

Your feedback on Lake Road Improvements



Total submissions = 563

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Summary

Auckland Transport (AT) is investigating how to improve travel choices and the reliability of travel along Lake Road and Esmonde Road, between Takapuna and the Devonport peninsula.

We consulted on this proposal from 16 March 2020 to 26 April 2020 and received 563 submissions.

Key themes in feedback

- Like - the proposed improved cycling infrastructure along Lake Road and Esmonde Road including it will make it safer
- Like - the proposed cycleway on Bayswater Ave, which will be a vital link to the school
- Concerned about Cycling safety including -all cycleways must go on the inside of bus stops and on-street car parking to improve safety
- The design does not address the main issue of reducing congestion on Lake Rd - Including it will make congestion worse
- Esmonde Road T2 coming into Devonport would simply back traffic up along the motorway & add to congestion
- General dislike - Including too many traffic lights, use footbridges instead & we need two lanes in each direction
- Need better cycling design to connect to Takapuna and to Devonport at each end and be a continuous route
- The Seabreeze intersection needs redesigning - not safe
- Like bus-priority lanes
- Proposal needs improvement on pedestrian safety - we need segregated pathways, more pedestrian crossings & safer intersections
- Don't like T2 lanes - Including it will cause more congestion & get abused
- Concerned about T2 lane (Devonport into Haruaki corner) - will cause worse congestion
- Concerned about shared paths - pedestrians & cyclists need separation
- Need more well-located bike parking
- Concerned about loss of street parking & parking in general
- Belmont Centre needs more trees and greenery

Next steps

Once consultation is finished work will start on the public summary report. The report will be published in May/June 2020 and will outline what final designs and decisions have been made following this consultation.

Background

What are we seeking feedback on?

Lake Road is the only arterial road in and out of the Devonport peninsula and, alongside Esmonde Road, serves as the main connection to the rest of the North Shore and Auckland for people living and working in the area.

The local community has raised concerns about the unpredictability of travel conditions along Lake Road during weekday peak times and during the weekends.

We want to improve the accessibility, reliability, and availability of travel choices to and from the Devonport peninsula, and make it easier and more convenient to travel to local shops, parks, beaches, and community centres.

We propose using a mix of new and re-purposed transit lanes (for higher occupancy vehicles and public transport), walking and cycling facilities, and technology solutions to improve available trip information.

Around half of all Lake Road journeys are short trips, that stay within the peninsula. We want to help people making those short trips to have good alternatives to driving. This will help free up Lake Road for people making longer trips by car or who need to drive.

Safety is a major focus for AT, so the improvements aim to make people using Lake Road and Belmont safer, regardless of their mode of travel. With the high volumes of traffic, we need physically protected cycle lanes, safer pedestrian crossings and safer intersections. Of the 28 serious crashes in the area over the last 10 years, 10 of the casualties were pedestrians or cyclists.

Lake Road Improvements

Proposed changes



Benefits

- Improved access to local destinations and multi-modal transport options
- More reliable travel times for users of the transit lanes
- More reliable bus services, including those connecting with ferries
- Improved travel information
- Safer to cycle and walk in the area, and connect to future cycleways (e.g. Northern Pathway, Francis Street cycle link)
- Move more people within the corridor
- Avoiding an expensive and disruptive road widening project.

Proposed approach

We're proposing a mix of improvements within the peninsula aiming to improve travel choices and road safety.

These involve localised kerb-line changes but avoids acquiring property or extensive and disruptive construction works.

The improvements we are proposing include:

- new transit lanes targeting the most congested parts of Esmonde Road and Lake Road
- upgrading the existing Lake Road cycle lanes to be safer
- implementing new cycle lanes on Bayswater Avenue and through Belmont centre
- upgrading the environment and public spaces at Belmont centre (with Auckland Council)
- safer and more efficient intersections
- new technology (such as electronic roadside signs) to provide travellers with up-to-date travel information.

Timeline

- Mid 2017 - Public consultation on issues in the area
- Late 2017/early 2018 - Completion of indicative business case
- 2019 – Commencement of detailed business case
- March/April 2020 – Consultation on emerging preferred options
- May/June – public summary report issues on confirmed options
- Mid-to-late 2021 – construction of Lake Road improvements (exact timing to be confirmed).

2020 consultation and proposals

Auckland Transport is proposing a mix of improvements within the peninsula aiming to improve travel choices and road safety. These involve localised kerb-line changes but avoiding any property impacts.

These improvements will give people more travel options to move around the peninsula and help free up the road for those who need to drive.

The options during consultation are:

Lake Road improvements: Esmonde Road section



Artists impression of the Lake Road/Esmonde Road improvements.



Cross section view of Esmonde Road.

- Safer intersection at Lake Road/Esmonde Road
- Separated cycle lanes, as well as new raised tables at side streets for safer cycling movements
- Converting citybound kerbside lane from Lake Road to a transit lane
- Improved shared path on the northern side from SH1 offramp to Harbourside Church
- Converting existing citybound bus lane to a transit lane
- Extending transit lane to the citybound SH1 onramp
- Improved cycle facilities linking to nearby cycling projects.



Lake Road improvements / Esmonde Road to Belmont centre



Artists impression of the Lake Road /Jutland Road improvements.

- New electronic roadside signs with up-to-date travel information



Esmonde Road to Jutland Road

- Separated cycle lanes, as well as new raised tables at side streets for safer cycling movements
- Converting kerbside lanes to transit lanes.

Jutland Road to Takapuna Grammar School

- Separated cycle lanes, as well as new raised tables at side streets for safer cycling movements
- Northbound transit lane
- Investigating underground of powerlines.

Takapuna Grammar to Egremont Street

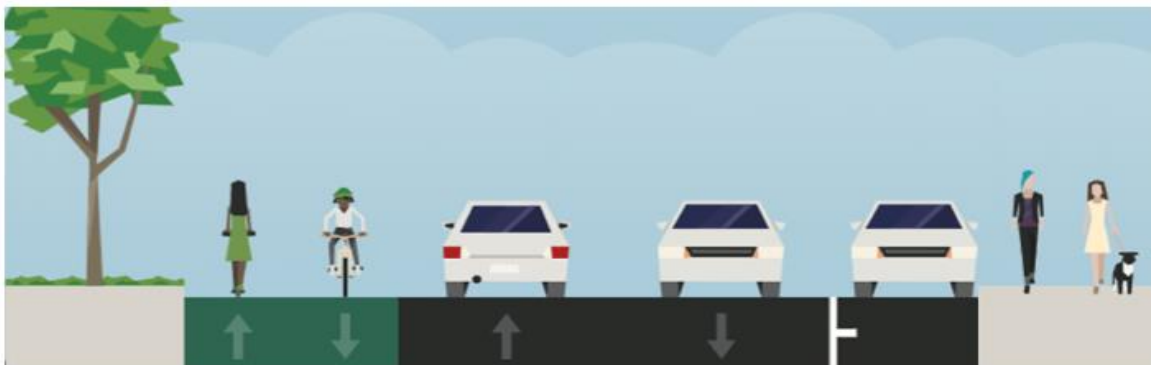
- Separated cycle lanes, as well as new raised tables at side streets for safer cycling movements
- Parking largely retained
- Investigating underground of powerlines.

Lake Road improvements / Bayswater Avenue to Albert Road

Bayswater Avenue



Artists impression of the Bayswater Avenue improvements.



Cross section of Bayswater Avenue.

- Shared path
- Safer pedestrian and cycling facilities near Bayswater School.

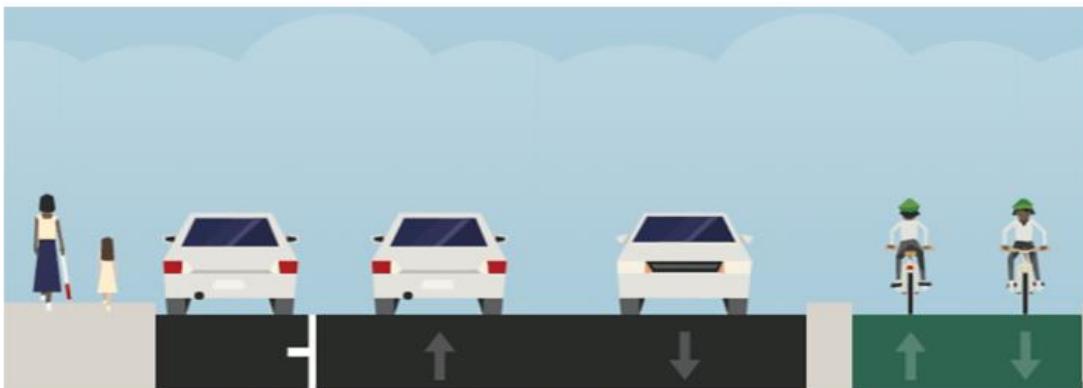
Bayswater Avenue to Old Lake Road

- Northbound transit lane
- Separated cycle lanes, as well as new raised tables at side streets for safer cycling movements
- Parking retained where possible.

Seabreeze Road / Lake Road



Artists impression of the Seabreeze Road / Lake Road improvements.

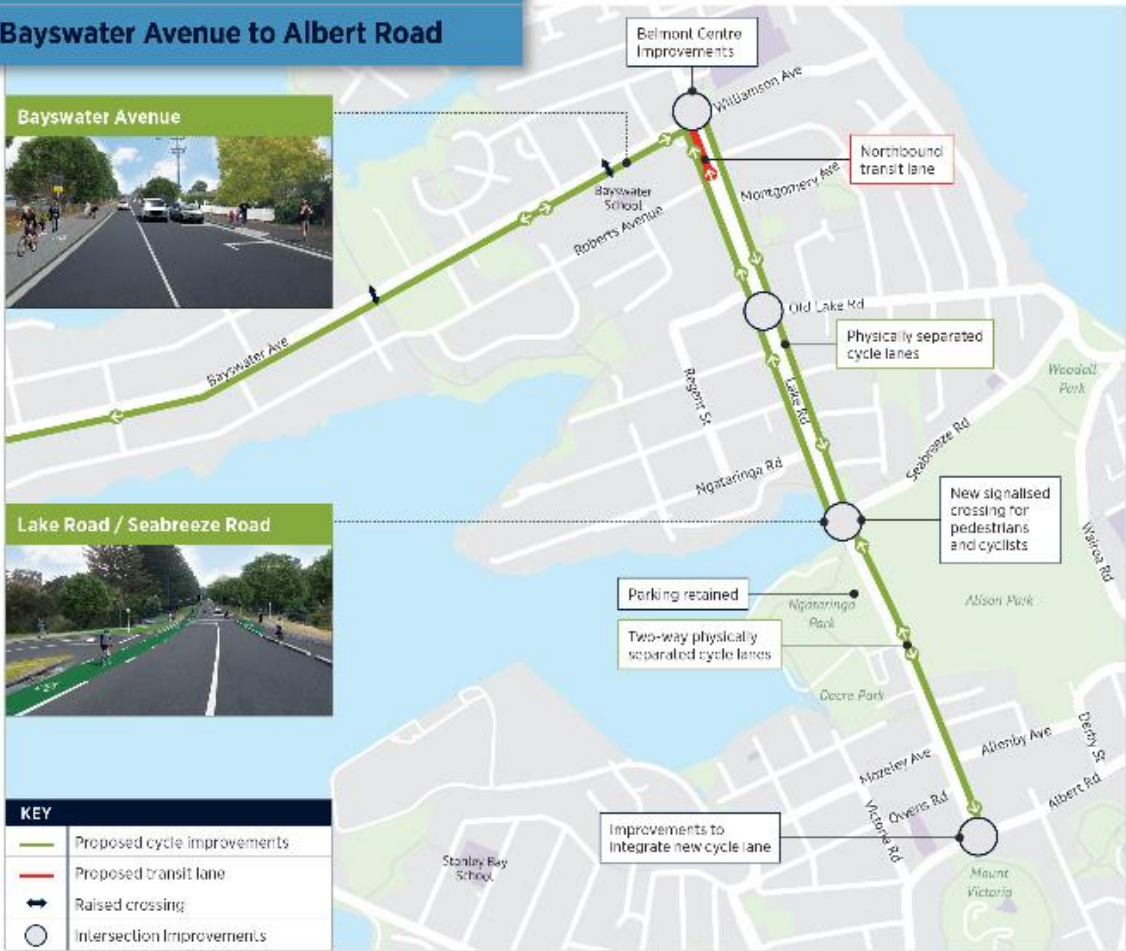


Cross section of Lake Road from Seabreeze Road to Albert Road.

- New signalised pedestrian crossing
- Separated two-way cycle lane, as well as new raised tables at side streets for safer cycling movements

Lake Road Improvements

Bayswater Avenue to Albert Road

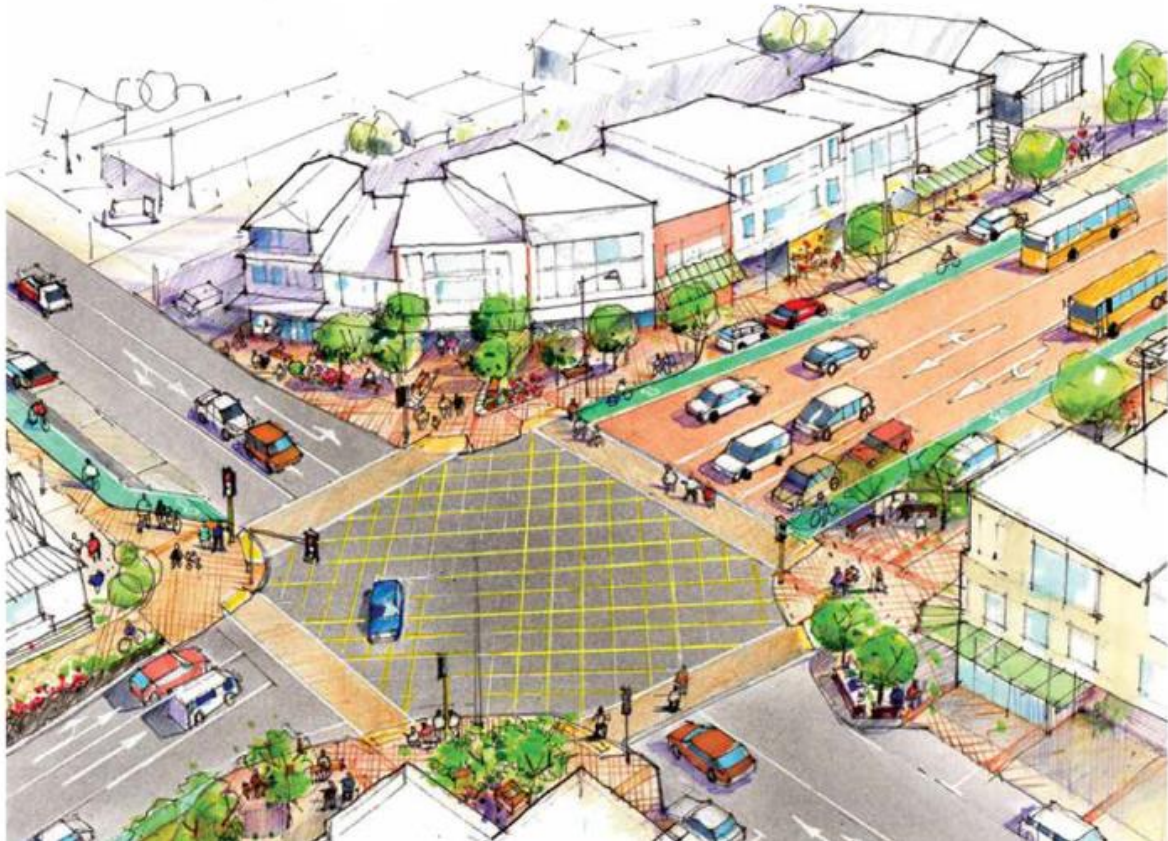


Belmont centre improvements

Artist impression

Potential Belmont Centre

Looking west towards Bayswater Avenue



Artists impression of Belmont improvements.

Belmont is the largest centre along Lake Road south of Takapuna. It has around 40 shops and services in a configuration that has been largely unchanged for decades. It's located on a busy and at times congested intersection, that many people, including students from 4 local schools, travel through every day.

In addition, since 2016 the Auckland Unitary Plan has enabled further commercial and residential development in and around Belmont Centre, which could see it redevelop and grow in the future. The centre needs improvements in order to encourage and best accommodate any potential future development.

Auckland Transport has been working with Auckland Council, the Devonport-Takapuna Local Board and a group of local community stakeholders on improvements at Belmont centre. This is a key project identified in the Devonport-Takapuna Local Board Plan. The improvements in the design concept proposal for Belmont aim to make the centre more of a destination and community hub, with better public spaces. The upgrade will be delivered in

conjunction with Auckland Council and the Local Board. Any changes or development on privately owned land or to buildings will be up to the owners and occupiers.

Proposed features

- Rose Gardens park experience extended towards the street edge
- Footpaths retained on the west side, widened on the east side
- New and additional public spaces and potential for new landscape features
- Parking retained on both sides of Lake Road and other streets, reduced on the east side of Lake Road
- North and southbound cycle lanes through the centre, two-way cycle lane on Bayswater Avenue
- Shorter pedestrian crossing distances at intersection, new crossings at School Road
- Existing buildings retained or redeveloped with active ground floor frontages.

<https://at.govt.nz/media/1982373/belmont-centre-improvements-v1-compressed.pdf>

Come talk to us

As we are all aware, the circumstances around COVID-19 are changing by the hour. COVID-19 presents unprecedented challenges for our communities. Auckland Transport has taken a number of steps to ensure the safety and wellbeing of our people, contractors, and our customers and local communities.

Part of that has been a review of our public engagement and consultation processes. A key part of this activity is meeting with people face to face.

To limit exposure to COVID-19 as much as possible, we have taken the precautionary step of stopping face to face engagement with communities. We apologise for the short notice and any inconvenience this may cause – however we believe this is an important and necessary measure. Please give us your feedback using the link above.

We continue to take advice from the Government and the Ministry of Health regarding COVID-19 safety precautions and will continue to review the situation on an ongoing basis. Please note we are not stopping all engagement and will consider what can be done online or through alternative methods.

For more information there is a COVID-19 section on AT's website, which we will continue to update with the latest information, and as always the Ministry of Health's website.

Previous consultation

Feedback report

Download the Lake Road improvements feedback report (PDF 1.3MB, 77 pages).

<https://at.govt.nz/media/1975410/lake-road-improvements-feedback-report.pdf>

Indicative business case

Download the Indicative business case draft report (PDF 1.4MB, 74 pages).

<https://at.govt.nz/media/1973691/lake-road-ibc-draft-report.pdf>

Consultation

We consulted on the proposed from the 16 March 2020 to the 26 April 2020.

What we asked you

We asked

- What do you think of the proposal improvements for Lake Road, Esmonde Road and Bayswater Avenue?
- If the proposed cycle lanes are physically separated from traffic, will this improve your ability to cycle for some trips? If not, why not?
- If the transit lanes are implemented, would you consider taking the bus or car sharing for some of your trips? If not, why not?
- For the proposed transit lanes, what hours should they operate to avoid congestion? Weekday peak periods, longer periods or 24/7?
- For the Belmont Centre proposal, do you have any feedback on the changes proposed?
- Is there anything you think we've missed in our proposals, or something else you'd like to see included?

Activities to raise awareness

To let you know about our consultation, we had:

- Press release
- Social media on Facebook, Twitter, and LinkedIn
- Stakeholder email
- Brochure sent to households in the peninsula.
- As a result of Covid-19 five public drop-in sessions were cancelled, however, AT produced five new videos to help with the engagement and to use online.
- There was advertising in the Rangitoto Observer and Devonport Flagstaff.
- Displayed static corflute project boards at different locations in the catchment area.

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/lake-road-improvements/>

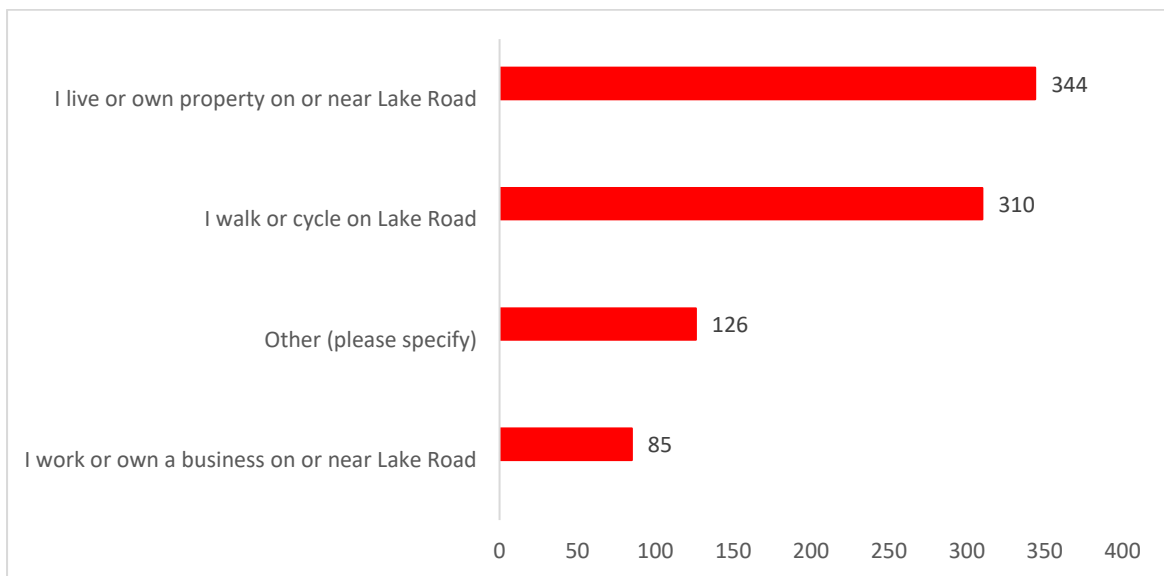
Your feedback

Overview

We received public feedback on the proposal from 563 submissions.

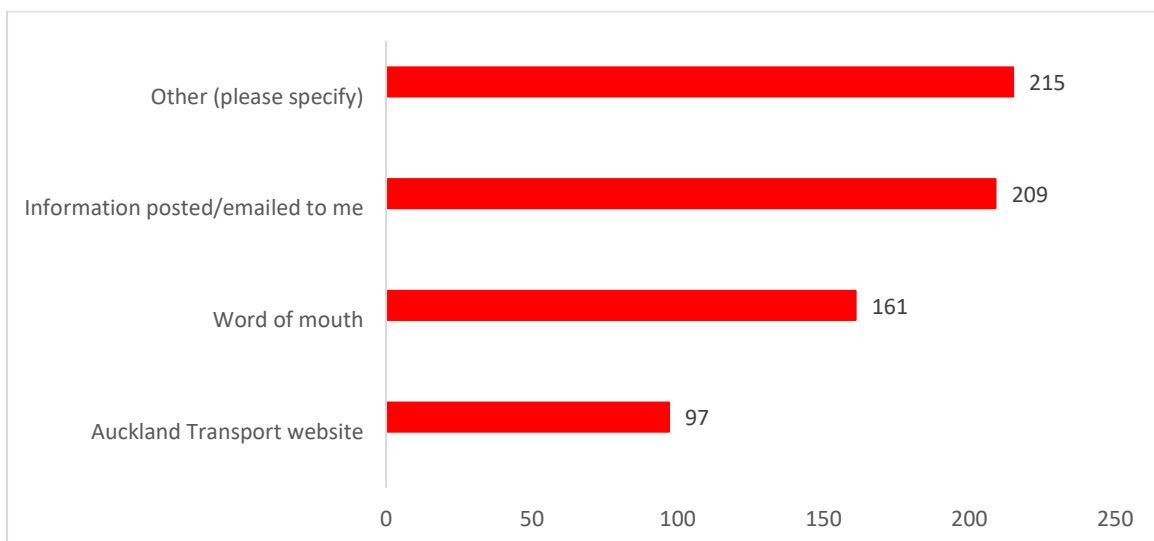
Themes in feedback / comments

What best describes your interest in this proposal?



Submissions may have included more than one theme

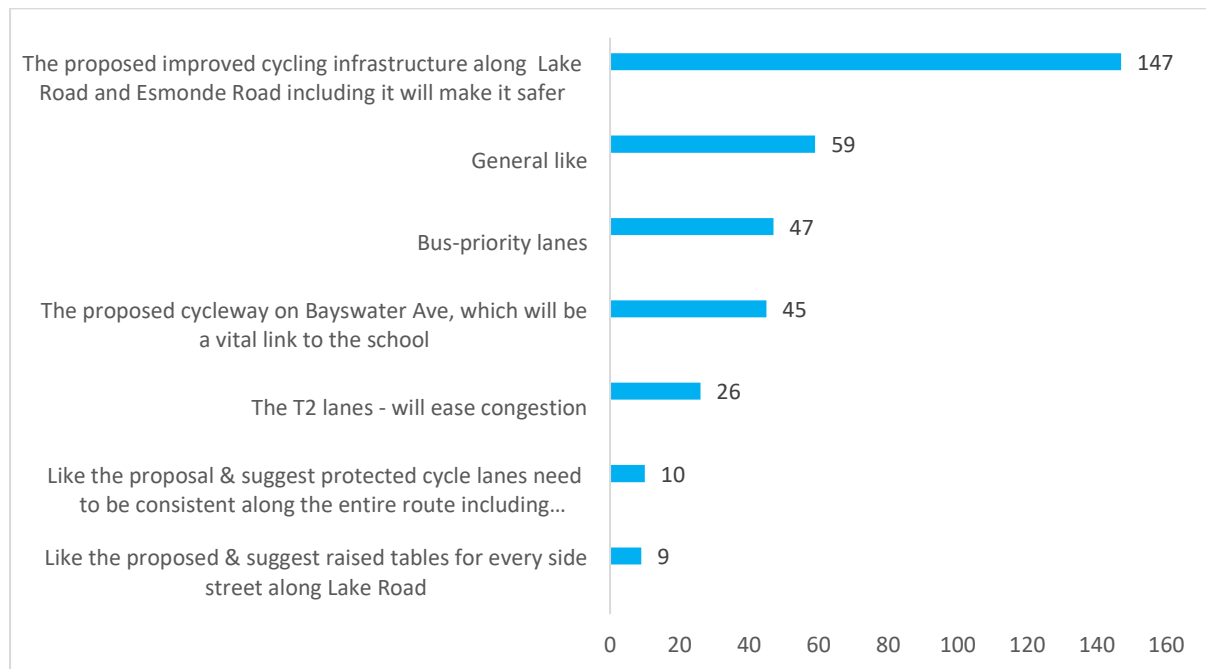
How did you hear about this project?



Submissions may have included more than one theme

What do you think of the proposal improvements for Lake Road, Esmonde Road and Bayswater Avenue?

Submissions which highlighted themes that were liked about the proposal;



Submissions may have included more than one theme

- The proposed improved cycling infrastructure along Lake Road and Esmonde Road including it will make it safer (147 submissions)

“I think it is great to improve infrastructures for cycle, by encouraging a safe and sustainable transport”

“I strongly support the whole project, I want to see better walking and cycling infrastructure and this project delivers.”

“Good solution that satisfies all users and encourages more student and family transport alternatives.”

- Like the proposal in general (59 submissions)

“I think the improvements are beneficial to getting around in the area.”

“Bring it on! Our community love their bikes and the more we can do to promote cycle-friendly networks the better - especially in these Covid-19 times when we need to separate safely.”

“I like the plan very much. Anything that improves cyclist safety gets my vote.”

- Bus-priority lanes (47 submissions)

“Support bus-priority lanes”

- The proposed cycleway on Bayswater Ave, which will be a vital link to the school (45 submissions)

“I strongly support the proposed cycleway on Bayswater Ave, which will be a vital link to the school.”

- The T2 lanes - will ease congestion (26 submissions)

“Support focus on making more efficient use of the road. Support T2/3 lanes, public transport priority and cycling focus.”

“In general, I support the plan, especially T2 lane, may it be well policed by camera as part of the budget”

“I support the proposed transit lanes, especially between Jutland and Esmonde, which will not only allow bus priority but prevent lots of vehicles doing dangerous late merging into the left-hand lane.”

- Like - suggest protected cycle lanes need to be consistent along the entire route including through intersections. (10 submissions)

“Protected bike lanes are very welcome, they need to be continuous for the full length of Lake Road”

“A bike path along the whole of Lake Rd has to be the ideal outcome.”

“Please implement the proposed improved cycling infrastructure along the entire length of Lake Road and Esmonde Road. I completely support separated cycle lanes along the length of Esmonde and Lake Roads.”

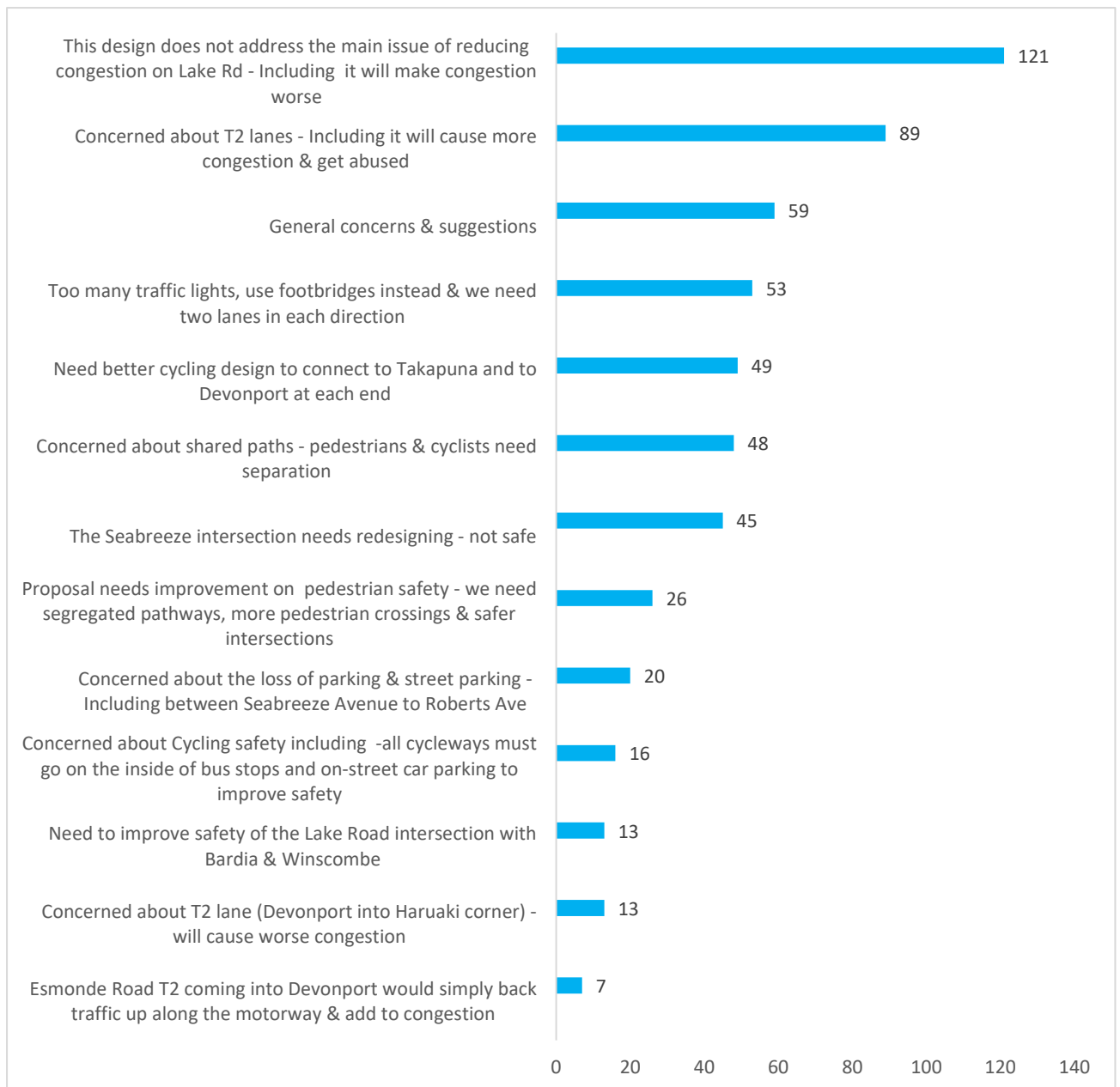
- The proposed raised tables for every side street along Lake Road (9 submissions)

“I support AT integrating cycling and walking infrastructure with the schools within the scope of the project. AT has made the right choice in proposing raised tables for every side street along Lake Road.”

“I like all the physically separated bike lanes. The raised-table crossings are another great addition”

.

Submissions which highlighted themes that raised concerns about the proposal;



Submissions may have included more than one theme

- This design does not address the main issue of reducing congestion on Lake Rd - Including it will make congestion worse (121 submissions)

“The proposal does not deal with primary issue of traffic congestion other than a primary belief that you going-by get more residents out of cars.”

“The proposed improvements will not improve traffic flow. I believe it will make it worse.”

“I don’t see that it is going to have anywhere near enough beneficial effect on traffic and in places will make it worse”

“I don’t think these are going to fix the Lake Road congestion problem.”

- Concerned about T2 lanes - Including it will cause more congestion & get abused (89 submissions)

"I don't think Transit lanes will be an improvement. I think it will bottleneck traffic even more."

"This does little to improve the traffic congestion at any point. Creating a T2 lane will make it worse and provide a worse outcome for residents and AT."

"Don't ruin the road with cycle ways nobody will use and t2 lanes also nobody will use. You realise this creates more congestion as most people drive cars and are by themselves."

"Making a t2 lane will make traffic 10 times worse. You need to widen the lanes."

"I think it will add to the congestion problem. I don't think T2 lanes will help with congestion. I question where and how you got your information that half the trips done are local."

- General concerns & suggestions (59 submissions)

"The power and phone lines should be put underground to future proof development."

"Some simple ideas that can form part of a solution that appear to have been overlooked. For example, using smaller buses - as they do in many cities overseas, can allow a faster more efficient and effective service."

"Parking should be on the South side of the Road, not the North side"

"Too much road space allocated to cyclists relative to actually volume of usage."

- Too many traffic lights, use footbridges instead & we need two lanes in each direction (53 submissions)

"Should be two lanes each way this reflects the amount of traffic that actually uses the road."

"Would have liked to see less traffic lights and a move to roundabouts at Bardia intersection as the lights cause heavy traffic during the week and weekend."

"It's a start. It's better than the current situation however the long-term goal needs to be two lanes either side from Devonport to the motorway."

- Need better cycling design to connect to Takapuna and to Devonport at each end (49 submissions)

"This is not quite the visionary long-term solution the public called for. Strongly support the provision of dedicated and protected bike lanes on Lake Road. However, these need more and better design to connect to Takapuna and to Devonport at each end."

- Concerned about shared paths - pedestrians & cyclists need separation (48 submissions)

"It is good that you are trying to make it safer for the school kids and you are using raised tables at all intersections. However, do not mix bikes and pedestrians."

"Cyclists and pedestrians move in different ways and it is not appropriate to force them to share space. I really recommend watching "The Separation of Cyclists and Pedestrians" by Prof John Parkin"

“Separating pedestrians and cyclists: a fragile old lady hit by a bicycle (or even bumped) may be fatally injured. Small children are prone to erratic movement, endangering both themselves and cyclists”

- The Seabreeze intersection needs redesigning - not safe (45 submissions)

“This is not quite the visionary long-term solution the public called for. Strongly support the provision of dedicated and protected bike lanes on Lake Road. However, the Seabreeze intersection needs redesigning.”

- Proposal needs improvement on pedestrian safety - we need segregated pathways, more pedestrian crossings & safer intersections (26 submissions)

“I stress the necessity of upgrading the footpaths to prevent pedestrians using the protected cycle-lanes as we commonly see elsewhere”

“You have not included any proposal for the safe crossing of Lake road by TGS pupils. The current traffic-light crossing is a congestion factor. And is still dangerous. It needs either a overhead bridge, or more appropriate a tunnel.”

“Essential to consider & define costings for underground pedestrian crossings east-west at Jutland, TGS, Belmont, Seabreeze - this must improve traffic flow and pedestrian & student safety.”

“Still feel Bayswater Ave lacks safe crossing option, the school already has a zebra crossing the LB has already agreed to fund the one at Bayswater Park where the Green Route exits Northboro Reserve. But more are needed especially near Kindy side of park where a raised zebra crossing should be placed across Rosyth as that street is used as a rat run and the corners are so wide people turn at speed into Rosyth. Birkley is also used in this manner. A zebra crossing is also really needed at the Dairy (Baulford Street). In a perfect world I would also like to see one at the end of Bayswater Ave where it meets Beresford Street.”

- Concerned about the loss of parking & street parking (20 submissions)

“I oppose the creation of cycle lanes along Lake Rd where these will require the loss of street-side parking, as this will make it difficult to access the shops and businesses as customers and delivery couriers and this will make it difficult for the retailers to survive.”

“I oppose removing the angle parks on the eastern side of the Belmont shopping centre as at least 10 carparks will be lost.”

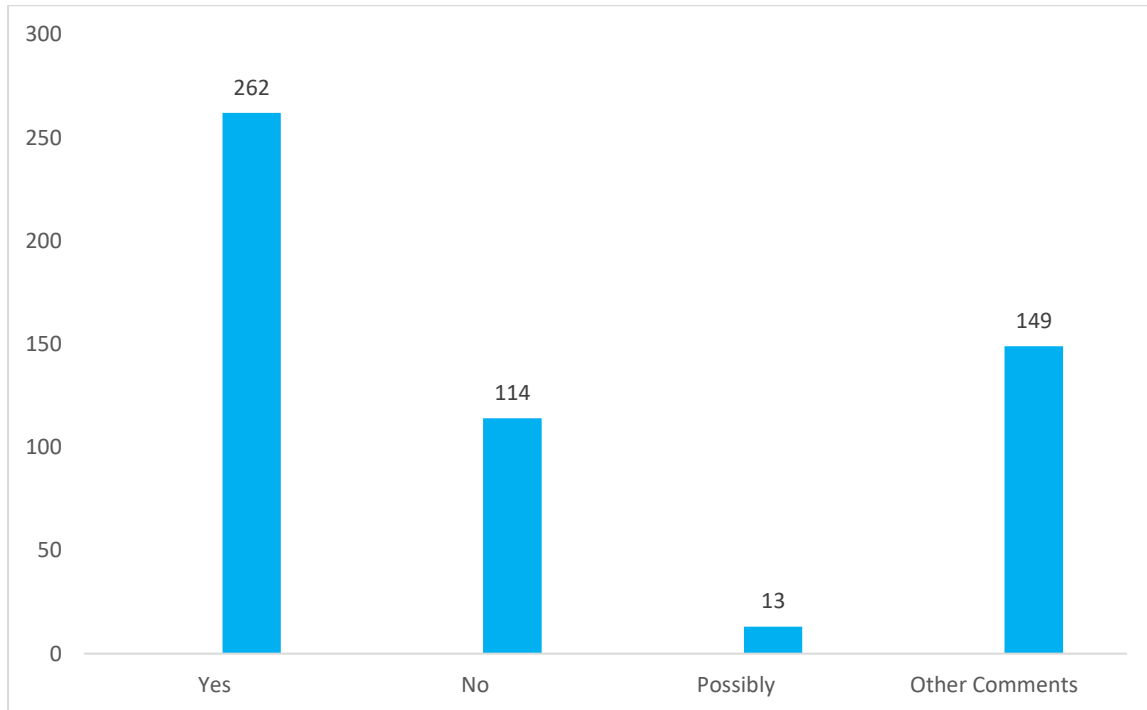
“I do not agree with installing cycle lanes on Lake road because it will restrict parking for my customers and will threaten my business.”

- Concerned about Cycling safety including - all cycleways must go on the inside of bus stops and on-street car parking to improve safety (16 submissions)

“All cycleways must go on the inside of bus stops and on-street car parking, to improve safety with passing and turning traffic, opening car doors, and buses”

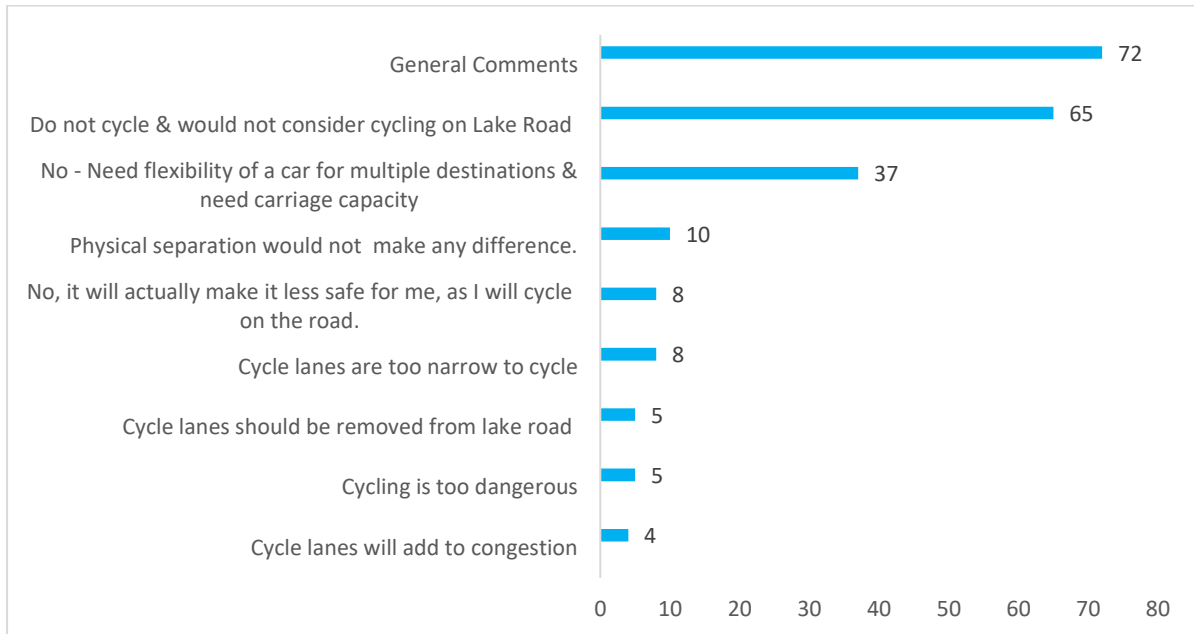
“To improve safety of the Lake Road intersection with Bardia/Winscombe, the crossing should be changed to a Barnes Dance pattern, with a raised table installed to cover the entire intersection, as there is high foot and cycling traffic with the nearby schools.”

If the proposed cycle lanes are physically separated from traffic, will this improve your ability to cycle for some trips? If not, why not?

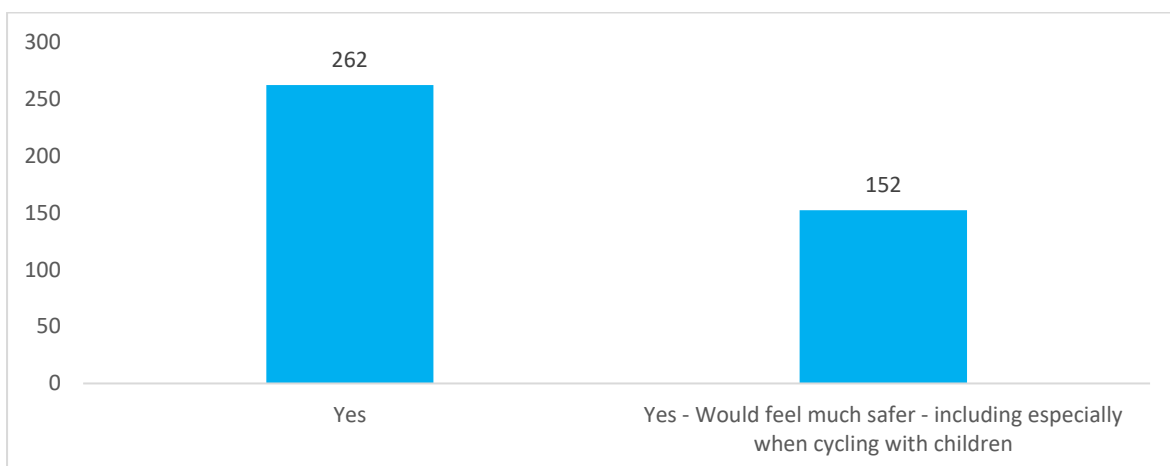


538 submissions replied to this question

- 49% of submissions that replied to the question, if the proposed cycle lanes were physically separated, replied that it would improve their ability to cycle.
- 21% of submissions that replied to the question, if the proposed cycle lanes were physically separated replied, that it would not improve their ability to cycle.
- 2% of submissions that replied to the question, if the proposed cycle lanes were physically separated, replied that possibly it would improve their ability to cycle.
- 28% provided other comments.

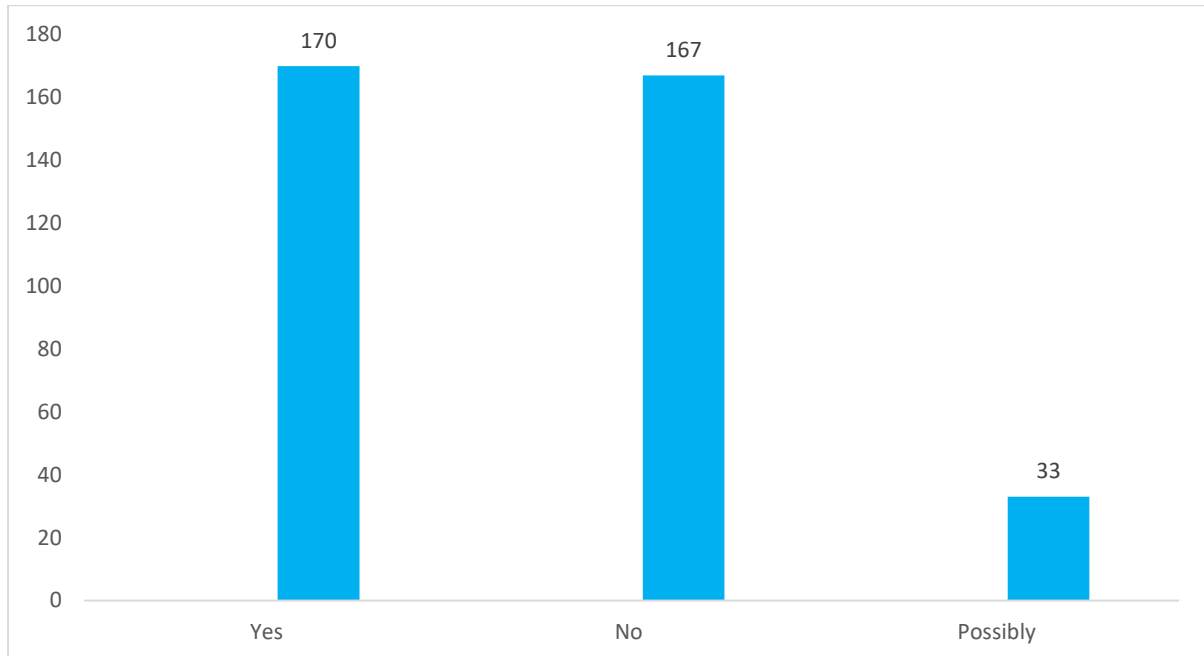


- 72 submissions just gave general concerns and suggestions to the question, if the proposed cycle lanes were physically separated, would this improve your ability to cycle.
- 65 submissions replied that they did not cycle or would not consider cycling on Lake Road.
- 37 submissions replied they would not cycle as they needed the flexibility of a car, either to get to multiple destinations or because they needed it for carriage capacity.
- 10 submissions replied that physical separation would not make any difference.



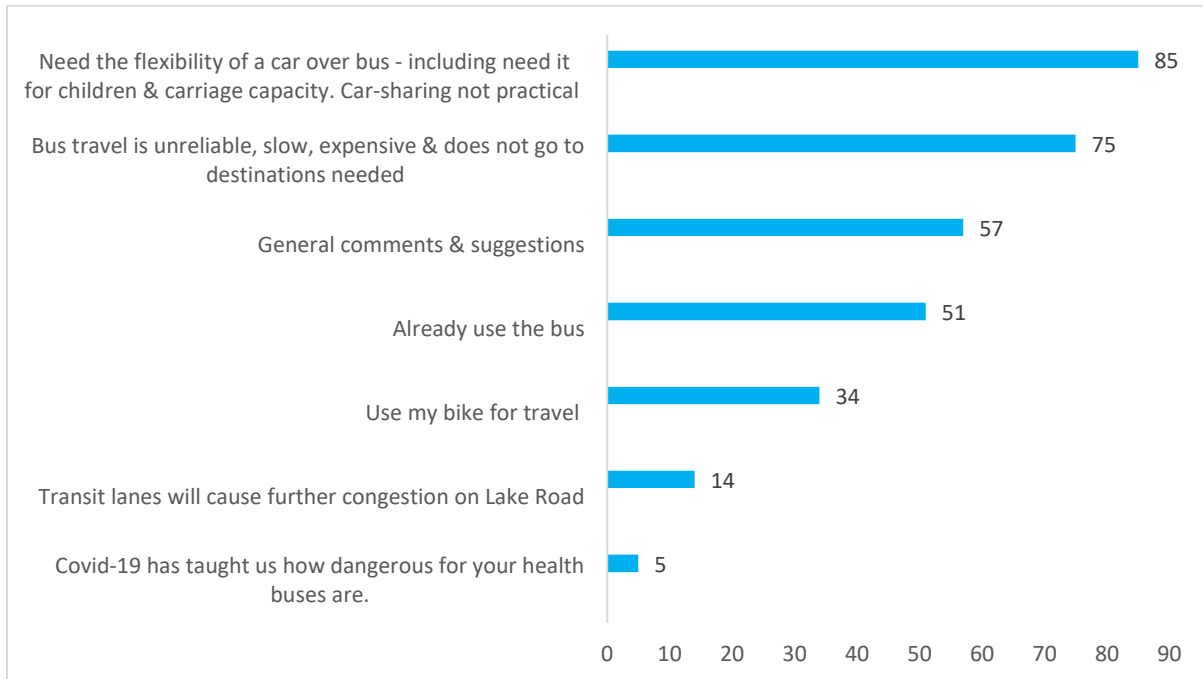
- 262 Submissions replied that having a physically separated cycle lane would improve their ability to cycle.
- 152 submissions (58%) of those submissions went onto to say the physical barrier would make them feel much safer especially when cycling as a family or with children.

If the transit lanes are implemented, would you consider taking the bus or car sharing for some of your trips? If not, why not?



533 submissions replied to this question

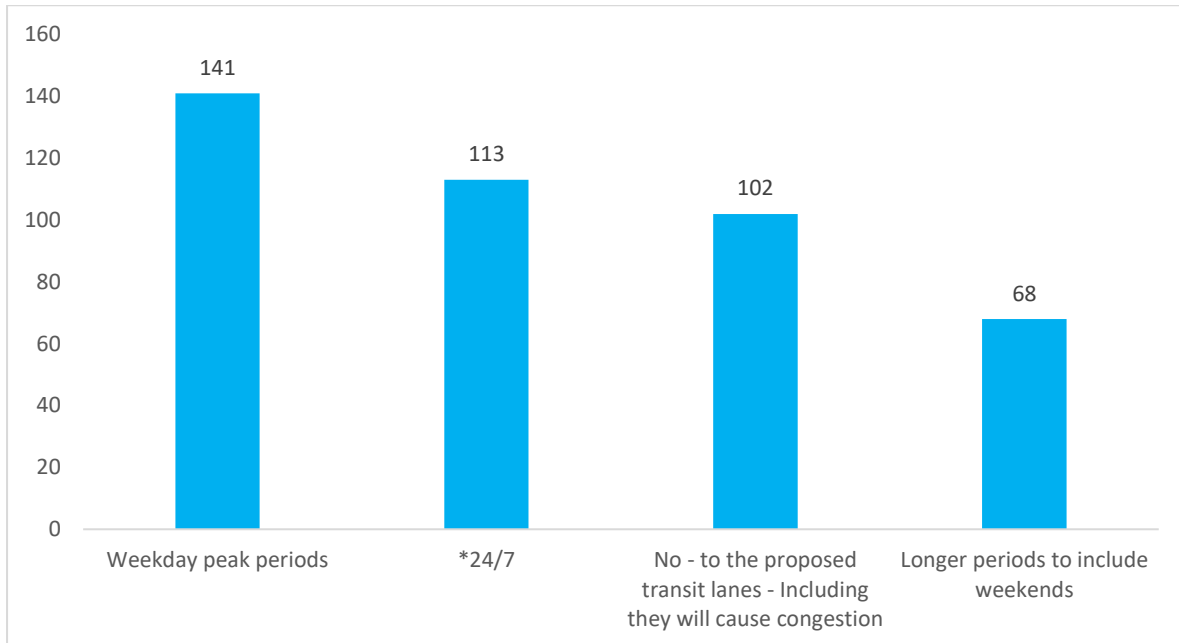
- 32% of submissions replied Yes when asked would you consider taking the bus or car sharing for some trips if transit lanes were implemented.
- 32% of submissions replied No when asked would you consider taking the bus or car sharing for some trips if transit lanes were implemented.
- 6% of submissions replied Possibly when asked would you consider taking the bus or car sharing for some trips if transit lanes were implemented.
- 30% of submissions replied with other comments.



Key themes

- They needed the flexibility of a car over bus, including needed a car for children and carriage capacity & car-sharing was not practical (85 submissions).
- Bus travel is to unreliable, slow, expensive and did not go to the destinations needed (75 submissions)
- General comments & Suggestions (57 submissions)
- Already use the bus for travel (51 submissions)
- Only cycle for travel (34 submissions)
- Transit lanes will cause further congestion on Lake Road (14 submissions)
- Concerned about Covid-19 when using a bus (5 submissions)

For the proposed transit lanes, what hours should they operate to avoid congestion? Weekday peak periods, longer periods or 24/7?



509 submissions replied to this question & may have listed more than one theme

26.5% of submissions proposed weekday peak periods for transit lanes to operate to avoid congestion. (141 submissions)

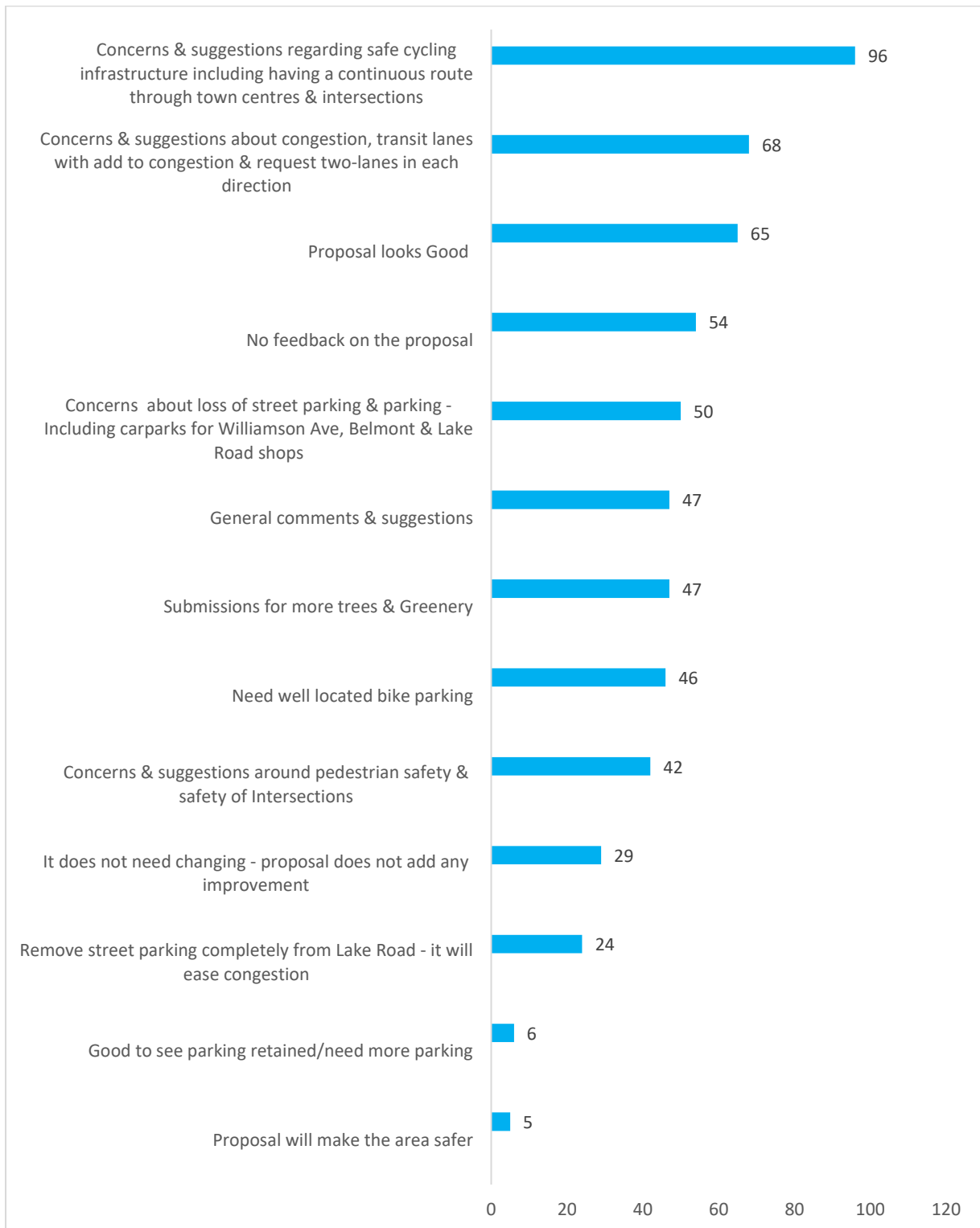
21% of submissions proposed 24/7 for transit lanes to operate to avoid congestion. (113 submissions)

19% of submissions replied they did not want transit lanes on Lake Road this included they will cause congestion. (102 submissions)

13% of submissions proposed longer periods to include weekends for transit lanes to operate to avoid congestion. (68 submissions)

20.5% of submissions replied with general comments. (109 submissions)

For the Belmont Centre proposal, do you have any feedback on the changes proposed?

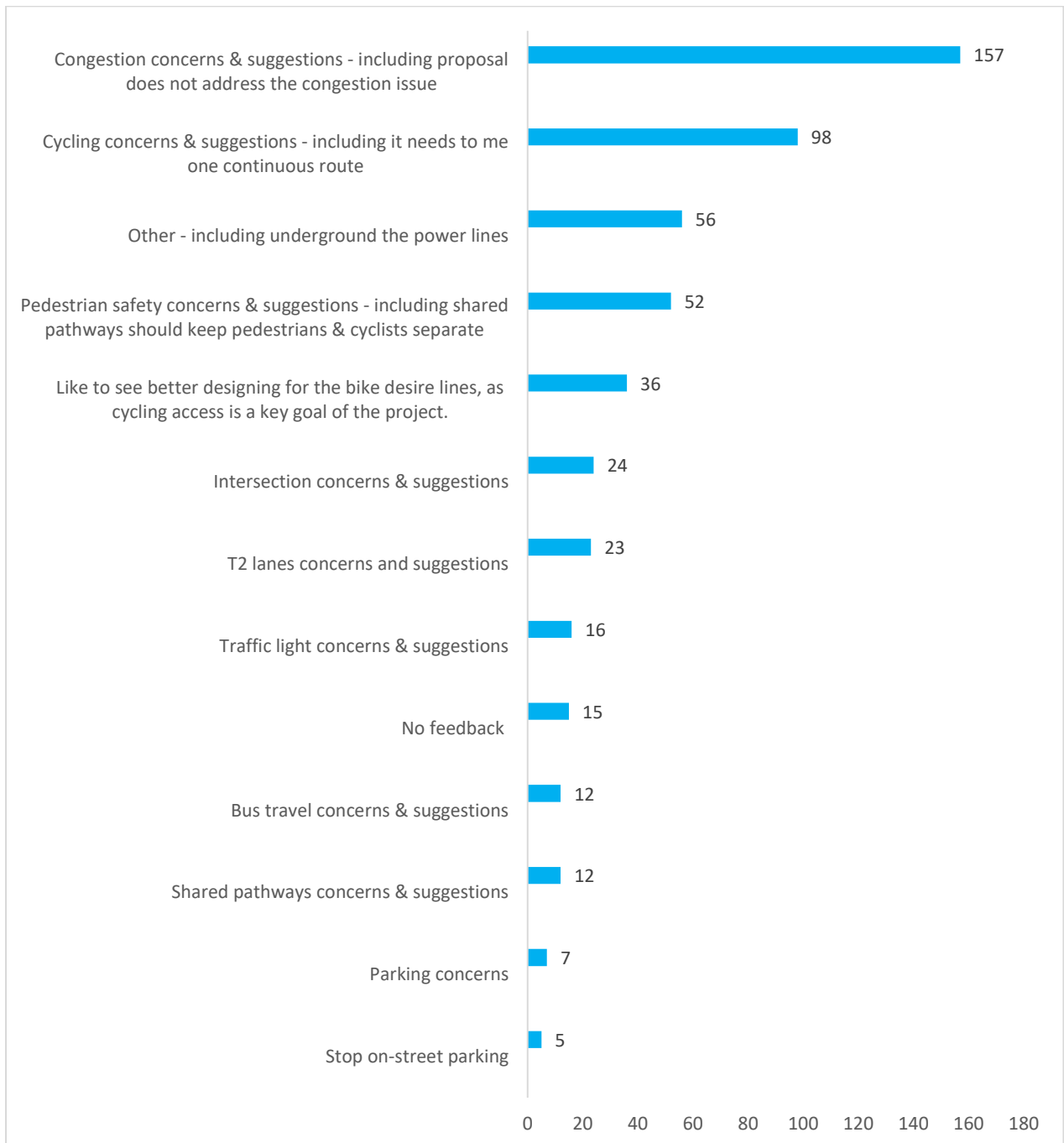


472 submissions replied to this question & may have listed more than one theme

Key Themes

- Concerns & suggestions regarding safe cycling infrastructure including having a continuous route through town centres & intersections (96 submissions)
- Concerns & suggestions about congestion, transit lanes with add to congestion & request two-lanes in each direction (68 submissions)
- Proposal Looks Good (65 submission)
- Concerns about loss of street parking & parking - Including carparks for Williamson Ave, Belmont & Lake Road shops (50 submissions)
- Submissions for more trees & Greenery (47 submissions)
- General comments & suggestions (47 submissions)
- Need well located bike parking (46 submissions)
- Concerns & suggestions around pedestrian safety & safety of Intersections (42 submissions)
- It does not need changing - proposal does not add any improvement (29 submissions)
- Remove street parking completely from Lake Road - it will ease congestion (24 submissions)

Is there anything you think we've missed in our proposals, or something else you'd like to see included?



484 submissions replied to this question & may have listed more than one theme

Key Themes

- Congestion concerns & suggestions - including proposal does not address the congestion issue (157 submissions)
- Cycling concerns & suggestions – including it needs to me one continuous route (98 submissions)
- Other - including underground the power lines (56 submissions)
- Pedestrian safety concerns & suggestions - including shared pathways should keep pedestrians & cyclists separate (52 submissions)
- Like to see better designing for the bike desire lines, as cycling access is a key goal of the project. (36 submissions)
- Intersection concerns & suggestions (24 submissions)
- T2 lanes concerns and suggestions (23 submissions)
- Traffic light concerns & suggestions (16 submissions)
- Shared pathways concerns & suggestions (12 submissions)
- Bus travel concerns & suggestions (12 submissions)
- Parking concerns (7 submissions)
- Stop on-street parking (5 submissions)

Other submissions

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

Generation Zero

With the Lake Road Improvements project, Generation Zero strongly praises Auckland Transport for proposing diverse and low-carbon transport alternatives in a time of climate emergency. In particular, we support AT's integration of cycling and walking infrastructure with the schools within the scope of the project.

As follows are a few of our general thoughts: we welcome the introduction of priority transit lanes along Lake Road (with the exception of Esmonde). Commuters, Saturday sports, weekend trips, and navy base traffic frequently clog this route. Transit lanes which are all active 7am-7pm every day would most effectively encourage users to carpool or use public transport.

On another note, AT has made the right choice in proposing raised tables for every side street along Lake Road. We strongly urge AT to turn these into clearly-marked pedestrian crossings to make children and the elderly, in particular, safer from turning vehicles. Furthermore, bike lanes and walking paths should be physically separated wherever possible to curb accidents between both forms of transport. Finally, physically segregated cycling infrastructure is crucial in attracting cyclists. Studies consistently show the lack of protected cycleways is the biggest reason why people don't feel comfortable on a bike. A chain is only as strong as its weakest link, and we emphasise that if even one section of this project is missing safe cycling infrastructure, it will diminish its popularity. A standard sometimes used when building cycle routes is to ask whether they will be safe enough for an eight-year-old to use - we sincerely hope these improvements will reach this threshold.

The improvements must include another key component: regular signalised or pedestrian crossings for people walking who want to safely cross from one side of Lake Road to the other. For instance, at present there are no crossings for more than a kilometre between 17 and 82 Lake Road. Likewise, between Hauraki Road and Takapuna Grammar, there are no crossings for nearly a kilometre. This project must cater to the most vulnerable: children, older folk, and those with disabilities. As such, signalised or marked crossings must be included in AT's designs.

Esmonde Road near Harbourside Church:

We welcome AT's plan to improve walking and cycling access along Esmonde Road, as the current footpaths are far too narrow and are flanked by unprotected bike lanes. To address this, the footpaths on both sides should be expanded to at least two metres wide. Both bike lanes should remain single-direction and have protective concrete dividers at a minimum. Separating cycle and pedestrian infrastructure is particularly pertinent here as cyclists descending Esmonde's southern side will be doing so at speed. At the Harbourside Church, the footpaths and bike lanes should link up to the existing shared path on the northern side of Esmonde; however, this shared path must be widened significantly, to the tune of three or four metres. Regarding the bus stops at 44 and 49 Esmonde Road, the updated cycle paths must go on the inside of the bus stops, so cyclists are not struck by stopping buses.

The extra width for these changes could be acquired from several areas. First, the concrete divider in the centre of Esmonde Road (which is often wider than the footpath) could be narrowed. Likewise, the phantom U-turn lane by the Harbourside Church intersection could be removed. Finally, the slip lane that enters the Church on Esmonde's southern side could be filled in to provide valuable real estate to walkers and bikers who will be queuing here to cross.

Also of concern is AT's proposal to convert the existing bus lane to a transit lane. Generation Zero strongly opposes such a measure as it would significantly slow buses (whose high level of occupancy far outstrips private vehicles carrying just two or three passengers). We acknowledge the concerns of residents who may struggle to drive between Northcote and the peninsula, however, this is ultimately an argument for better cross-town public transport, not more concessions for the private vehicle. To truly achieve modal shift in Auckland, we must continue to prioritise public and active transit.

Esmonde Road/ Lake Road intersection:

We support the protected cycle lanes and raised tables for all side streets, and ask that the latter include marked pedestrian crossings.

Lake Road to Jutland:

We applaud the segregated cycle lanes on both sides of the road between Lake Road and Jutland. We also support the kerbside general traffic lanes becoming priority transit lanes.

Lake/Jutland/ Hauraki intersection:

At Lake Road's intersection with Jutland and Hauraki, we praise the plan to remove the slip lane onto Hauraki. Given the future cycle traffic here, we feel it would be good to investigate dedicated crossing signals for bikes (as on Quay Street) or a Barnes Dance pattern for cyclists alone. All these improvements should go hand-in-hand with a regeneration of this town centre; this would include adding more bike parking, planting native trees, and more room to sit and play.

Jutland to Takapuna Grammar School:

The segregated bike lanes and raised table on all side streets will make this route safer and incentivise more people to walk and cycle. To further improve safety, we strongly encourage AT to install plastic speed bumps on both driveways at the BP station (297 Lake Road). Drivers typically cut across the paths of people walking and cycling here at speed, and these bumps would slow them down. Finally, we support the northbound transit lane.

Lake Road/Clifton Road intersection:

The extent to which AT will change the Clifton and Lake Road intersection is currently unclear; however, we strongly believe it requires a significant upgrade to make it walking and cycling-friendly. We feel the southern bike lane by the bus stop opposite 289 Lake Road should be relocated to behind the bus stop (consistent with the rest of this project). Lake Road also has a wide and unnecessary give-way lane that turns onto Clifton, making it unsafe for people walking and cycling to cross. This should be filled in with native trees and a widened footpath. The footpath, as it extends across the rest of the intersection, should be upgraded to a marked raised-table pedestrian crossing with stop signs for vehicles. The raised table here is in alignment with the rest of this project's side street upgrades, and the addition of a marked pedestrian crossing would enable people walking to cross without feeling intimidated by turning vehicles.

Takapuna Grammar to Egremont Street:

In line with our other comments, the cycleways outside of Takapuna Grammar near 257 Lake Road must go on the inside of the bus stops. For the on-street parking opposite 231 Lake Road, the cycleway must go between the footpath and parked cars, not on the outside of the cars. Along Lake Road, from Eversleigh until Winscombe/Bardia, the flush median should be removed or reduced to allow the footpath and cycleway to be widened. At the Egremont end of this section (roughly 163A Lake Road), we welcome the separated cycleways, however it is crucial that neither they nor the footpath are narrowed or infringed upon in order to cater to on-street parking or general traffic.

Lake Road intersection with Bardia/Winscombe:

Lake Road's intersection with Bardia and Winscombe sees considerable traffic given the nearby schools, and this project offers AT a great opportunity to incentivise walking and cycling as safe and pragmatic ways for children to travel to and from school. Firstly, the pedestrian crossing should be changed to a Barnes Dance set-up. Second, a raised table should be installed to cover the entire intersection (as is the case in the New Lynn town centre). A Barnes Dance ensures that pedestrians, especially children, are not being passed by motor vehicles travelling at 50 km/h (or faster) as they cross. The raised table slows drivers to ensure cyclists are not struck by vehicles making 90-degree turns across this intersection (for example, cars turning left off of Lake Road onto Winscombe). This intersection sees lots of students queuing to cross, and will soon see even more cyclists queuing at the lights. The traffic lanes on Bardia, Winscombe, and Lake Road (heading towards Takapuna) should all be narrowed to provide the requisite space for expanding the width of the intersection's footpaths and cycleways.

Belmont Centre:

This project has the potential to transform Belmont Centre into a prosperous place for people rather than for cars. Hence, we encourage AT to remove both slip lanes and fill them in with seating, bike parking, and native biodiversity. We also feel the parking strip between School Road and Williamson Ave (adjacent to Belmont Rosegardens) should be fully replaced with a green space. For greater pedestrian safety, we recommend the pedestrian crossing is changed to a Barnes Dance pattern. Finally, while the illustration on AT's website appears to be an early sketch, we reiterate that **all bike lanes must go on the inside of cars parked on the street.**

Bayswater Ave:

We praise the proposed shared pathway on Bayswater Ave as shown in AT's render. We do not fully understand AT's plan though, as your web page also shows a cross section of the route with Bayswater's left/southern half as a bi-directional bike lane with no pedestrian provision, whereas the render shows a shared path here. As soon as the road widens (in the direction of the ferry terminal, and specifically from the primary school onwards), we strongly suggest the shared path transitions to bike lanes on both sides of the road, as well as an even wider footpath. We ask that this continues uninterrupted all the way down to Bayswater Ferry Terminal to ensure a smooth route for commuters and students. This transition to a split footpath and cycleway will prevent vulnerable pedestrians from mixing with people on bikes.

Lake Road between Bayswater Ave to Old Lake Road:

At 71 Lake Road, we implore AT to place all of the separated bike lanes on the inside of the row of shop-front car parking. Furthermore, we recommend upgrading the current painted pedestrian crossing here to a raised-table one. For the parking lot driveway beside Wild Wheat, we ask for plastic speed bumps to be installed here to slow exiting drivers and to make the route more friendly to passerbys.

Seabreeze Road/Lake Road:

Generation Zero supports the flush median's removal, inclusion of protected cycleways, and presence of a signalised crossing. However, the proposed design is still dangerous for active users. Where Seabreeze meets Lake Road, a raised-table crossing must be installed. The give-way sign here for exiting drivers should also become a stop sign. These changes will make drivers slow down as they turn.

Albert Road roundabout:

We praise AT for looking to integrate safe cycling infrastructure with the Albert Road roundabout. From the available renders, it is unclear exactly how this will look. As it exists now, the roundabout is extremely hostile to non-cars: there are no protected bike lanes, pedestrian crossings, refuges, or lights. To address this, we recommend that no fewer than three raised table pedestrian/shared path crossings are installed, and that whatever form they take, the cycle lanes are physically segregated for the entirety of the roundabout. Roundabouts in the Netherlands with active transport priority should be considered as a model here. As we've stated, **a single weak active transport link will scare people away from walking and cycling in this area.**

Closing thoughts:

Overall, there are features of the Lake Road Improvements project which are to be applauded, although we identify numerous areas which could be strengthened to cement its future resilience. This project is a key part of ensuring we create a climate-ready Auckland and a strong link for our cycling and active mode network. If done right, it will create a viable and sustainable transport alternative for people on the North Shore and complement the future Northern Pathway. We look forward to engaging with you further on the development of this exciting project.

Whai Rawa Development LP

Whai Rawa Development LP are supportive of the proposed Lake Road improvements and the benefits it will bring to the local community.

Bike Devonport

1. What do you think of the proposed improvements for Lake Road, Esmonde Road and Bayswater Ave?

Bayswater Avenue to Old Lake Road

Strongly agree with the protected cycle lanes and raised tables at side streets. Should run the full length of Lake Rd on both sides

You need to improve the roundabout at Albert Road to make it safe for pedestrians and cyclists. It should be a dutch style roundabout with pedestrian and cycle crossings at each exit. If there is insufficient space to achieve this then installed. NB: Traffic lights might be useful because it is hard to get out of the east side of Albert Road in the morning because southbound flow on Lake Road to the village is so dominant.

Strongly disagree with the bi directional cycleway on eastern side of Memorial Drive. Cyclists will not use it northbound because they need momentum to get up the hill on Lake Road past Seabreeze Road and stopping at the lights to change sides will kill that momentum. If they do use the cycleway northbound they will take risks to cross to the other side of the road without using the toucan crossing.

If the problem is the narrowness of Lake Road between Albert Road and Ariho Terrace then make it southbound only for this portion and encourage northbound route via Victoria Road and Mozely St or Abbotsford Way. You could move the toucan crossing further north to just south of the fire station and autoactivate it for cyclists on approach southbound (no beg button).

On the western side cycleway should be moved inside the car parking.

Is the parking on the western side really needed? It is only ever used on Saturday mornings in winter for junior soccer. Providing parking only encourages driving where cycling to soccer has proven to be a success.

You need to slow traffic southbound approaching the lights at Seabreeze. If you check the speeds on the radar sign there you will find the average speed is closer to 60 km/h. The traffic lights should also control Seabreeze Rd. Otherwise fast, left turning traffic exiting Seabreeze Road will be a danger to pedestrians and cyclists crossing Lake Rd. Seabreeze Road is already a rat run to get to Bardia intersection via Handley Avenue, Hamana Street, Seacliffe Avenue and Winscombe Street. This is a key cycling route for children going to Belmont Intermediate and Takapuna Grammar and rat running should be discouraged.

Similarly, you should add no right turn northbound into Achilles Crescent or filtered permeability on Achilles Crescent to stop rat running avoiding the Old Lake Rd intersection.

The cycleway should travel inside the parking outside the shops near Old Lake Road. You should remove the pinch point for cyclists northbound at the pedestrian crossing at the shops near Old Lake Road.

Bayswater Avenue to Old Lake Road

There should be traffic lights at Old Lake Road to allow the bus to turn right onto Lake Road Alternatively, you should re-route 814 straight down Lake Road and extend the 807 to service narrow Neck as well as Cheltenham.

You need to add a pedestrian crossing across Lake Road between Old Lake Road and the Belmont shops. We quite often see pedestrians standing on the flush median amongst fast moving traffic here currently. It should be near the walkway from Lake Road to Fraser Street near 102 Lake Road and will need a table to slow traffic.

You need to protect cyclists from left turning traffic at Roberts Avenue with a table and a build out.

The transit lane should run all the way from the Old Lake Road intersection to the Belmont

shops. The 814 is frequently caught in traffic here for 4 or 5 light changes. Check the GPS data.

Consider outlawing right turns from Lake Road into Roberts Avenue. If right turning from Lake Road into Roberts Avenue is retained, then the cycle lane protection needs to be substantial enough to stop under-passing cars intruding on the cycle lane.

Belmont Shops

Like the removal of the slip lane from Bayswater Ave to Lake Road.

Need to slow southbound traffic at the lip of the hill trying to beat the lights. Frightening standing on the traffic island with traffic whizzing past at 60 km/h. This intersection is very busy with school children at 9am and 3pm.

Cycle lanes should run inside the parking northbound.

If routing southbound cycleway via car park on western side need to improve entry point at School Road.

Bayswater Avenue

Should be a protected cycleway, both sides and inside parking for the full length of Bayswater Ave, from the Belmont shops to the Bayswater ferry. Narrowing the road would decrease speeds.

Why a shared path by Bayswater school? If it can't be on the road then why not a Copenhagen lane?

Need a raised table and traffic lights for both pedestrians and cyclists on Bayswater Ave by Bayswater Park where the green route crosses.

Takapuna Grammar to Egremont Street

Like the protected cycle way. Should run inside parking. Remove the mad kink around the car parking southbound before Bardia intersection.

Like the tables at side streets. Need to widen the footpath on the Eastern side of Lake Road from Winscombe to Egremont plus the pedestrian waiting areas at the Winscombe / Bardia intersection. They are overflowing with kids in the morning and at 3pm.

Need to discourage rat running through Egremont St. Perhaps make it exit only onto Lake Road. If right turning from Lake Road into Egremont is retained, then you need to stop Under-passing cars intruding on the cycle lane.

Jutland Road to Takapuna Grammar School

Like the protected cycle way. Like the tables at side streets.

Cyclists need additional protection at the entrance and exit to the service station. Need to slow traffic entering the service station northbound to stop them cutting off cyclists. Southbound, need to stop cars intruding on the cycleway when they underpass cars turning right into the service station.

Also, just past the intersection of Jutland Road and Lake Road southbound, cars intrude on the cycleway by cutting the corner and at the merge point.

Esmonde Road to Jutland Road

Like the protected cycle way. Like the tables at side streets.

Rework Esmonde Road / Lake Road intersection to protect cyclists travelling to Takapuna.

Esmonde Road

Remove multiple slip lanes, many without pedestrian crossings. Add tables

2. If the proposed cycle lanes are physically separated from traffic, will this improve your ability to cycle for some trips? If not, why not?

Yes, plus it will encourage my children to ride because they will feel safer.

3. If transit lanes are implemented, would you consider taking the bus or car sharing for some of your trips? If not, why not?

Only if the bus is more reliable and more frequent. Need to either re-route 814 down Lake Road or add traffic lights at Old Lake Road to speed up right hand bus turn out of Old Lake Road.

If re-route 814 up Lake Road could re-route 807 so it travels from Devonport ferry to Bayswater ferry via Cheltenham, Vauxhall, Narrow Neck, Old Lake Road and the Belmont shops. This would allow Devonport children to get to soccer practice at Bayswater Reserve by bus and Bayswater children to get to rugby practice at Vauxhall Reserve

Should run every 15 minutes from 7AM to 7PM. Turn up and go. Not all trips are to ferry so not every trip needs to meet a ferry although they should if there is one.

4. For the proposed transit lanes, what hours should they operate to avoid congestion? Weekday peak periods, longer periods or 24/7?

Busy all day from 7am on weekdays and from about 9 am on weekends.

Needs to include weekends - often busier in the middle of the day than weekdays.

Less confusion if same times for both week-days and weekends. 7AM to 7PM 7 days

5. For the Belmont Centre proposal, do you have any feedback on the changes proposed?

Should be a "super bus stop" at Belmont that has undercover and secure waiting, a toilet, Hop card sales and bike parking. Slow traffic through the shops

6. Is there anything you think we've missed in our proposals, or something else you'd like to see included?

Include Esmonde Rd intersection as a minimum and preferably Lake Rd to Takapuna centre. Add wayfinding for cyclists and pedestrians

About Bike Devonport

Bike Devonport is a group of local residents working to make riding a bike normal and popular for people of all ages and abilities. We are one of the Bike Burbs supported by Bike Auckland. We focus on the local and tactical while Bike Auckland focus on the regional and strategic.

Bayswater Community Committee Incorporation

The Bayswater Community Committee Inc (BCC) is a non-political, community elected group of residents actively working to protect and improve the unique environment and lifestyle of the Bayswater peninsula. The BCC has served the Bayswater community since 1980. We welcome the opportunity to provide feedback on the proposed Lake Road, Bayswater Avenue and Belmont Centre improvements

Bayswater Community Committee Inc (BCC) was represented by a number of members who participated in the Auckland Council / Auckland Transport community stakeholder consultation workshops in December 2019 and early in 2020.

BCC is aware of the constraints to improving safety, traffic flow and public amenity within the road space available within the Belmont Centre

BCC supports the objectives of the Belmont Centre improvements

- Improved streetscape
- Rose Gardens improved
- More and improved public space
- Wider footpaths
- Safer intersection
- New pedestrian crossings to the north
- Separated cycle lanes
- Reconfigured parking areas

BCC urges the Devonport-Takapuna Local Board to continue advocate to Auckland Council and Auckland Transport to ensure improvements to Belmont Centre can be adequately funded so that improvements and the associated disruptions can be completed within the same timeframe as any Auckland Transport funded Lake Road projects to maximise project benefits and minimise disruption to businesses and road users.

BCC considers further community consultation is required on the streetscape and public space details to achieve safety and other desirable outcomes for all in the community. BCC also supports the concept of safe cycle lanes on Bayswater Avenue which are suitable for school age children and all other cyclists. Again, we would ask that community feedback is taken into account and further community consultation be undertaken before plans are finalised.

BCC has long advocated for undergrounding of power on Bayswater Avenue to improve safety and the streetscape.

BCC has also long advocated for a proper ferry terminal at Bayswater, increased ferry service frequency, particularly at weekends, and the investigation of a direct bus service between Bayswater and Devonport.

Finally, we would note that the recent COVID-19 lockdown experience has highlighted the potential for greatly increased walking and cycling in the Bayswater / Belmont area. The safety of pedestrians and cyclists would be much enhanced by wider footpaths, separated

cycle lanes on busy roads and reduced road speed limits around schools and on residential roads.

BCC would welcome the opportunity to provide further input as funded designs are developed.

Takapuna Grammar School

- For the kids, relaxed and less confident riders marking all cycle paths on 2015 Devonport -Takapuna green way-cycleway plan is the first step. It is cheap, very fast **must do** in our view. Finish what was started first. Local schools have some of highest walk and bike to school numbers in Auckland and want to encourage and expand on this on the quiet and safer routes. **PROPOSED SUGGESTION**
- Dual "barrier separate" bike lane Albert Road to Seabreeze. **AGREE**
- Lights at Seabreeze Road. Certainly, needs a crossing with a head high beacon. If traffic models don't show a major negative impact then could to traffic lights **AGREE IN PRINCIPLE**. As per our proposal then needs cycle-path along southern side of Seabreeze road to Narrowneck. More than enough space to have bi-directional.
- Barrier separate cycleways from Seabreeze to Esmond Road. **DISAGREE**. Keep as simple marked lanes as they are now. More dangerous when it's a single bike width barrier separated space as it is too narrow and barriers at that height interfere with pedals. But, completely agree when we can widen the road and have the cycleway a bit wider. Sports cyclists will not use that lane and will end up in the transit lane.
- Cycleway up Bayswater Ave on the southern side. **AGREE** Needs a bunch of bike parking down by the ferry also.
- Belmont Intersection. Modifications to layout on the eastern side, **agree** with.
- Belmont removal of free turn off Bayswater Ave. **DISAGREE** will compound the gridlock. The turn works and has a crossing. The lights there at peak times let 3 or 4 cars at best through (use them regularly). When sports practises, schools and ferries unload a queue of 30 cars would take approximately 8 cycles of the lights to clear. Cars will 100% go up every back street to get on to Egremont street to avoid the big queues.
- Belmont - Ramped overpass by McDonalds for cyclists and pedestrians. Freely cross without stopping traffic. Matches with offset crossing as per our proposal. We see this as a massive improvement for all road and footpath users. **PROPOSED SUGGESTION**
- Old Lake Road Improvements at the intersection. Nothing showed on web site so no comment.
- Undergrounding of power lines anywhere on Lake Road - **AGREE** as that could open more space for use.
- Removal of free to turn at Hauraki to the beach. **DISAGREE**. Will compound the gridlock and do little for safety.

- T2 transit lanes. **DISAGREE**. However, with road widening would agree. It is simply not practical to have a balance for all road users with a transit lane from Wilson Home to Esmond road. We live on an isthmus, have no budget to widen roads, so we have to share it practically. We have the Navy, we cannot move the Navy and 95% arrive by car with one passenger. There is no off-peninsula Navy bus park and ride option today. During COVID we had an example of road works (a proxy for T2 transit) by the countdown at Hauraki and we had massive traffic backlog even though traffic on the roads was a fraction of normal times. The long term idea is good but this can only happen with a Road widening. **Enforced T2 now will cause massive gridlock and be far worse than the current state.**
- Francis street to Church site link. **AGREE**. Should it also be a road connection in future?
- Still need George Gair look out to St Leonard Road eastern seaboard cycle/greenway link. It completes the Eastern quiet cycleway. **PROPOSED SUGGESTION**
- Move school buses off Lake Road back to St Leonard's Road. A bus turning circle already exists. **PROPOSED SUGGESTION**

Devonport-Takapuna Local Board

Member R Jackson moved an amendment by replacement to the original recommendation as follows:

- a) notes that this board remains committed to the key goals of successive local boards for the Lake Road Upgrade, which are:
 - i. to ease traffic congestion and achieve better traffic flow
 - ii. to fix the three key pinch points at Hauraki, Bardia, and Belmont – and investigate intersection improvements at Eversleigh/St Leonards
 - iii. to improve public transport and move significantly more people along the Lake Rd corridor in both directions, particularly between Hauraki Corner and Belmont
 - iv. to improve pedestrian and cycle safety
- b) note that the proposed design does not meet the first two expectations on congestion and key intersections, and only partially addresses the goals around public transport, and pedestrian and cycle options.
- c) advocate that Auckland Transport continues to develop and make the desired changes to this plan to resolve the concerns and issues raised through the public consultation process, which revealed significant dissatisfaction on a range of issues, most importantly that the design would not reduce congestion on Lake Rd and may have the opposite effect and increase congestion.
- d) supports the use of new technology such as electronic roadside signs and apps to provide travelers with up to date travel information when travelling within the Lake Rd corridor.

- e) advocates to Auckland Transport and Auckland Council Governing Body that there be no deferral in funding to the Lake Road Improvements Project, as this is widely considered to be the most important project being undertaken across the local board area.
- f) express disappointment that the board has not yet been provided with the public submissions as previously requested and seek that these be provided in hard copy or downloadable electronic format at the earliest opportunity.
- g) express disappointment that the board was not provided with analysis and summary of the public feedback at the same time that it was provided to submitters and were not advised that the report had been posted online.
- h) provide Auckland Transport with more detailed feedback on specific elements of the Lake Road Improvements project and Belmont Centre improvements following consideration of submissions from the recent public consultation to provide clearer direction on those parts of the design that the local board support and on which there may be differing views.

A division was called for, voting on which was as follows:

<u>For</u>	<u>Against</u>	<u>Abstained</u>
Member T Deans	Chairperson A Bennett	
Member R Jackson	Member T van Tonder	
Member J O'Connor		
Deputy Chairperson G Wood		

The motion was declared **CARRIED** by 4 votes to 2.

Bike Auckland

1. What do you think of the proposed improvements for Lake Road, Esmonde Road and Bayswater Ave?

- This is not quite the visionary long-term solution the public called for.
- Strongly support the provision of dedicated and protected bike lanes on Lake Road. However, these need more and better design to connect to Takapuna and to Devonport at each end. The Seabreeze intersection needs redesigning.
- Strongly support the proposed cycleway on Bayswater Ave, which will be a vital link to the school. This should be separate from the footpath and protected from traffic.
- Support bus-priority lanes, but strongly doubt the benefit of T2 vehicles using bus lanes.

2. If the proposed cycle lanes are physically separated from traffic, will this improve your ability to cycle for some trips? If not, why not?

Yes. Protected lanes improve both safety and the perception of safety, and make going by bike easier and more attractive for people of all ages and abilities.

3. If transit lanes are implemented, would you consider taking the bus or car sharing for some of your trips? If not, why not?

Yes – but this question should spell out the assumptions, so feedback can be informed and reliable. Without comparative evidence on the merits of bus-priority lanes, bus/T2 lanes, and bus/T3 lanes, it's impossible to judge the relative reliability of the journeys.

4. For the proposed transit lanes, what hours should they operate to avoid congestion? Weekday peak periods, longer periods or 24/7?

Again, this question obscures the bigger question: please explain the benefit of adding T2 vehicles to a bus lane?

5. For the Belmont Centre proposal, do you have any feedback on the changes proposed?

Please ensure the bike lanes are safe and continuous through the town centre and the intersection.

Please add plenty of good, well-located bike parking.

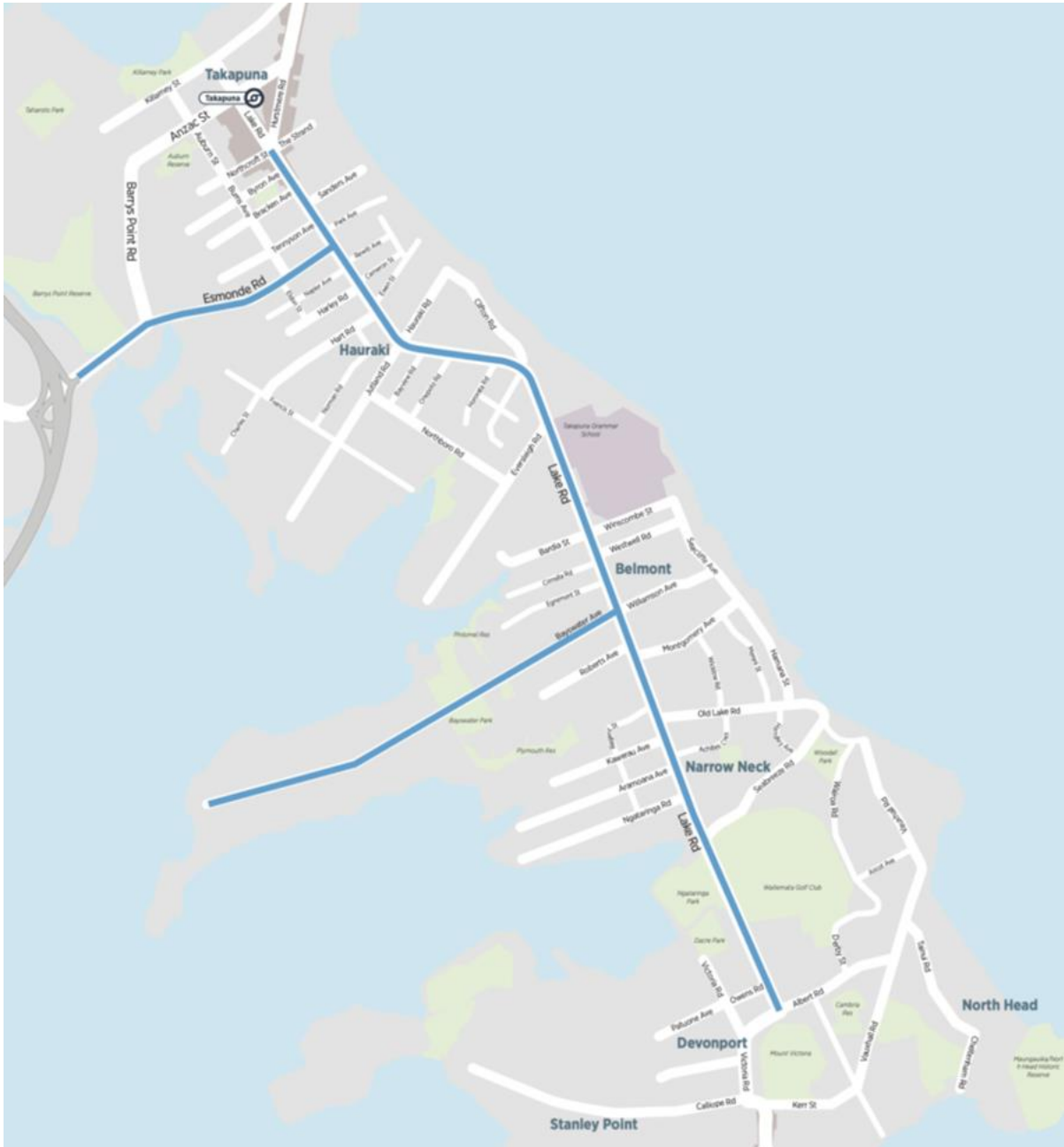
More greenery and shade is always welcome.

6. Is there anything you think we've missed in our proposals, or something else you'd like to see included?

We'd like to see better designing for the bike desire lines, as cycling access is a key goal of the project. The current proposal at each end of Lake Road falls far short of expectation and should be sent back to the drawing board.

A wider view: what do we want from this project?

The project budget is now \$47m, so we need to be clear what people's expectations were at the outset. AT first consulted with the public in mid-2017 on how Lake Rd could be improved. The area under investigation covered Lake Rd from Devonport to The Strand in Takapuna, and Esmonde Rd to the interchange with the Northern Motorway.



The original route for investigation, which extends to Takapuna town centre in the north. (Map: [Auckland Transport](#), 2017)

The consultation focused on 'how to improve the people throughput, efficiency and reliability of travel along Lake Road, between Takapuna and the Devonport peninsula.'

Consultation attracted 1131 public submissions, eight key interest groups, and a petition. According to the [feedback report](#), these were the key themes:

- 34% want a **long-term or visionary solution** to Lake Road congestion (384 submitters)
- 32% are concerned that the improvements will take too long or are **overdue** (363)
- 29% want **better cycling infrastructure** (325)

- 25% want **alternative transport modes** to be prioritised over cars (286)
- 20% suggest building an alternative route to Lake Road (229)
- 18% want Lake Road widened or the number of lanes increased (205 submitters)

The public was also consulted on three options for the budget: High, Medium or Low. It's not surprising, given the desire for a 'visionary, long-term solution', that the high and medium budget options were far better supported than the low.

Fast forward to a month ago, when the public was presented with a plan of what AT describes as '*emerging preferred options*'. The Project overview tells us:

Around half of all Lake Road journeys are short trips that stay within the peninsula.* We want to help people making those short trips to have good alternatives to driving. This will help free up Lake Road for people making longer trips by car or who need to drive.

It's important to note that the same traffic study also found that *more than half of the cars on Lake Road carry only one person*. The overview goes on:

We want to improve the accessibility, reliability, and availability of travel choices to and from the Devonport peninsula, and make it easier and more convenient to travel to local shops, parks, beaches, and community centres.

We propose using a mix of new and re-purposed transit lanes (for higher occupancy vehicles and public transport), walking and cycling facilities, and technology solutions to improve available trip information.

And the final goal for the project is safety:

Safety is a major focus for AT, so the improvements aim to make people using Lake Road and Belmont safer, regardless of their mode of travel. With the high volumes of traffic, we need physically protected cycle lanes, safer pedestrian crossings and safer intersections. Of the 28 serious crashes in the area over the last 10 years, 10 of the casualties were pedestrians or cyclists.

And what are we getting from this project?

The main focus is on Lake Road, but changes are also proposed for Esmonde Road and Bayswater Ave. Let's look at what these mean for cycling, from north to south. We'll end with a brief look at the Belmont Centre plans.

Esmonde Road Cycling

Here's what's proposed:

- Separated cycle lanes, as well as new raised tables at side streets for safer cycling movements
- Improved shared path on the northern side from SH1 offramp to Harbourside Church

Improved cycle facilities linking to nearby cycling projects.



We support these changes, particularly the physically separated lanes on both sides of the road. It's good to see links shown for the future bridge for Francis St, and the Northern Pathway. (In a few months we'll know more about the northbound cycleway alongside the motorway, currently in fast-tracked planning to connect to Constellation Drive.)

With these new cycleways, Esmonde Road will be as busy with bikes as any big link along the Northwestern Cycleway, so the design needs to avoid the delays at side streets that plague the existing shared path. We also need to see more detailed plans to make sure they fix the long wait to cross Esmonde Road at the Harbourside Church lights.

Good news for people cycling through the Esmonde Road/Lake Road intersection and southbound from Takapuna: the current gap in the bike lane on the eastern side of Lake Rd will be filled by the new protected cycle lane (see inset image on the map above).

However, the same image is less reassuring if you're biking northwards on Lake Rd.



Good luck heading to Takapuna, chaps!

Currently, you have to make the difficult and risky call of when to move from the safety of the kerbside bike lane into regular traffic, then cross two lanes where drivers are focused on joining queues to the motorway or to the north in order to access the short bus lane at the Lake Road/Esmonde Road lights. Even for experienced, faster cyclists, this is a seldom an easy manoeuvre.

The image above suggests you'll veer left, then queue in the bike lane (or join pedestrians on the footpath) to make a 90 degree turn and cross the double slip lane to the small triangular traffic island, before proceeding into ... a localised Bermuda triangle, in that there are no plans to connect bikes safely to Takapuna.

It's surprising this northward bike desire line hasn't received more attention in the project. Takapuna's shops, workplaces, beach and hospitality are premier attractions for the lower North Shore. We asked the Project team for a better solution, but were told it was 'out of scope' to look beyond the lights to Takapuna. This situation locks in a serious safety deficiency of the existing bike lanes. We say it needs more design work, with safety top of mind.

Lake Road Cycling, Esmonde Road to Belmont Centre – good stuff, needs tweaks

The plans show ‘*separated cycle lanes, as well as new raised tables at side streets for safer cycling movements*’, for the whole length of Lake Road from Esmonde Road to the Belmont Centre.



We’re really pleased with both of these changes: a good response to the strong public call for safer cycling in the 2017 consultation. Let’s also recall that the existing, and very substandard, painted lanes installed in 2007 now attract up to 900 bike trips a day. With the growth of e-bikes, and more people taking to bikes for healthy, reliable commutes, we can expect numbers to continue to leap upward, as they have on other strategic routes where protected lanes connect with popular destinations.

We’re also pleased to see **continuous protected cycle lanes** replace the existing gaps in the northbound cycle lane south of the Jutland Road intersection and at the Belmont Centre.

However: the artist's impression of the town centre is out of step with current design. It shows the bike lane outside parallel parking, with all the dooring and danger that entails. Shudder! We expect AT to apply up-to-date safety design here; the bike lane should run *inside* the parked cars. It's worth mentioning this strongly in your feedback.

The same issue applies for the southbound cycle lane passing through the Centre. We support the removal of the planted median but any new trees should be placed to protect the cycle lane from the line of parallel parking spaces.

Finally, **we support the removal of the slip lanes** on the eastern and western sides of the Lake Road/ Bayswater Ave and Lake Road/Williamson Ave intersection as significant safety improvements for pedestrians and people on bikes.

Bayswater Ave Cycling – a bonus bikeway to school!

Bayswater Ave is set to get a proper cycling connection, which is a wonderful thing given the high rate of bike-to-school on the peninsula. It will be on the south side, to tie in with Bayswater School and the popular Bayswater Park.

Confusingly, however, the consultation material (and accompanying image) describe a shared path. Whereas, we understand from the project team that a separated two-way cycleway is preferred here, keeping the footpath free. We support that direction. See the contrasting images below – it's worth mentioning this specifically in your feedback.



Not like this.



More like this.

Lake Road south of Belmont Centre to Albert Rd – back to the drawing board x2

This section provides for two very different cycle lane designs...



From Belmont Centre to Seabreeze Road

The existing Lake Road bike lanes will be physically separated, and this is a good thing.

Except on the hill south of the light at Bayswater Ave, and this is the bit that needs rethinking.

At present, if you're heading north, this is a difficult pinch point. At the corner of Roberts Ave, the bike lane directs you to join the shared path which rises up above the road, atop a retaining wall. Students going to the three local schools are much more likely to choose the steeper shared path, as are less confident cyclists.

However, regular riders usually make the trade-off of joining traffic. It's not pleasant, but it gets you through the lights. And you avoid the gradient issues on the shared path, which is steeper at the bottom end, before flattening out as it approaches Bayswater Ave next to McDonald's.

The project proposes to send everyone onto the shared path (!) and to 'improve' it... by resurfacing, and removing vegetation (!!).

We say it's time this pinch point was properly improved. Space on the road is limited here, so it seems a northbound shared path is needed in some form. We suggest upgrading it lowering it to match the gradient of the road, and rebuilding the retaining wall at the boundary between the roadway and the adjoining properties.



Flatten the curve, bring it closer to the road level, and rebuild the retaining wall closer to the property boundary. Sorted.

From Seabreeze Road to Albert Road

Major changes are proposed for cycling here. In our view, they are problematic and need comprehensive review.

The most worrying change is the proposal for a two-way cycle lane on the eastern side only, through the Memorial Drive section to Albert Road. This would replace the existing cycle lanes on both sides of Memorial Drive. Seabreeze Road would get a new set of cycle and pedestrian lights, so northbound cyclists could cross safely to the bike lane on the west side.

We do not support the proposed design for the Seabreeze Road

intersection. Seabreeze Road joins Lake Rd at an oblique angle, which encourages cars to veer into it at speed, posing a risk to southbound cyclists riding down the hill towards the intersection. The entry should be narrowed and reshaped to be perpendicular to Lake Road. Ideally, full traffic lights should replace the partial lights proposed by project team.

There’s also no reason to change to a two-way cycleway on one side of the road. The existing bike lanes on each side of Lake Rd between Mozeley Ave and Seabreeze Road are spacious and easily upgraded to protected lanes. We also question the intention to retain the kerbside parking spaces in Memorial Drive, and ask that they are removed to prioritise the goals of the project for safe and convenient journeys by bike.

South of Mozeley Ave, Lake Road is narrower, on account of a walkway bank and a lower road access for properties on the eastern side of the road between Allenby Ave and the Albert Road roundabout. This restricts the scope for on-road cycle lanes. However, the two-way proposal is not a practical option for cycling movements to and from the Devonport ferry. We also note that the plans provide for a second traffic lane around the Albert Road roundabout, and question how this is safer for for cycling and walking.

This southern end of Lake Road and the roundabout is a sensitive location because of its significance as a ‘gateway’ to the heritage heart of Devonport and its relationship to Mt Victoria. There are a number of other options used by local cyclists to navigate the area, including the quieter routes from Abbotsford Ave for southbound travel and Mozeley Ave for northbound travel, both connecting to Victoria Road. They may be useful for improving cycling safety at this southern end of Lake Rd.

We suggest the design for this section needs closer scrutiny and consultation than is possible within the constraints imposed on this project.



Current alternatives used by locals on bikes. Could they provide the basis of a circulation plan to more safely bring bikes and cars through into Devonport?

Lastly: Transit Lanes vs Bus Lanes

The project proposes changing the existing Esmonde Rd bus lane (which serves the Northern Busway and connects to the motorway) into a transit lane.

The Esmonde Road transit lane heading to the motorway begins at the intersection beginning at Lake Rd and there another northbound section on Lake Rd but it does not apply to the heavily congested section down to Belmont. We have to ask why not? The very short section on the hill south of Belmont seems odd as well.

A fundamental concern is that the project plans propose the transit lanes will be used by high occupancy vehicles, i.e. buses and T2 vehicles. This needs to be questioned.

Where's the data? What's the effect of adding T2 (or T3) on the efficiency of the bus service?

In fact, the whole approach to T2 and T3 is remarkably casual: the the project brochure refers to the lanes as being for 'vehicles with 2 or more passengers', instead of the official definition of 'vehicle occupants'. Even more remarkable is the explanation that the lanes will be converted to T3 at a later date 'if they become too busy'.

This doesn't match the original goals of the project for a 'visionary, long-term solution' – nor more recent urgent considerations. Since the 2017 consultation, public concern about climate change has grown dramatically, and Auckland Council has declared a climate emergency in order to take meaningful action.

In these lights, the proposal for transit lanes instead of proper bus-priority lanes is contrary to the public desire for 'alternative transport modes to be prioritised over cars', and warrants more scrutiny. We understand that moving people instead of vehicles could favour car-pooling, but it's difficult to accept that a car with one passenger should have the same access to special lanes as a bus capable of carrying 30 or more passengers.

North Shore ward councillors Richard Hills and Chris Darby

We write to formalise our support of the proposed Lake Road Improvement Plan. We note this is a regional project utilising regional fuel tax receipts and falls under our jurisdiction as the elected North Shore ward Councillors.

The current proposal was developed after extensive public consultation through the Indicative Business Case 2017. There is a high level of community expectation that this plan will be implemented, and a strong desire/demand has been articulated to both councillors to 'get on with it!'

We strongly advocate to Auckland Transport (AT) for minimal delays (due to COVID-19) in funding the Lake Road Improvements project.

We particularly support:

- Major safety focus and safety improvements aimed to make people using Lake Road and Belmont safer across all modes of travel. 10 pedestrians and cyclists have been fatally injured over the last 10 years in the area. Physically protected cycle lanes, safer pedestrian crossings, and safer intersections are urgently needed.
- The increased bus service provision and attractiveness of active transport modes.
- Transit lane provision incentivising more efficient use of the road – we emphasise the need for new transit lanes on as much of Lake Road as possible.
- The potential 8-12 minute travel saving in moving people along Lake Road. Although congestion is and should not be the primary focus, it is encouraging and desirable to provide certainty in transport options and travel times.
- We strongly feel this work is part of an integrated package addressing the transport network in the immediate surrounds of Devonport and Takapuna, which includes reliance on Lake Road. We must make best use of the roads, enhance the ferry terminals, expand active transport networks, and implement travel planning and demand management tools.
- We support the Belmont Centre improvements and Bayswater cycleways as part of the holistic plan to connect up the ferries and safer walking provision.

We request traffic demand management delivery prioritises a programme for the major employer on the peninsula – New Zealand Defence Force and Babcock – as well as Takapuna Grammar and Belmont Intermediate.



Richard Hills

Councillor | North Shore Ward

Auckland Council



Chris Darby

Councillor | North Shore Ward

Auckland Council

Design suggestions in feedback and AT responses

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

Design suggestion in feedback	AT response
Pedestrian safety - we need segregated pathways, more pedestrian crossings & safer intersections	
I would like to see more improvements to the pedestrian footpaths as there are so many school children who walk to school and encouraging this is going to take a lot of traffic off the road. Surely it is essential for, while this work is going on, the power lines in the middle of the footpaths on Lake Road should be taken underground to accommodate more space on the footpaths.	AT supports safety improvements for pedestrians and is investigating the potential for 'undergrounding' powerlines, however full undergrounding is likely to be outside of AT's available budget.
The raised tables for every side street along Lake Road look great and need to have clearly marked pedestrian crossings. Please segregate pedestrian and cycling infrastructure.	AT will be designing and marking the planned raised tables as per the latest safety standards.
To improve safety of the Lake Road intersection with Bardia/Winscombe, the crossing should be changed to a Barnes Dance pattern, with a raised table installed to cover the entire intersection, as there is high foot and cycling traffic with the nearby schools.	AT will re-confirm whether instigating a Barnes Dance may be a more optimal operation of the intersection, and whether a large raised table is feasible.
Install marked and raised-table pedestrian crossings for all three legs of the Albert/Lake Road roundabout and add segregated bike lanes.	AT is investigating a range of design options for this intersection and will include the consideration of raised tables and dedicated pedestrian crossings.
This design does not address the main issue of reducing congestion on Lake Rd	
I do not think that they will address the main issue with lake road. I think they focus too much on improving cycle ways which will get little use and do not address the traffic issues. Lake Road needs to be 2 lanes in each direction.	Encouraging more people to cycle instead will reduce the volume of cars, improving travel for remaining drivers. There is insufficient room for two lanes in each direction, without disruptive road widening (something the community previously sought to avoid).
I don't think these plans will address any of the concerns that people have. They will make congestion worse particularly Esmonde to Hauraki which needs to be two-lanes of traffic at all times.	As above
Undergrounding of powerlines to widen lanes.	The presence of powerlines is only a small component of the expense and disruption of road widening. If the powerlines were already underground, the decision to not widen the road would likely be the same.

Design suggestion in feedback	AT response
T2 lanes will cause more congestion & get abused	
T2 lanes-evidence will show they are frequently abused with no consequences-something I observe weekly.	Enforcement of the planned transit lanes is yet to be determined, but AT has a comprehensive region-wide programme of fixed and mobile enforcement cameras.
I don't think Transit lanes will be an improvement. I think it will bottleneck traffic even more.	Experience from transit lanes elsewhere in the region is that after initial disruption to previous travel conditions, traffic settles into a new pattern. However, AT will be monitoring the operation of the transit lanes and will adjust them if required, to avoid major congestion.
A T2 lane on Esmonde to the city is a great idea, but if it goes all the way back to Lake Road. I see congestion back there.	The intention is to provide a consistent transit lane which bypasses congestion, so goes as far as it can where there are two lanes northbound, but the operation will be monitored and the transit lanes adjusted if necessary.
Reducing the road from two lanes (mixed traffic) to one lane mixed and one lane T2 is a massive mistake. The traffic will back up in both directions considerably more than at present.	Experience from transit lanes elsewhere in the region is that after initial disruption to previous travel conditions, traffic settles into a new pattern. However, AT will be monitoring the operation of the transit lanes and will adjust them if required, to avoid major congestion.
Transit lanes will create difficulties on the many side roads. The short southbound transit lane from Esmonde to Hauraki will be particularly difficult and likely to lead to confusion.	As above.
The transit lanes should go all the way from Albert Road to Esmonde road.	There is not enough width to create two constant lanes northbound (or southbound) along Lake Rd and previous community feedback sought to avoid road widening. Transit lanes are provided wherever possible but cannot be continuous, for this reason.
The bus lane on Esmonde Road must be retained (not converted into a transit lane). As cycling and walking becomes more attractive, the stress on the general traffic lanes will lessen, meaning the bus lane can stay unchanged.	The intention is that additional vehicles in the old bus lane (proposed transit lane) will be free-flowing and will not impede bus movements.
Concerned about shared paths	
You must make separate paths as e-bikes going 25km and pedestrians don't mix so well.	AT is aware of the limitations of shared paths and has standards for where and how these can be implemented.

Design suggestion in feedback	AT response
	This will inform whether shared paths are used in the final design.
I don't see why Bayswater Ave needs a shared path. It's a massive road, proper cycleways should fit easily.	AT will be aiming to develop a design that separates pedestrians from cyclists, and there are several ways this could occur. The next phase of design will determine this.
Pedestrian and cycling infrastructure should be segregated rather than having shared paths in some areas.	AT is aware of the limitations of shared paths and has standards for where and how these can be implemented. This will inform whether shared paths are used in the final design.
Concerns around safety of Intersections	
The two left turn slip lanes are removed and the intersection is squared up - this will make it safer.	The intention is to make intersections safer, especially for pedestrians, so the proposed designs remove slip lanes and implement other features to improve safety.
Creating a more efficient and effective vehicle flow through the Bardia Street intersection is one of the key elements to solving the Lake Road crisis.	There has not been a focus on increasing traffic flow through Lake Rd, as this would likely attract more traffic and worsen existing congestion. The main aim is to provide better travel alternatives.
To improve safety of the Lake Road intersection with Bardia/Winscombe, the crossing should be changed to a Barnes Dance pattern, with a raised table installed to cover the entire intersection.	AT will re-confirm whether instigating a Barnes Dance may be a more optimal operation of the intersection, and whether a large raised table is feasible.
Why aren't there cameras at the intersection of Bayswater, lake and Williamson streets in Belmont. Cars etc are often parked in the yellow grid waiting to move north say but they block other traffic. Surely it is illegal to have any part of a vehicle stopped in the grid.	This operational issue isn't part of the Lake Rd project but this issue will be passed on to the relevant AT team.
The Seabreeze intersection needs redesigning.	The intersection is being realigned and improved for safety as part of the project.
Concerns & suggestions regarding safe cycling infrastructure.	
Eldon Street and Harray Street could be used as an alternative for cycles to avoid Esmond / lake road intersection	The Lake Rd project is intended to support connections to surrounding cycling networks. There are numerous destinations along Lake Rd, so safe provision for cycling on Lake Rd will always be required, even if supporting nearby cycle networks exist.

Design suggestion in feedback	AT response
<p>When there is a two-way cycle lane on one side of the road and you then have to switch to regular cycle lanes (or no lane at all) on the other side of the road - so often there isn't a proper way in which to do this. E.g. when heading north, after exiting Lake Rd, I cycle west along Esmonde (in part because it's essentially impossible to continue north at this point because of traffic sweeping around the left-hand turn to Esmonde that is pretty much impossible to cross as a cyclist to get into a north-bound lane), and then get stuck when the cycle lane ends and I have to cross the road. I pull onto the footpath at the Harbourside Church lights and use these to cross the road, but you often have to wait for 5+ minutes to cross. Then again after I turn right from Esmonde into Fred Thomas Rd, I have to cross the road (this time without any controlled crossing options). Given there are parts of the proposed Lake Rd design where this occurs, please give thought to how cyclists are going to cross the road.</p>	<p>AT is aware of the difficulties for cyclists in some locations to cross the busy road in a safe manner. Wherever possible, specific safe crossings have been provided, and the proposed cycle facilities are physically protected so are safer than the current painted cycle lanes. As there are a range of movements and destinations, the project seeks to allow for all of these to occur, noting that using a signalised crossing can add a delay to journeys but is a safer option. AT is re-investigating the two-way section as part of the next phase of design, to determine if any better options exist.</p>
<p>When there are multiple car lanes and the left-most lane(s) are dedicated to turning left, often via a slip-lane type design. When traffic is busy (but not at a standstill) it's near impossible as a cyclist to move across to a right-most lane in order to go straight ahead. Where the Northwestern cycle lane crosses St Lukes Rd, cyclists have priority via the pedestrian/cycle crossing over the slip lane - please consider something similar for the lanes from Lake Rd into Esmonde heading north/west, and also the lanes from Taharoto going left into Northcote Rd, and Wairau Rd/Forest Hill Rd - all three are super dangerous for cyclists wanting to go straight ahead/turn right.</p>	<p>The left turn into Esmonde Rd is two lanes and can't be safely made into a zebra crossing (like the St Lukes Rd example) so a signalised crossing is proposed. Pedestrians and cyclists would have separate areas to wait and cross. The suggestions for Taharoto Rd and Wairau Rd are away from the Lake Rd scope, but will be passed to safety teams in AT to consider.</p>
<p>All cycleways must go on the inside of bus stops and on-street car parking, to improve safety with passing and turning traffic, opening car doors, and buses.</p>	<p>The reconfiguration of cycle facilities to the inside of parking is being undertaken as part of the next phase of design.</p>
<p>Need better design to connect to Takapuna and to Devonport at each end</p>	<p>The project team will be looking at how better to connect towards Takapuna, though this is currently outside of the project scope.</p>
<p>Need well located bike parking</p>	<p>This will be considered in the next phase of design, particularly as part of the Belmont centre upgrade.</p>
<p>All cycleways must go on the inside of bus stops and on-street car parking, to improve safety. Needs to be one continuous route.</p>	<p>The reconfiguration of cycle facilities to the inside of parking is being undertaken as part of the next phase of design.</p>
Parking concerns	
<p>Not enough parking now, less with the proposal.</p>	<p>The project aims to retain as much parking as possible.</p>

Design suggestion in feedback	AT response
The status quo with parking should remain. The shops and services, especially the Pharmacy, are part of this community and need adequate parking. One issue is the lack of suitable parking outside the Drs surgery and cafés on Williamson Ave, some people have limited mobility and can't walk far. I would like to see some priority parks reserved for people with limited mobility, like the seniors parking seen in some malls., but not mobility parks, so that people with limited mobility can access these.	As noted above, the project aims to retain as much parking as possible. The parking arrangement within the Belmont centre will be considered as part of the Council-led upgrade. This will include the provision of disability/ mobility parking areas.
The loss of the eastern slip road in Belmont will result in losing all the angle car parks on left side on the way to Devonport – at least 7 car parks will be lost. This will cause inconvenience to customers who frequent cafes and dairies both in Lake Road and Williamson Ave.	The parking arrangement within the Belmont centre will be considered as part of the Council-led upgrade. There is a local community group, including retailers, which is assisting in the design feedback.
The creation of cycle lanes along Lake Rd where these will require the loss of street-side parking, as this will make it difficult to access the shops and businesses as customers and delivery couriers	Almost all sections of Lake Rd have existing cycle lanes and this project mostly adds protection to them, rather than creating new cycle lanes. Parking is retained wherever possible and in some cases will depend upon the specific design at key locations, e.g. at Old Lake Rd shops.
Traffic light concerns & suggestions	
No to traffic lights on memorial Drive, the traffic island is enough.	The proposed traffic signals are to provide for safe crossing by pedestrians and cyclists. The intersection at Seabreeze Rd is at the bottom of a steep incline and traffic speeds are known to be high, so it can be difficult for pedestrians to find an opportunity to cross.
You need to install traffic lights at the end of Lake Road and Old Lake Road so buses and vehicles can exit with ease and relieve/share the burden on our streets.	The project team are looking at whether traffic signals may be a better solution and allow safer traffic and pedestrian movements.
Adding a traffic light at sea breeze is not necessary and will again add to traffic.	The proposed traffic signals are to provide for safe crossing by pedestrians and cyclists. The intersection at Seabreeze Rd is at the bottom of a steep incline and traffic speeds are known to be high, so it can be difficult for pedestrians to find an opportunity to cross. The provision of new signals will not add any traffic.
Traffic light phasing should be changed to not disadvantage cyclists and pedestrians. E.g. The lights at the Harbourside Church for cyclists to cross over Esmonde Road to the footpath on the other side are incredibly slow to allow people to cross.	The optimisation of traffic signals is managed on a daily basis by AT's operational team, and as pedestrian and

Design suggestion in feedback	AT response
	cyclist numbers increase this may result in alternative ways of operating the intersection signals.
Traffic lights synced. Someone to try and get out of Bayswater Ave at 7:30 in the morning to go to Takapuna and then to see why your proposals will make it worse with the loss of the free turn and extra pedestrian lights added.	AT acknowledges that some of the proposals may add delays for some users (e.g. signalised turn versus slip lane turn) however the proposals are intended to be a safer arrangement, particularly for pedestrians, and a better balance of needs of all road users. The proposed intersection layout is common across Auckland, and slip lanes are being removed at town centres throughout the region as a specific treatment to improve pedestrian safety.
Add a free left turn at Winscombe lights when heading to Devonport.	A free left turn (slip lane) will not be considered at this location, as slip lanes are known to be unsafe for pedestrians so are unsuitable, especially so close to schools. A slip lane would also require road widening, which this project seeks to avoid.
Putting traffic lights on Lake Rd by the Waitemata Golf course is a really stupid idea. The amount of foot traffic which crosses at this point is negligible. There are enough traffic lights along Lake Road as it is, this will just further slow-down the traffic flow.	The proposed traffic signals are to provide for safe crossing by pedestrians and cyclists. The intersection at Seabreeze Rd is at the bottom of a steep incline and traffic speeds are known to be high, so it can be difficult for pedestrians to find an opportunity to cross.
Adding traffic lights will slow traffic more.	AT acknowledges that some of the proposals may add delays for some users (e.g. traffic signals where there were none previously) however the proposals are intended to be a safer arrangement, particularly for pedestrians, and a better balance of needs of all road users.

Attachment 1: Feedback form

1. What do you think of the proposed improvements for Lake Road, Esmonde Road and Bayswater Avenue?

2. If the proposed cycle lanes are physically separated from traffic, will this improve your ability to cycle for some trips? If not, why not?

3. If transit lanes are implemented, would you consider taking the bus or car sharing for some of your trips? If not, why not?

4. For the proposed transit lanes, what hours should they operate to avoid congestion? Weekday peak periods, longer periods or 24/7?

5. For the Belmont Centre proposals, do you have any feedback on the changes proposed?

6. Is there anything you think we've missed in our proposals, or something else you'd like to see included?
