport has endeavoured to identify other replacement parks, however most are outside of the immediate business area. A suggestion was made by our association that if the Wharf/Ferry carpark could allow 2 hours free parking, if spaces were available, that would go a long way to appeasing our concern.

The Business Assoc would like the AT officers to consider setting the pedestrian crossing back one car length at the Rattray St and Victoria intersection. This would enable a vehicle better vision but still enable pedestrians to cross safely. The present design would make it very difficult for a motorist leaving Rattray St to view vehicles traveling up Victoria Rd, and judge whether it was safe to pull out of Rattay St, if the crossing remains in the same location. There are other examples of this within the business area, which appear to work very successfully.

One of our Board members has suggested that consideration be given to changing the refuge crossing at the bottom of Buchanan St to a pedestrian crossing, which would further enforce the 30kph speed limit. Dividing the Windsor Reserve, this portion of King Edward Parade is used extensively, frequently by young families, crossing from one side of the reserve to the other, often ignoring the opportunity to use an identified crossing point.

Our Board unanimously prefers Option 1 of the two cycling aspects. We are concerned that Option 2 would see a further loss of 3 carparks and valuable drop-off, pick-up space, in particular for the Victoria Theatre whose patrons vary considerably in age.

Our Board appreciates there are many commuter and recreational cyclists who regularly travel to and from the ferries and the village, and the importance of their safety. We also value safe pedestrian crossings for both our own community and visitors, especially as we look forward to more visitors as a result of our borders opening.

While we support making the village as safe as possible, the Board is not convinced that the cost of raising the pedestrian platforms is necessary, particularly that even now without the proposed changes, the traffic generally cannot travel at much more than 30 km an hour, mainly due to the high use of the existing crossings. Excess speed appears to be more of a problem at night, and unfortunately if enforcement is not available or undertaken, raising platforms will not necessarily solve that problem.

We appreciate the Calliope Rd intersection has been identified as a problem, for many years, with a number of solutions suggested without success. Unfortunately, in our opinion, these latest concepts still do not provide a safe and workable outcome, for all forms of transport, walking, cycling or driving.

The Board appreciated the opportunity to be represented on the working party, and the expertise of the officers involved.

## Design suggestions in feedback and AT responses

Respondents suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by themes.

Other Feedback		AT response
Overall Proposal		
Feedback Point	Count	AT response
Suggestion to prioritise pedestrians and cyclists.	10	The primary goal of our proposed safety improvements in Devonport Town Centre is to reduce the risk of injury and death for vulnerable road users including children, senior citizens, pedestrians, cyclists, or motorcyclists when they are interacting with motorists. We believe that reducing vehicle speeds and installing pedestrian crossings and cycle lanes will increase the safety of pedestrians and cyclists.
Request for the accident/casualty data to support need for safety improvements in Devonport Town Centre.	7	In the last 5 years (between 2017 and 2021), there has been 43 recorded incidents in Devonport. 17 of these accidents were injury crashes and needed medical attention. And out those injuries crashes, 15 involved vulnerable road users.
Suggestion to leave things as is and that the money could be spent elsewhere.	14	<p>Town centres are busy, with lots of people sharing the road including shoppers, senior citizens, people with disabilities, school children, and people using different transport options – all in close proximity to cars.</p> <p>Between 2017 and 2021, there were 43 recorded incidents in Devonport, and 17 of these accidents were crashes involving injuries which required medical attention. Because of the accident rate, and in accordance with our Vision Zero goals, we have identified Devonport as a high-risk town centre.</p> <p>We want a transport system that prioritises safety, not a system that puts other measures ahead of human life. Based on the accident and injury statistics recorded for Devonport, there are clear and pressing safety issues which needs to be addressed. Our goal is to promote safer speeds throughout Devonport Town Centre which will protect vulnerable road users who are interacting with motorists. Safer speeds create a better future for everyone, including motorists.</p>

Concern regarding the proposed changes on Flagstaff Terrace.	6	The proposed changes on Flagstaff Terrace involve upgrading an existing speed hump into a raised zebra crossing. This will provide a safe crossing location for pedestrians and promote safe speeds along Flagstaff Terrace.
Concern regarding the impact of the proposed changes on those with mobility issues.	4	<p>A number of the proposed zebra crossings and raised tables are designed to improve safety for vulnerable road users such as pedestrians, cyclists, children and the elderly:</p> <p>The height of the raised zebra crossings force vehicles to slow down as they approach the zebra crossing. Where it is not possible to raise the zebra crossing, and where the road width allows (all but one crossing on Victoria Road), the raised tables have pedestrian islands in the middle of the crossing where pedestrians can wait safely as they cross the road.</p> <p>The raised zebra crossings are at a similar level to the footpath which means that pedestrians do not need to step down to the road level and then back up again. This improves accessibility for all, including people with prams and those in wheelchairs.</p>
Concern that cyclists and pedestrians will still inappropriately use the road and need to follow road rules.	4	We encourage all road users to follow the road rules to ensure a safe environment. The changes we have proposed will address the current safety issues for vulnerable road users and improve safety for the cyclists and pedestrians who choose to use the appropriate transport infrastructure.
Concern that the proposed safety changes are insufficient.	3	Our objective is to promote safe speeds throughout Devonport Town Centre which is a well-established and built-up area. This is being done through narrowing traffic lanes, providing new raised pedestrian crossings and pedestrian islands. These changes will improve the safety of all road users in the town centre by supporting the new 30km/h speed limit which will reduce the likelihood of death or serious injuries within Devonport Town Centre.
Concern that project will negatively affect local businesses.	3	<p>Our proposed changes came from a collaboration with the community working group which is made up of local participants from the Devonport Local Board, North Shore Ward Councillors, Business Association, Bike Auckland, Devonport Residents Association, and other members of the wider community.</p> <p>We have worked with the community working group to balance the necessary safety improvements with any potential impact to local businesses from the removal of parking.</p>

Concern that the construction period will be disruptive to the town centre.	1	The community working group will provide guidance on the required construction restrictions and these will be built into the construction programme. We will also work with local businesses to minimise construction disruptions.
Concern that community were not involved enough in the proposal.	1	<p>The proposed works have been the result of a working group which was put together to represent the community and included members of the Devonport Local Board, North Shore Ward Councillors, Business Association, Bike Auckland, Devonport Residents Association, and other members from the wider community. We have worked closely with this team to design and progress road safety solutions which reflect the community's concerns.</p> <p>The public consultation period ran from the 15th of July through to the 14th of August and provided an opportunity to receive further feedback from the community. We received 241 submissions from the community which have been reviewed and considered alongside our objective to promote safe speeds throughout Devonport Town Centre.</p>
Suggestion to include some planting elements contained within the various traffic islands and painted medians (i.e. the wedges approaching raised pedestrian crossings).	1	Opportunities to plant vegetation on the various traffic islands can be considered. However, these areas need to be a sufficient size for plants to take root and survive, and the plant types need to be appropriate for the location (not affecting pedestrian and driver's lines of sight or overgrowing into footpaths or carparks).
Suggestion to upgrade the footpath adjacent to the bus stop near Flagstaff Terrace so that it is safe for bus users to alight from both the front and back doors and have an unimpeded route to the closest pedestrian crossings.	1	The bus stop adjacent to Flagstaff Terrace is proposed to be relocated further south. At the new location, the existing footpath is in good condition.
Suggestion to upgrade all existing pedestrian crossings to raised crossings.	1	All zebra crossings on Victoria Road will be raised where possible. In two locations the zebra crossings could not be raised as it could cause flooding on nearby properties during wet weather. Both of these zebra crossings will be at road level and will have pedestrian islands in the middle of the crossing, to provide a safe place for pedestrians to wait as they cross the road.
Concern that proposal puts children and elderly safety at risk and children should be prioritised over cyclists.	1	A number of new zebra crossings and raised tables are proposed to improve safety for vulnerable users such as children and the elderly.



		<p>The height of the raised zebra crossings force drivers to slow down as they approach the crossing. Where road width allows (all but one crossing on Victoria Road), the raised tables have pedestrian islands in the middle which narrows the road, reducing driver speeds, and providing a safe location where pedestrians can wait safely as they cross.</p> <p>The raised zebra crossings are built at a similar level to the footpath which means that pedestrians do not need to step down to the road level and then back up again. This improves accessibility for all, including children, the elderly, people with prams and those in wheelchairs. Additionally, raised crossings raise pedestrians, especially children, crossing the road to be at eye-level of approaching motorists, making them easier to see from a distance.</p>
Suggestion that cyclists and pedestrians (and not cars) should use alternate roads if they feel Victoria Road is unsafe for them.	1	Cyclists have the same rights as other road users and cycling facilities need to be provided where there is demand.
<b>Intersection Changes</b>		
Query about AT's model for managing congestion at intersection if right turn removed.	9	Based on further traffic modelling and analysis, we are no longer removing the right-hand turning lane on Victoria Road.
Concern for intersection changes as this intersection has poor visibility.	7	Based on further traffic modelling and analysis, we are no longer removing the right-hand turning lane on Victoria Road. The proposed on-road cycle lane across Calliope Road will also be removed. The changes which are proceeding such as the cycle lane separator, kerb buildout and raised pedestrian crossing on Calliope Road will not negatively affect visibility for road users but will improve safety at this location.
Suggestion to put speed bumps on side streets to slow traffic (from intersection) on residential streets.	5	The proposed changes are targeted at improving safety within the Devonport Town Centre; installing additional speed bumps on residential side streets is not within the scope of the project. However, speed limit changes in Devonport are due to take effect March 2023 which will lower the speed limit on side streets to 30km/h which will improve safety.
Request for clarity about whether the left-hand turning lane from Calliope Road onto Victoria Road will be removed as well.	2	The left turn and right turn lanes are proposed to be combined as one exit lane on Calliope Road.
Concern that intersection changes will increase noise on side streets.	2	Based on traffic modelling, the impact on traffic from the Victoria Road and Calliope Road intersection changes are minor and we do not expect traffic flows and associated

		noise on side streets to be impacted. Additionally, speed limit changes are due to take effect in March 2023 to lower the speed limit on side streets to 30km/h which will also reduce noise.
Suggestion to make Anne and Wynyard streets one way or install chicanes to deal with the increased traffic caused by vehicles avoiding the Calliope Road and Victoria Road intersection.	1	We are no longer removing the right-hand turning lane on Victoria Road and no longer running a cycle lane through the Calliope and Victoria intersection. We do not anticipate traffic flows on Anne Street and Wynyard Street to increase based on the remaining changes.
Suggestion to narrow to one lane on the intersection of King Edward Street and Victoria Road to reduce motorists cornering speeds and provide a more traffic calmed environment.	1	We have proposed a raised crossing on King Edward Parade which will reduce speeds of drivers approaching Victoria Road.
Suggestion to reduce the footpath path on south side of Victoria/Calliope to install a roundabout instead.	1	An investigation to convert the intersection to a roundabout was undertaken previously and was found to be not feasible due to insufficient road space. The existing intersection is constrained by a large retaining wall along the eastern side of Victoria Road and property boundaries along the western side.
Concern for increased noise levels in side streets due to added traffic.	1	Based on traffic modelling, the impact on traffic from the Victoria Road and Calliope Road intersection changes are minor and we do not expect traffic flows and associated noise on side streets to increase. Additionally, speed limit changes are due to take effect in March 2023 to lower the speed limit on side streets to 30km/h which will also reduce noise.
Suggestion to re-prioritise the courtesy crossing at the Victoria Road/Ratray Street intersection to put pedestrians first.	1	We have proposed to install a zebra crossing on Ratray Street which prioritises pedestrians.
<b>Pedestrian Crossings</b>		
Concern that raised speed bumps will increase traffic.	7	The raised pedestrian crossings are not expected to cause a substantial increase in traffic congestion, but they will improve safety for vulnerable road users.
Concern that already too many crossings.	6	While we understand concerns around traffic flow and efficiency, we are committed to building a transport system that prioritises safety, not a system that puts other measures ahead of human life. We will get you there safely, as efficiently as we can. As part of our Vision Zero goal, we have a safe speeds programme which identifies high-risk town centres around Auckland for speed reduction and other safety

		improvements. Devonport Town Centre has been prioritised for improvements under this programme due to high numbers of vulnerable road users – children, senior citizens, pedestrians, cyclists, and motorcyclists interacting with motorists and the number of recorded accidents in the last 5 years.
Concern about the proposed Kerr Street crossing.	3	The Kerr Street crossing is located at the entry and exit of Devonport Primary School. The raised pedestrian crossing will provide a safe place for school children to cross Kerr Street and reduce speeds along this road.
Suggestion to keep Victoria Rd crossing as is.	4	By upgrading the existing crossing to a raised facility, it helps to encourage compliance to the new 30km/h speed limit and improve safety for pedestrians.
Concern about cost of raised crossing.	3	We wish to move away from the conventional “costs versus benefit” used to decide how much money to spend on our road network, towards valuing the benefit of decreasing risk to our community using our transport network every day. The social and economic cost of a death or serious injury outweighs the costs of installing the raised crossings.
Concern that the current pedestrian crossings have poor visibility.	2	We have investigated and measured visibility at all the proposed zebra crossings for a 30km/h speed limit and found that visibility of the crossings meets our standards at all locations.
Query about the need for a raised island treatment to protect reversing motorists - ideally this area would become public space.	1	The existing layout of the Queens Parade and Victoria Road intersection is to be retained. The raised pedestrian island is not being progressed.
Concern that crossing on Victoria Road where Manuka Café is dangerous (experience of seeing near misses). Cars turn in off Victoria Road and are surprised by an immediate crossing.	1	We do not intend to alter the existing crossing on Victoria Road outside Manuka Café as part of this proposal. However, with the new 30km/h speed limit, drivers should be travelling slower and the risk of an accident involving a vehicle and a pedestrian will be reduced.
Suggestion to place crossing on Kerr Street a bit further up, past the street which goes up to Mt Victoria. That would mean children have to cross the street less (the one which goes to the mountain).	1	The proposed location of the pedestrian crossings has been chosen based on the most comfortable route for a person to cross Victoria Road. If we move the crossing up Kerr Street, pedestrians are likely to still cross at Victoria Road due to it being a more convenient location, which would cause safety issues.

Concern that currently drivers speed down King Edward Parade and unsure they will stop at a new zebra crossing.	1	We have proposed to construct pedestrian islands at the new zebra crossing which will narrow the lane and help to reduce driver speeds as they approach the crossing.
Suggestion to place the new crossing the other side of church street to stop impeding the flow of traffic turning right into King Edward Parade.	1	The proposed location of the pedestrian crossing was determined by observing where pedestrians prefer to cross the road. If the crossing is moved away from where pedestrians prefer to cross, they are unlikely to use it and will continue to use the existing crossing location which would create unsafe crossing conditions.
Suggestion to review crossings to the ferry building coming from Wynyard Street, as it is on the wrong side of the road and doesn't work for pedestrians.	1	The existing crossing location aligns with a footpath that connects directly to the ferry terminal. If the crossing was relocated, it is likely parking will need to be removed and multiple crossings will be required through the carpark.
Concern that extra crossing at Fleet Street is unnecessary.	1	This crossing is in a busy part of the town centre and provides a safe location for pedestrians to cross the road where most people prefer to cross. This pedestrian crossing was also requested by the community working group.
Suggestion to also raise the crossing on King Edward Parade near Church Street, as this is in a location away from the town centre and drivers will not be expecting a crossing.	1	A raised table is not recommended at this location due to the flooding impact it will have on the monument area (a historic heritage site).
Suggestion to place the pedestrian crossing without reducing the width of the road.	1	Reducing the width of the road at pedestrian crossings is done to reduce vehicle speeds as the lane becomes narrower. It also reduces the distance for pedestrians to cross the road, which improves safety and reduces the likelihood of a vehicle pedestrian accident.
Suggestion not to raise all the current pedestrian crossings as all vehicles in this area already drive slowly.	1	In the last 5 years (between 2017 and 2021), there has been 43 recorded incidents in Devonport. 17 of these accidents were crashes involving injuries that needed medical attention. And out those crashes resulting in injury, 15 involved vulnerable road users.  While most drivers (85%) travel at an appropriate speed, the proposed works will bring down the speed of the faster drivers (15%).
Concern that extra pedestrian crossing just prior to Fleet Street going up Victoria is unnecessary.	1	This crossing is in a busy part of the town centre and provides a pedestrian crossing point where most people want to cross the road. This crossing was also requested by the community working group.

Concern that raised crossings put pedestrians at greater risk because they have right of way and don't stop and look out for traffic and seem to feel they have right of way in front of moving vehicles and step out without checking it is safe to do.	1	Zebra crossings on raised tables have substantially better safety performance. Raised tables enable lower vehicle speeds which result in a much lower probability of injury in the event of a crash.
Query about whether the footpath needs to be widened on Calliope Road – it already is quite wide.	1	The purpose of widening the footpath on Calliope Road is to create a kerb which extends further and makes the corner sharper, which will cause drivers on Victoria Road to slow down before they turn left into Calliope Road.
Suggestion to move the crossing outside Devonport Naval Base to outside 37 Queens Parade as this is where pedestrians cross to go along the parade to the ferry. It is high volume for pedestrians especially morning and night.	1	We have not proposed any change at this location as the existing crossing is outside our road controlling authority.
Suggestion not to raise crossings too high please as EV cars have batteries underneath.	1	All raised crossings will be 75mm high, and drivers who cross at the recommended speed will not experience any issues.
Suggestion to put a two-stage crossing on Kerr Street and make it wider.	1	There is inadequate width on Kerr Street to make it a two-stage crossing. It is desirable to make crossings as short as possible, so pedestrians have the shortest possible distance to cross.  We have instead proposed to extend the kerb as it is more effective in reducing driver speeds as they come down Victoria Road and turn left into Kerr Street.
Suggestion that all crossings on main arterial roads (Victoria and Calliope), new or old, should be a two-stage system.	1	Where road width allows, two-stage crossings have been provided. All but one crossing on Victoria Road are two-stage. Calliope Road cannot be two stages as it does not have sufficient road width to provide for large vehicles to move around the intersection.
Request for a two-stage crossing on Kerr Street.	1	There is inadequate road width on Kerr Street to make either of the pedestrian crossings a two-stage crossing.
Concern about the existing crossing across the mouth of Fleet Street from Victoria Road, when turning right into Fleet Street can cause problems as in the middle of a right turn you have to stop the car mid turn at the crossing, effectively blocking Victoria Road.	1	The existing crossing location balances the need to provide a pedestrian crossing point where most people want to cross the road as well as allowing as much room as possible for one vehicle to wait in Fleet Street. The existing right turn bay on Victoria

		Road has been extended to provide more space for vehicles to wait prior to turning right.
Concern that crossings at the top of Fleet Street can be dangerous - I have seen 2 prangs because of that crossing myself and others I know have said they have seen very near misses and cars being stuck out in the middle of Victoria Street because people are sauntering across there.	1	The existing crossing location balances the need to be on pedestrian desire line as well as allowing as much room as possible for one vehicle to wait in Fleet Street. The existing right turn bay on Victoria has been extended to provide more space for vehicles to wait prior to turning right.
Suggestion to set the pedestrian crossing back one car length at the Rattray Street and Victoria Road intersection.	1	The proposed location of the pedestrian crossing was determined by observing where pedestrians prefer to cross the road. If the crossing is moved back 5m pedestrians are unlikely to use it and they will continue to use the existing crossing location which would create unsafe crossing conditions.
<b>Cycle Lanes</b>		
Concern that the proposed (kerb) cycle lane is dangerous.	9	Currently cyclists are riding in the same lane as vehicles and are unprotected. The cycle lane will provide a safe space for cyclists with a separated and clearly marked lane which will significantly improve their safety.
Suggestion to have cycle lanes in both directions.	4	There is not enough width to have on-road cycle lanes in both directions. Also, sections of the retaining walls along the northern side of Victoria Road are in varying condition and the construction work at the foot of these retaining walls required to install a cycle lane could negatively impact the walls and houses above.
Suggestion to provide on-road cycle lanes up to Victoria Road and Lake Road roundabout as shared paths are of very poor quality with many cracks, street furniture and trees posing as obstacles.	2	Lake Road will be undergoing corridor improvements that will improve cycle safety; a connection of the cycle lanes between Victoria Road and Lake Road will be investigated as part of this project. More information can be found here: <a href="https://at.govt.nz/projects-roadworks/lake-road-improvements/">https://at.govt.nz/projects-roadworks/lake-road-improvements/</a>
Concern that the presence of hit sticks may annoy some Devonport residents.	1	We are no longer removing the right-hand turn lane on Victoria Road, or adding in a cycle path through the intersection, as such no hit sticks will be installed.
Concern that cycling hazards have not been fully addressed and there are still areas which are unsafe for cyclists such as vehicles backing out of parking bays, vehicles pulling out of parking spaces and doors opening onto the road.	1	We have worked closely with Bike Auckland on this project to address areas of concern and to improve safety for cyclists at a variety of locations, however, the Devonport Town Centre is a well-established built-up area with many different road

		<p>users. There is limited space and a balance between cyclists, drivers and pedestrians is required.</p> <p>We are painting a new edge line to provide better clarity and separation for road users between parked cars and the traffic lane.</p>
<p>Suggestion to use pavement to extend the cycle lane so Calliope Road/Victoria Road junction could retain 2 traffic lanes reducing tail back and the proposed raised crossing would still offer road safety improvement.</p>	1	<p>The intersection of Victoria Road and Calliope Road has been revised to retain the right-turn bay turning into Calliope Road. The on-road cycleway will terminate 25m prior to the intersection and an off-road cycle path will be provided up to the new raised table. The Calliope Road outbound lanes are combined into one to reduce the pedestrian crossing distance which improves pedestrian visibility and safety. Traffic modelling was undertaken for the proposed changes which showed that delays and vehicle queues on Calliope Road will remain similar.</p>
<p>Concern that the cycle lane going down the steep hill and bend is dangerous for cyclists as it will increase complacency and speeds.</p>	1	<p>The proposed cycle lane is for uphill only, so there isn't a risk of speeding cyclists.</p>
<p>Suggestion that the uphill cycle lane on Victoria Road is not protected with a raised kerb, but instead be a proper raised cycle lane, with mountable edging, as in Franklin Road (central Auckland).</p>	1	<p>We have proposed a solution which effectively protects cyclists from traffic without requiring the full reconstruction of Victoria Road.</p>
<p>Concern that raised kerbs are restrictive for cyclists wishing to overtake another cyclist, common on uphill stretches due to fitness differentials and a waste of money.</p>	1	<p>We have proposed to install a raised kerb to protect cyclists from vehicles. The cycle lane is 2m wide, so there is adequate width for cyclists to pass one another if that is required.</p>
<p>Suggestion not to install a raised kerb protection at the approach to the ferry to isolate the angled parking, as people can reverse out of the angled parking just fine.</p>	1	<p>The proposed changes to the intersection are not being progressed.</p>
<p>Suggestion to only paint the proposed cycleway green.</p>	1	<p>We are not in favour of installing an unprotected cycleway (green paint to designate cycling space) as it does not protect cyclists from passing vehicles. The raised kerb provides a physical separation to protect cyclists from vehicles.</p>
<p>Concern that proposal is based only on a "protection by separation" model, in a location where separation is difficult or impossible e.g. north bound cyclists and west bound cars still must cross paths with either option.</p>	1	<p>Separation between cyclists and vehicles are provided where possible. At the intersection, there are kerb buildouts and a raised table to slow vehicles down as they travel into and out of Calliope Road. In addition to the proposed speed reduction, this will provide a safer environment for cyclists through the intersection.</p>

Suggestion to have cycle path next to and part of the Calliope Road. A pedestrian crossing would be a lot safer than doing away with the designated right turn lane into Calliope Road coming from the north. It would be an option for those that want a safer crossing point. At quiet times some people will just go straight across the shortest line.	1	Based on revised traffic counts and modelling, the existing right-turn bay is to be retained. As a result, the on-road cycle lane will terminate 25m prior to the intersection and an off-road cycle path will be introduced leading up to the raised table on Calliope Road near Victoria Road. A cyclist crossing will be provided on the raised table.
Concern that cycle lane is pointless as when cyclists get to Devonport there is no cycle lane.	1	The proposed northbound cycle lane is proposed due to the steep uphill causing speed differences between cyclists and motorists. Speed differences are a significant safety concern for unprotected cyclists.
Concern that if cyclists do not like option 2 (finding it too restrictive) they may choose to cycle on the footpath, which is currently illegal, and unsafe to the diversity of pedestrians, including the elderly and people with disabilities, using this area.	1	Option 2 provides a dedicated cycle lane for cyclists to use and improves safety by offering a physical barrier between cyclists and motorists. It is more likely that cyclists would choose to use the cycle lane than the footpath.
<b>Car Park Changes</b>		
Concern that Spring Street is too narrow for additional car parks, or cars/rubbish trucks can't exit their driveway.	4	Based on revised vehicle tracking checks, the proposed new parking spaces will be removed.
Concern that additional car parks are too far away.	3	We understand the importance of parking spaces and have attempted to minimise their removal where possible. We are providing additional car parks as close to the town centre as possible.
Suggestion to remove most of the car parks from the main street to install a cycle lane or widen the footpath.	2	Parking is an important resource for many people and removing most parking spaces is not an option. The Devonport Town Centre is a well-established built-up area with many different road users and the limited space must be balanced between all road users.  Our proposed changes will create a low-speed environment in the town centre where cyclists and other vehicles can share the road space safely.
Concern for adding the two car parks to north side of Queens Parade, as it's a main road into the naval base and is restricted at one point to one lane due to 7 car parks between Huia Street and Garden Terrace.	1	Queens Parade is being reduced to 30km/h speed limit and additional on-street parking provides traffic calming to enable safer speeds.



Suggestion to remove these 7 car parks and make Queens Parade safer for motorist and cyclists.	1	Parking is an important resource for many people and removing parking spaces must be balanced with road safety. In this instance Queens Parade is being reduced to 30km/h speed limit and additional on-street parking provides traffic calming to enable safer speeds.
Concern that if car parks are removed from outside the cinema, there is a need for a mobility parking space to be provided in Rattray Street.	1	There is no proposal to remove the car parks directly outside the cinema. Three parking spaces north of the cinema are to be removed. Introduction of a mobility parking space on Rattray Street has been passed to Parking Design team for investigation.
<b>Speed Reduction</b>		
Concern about lowering speed limit to 30km/h.	9	The speed limit reduction was separately consulted on earlier in the year as part of the speed limit bylaw changes. These issues were already considered during that consultation.  Areas that were not included in this round of bylaw changes will be looked at in future.
Suggestion to extend the 30km/h through whole area.	5	
Suggestion to lower speed limit to 40km/h.	2	
Suggestion to extend the 30km/h limit as it would make the pedestrian crossing outside St Leo's School safer, as well as increase safety for all road users in that area which serves schools and an early learning centre.	1	A separate project is investigating improvements to the crossing outside St Leo's School.
Suggestion to limit speed of bikes to 10km/h and move cycle lanes to backroads for their safety. Main streets should be for pedestrians and cars only.	1	The speed limit of the road applies to all road users; there is no justification for lowering the speed limit for cyclists specifically. Cyclists have the same rights as other road users and cycling facilities need to be provided where there is demand.
Concern that it's impossible to speed around Devonport because of heavy traffic and congested parking.	1	While at some times of the day there are areas of congestion and many drivers currently travel at lower speeds, the proposed measures will help all drivers to comply with the new 30km/h speed limit.
<b>Other</b>		
Suggestion to avoid unattractive bright plastic colours when specifying separated and bollard devices. They are ugly and detract from the lovely visual amenity of the surrounding Devonport shops. Bright coloured traffic signs and objects look temporary and cheap. If in doubt	1	The use of these types of temporary colourful plastic devices is not proposed as part of this project.

use white, not fluro. There are plenty of cities around the world which use cost effective simple white bollards.		
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# Attachment: Feedback form

## Feedback form

PLEASE CUT HERE

### 1. Do you have any suggestions or feedback around the proposed safety improvements?

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### 2. Which option do you prefer of the two cycling related aspects of the proposals?

- Option 1 (Protected single direction cycleway)
- Option 2 (Protected single direction cycleway, with additional cycleway protection and wider footpath (3 car parks lost))

#### And why?

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### 3. Do you have any other comments regarding the proposal?

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### Personal details

Providing your personal details is optional, if you chose to enter your contact details below, your personal details will not be published.

Name

.....

Street

.....

Suburb

.....

Postcode

.....

Email

.....

Auckland Transport and Waka Kotahi are committed to protecting our customers' personal information, information collected will be shared between the organisations. Our privacy policy is available at:

**[AT.govt.nz/about-us/about-this-site/privacy-policy](https://at.govt.nz/about-us/about-this-site/privacy-policy)**

### Is your feedback on behalf of an organisation or business?

- Yes** - I am the official spokesperson for the organisation / business
- No** - These are my own personal views

### Business/organisation name:

.....



Public feedback is one of the factors that Auckland Transport takes into account when making complex decisions like these ones. Community feedback is essential in making projects like these a success

After the public feedback period closes, we will:

- Read and analyse all of the feedback provided,
- create a report on the feedback received which we will publish on the project webpage. If you provide your contact details, we will notify you when the report is available, and
- share your feedback with Waka Kotahi and use it to help shape future transport improvements in the northwest.

**Demographics (optional)**

These questions help us to understand who is engaging with Auckland Transport. Your responses help us to improve our work in gathering feedback from diverse audiences.

**Gender**

Male  Female  Other .....

Which age group do you belong to?

<15       15-24       25-34  
 35-44       45-54       55-64  
 65-74       75+

**Which ethnicity(s) do you identify with?**

<input type="checkbox"/> Māori	<input type="checkbox"/> South East Asian
<input type="checkbox"/> Pākehā (NZ European)	<input type="checkbox"/> Korean
<input type="checkbox"/> Samoan	<input type="checkbox"/> Middle Eastern
<input type="checkbox"/> Tongan	<input type="checkbox"/> African
<input type="checkbox"/> Cook Islands Māori	<input type="checkbox"/> Latin American
<input type="checkbox"/> European	<input type="checkbox"/> Other (please specify)
<input type="checkbox"/> Indian	.....
<input type="checkbox"/> Chinese	

PLEASE CUT HERE

