



Permanent Traffic and Parking Changes Report (combined) Waitemata Local Board

Richmond Road, Grey Lynn

Cycle Lanes, Carriageways, Bus Stops and Shelters, Parking Restrictions, Traffic Lanes, Give Way and Stop Controls, Delineators, Pedestrian Crossings, Traffic Islands, Road Humps, Loading Zones, Taxi Stands, Flush and Shoulder Medians

Report to Traffic Control Committee and Traffic Engineering Manager

Reporting Officer: Ameer Bahho- Senior Project Manager, Road Development Central

Date: 25 September 2017	Resolution ID: 14422
Date Resolved: 02 NOV 2017	
Sign Check:	Internal cost code: C.001756.04

1. Recommendation

The Traffic Control Committee resolves:

- A. That pursuant to clause 7 of the Auckland Transport Traffic Bylaw 2012, (i) the driver of a vehicle on **Peel Street** (from Richmond Road to Warnock Avenue) **must travel** only in the direction as indicated on the attached drawing #AT/WLB/14422/006, Sheet 6, Rev C, dated 25/09/2017, which forms part of the resolution.
- B. That pursuant to clause 9 of the Auckland Transport Traffic Bylaw 2012, section 334 of the Local Government Act 1974, and clauses 2.1 and 7.12 of the Land Transport Rule: Traffic Control Devices 2004, **lanes, including lanes restricted to traffic required to turn or go straight ahead as indicated by arrow markings**, are provided for on **Richmond Road** as indicated in the attached drawing #AT/WLB/14422/006, Sheets 1 to 8, Rev C, dated 25/09/2017, forming part of the resolution.
- C. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, parts of road referred to as 'C1', 'C2', 'C3' and 'C4' on **Richmond Road** from **Surrey Crescent to Parawai Crescent** as indicated on the attached drawing #AT/WLB/14422/006, Sheets 1 to 8, Rev C, dated 25/09/2017 forming part of the resolution is prescribed as a **special vehicle lane in the form of a cycle lane restricted to cycles at all times, except where interrupted by bus stops**.
- D. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of vehicles is prohibited at all times** in the parts of road referred to as 'C1', 'C2', 'C3' and 'C4' on **Richmond Road** from **Surrey Crescent to Parawai Crescent** as indicated on the attached drawing #AT/WLB/14422/006, Sheets 1 to 8, Rev C, dated 25/09/2017 forming part of the resolution, **except where interrupted by bus stops**.
- E. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of any vehicle is prohibited at all times** in the parts of road referred to as

- (i) 'A1-1', 'A1-2', 'A1-3', 'A1-4', 'A1-5', 'A1-6', 'A1-7', and 'A1-8' on **Richmond Road**; in the part of road referred to as 'A1-9' on **Fisherton Street**, and in the part of road referred to as 'A1-10' on **Baldon Road** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 1, Rev C, dated 25/09/2017;
 - 'A2-1', 'A2-2', 'A2-3', 'A2-4', 'A2-5', 'A2-6', and 'A2-7' on **Richmond Road**; in the parts of road referred to as 'A2-8' and 'A2-9' on **Edwards Road**; in the parts of road referred to as 'A2-10' and 'A2-11' on **Castle Street**; in the parts of road referred to as 'A2-12' and 'A2-13' on **Tutanekai Street**; in the part of road referred to as 'A2-14' on **Fisherton Street**, and in the part of road referred to as 'A2-15' on **Baldon Road** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 2, Rev C, dated 25/09/2017;
 - 'A3-1' and 'A3-2' on **Wilton Street**; in the parts of road referred to as 'A3-3' and 'A3-6' on **Richmond Road**; in the parts of road referred to as 'A3-4' and 'A3-5' on **Francis Street** and in the parts of road referred to as 'A3-7' and 'A3-8' on **Hakanoa Street** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 3, Rev C, dated 25/09/2017;
 - 'A4-1', 'A4-2', 'A4-3' and 'A4-4' on **Richmond Road**; in the parts of road referred to as 'A4-5' and 'A4-6' on **Sackville Street**, and in the parts of road referred to as 'A4-7' and 'A4-8' on **Warnock Street** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 4, Rev C, dated 25/09/2017;
 - 'A5-1', 'A5-2', 'A5-3' and 'A5-4' on **Richmond Road**, and in the parts of road referred to as 'A5-5' and 'A5-6' on **Hope Street** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 5, Rev C, dated 25/09/2017;
 - 'A6-1', 'A6-2', 'A6-3', 'A6-4', 'A6-5', 'A6-6' and 'A6-7' on **Richmond Road**; in the parts of road referred to as 'A6-8' and 'A6-9' on **Peel Street** and in the parts of road referred to as 'A6-10' and 'A6-11' on **Kingsley Street** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 6, Rev C, dated 25/09/2017;
 - 'A7-1', 'A7-2', 'A7-3', 'A7-4' and 'A7-5' on **Richmond Road**; in the parts of road referred to as 'A7-6' and 'A7-7' on **Regina Street** and in the part of road referred to as 'A7-8' on **Parawai Crescent** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 7, Rev C, dated 25/09/2017;
 - 'A8-1' and 'A8-2' on **Richmond Road**, and in the part of road referred to as 'A8-3' on **Parawai Crescent** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 8, Rev C, dated 25/09/2017, forming part of the resolution.
- F. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the parts of road referred to as 'AP1', 'MP1', 'TR3-5', 'MP2' and 'TR3-6' on **Richmond Road**, and the parts of road referred to as 'TR2-4' and 'TR2-5' on **Tutanekai Street**, as indicated in the attached drawing #AT/WLB/14422/006, Sheets 2 and 3, Rev C, dated 25/09/2017, forming part of the resolution is specified as a parking place. The manner of parking of any vehicle on the parking place specified in this resolution is defined as parking only at an angle to the direction of roadway as indicated on the drawing.
- G. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, in the part of road referred to as 'LZ1' on **Richmond Road** as indicated in the attached #AT/WLB/14422/006, Sheet 2, Rev C, dated 25/09/2017, forming part of the resolution is specified as a parking place in the form of a **loading zone** between the hours of **8am to 6pm, Monday to Sunday**. Use of the loading zone is restricted to **goods vehicles** for a maximum time of **five minutes**.

- H. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, in the part of road referred to as '**LZ2**' on **Warnock Street** as indicated in the attached #AT/WLB/14422/006, Sheet 4, Rev C, dated 25/09/2017, forming part of the resolution is specified as a parking place in the form of a **loading zone** between the hours of **8am to 6pm, Monday to Sunday**. Use of the loading zone is restricted to **goods vehicles** for a maximum time of **five minutes**.
- I. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the parts of road referred to as
- (i) '**TR2-1**' on **Richmond Road** as indicated in the attached #AT/WLB/14422/006, Sheet 2, Rev C, dated 25/09/2017, forming part of the resolution is specified as a **parking place for any vehicles**. The maximum time for parking of any vehicle is **120 minutes** between the hours of **8am to 6pm, Monday to Sunday**;
 - (ii) '**TR2-2**' on **Richmond Road** as indicated in the attached #AT/WLB/14422/006, Sheet 2, Rev C, dated 25/09/2017, forming part of the resolution is specified as a **parking place for any vehicles**. The maximum time for parking of any vehicle is **30 minutes** between the hours of **8am to 6pm, Monday to Sunday**;
 - (iii) '**TR2-3**' and '**TR2-4**' on **Tutanekai Street** as indicated in the attached #AT/WLB/14422/006, Sheet 2, Rev C, dated 25/09/2017, forming part of the resolution is specified as a **parking place for any vehicles**. The maximum time for parking of any vehicle is **120 minutes** between the hours of **8am to 6pm, Monday to Saturday**;
 - (iv) '**TR2-5**' on **Tutanekai Street** as indicated in the attached #AT/WLB/14422/006, Sheet 2, Rev C, dated 25/09/2017, forming part of the resolution is specified as a **parking place for any vehicles**. The maximum time for parking of any vehicle is **30 minutes** between the hours of **8am to 6pm, Monday to Saturday**;
 - (v) '**TR3-1**' on **Richmond Road** as indicated in the attached #AT/WLB/14422/006, Sheet 3, Rev C, dated 25/09/2017, forming part of the resolution is specified as a **parking place for any vehicles**. The maximum time for parking of any vehicle is **60 minutes** between the hours of **8am to 6pm, Monday to Sunday**;
 - (vi) '**TR3-2**' and '**TR3-3**' on **Richmond Road** as indicated in the attached #AT/WLB/14422/006, Sheet 3, Rev C, dated 25/09/2017, forming part of the resolution is specified as a **parking place for any vehicles**. The maximum time for parking of any vehicle is **10 minutes at all times**;
 - (vii) '**TR3-4**' on **Richmond Road** as indicated in the attached #AT/WLB/14422/006, Sheet 3, Rev C, dated 25/09/2017, forming part of the resolution is specified as a **parking place for any vehicles**. The maximum time for parking of any vehicle is **60 minutes** between the hours of **8am to 6pm, Monday to Sunday**;
 - (viii) '**TR3-5**' on **Richmond Road** as indicated in the attached #AT/WLB/14422/006, Sheet 3, Rev C, dated 25/09/2017, forming part of the resolution is specified as a **parking place for any vehicles**. The maximum time for parking of any vehicle is **30 minutes** between the hours of **8am to 6pm, Monday to Sunday**;
 - (ix) '**TR3-6**' on **Richmond Road** as indicated in the attached #AT/WLB/14422/006, Sheet 3, Rev C, dated 25/09/2017, forming part of the resolution is specified as a **parking place for any vehicles**. The maximum

time for parking of any vehicle is **60 minutes** between the hours of **8am to 6pm, Monday to Sunday;**

- (x) **'TR3-7'** on **Richmond Road** as indicated in the attached #AT/WLB/14422/006, Sheet 3, Rev C, dated 25/09/2017, forming part of the resolution is specified as a **parking place for any vehicles**. The maximum time for parking of any vehicle is **60 minutes** between the hours of **8am to 6pm, Monday to Saturday;**
 - (xi) **'TR4-1'** on **Richmond Road** as indicated in the attached #AT/WLB/14422/006, Sheet 4, Rev C, dated 25/09/2017, forming part of the resolution is specified as a **parking place for any vehicles**. The maximum time for parking of any vehicle is **60 minutes** between the hours of **8am to 6pm, Monday to Sunday;**
 - (xii) **'TR6-1'** and **'TR6-2'** on **Richmond Road** as indicated in the attached #AT/WLB/14422/006, Sheet 6, Rev C, dated 25/09/2017, forming part of the resolution is specified as a **parking place for any vehicles**. The maximum time for parking of any vehicle is **60 minutes** between the hours of **8am to 6pm, Monday to Friday.**
- J. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the parts of road referred to as **'B1', 'B2', 'B3, 'B4', 'B5, 'B6 and 'B7'** on **Richmond Road** as indicated in the attached drawing #AT/WLB/14422/006, Sheets 1 to 8, Rev C, dated 25/09/2017, forming part of the resolution is reserved as a parking place in the form of a **bus stop** for the exclusive use of buses **at all times.**
- K. That pursuant to sections 317 and 339 of the Local Government Act 1974 a **transport shelter (bus shelter)** is to be provided on **Richmond Road** in the areas referred to as **'BS1', 'BS2', 'BS3' and 'BS4'** as indicated in the attached drawing #AT/WLB/14422/006, Sheets 1, 3 and 7, Rev C, dated 25/09/2017, forming part of the resolution.
- L. That pursuant to sections 317 and 339 of the Local Government Act 1974 a **transport shelter (bus shelter)** is to be rescinded on **Richmond Road** in the area referred to as **'RBS1'** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 2, Rev C, dated 25/09/2017, forming part of the resolution.
- M. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the parts of the road referred to as **'PV1'** on **Tutanekai Street** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 2, Rev C, dated 25/09/2017, forming part of the resolution is specified as a transport station in the form of a **small passenger services vehicle stand (small PSV)** for the exclusive use of small **at all times.** That the conditions of use of the small PSV stand must be that the small PSV is available for hire and the driver must stay with the vehicle.
- N. That pursuant to section 591 of the Local Government Act 1974, and clause 19 and clause 20 of the Auckland Transport Traffic Bylaw 2012, the parts of road referred to as **'MP1'** and **'MP2'** on **Richmond Road** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 3, Rev C, dated 25/09/2017, forming part of the resolution is specified as parking place in the form of a **mobility parking place.** Mobility parking spaces are reserved in the parking place for the exclusive use of vehicles driven by or carrying disabled persons and displaying a current approved mobility permit. Mobility parking spaces are reserved **at all times.** The maximum time for parking in the mobility place is defined as **180 minutes.**
- O. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.

- P. That this resolution will take effect when the traffic control devices in recommendation K that evidence the restrictions described in this report are removed.
- Q. That this resolution will take effect when the traffic control devices in recommendations A to J and L to N that evidence the restrictions described in this report are in place.

The Traffic Engineering Manager approves:

- (i) That pursuant to section 319(1)(f) of the Local Government Act 1974 in the area referred to as '**CR1**' on **Richmond Road** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 1, Rev C, dated 25/09/2017; in the area referred to as '**CR2**' on **Richmond Road** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 3, Rev C, dated 25/09/2017; in the areas referred to as '**CR3**' and '**CR4**' on **Richmond Road** as indicated in the attached drawing #AT/WLB/14422/006, Sheets 5 and 6, Rev C, dated 25/09/2017, and in the areas referred to as '**CR5**' and '**CR6**' on **Richmond Road** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 7, Rev C, dated 25/09/2017, forming part of the approval decision is **determined** to be a **carriageway at all times**.
- (ii) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a **traffic island**
- (**refuge islands**) is to be provided on **Richmond Road** in the areas referred to as '**T1-1**' and '**T1-2**' as indicated in the attached drawing #AT/WLB/14422/006, Sheet 1, Rev C, dated 25/09/2017;
 - (**refuge islands**) is to be provided on **Richmond Road** in the areas referred to as '**T2-1**', '**T2-2**', '**T2-3**', '**T2-4**', '**T2-5**' and '**T2-6**' as indicated in the attached drawing #AT/WLB/14422/006, Sheet 2, Rev C, dated 25/09/2017;
 - (**side island**) is to be provided on **Richmond Road** in the area referred to as '**T2-7**' as indicated in the attached drawing #AT/WLB/14422/006, Sheet 2, Rev C, dated 25/09/2017;
 - (**refuge islands**) is to be provided on **Warnock Street** in the areas referred to as '**T4-1**' and '**T4-2**' as indicated in the attached drawing #AT/WLB/14422/006, Sheet 4, Rev C, dated 25/09/2017;
 - (**side island**) is to be provided on **Richmond Road** in the area referred to as '**T5-1**' and '**T5-2**' as indicated in the attached drawing #AT/WLB/14422/006, Sheet 5, Rev C, dated 25/09/2017;
 - (**refuge islands**) is to be provided on **Richmond Road** in the areas referred to as '**T6-1**', '**T6-2**', '**T6-3**' and '**T6-4**', and on **Kingsley Street** in the areas referred to as '**T6-6**' and '**T6-7**', as indicated in the attached drawing #AT/WLB/14422/006, Sheet 6, Rev C, dated 25/09/2017;
 - (**roundabout central island**) is to be provided on **Richmond Road** in the area referred to as '**T6-5**' as indicated in the attached drawing #AT/WLB/14422/006, Sheet 6, Rev C, dated 25/09/2017;
 - (**refuge islands**) is to be provided on **Richmond Road** in the areas referred to as '**T7-1**' and '**T7-2**' as indicated in the attached drawing #AT/WLB/14422/006, Sheet 7, Rev C, dated 25/09/2017;
 - (**side islands**) is to be provided on **Richmond Road** in the area referred to as '**T8-1**' as indicated in the attached drawing #AT/WLB/14422/006, Sheet 8, Rev C, dated 25/09/2017; forming part of the approval decision.

- (iii) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.9(3) of the Land Transport Rule: Traffic Control Devices 2004 a **road hump (speed table)** is to be provided on **Richmond Road** in the areas referred to as '**H1**' and '**H2**' as indicated in the attached drawing #AT/WLB/14422/006, Sheet 3, Rev C, dated 25/09/2017, and a **road hump (speed hump)** on **Kingsley Street** in the area referred to as '**H3**' as indicated in the attached drawing #AT/WLB/14422/006, Sheets 6, Rev C, dated 25/09/2017, forming part of the approval decision.
- (iv) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 8 of the Land Transport Rule: Traffic Control Devices 2004 a **pedestrian crossing** is to be provided on **Richmond Road** in the areas referred to as '**Z1**', '**Z2**', '**Z3**' and '**Z4**', and on **Carpark Access located at 271 Richmond Road** in the area referred to as '**Z5**' as indicated in the attached drawing #AT/WLB/14422/006, Sheets 3 and 7, Rev C, dated 25/09/2017, forming part of the approval decision.
- (v) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **Stop control** is imposed at all times and road markings and signs erected on **Edwards Road, Hakanoa Street, Francis Street, Regina Street and Carpark Access located at 271 Richmond Road** at their intersections with Richmond Road, as indicated in the attached drawing #AT/WLB/14422/006, Sheets 2,3 and 7, Rev C, dated 25/09/2017, forming part of the approval decision.
- (vi) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **Give-Way control** is imposed at all times and road markings and signs erected on **Richmond Road** at its intersections with Surrey Crescent, as indicated in the attached drawing #AT/WLB/14422/006, Sheet 1, Rev C, dated 25/09/2017, forming part of the approval decision.
- (vii) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **Give-Way control** is imposed at all times and road markings and signs erected on **Fisherton Street, Baidon Road, Castle Street, Tutanekai Street, Wilton Street, Warnock Street, Sackville Street, Hope Street and Parawai Street** at their intersections with Richmond Road, as indicated in the attached drawing #AT/WLB/14422/006, Sheets 1 to 8, Rev C, dated 25/09/2017, forming part of the approval decision.
- (viii) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **roundabout controlled by Give-Way** is imposed at all times and road markings and signs erected on **Richmond Road**, at its intersection with **Kingsley Street**, as indicated in the attached drawing #AT/WLB/14422/006, Sheet 6, Rev C, dated 25/09/2017, forming part of the approval decision.
- (ix) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.4 of the Land Transport Rule: Traffic Control Devices 2004 a **flush median** is to be provided on **Richmond Road** in the areas referred to as '**FM1**', '**FM2**', '**FM3**', '**FM4**', '**FM5**', '**FM6**' and '**FM7**' as indicated in the attached drawing #AT/WLB/14422/006, Sheets 1 to 8, Rev C, dated 25/09/2017; on **Warnock Street** in the areas referred to as '**FM8**' as indicated in the attached drawing #AT/WLB/14422/006, Sheet 4, Rev C, dated 25/09/2017; on **Kingsley Street** in the area referred to as '**FM9**' as indicated in the attached drawing #AT/WLB/14422/006, Sheet 6, Rev C, dated 25/09/2017, and on **Carpark Access located at 271 Richmond Road** in the area referred to as '**FM10**' as indicated in the attached drawing #AT/WLB/14422/006, Sheet 7, Rev C, dated 25/09/2017, forming part of the approval decision.

- (x) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.5 of the Land Transport Rule: Traffic Control Devices 2004 an **edge line** is to be provided on **Richmond Road** in the areas referred to as **'E1'** as indicated in the attached drawing #AT/WLB/14422/006, Sheets 1 to 8, Rev C, dated 25/09/2017, forming part of the approval decision.
- (xi) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.6 of the Land Transport Rule: Traffic Control Devices 2004 a **shoulder marking** is to be provided on **Richmond Road** in the areas referred to as **'SM1'** and **'SM2'** as indicated in the attached drawing #AT/WLB/14422/006, Sheets 2 and 6, Rev C, dated 25/09/2017, forming part of the approval decision.
- (xii) That pursuant to section 334 of the Local Government Act 1974 and clause 10.6 of the Land Transport Rule: Traffic Control Devices 2004 a **'Keep Clear' zone** is to be provided on **Richmond Road** at its intersection with Francis Street in the area referred to as **'KC1'** as indicated in the attached drawing #AT/WLB/14422/006, Sheet 3, Rev C, dated 25/09/2017, forming part of the approval decision.
- (xiii) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.10 of the Land Transport Rule: Traffic Control Devices 2004 **delineators** are to be provided on **Richmond Road**, in the areas referred to as **'D1', 'D2', 'D3', 'D4', 'D5', 'D6', 'D7', 'D8', 'D9', 'D10', 'D11', 'D12', 'D13', 'D14', 'D15'** and **'D16'** as indicated in the attached drawing #AT/WLB/14422/006, Sheets 1 to 8, Rev C, dated 25/09/2017, forming part of the approval decision.
- (xiv) That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
- (xv) That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

2. Executive Summary

The Waitemata Safe Routes is a walking and cycling project intended to contribute to the implementation of a cycle network in the Western Waitemata/Grey Lynn area. The project will extend Auckland's existing regional cycle network and aligns with Auckland Transport's strategic direction and the Auckland Plan's vision of creating the "world's most liveable city". The project comprises three cycle routes (referred to as Routes A, B and C) in the Waitemata Local Board area, with the combined objective of improving safety and increasing levels of walking and cycling in Auckland.

This resolution report covers Route C – Richmond Road. This route is classified as a Cycle Connector route, is 1.2km long and comprises of both on-road cycle lanes and off-road cycle paths. The route follows Richmond Road from its intersection with Surrey Crescent, where it will connect to Route A (please refer to Resolution ID 14423). The route passes through the West Lynn shopping centre, and terminates at Parawai Crescent.

All three routes also went through the Resource Consent process with Auckland Council due to the removal of several street trees and earthworks associated with potentially contaminated material.

3. Strategic Context

Auckland Transport is both the road controlling authority for the Auckland transport system and the organisation responsible for public transport management in Auckland. Its purpose is to contribute to an effective, efficient, and safe Auckland land transport system

in the public interest. Auckland Transport establishes traffic controls and other facilities in pursuit of that purpose.

The Traffic Control Committee has been established to make decisions on these matters on behalf of Auckland Transport.

- Authority for making resolutions under bylaws was delegated to the Traffic Control Committee by the Auckland Transport Board at its meeting on 21 March 2016.
- Authority for making a number of other traffic control decisions was delegated to the Traffic Control Committee by the Chief Executive on 4 April 2016.

Aspects of the matters dealt with in this report are covered by these delegations to the Traffic Control Committee. Other aspects of the matters dealt with in this report are covered by the decision making authority delegated to the Traffic Engineering Manager by the Chief Executive on 1 November 2010, by way of Auckland Transport Delegation Instrument ATDI 2010/01.



Given that the different elements of this matter are so closely linked it is considered appropriate that a single report be used to document them.

4. Consultation Summary

Extensive consultation process was undertaken for this project internally, externally and with the Waitemata Local Board. Internal consultation was undertaken throughout the entire project from its reactivation in November 2015 through to the finalisation of the detailed design in April 2017. External consultation occurred in both March and April 2016 as part of a wider scoping exercise for cycle routes in the area and then specifically for the Waitemata Safe Routes in September and October 2016. The process was closed out in December 2016. The Waitemata Local Board was also engaged throughout the entire project process and gave overall support to the project.

A fuller description of the consultation, of who was consulted, the methodology and a more detailed review of the feedback and how this was responded to is set out in the consultation section of the appendix.

5. Signatures and Approvals

	Name and title of signatory	Signature	Date
Consultant/ Author:	Pippa Mitchell Principal Consultant PTM Consultants Ltd.		
Recommended by:	Ameer Bahho Senior Project Manager, Road Development Central	Approved via Workflow	27/6/17
Verified by:	Anthony Herath Senior Resolution Technician Transport Controls	Approved via Workflow	20/10/17
Approved by:	Adrian Grant Infrastructure & Facilities Project Lead (Infrastructure & Facilities Projects)		
Approved by:	Jared Plumridge Traffic Engineering Team Leader (Central/South) Network Management and Safety		
Approved by:	Rick Bidgood Parking Compliance Manager Parking Services	Approved via Workflow	20/10/17
Recommendations A to P	Name	Signature	Date Resolved
Resolved by: Traffic Control Committee	Randhir Karma Chairperson Traffic Control Committee		02 NOV 2017
Recommendations i to xiv	Name	Signature	Date Approved
Approved by: Delegated Authority	Randhir Karma f.p.: <i>Group Manager</i> Melanie Alexander Traffic Engineering Manager Network Management and Safety		02 NOV 2017

Appendix

6. Background

6.1 How the matter arose

The Waitemata Safe Routes project (the project) was developed in order to extend Auckland's existing regional cycle network in the Western Waitemata/Grey Lynn area in the Waitemata Local Board area. The project has the following aims:

- To create attractive cycling and walking routes that will utilise both on-road and off-road routes and connect local parks and reserves to the Auckland Cycle Network and key local amenities.
- Reduce usage of the car and congestion for local trips, particularly trips to education and work, by encouraging more trips by foot and by cycle.
- Provide transport choice for the local community.
- Increase safety for school aged children to travel to school by active modes.

The project comprises three cycle routes as summarised below:

Route A - This is a Cycle Connector (on-road cycle lanes and other facilities on arterial and collector roads) and is predominantly a commuter route. It provides an indirect link from Auckland's Downtown to Westmere. The improvements include new cycle lanes on both sides of the route, refuge islands, tightened kerb lines at intersections and other local safety improvements. Route A extends from the Surrey Crescent/Great North Road intersection and to the Meola Road roundabout.

Route B - This is a Cycle Feeder (on-road or off-road facilities on slow speed streets) and is developed as a greenway and recreational route connecting open spaces. Route B connects Cox's Bay Reserve in the north to Bond Street and the North-western Cycleway to the south.

Route C - This is a Cycle Connector (on-road cycle lanes and other facilities on arterial and collector roads). Route C travels along Richmond Road passing through the West Lynn shopping centre, and connects to Route A at Richmond Road/ Surrey Crescent intersection to the south and connects to Route B at Westmoreland Street West to the north. The improvements include new cycle lanes on both sides of Richmond Road, speed tables, refuge islands, and Local Area Traffic Management (LATM) treatments.

This resolution report covers Route C which was specifically designed to slow traffic, provide better pedestrian amenity, enhance the local environment especially at the West Lynn shopping centre, and provide a safe, convenient cycle route that would appeal to people on bikes of all confidence levels.

The project commenced in 2014, was then put on hold and reactivated at the end of 2015. It has been through several extensive rounds of internal and external consultation. All three routes also went through the Resource Consent process with Auckland Council due to the removal of several street trees and earthworks associated with potentially contaminated material.

6.2 Location

This section of road is classified as a Collector and is situated between Surrey Crescent and Parawai Crescent in the Waitemata Local Board area.

This road is in a predominantly residential area with small pockets of retail and commercial particularly through the West Lynn town centre.

The most recent traffic counts for Richmond Road according to the Auckland Transport website were recorded between Wilton Street and Tutanekai Street in March 2015. The 5-day Average Daily Traffic, both directions, was 28,909 vehicles per day.

7. Issues and Options

7.1 Proposal

It is proposed to install on-road cycle lanes and cycle paths along Richmond Road between Surrey Crescent and Parawai Crescent in Grey Lynn. The road cross-sections have been designed to generally comply with ATCoP standards. However due to the tight nature of specific pinch points along both Routes A and C, there are locations where the standards have not been met. In these locations, AT have agreed to reduce the minimum widths at these pinch points within agreed limits, please refer to the 'Application for Resource Consent and Assessment of Environmental Effects Richmond Road and Garnet to Surrey Crescent Cycleways (Routes A and C)' for details.

Proposed pedestrian improvements for Route C include a mixture of upgrades to existing facilities and new facilities. Upgrades include providing tactile pavers, directional pavers, properly formed pram crossings and replacement islands. New facilities include high friction surfacing on approaches to zebra crossings, traffic islands with pedestrian cut through (refuge), kerb build-outs at intersections to narrow crossing distances, and general intersection improvements. The proposed works involve the following improvements to pedestrian crossings or new facilities along the Richmond Road at:

- Richmond Road /Surrey Crescent intersection pedestrian crossing;
- Outside 522 Richmond Road;
- Warnock Street / Richmond Road intersection pedestrian crossing;
- Outside 274 Richmond Road; and,
- Improved zebra crossings at 476-480 Richmond Road, 428-432 Richmond Road, 274 Richmond Road and a new zebra crossing across the carpark access to 271 Richmond Road.

It is also proposed to re-align and install kerb extension at the following intersections along Richmond Road:

- Fisherton Street;
- Castle Street;
- Tutanekai Street;
- Wilton Street;
- Hakanoa Street;
- Francis Street;
- Warnock Street;
- Sackville Street;
- Hope Street; and,
- Parawai Crescent.

The Richmond Road/Peel Street/Kingsley Street intersection will be upgraded with the installation of a new roundabout with associated kerb extensions, new traffic islands. The cycle lane will become an off-road cycle path through this roundabout.

Two different treatments are proposed for the various bus stops along Route C 'inline' and 'Island' type bus stops, for more details please refer to the Option section below. The 'island' type was the preferred but was only installed where there was sufficient road reserve depth as the design directs the cyclist around the back of the bus stop island/shelter. Where this option could not fit within the existing infrastructure the inline option, which, builds the bus stop platform out into the cycleway was implemented.

As shown on the attached drawings #AT/WLB/14422/006, Sheets 1 to 8, Rev C, dated 25/09/2017.

7.2 Alternatives

Do Nothing Option

The Do-Nothing Option in this situation would mean that no formal cycle facilities would be provided along Richmond Road and the existing pedestrian facilities would be retained. Currently, Richmond Road has footpaths on both sides of the road and the lane widths are wide enough to cater for cyclist's on-road. There are also two pedestrian refuge islands and two 'zebra' crossings to assist pedestrians crossing along Richmond Road, although some of these are not to the current design standards. This is not the preferred option as the current road layout means that typically the only cyclists that use the route are those that feel secure in an on-road environment mixing with other vehicles. This is not in keeping with Auckland Transport's aims to provide cycling facilities that cater for all abilities. The current pedestrian facilities are also limited and not up to standard. Further, Route C provides an important connection between the other two parts of the project, Route A and Route B. Without this connection, the cycle network will remain incomplete, with a significant gap in the Grey Lynn area which may also deter users from the area using the other routes.

Scheme Assessment Report (SAR)

Route C went through an iterative design process with Auckland Transport which involved internal AT teams, the Waitemata Local Board and key stakeholders including Generation Zero. A summary of the various options considered for Route C during this process are summarised here, for further details please refer to the Waitemata Safe Routes Scheme Assessment Report Route A, B And C, September 2016 (available on request).

- SAR Initial Options

Initially, the proposal was to retain on-street parking along the kerbside where possible and locate the cycle lane between the on-street parking and the roadway along the majority of the route. Both on-road cycle lanes and off-road cycle paths were considered through the West Lynn town centre and through the Peel Street/Richmond Road/Kingsley Street intersection. Traffic calming treatments and pedestrian facilities were considered various locations along Richmond Road along with kerb build outs on adjacent side streets. In total 13 different options were looked at for how to arrange the cycle facilities, parking and pedestrian facilities within the West Lynn town centre. Other targeted treatments along the routes included options to "tee" up or change the turning options into and out of the Richmond Road/Warnock Street intersection (on-road cycle lanes), realigning and changing the priority controls at the Peel Street/Richmond Road/ Kingsley Street intersection, the provision of a speed table or kerb builds outs and a zebra crossing in front of supermarket (271 Richmond Road) between Regina Street and Parawai Crescent, and various options for how to integrate the cycle lanes at the Surrey Crescent/Richmond Road intersection into the Waitemata Safe Route Design (Route A) on Surrey Crescent.

- SAR Preferred Option

The preferred option for Route C is detailed in full in the SAR (available on request). The key elements of the preferred option are summarised below. Richmond Road was divided into four mid-block sections each with a different cross section.

- Section 1: From Surrey Crescent intersection to Castle Street intersection: The existing kerb alignment and parking lanes on both sides were to be retained. Traffic lane widths were reduced to accommodate a new flush median and 1.8 m wide cycle lanes and 0.5 m wide safety buffer zones on both sides of the road. The bus stop outside 560 Richmond Road was to be retained. Upgrade the pedestrian refuge islands outside 522 Richmond Road
- Section 2: From Castle Street intersection to Warnock Street intersection (West Lynn Town Centre) - To accommodate a cycle lane on both the sides of the road through

this section the flush median was to be removed and the angled parking changed to parallel parking on the western kerb. Between Tutunekai Street and Hakanoa Street and immediately west of Tutunekai Street due to concerns raised regarding the location of the cycle lane at the back of angled parking and reversing cars on the northern eastern kerb the angled parking was shifted to allow for the cycle lane to continue in front of the parking. Speed tables were to be installed in the West Lynn town centre (428-480 Richmond Road) with pedestrian crossings on top.

- Section 3: From Warnock Street intersection to Peel Street intersection – Retain the parallel parking on both sides of the road reduce the traffic lanes to accommodate new 1.8 m wide cycle lanes on both sides of the road.
- Section 4: From Peel Street intersection to Parawai Crescent intersection – Remove the parallel parking to accommodate 1.5 m - 1.8 m wide cycle lanes and traffic lanes on both sides of the road. Remove and reinstate the zebra crossing outside 271 Richmond Road with a kerb build-out and upgrade the pedestrian crossing outside Countdown (274 Richmond Road). Retain the flush median past Parawai Crescent due to existing turning issues. The signalised crossing outside 254 Richmond Road, immediately north of Westmoreland Street West was proposed as part of Route B design (not covered by this resolution report).

Intersection upgrades were proposed at all the side street intersections along Richmond Road. The majority of these involved narrowing the width of the side street using kerb build outs and the installation of new pram crossings, to reduce vehicle speeds. Further, in the West Lynn town centre kerb build outs were also proposed to improve the visibility from the side streets without compromising car parking spaces. Further, at the Richmond Road/Surrey Crescent intersection the proposal was to extend the existing kerb build outs to reduce the pedestrian crossing distance, and provide on and off ramp for cyclists on the cycle lane on Surrey Crescent and Richmond Road to tie into Route A. It was also proposed to upgrade the Richmond Road/Peel Street/Kingsley Street intersection through the installation of a roundabout as it was determined that this would improve its operation and clarify the priority controls as the current situation is confusing and does not function well.

Two different treatments were considered for the bus stops along the route 'inline' bus stops and 'Island' type bus stops. These latter stops, also referred to as floating bus stops are an initiative of Auckland Transport. Both of these designs separate the cyclist from public transport vehicles by taking them off of the carriageway, inherently improving the safety of the cyclists. The 'island' type was the preferred option for Route C but could only be installed where there was sufficient road reserve depth as the design directs the cyclist around the back of the bus stop island/shelter and therefore requires more depth than the 'inline' option which builds the bus stop platform out into the cycleway. Where the island type bus stop could not fit within the existing infrastructure the inline option was implemented.

Post Consultation Option

The finalised design option is similar to that outlined in the SAR preferred option above with the following key differences as a result of the consultation process.

- Between Surrey Crescent and the West Lynn town centre the cycleway was redesigned from a traffic-side cycleway to a kerb-side cycleway. This required some additional loss of on-street parking but means that the new cycleway will run inside the parked vehicle lane which will improve protection for people on bikes and have greater appeal for less-confident and vulnerable riders. It was not possible to apply this design

north of the town centre without removing significant parking, so this section of the cycleway design will remain as proposed.

- Changes to parking restrictions to improve parking turnover near the shopping centre.
- Bike parking opportunities in the shopping area, supermarket at 271 Richmond Road, and other popular locations.
- Physical separation between cyclists and vehicles in the lead up to intersections.
- An upgrade of the pedestrian refuge at 522 Richmond Road to a zebra crossing.

This is the preferred option.

7.3 Local Board

The Waitemata Local Board was consulted extensively throughout the process via the Elected Member Relationship Manager. This included meetings, presentations, workshops, site visits, emails and letters. As with the internal consultation (discussed below) this was an iterative process with changes and updates emerging as various designs were developed and issues identified. Overall the Local Board supports the proposal. A summary of the key aspects raised during the final rounds of consultation in late 2016 and early 2017 and how these were addressed and closed out is outlined in the Analysis section below.

7.4 Consultation

Consultation on the proposal was undertaken with the following **internal** parties

Finance	Click here to choose
Parking Compliance	Support
Parking Design and Solutions	Support
AT Metro	Support
Road Safety Engineering	Support
Traffic Engineering	Support
Walking & Cycling	Support
ATOC	Support
Road Corridor Access	Support

All relevant teams were consulted.

Initially, the entire Waitemata Safe Route project was consulted on internally in 2014. However, due to funding constraints the project was then put on hold. It was reactivated in November 2015. Extensive and detailed rounds of consultation were undertaken internally via emails, meetings and workshops. Peers reviews were undertaken at all the key stages of the project starting with the preliminary design as it was determined that it was important to ensure they were engaged early in the process. There was also a multi-criteria analysis undertaken during the initial part of 2016. Road Safety Audits were also undertaken as each stage of the project and are available on request. The preliminary design was consulted on internally between November 2015 and January 2016. The Scheme design was consulted on internally between May and September 2016 when the SAR was issued. The outcomes of the public consultation (detailed below) were analysed during October and November to identify key actions. Between February and April 2017 additional internal consultation was undertaken as part of the detailed design process including specific workshops with key teams including AT Metro concerning the bus stop design (discussed in the Analysis section below).

Extensive and detailed consultation took place with all teams on a wide range of issues that arose during the design process. Given the scale and complexity of this project this was an iterative process, which, it is not feasible to capture in this resolution report format. All matters raised during the internal consultation were dealt with and closed out as they

emerged. No key issues arose along Route C during the internal consultation that resulted in any major changes to the project.

Consultation on the proposal was undertaken with the following **external** parties

Affected residents/property owners	yes
Affected businesses	yes
Affected road users	yes
Affected community groups	yes
Public transport operators	yes
Emergency services	yes
Business association	yes
Police	yes

There were two rounds of public consultation. The initial round in March and April 2016 was a much larger exercise that AT undertook for the wider Grey Lynn and Westmere area referred to as the Inner West Cycle Routes. This included the entire Waitemata Safe Routes project along with other cycleway schemes to ascertain if the various cycle routes AT was considering, were in the right place. The public feedback received confirmed that Route C was the correct alignment.

The consultation was undertaken following a Communications Plan developed by AT in September and October 2016. AT consulted on the entire Waitemata Safe Routes Project (Routes A, B, C and Great North Road) for the wider Grey Lynn area. Businesses and key stakeholders received a letter just prior to the wider consultation as a “heads up” that the consultation was about to begin. The consultation period ran for five weeks, from 16 September to 21 October 2016. Initially a three-week consultation period, it was extended by two extra weeks. This extension was notified through letters advising all residents in the affected area of this change, hand-delivered letters to businesses, and contacting schools and key stakeholders to advise them of the extension and additional advertisement in the Auckland City Harbour News

The consultation process included:

- Hand-delivered brochures to 7,800 addresses in the wider Grey Lynn area and posted 2,900 brochures to non-resident owners in the area.
- Emailed or posted brochures to all 860 submitters from the March 2016 consultation on the wider Inner West cycle routes.
- Posted notices in the newsletters of 10 schools in the area.
- Distributed brochures to local shops, businesses and libraries (libraries also received hardcopy feedback forms and detailed design plans for the public).
- Advertised in the Auckland City Harbour News, and on Google and Facebook.
- Advertised via the AT, Auckland Council and Local Board Facebook pages, AT’s LinkedIn, Twitter and Instagram pages, and the Shape Auckland website.
- A webpage with details of our proposal and feedback forms.
- Two open days at the Grey Lynn Farmers Market (as advertised in the brochure) to provide information about our proposals.

In addition, AT met residents and business owners in a public meeting on Richmond Road, and with the Grey Lynn Business Association manager to discuss the proposed parking restrictions. A full list of the stakeholders consulted for Route A and C is included in Attachment 1.

In total, 745 submissions were received concerning all four wider Grey Lynn routes. Submissions were also received from key interest groups including Bike Grey Lynn, the Waitemata Local Board, 950 submissions through a Generation Zero online survey, and a petition with 180 signatures. The key themes of the consultation are summarised in the Analysis section below. For detailed information on the consultation process please refer to the AT Waitemata Safe Routes Communications and Engagement Plan and the *‘Consultation on wider Grey Lynn improvements for*

pedestrians, bus users and people on bikes, Route 2: Richmond Road: Your feedback' report (both available on request).

In addition to this a further consultation letter, was sent to the property owners (and also the occupiers) of all the bus stops where the bus shelters were proposed in accordance with Section 339 of the Local Government Act 1974 and Section 38 of the Local Government Act 2002. They were informed that they can liaise with AT if they any issues with the proposed bus shelter and may request a hearing within 14 days of the date of the consultation letter. This consultation was undertaken between February and June 2017. Feedback was only received from one resident and this along with how AT responded is outlined below in the Analysis section.

7.5 Analysis

The Waitemata Safe Routes will contribute to the implementation of a cycle network in the Western Waitemata/Grey Lynn area. The project will extend Auckland's existing regional cycle network and aligns with Auckland Transport's strategic direction and the Auckland Plan's vision of creating the "world's most liveable city". This report has covered Route C along Richmond Road. This route will be a cycle connector route and provide an important and necessary connection between Route A and B. The route will improve safety for cyclist of all abilities and increase levels of walking and cycling in the area. In this Analysis section, the key issues that arose during the extensive consultation processes undertaken for this project are outlined.

Extensive consultation was undertaken with the Waitemata Local Board, as outlined previously. This section only summarises the four key aspects that arose during the final rounds of consultation that took place in late 2016 and early 2017 and how these were closed out. First, the Board requested information on the net loss of parking in the West Lynn town centre and the results of the parking survey including how the parking would be managed as a result of the survey results. The Board was provided with the survey and advised that it had also been passed on to the West Lynn Business Association. It was confirmed that work was being undertaken with the AT Parking team and the local businesses on a new parking strategy to simplify the parking restrictions/arrangements within the town centre to provide improved and simpler parking restrictions.

Second, there was some concern as the lack of separation on the sections of the cycle lane. In response AT advised that separation was provided where ever possible in the form of some type of delineators or a 500mm painted buffer. The only places separators could not be provided were in places where it would mean that on-street parking could no longer be provided for example in the West Lynn town centre. In these sections, a full width 1.8m cycle lane has been provided.

Third, concerns were raised about the provision of safe crossing points at the Surrey Crescent intersection. This was addressed through the safety audit process with changes to the intersection alignment and the provision of a zebra crossing on Surrey Crescent (discussed further in the Route A resolution ID 14423).

Finally, there were concerns about the location of the bus stops in the West Lynn town centre. There were extensive discussions with affected stakeholders to ensure the best outcome was achieved to cater for the buses while retaining parking and ensuring pedestrian safety.

Overall the Local Board supports the proposal in particular the traffic calming through the West Lynn shops and the roundabout at the Peel Street intersection.

The '*Consultation on wider Grey Lynn improvements for pedestrians, bus users and people on bikes, Route 2: Richmond Road: Your feedback'* (Route C: Your Feedback) report (available on request) provides a full and detailed analysis of the external consultation process for Route C. In this analysis section, the key points of the report are summarised including how issues were closed out.

The report summarised the findings into six themes, these are outlined below along with any subsequent changes to the project that resulted.

1. Cycle lanes – The majority of the feedback supported the project. However, concerns were raised regarding the proposed use of paint to identify the facility, that position of the cycle lanes between the road and parked vehicles believing they would be safer along the kerbside or physically separated from moving traffic in some way.

As a result of this and wider stakeholder feedback, the cycleway section from Surrey Crescent to the West Lynn shopping centre was redesigned, to run on the inside of the lane of parked vehicles instead of traffic-side, with a buffer to protect cyclists from passenger doors opening. It was not possible to apply this design north of the town centre without removing significant parking, so this section will be the cycleway design as proposed.

2. Intersections Improvements - Significant support was received for the proposal to install a roundabout at the Kingsley Street/Peel Street/Richmond Road, some concerns were raised about the cycle route being off-road in this location but others supported this approach. Overall support was received for the changes to the side streets and pedestrian facilities.

It was determined to retain the off-road cycle path through the roundabout as the most suitable option.

3. West Lynn town centre - The majority of the feedback was concerned about the loss six parking spaces in the shopping centre. Although others supported the parking changes. Specific feedback was also received regarding the new speed tables and improved pedestrian facilities.

As a result of this feedback pedestrian crossings were installed on both the raised speed tables in the shopping centre efforts were made to retain as much parking as possible through the West Lynn town centre area.

4. Bus Stops – Several objections were received to the relocation of some of the bus stops. All of the bus stops were carefully analysed to ensure they were in the most appropriate location and where possible parking loss was minimised. Specific consultation was undertaken separately regarding the bus stop and shelter changes due to the requirements under the Local Government Act and this is summarised later in this section.

5. Parking – A small number of submitters identified concerns about the overall parking loss along with some specific location concerns.

As a result of this feedback and wider stakeholder feedback steps were taken to try and reduce the loss of parking where possible. These changes occurred in the section between Surrey Crescent and the West Lynn shopping centre due to the relocation of the cycle lane to the kerbside, as outlined above.

6. General – Overall these supported the project and the traffic calming measures. However, there was some opposition, specifically a petition with 180 signatures focusing on the wider four route consultation. The petition expressed concern about removal of residents' parking, road narrowing, 'park and ride' provisions in side streets, traffic slowing strategies and hazardous buffer zones.

A public meeting was held to discuss these concerns and the proposal was reviewed to where-ever feasible reduce the loss of parking and improve traffic calming.

Specific feedback was also received from the following stakeholder groups regarding Route C:

- Bike Grey Lynn – Was largely in support of the proposals. They had some concerns about potential confusion at intersections, a lack of traffic volume control measures and the fact that the route would not continue through the Grey Lynn shopping centre.
- Grey Lynn Residents' Association – Gave overall support for the protected cycle lanes, traffic calming measures, intersection improvements, and planting in the West Lynn town centre. Their concerns were regarding the lack of physical separation for cyclists at the Surrey/Richmond intersection. This is addressed in the Route A resolution report (Resolution ID 14423).
- Generation Zero - Created a survey on their website with a quick submit form encouraging people to provide support for the entire Waitemata Safe Routes project and 950 responses were received in this form with the large majority supporting the proposals. Specific feedback relating to Route C included support of the separated cycle lanes and requesting the extension of the protected sections of the route, they also supported the designs increased safety for people on bikes. 97% of submitters also supported installation of a “traffic-calmed, slow-speed” roundabout at the intersection of Richmond Road and Peel Street.

Due to the requirements of the Section 339 of the Local Government Act 1974 and Section 38 of the Local Government Act 2002 specific consultation was undertaken with all properties directly affected by the proposed bus stop and shelter changes. Three property owners provided feedback.

470 Richmond Road: Two objections were received to the proposed bus shelter at this bus stop from the properties at 470-472 and 474 Richmond Road. Both properties were concerned that the shelter would impact on their business, in particular visibility of and from the street. They queried why a shelter was required given the adjacent shop canopies. They both requested as per the consultation letters sent out, a hearing to resolve their concerns under Section 339 of the local government Act.

AT provided the following responses to the concerns that they raised. However, they still request a hearing take place to discuss these matters further.

- Distance from the kerb - the new bus stop is a floating bus stop design meaning the cycleway runs between the kerb and the shelter this shifts the bus stop and shelter further away from the retailer frontage offering better views and reducing the potential impact of congestion, noise and pollution.
- Safety – the floating Bus stop is approximately 1.6 metres from the footpath kerb line. Bus patrons waiting under the canopy would have to cross the cycleway to catch the bus increasing the risk of collision between cyclists and pedestrians.
- Safety – the on road carparks, make it more difficult for bus patrons to see the oncoming bus from this location.
- Footpath congestion – existing footpath space is already congested with dining tables and other local business signage. Additional bus bench seats and waiting bus passengers will significantly reduce the available footpath space.
- View - The bus shelter is aligned mostly in front of 476 and 478 Richmond Road, not directly in front of 470 – 472, consequently Siostra's diners viewing will not be significantly compromised.

554 Richmond Road: This concerned the existing bus stop and proposed bus shelter outside 554 Richmond Road. Three points were raised and these along with the relevant responses are outlined below:

1. The bus stop currently straddles the driveway to 554 Richmond Road, which, at times causes inconvenience when entering or leaving the driveway. The proposed bus stop

straddles the driveways to both 552 and 554 Richmond Road which will impact both driveways. Further, buses currently cannot pull into the side of the pavement due to parked cars and were concerned that buses may be forced to use the road space in front the driveways to manoeuvre into and out of the bus stops which could raise safety issues.

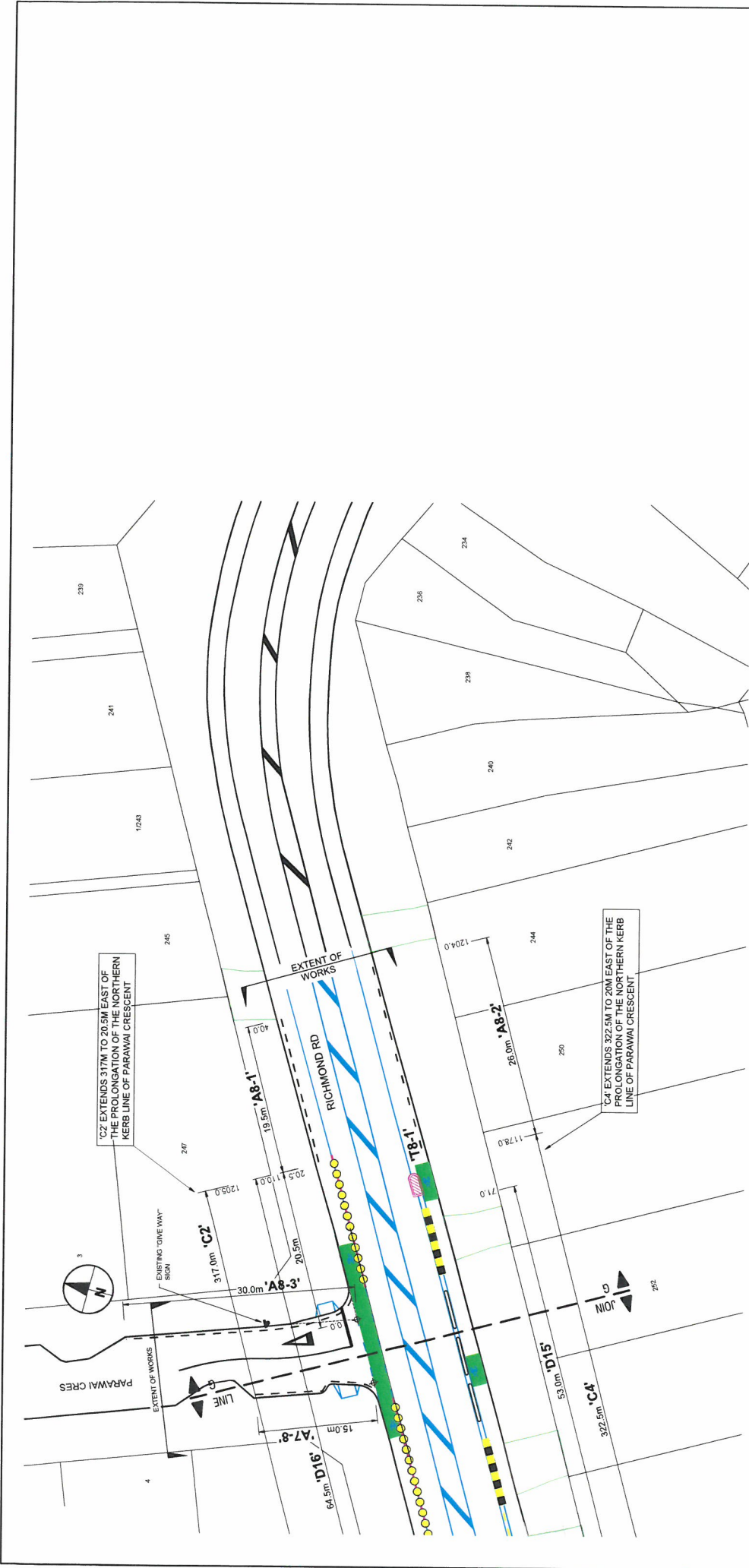
2. There is often a lot of litter dropped by people getting on and off buses would a litter bin also be provided.
3. Queried that during previous discussions it was noted that the bus stop at 554 Richmond Road was very close to the previous one outside the Grey Lynn Community Centre and the Surrey Crescent-Richmond Road junction while there was a long distance to the next bus stop just before the Bullock Track on Old Mill Road. Had any thought been given to consolidating both stops into one between the two points?

A meeting was arranged with the resident to discuss these concerns. The layout was explained and it was determined that there had been some confusion and the resident was happy with the proposal and the spacing given the wider project. It was also confirmed that a litter bin would be installed. A follow up email was sent after the meeting to confirm what was discussed and the resident responded that they were satisfied.

At the end of November 2016 an acknowledgement letter was sent out to all those submitters who provided contact details to advise them of when they could expect an update on the plans as a result of the feedback received. All of the feedback was analysed and considered and compiled into the Route C: Your Feedback report (available on request) along with the final decisions. This was uploaded on to the AT website. Email and letters were also sent out to all those submitters who provided contact details in mid-December 2016. This advised them of the report's availability to download, and gave them the web link.

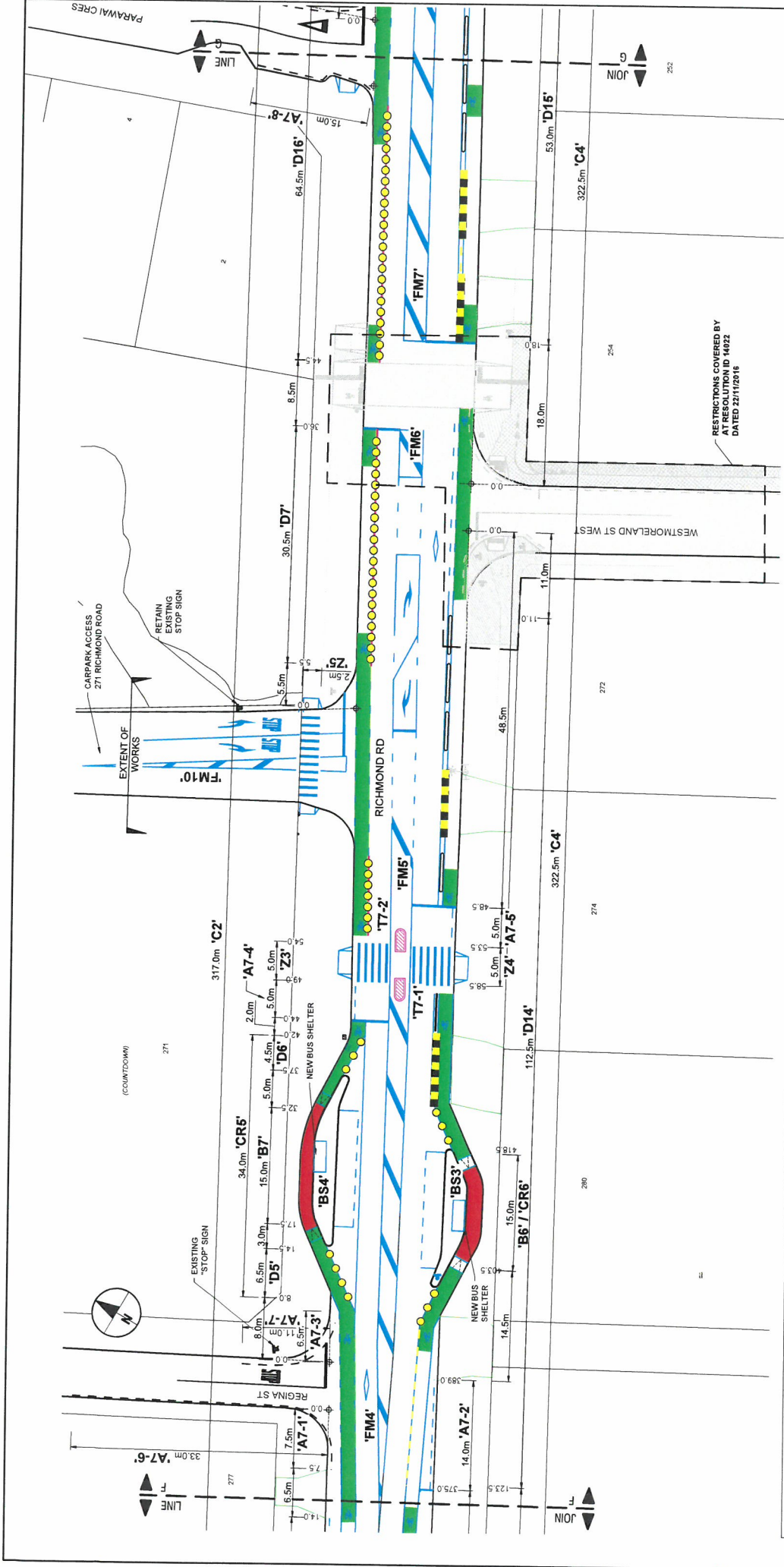
Specific close out letters were sent to specific stakeholders, addressing issues they had raised in their feedback in mid-December 2016. As the above stakeholders provided feedback for all four routes, their responses addressed issues raised on all four routes, in one letter.

Overall the internal, external and Waitemata Local Board feedback was closed out and the majority of the feedback supported the proposal.



LEGEND

	PROPOSED ROAD MARKING		PROPOSED CYCLE RAMP
	NEW PARALLEL PARKING BAY		CYCLIST PROTECTION - TYPE 1 (400mm WIDE CONCRETE SEPARATORS)
	PROPOSED CYCLE LANE		CYCLIST PROTECTION - TYPE 2 (600mm WIDE CONCRETE SEPARATORS)
	PRAM CROSSING TO BE REMOVED		CYCLIST PROTECTION - TYPE 3 (RUMBLE STRIPS)
	PROPOSED PRAM CROSSING		CYCLIST PROTECTION - TYPE 3A (LOW PROFILE SPEED CUSHION)
	NEW TRAFFIC ISLAND / ROAD HUMP		CYCLIST PROTECTION - TYPE 4 (100mm WIDE TRAFFIC SEPARATORS)
	PROPOSED CYCLE PATH		PROPOSED SAFETY FLEXI POST
	EXISTING SIGN TO BE RE-RESOLVED		PROPOSED SAFETY WHEEL STOPS (PARKING)
	SIGN TO BE REMOVED		EXTENDS BEYOND DRAWING
	PROPOSED / RELOCATED SIGN		
	EXISTING BUS SHELTER TO BE RE-RESOLVED		
	NEW BUS SHELTER		
	NEW BUS SHELTER		
	EXISTING DRIVEWAY		



Design:	NTS
Survey:	AP
Drawn:	DC
Date:	25/9/2017
Resolution ID:	14422
DWC #:	AT/WLB/14422/006
Rev:	C
Sheet #:	7 of 8

RESTRICTIONS COVERED BY
AT RESOLUTION ID 14022
DATED 22/11/2016

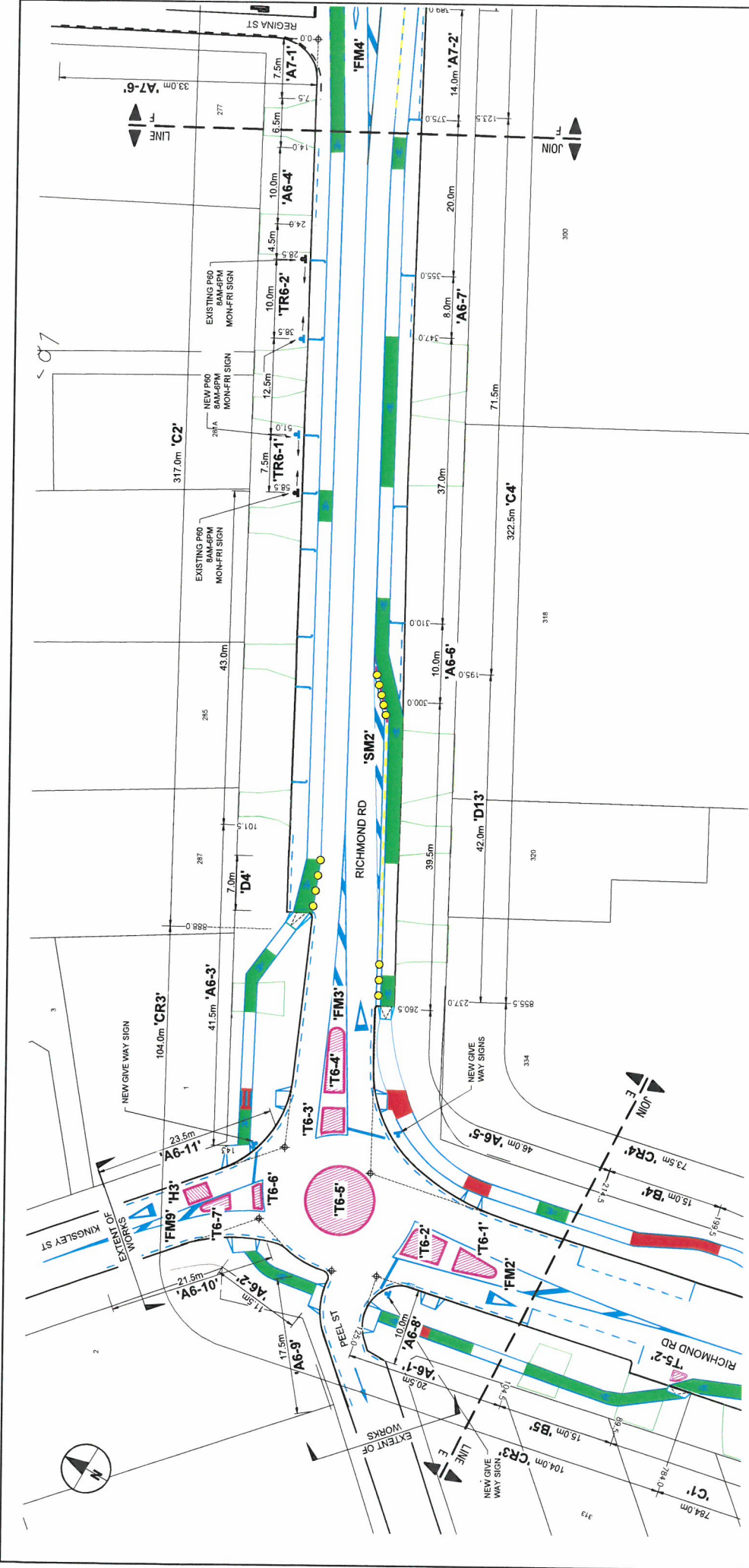
LEGEND

	PROPOSED ROAD MARKING		PROPOSED CYCLE RAMP
	NEW PARALLEL PARKING BAY		CYCLIST PROTECTION - TYPE 1 (400mm WIDE CONCRETE SEPARATORS)
	PROPOSED CYCLE LANE		CYCLIST PROTECTION - TYPE 2 (600mm WIDE CONCRETE SEPARATORS)
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	NEW TRAFFIC ISLAND / ROAD HUMPS		CYCLIST PROTECTION - TYPE 4 (100mm WIDE TRAFFIC SEPARATORS)
	PROPOSED CYCLE PATH		PROPOSED SAFETY FLEXI POST
	EXISTING SIGN TO BE RE-RESOLVED		PROPOSED SAFETY WHEEL STOPS (PARKING)
	SIGN TO BE REMOVED		EXTENDS BEYOND DRAWING
	PROPOSED / RELOCATED SIGN		
	EXISTING BUS SHELTER TO BE RE-RESOLVED		
	NEW BUS SHELTER		
	EXISTING BUS SHELTER		
	EXISTING DRIVEWAY		

PROJECT NAME: WAITEMATA SAFE ROUTES
ROUTE C - RICHMOND RD
WAITEMATA LOCAL BOARD
RESOLUTION PLAN

For:

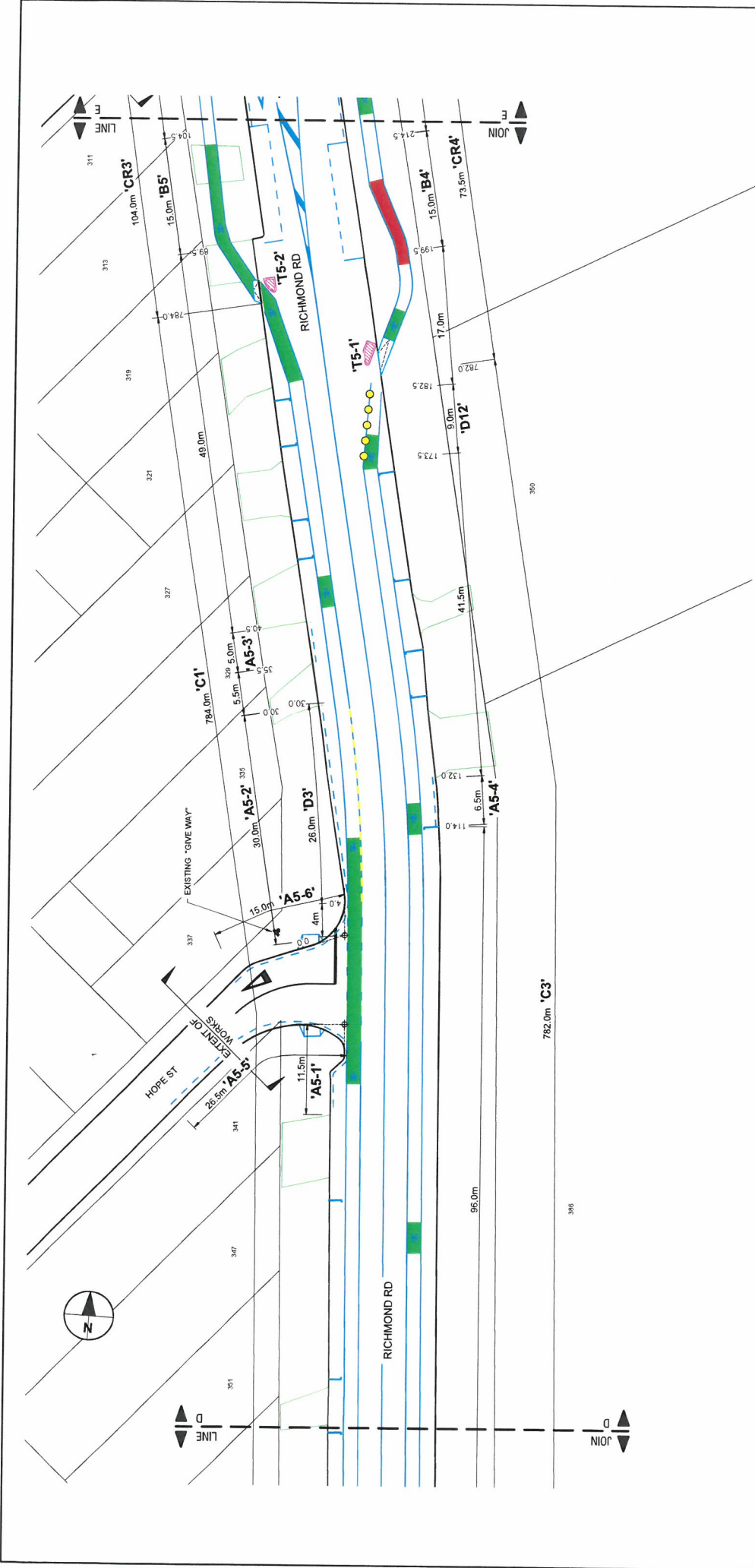
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LEGEND

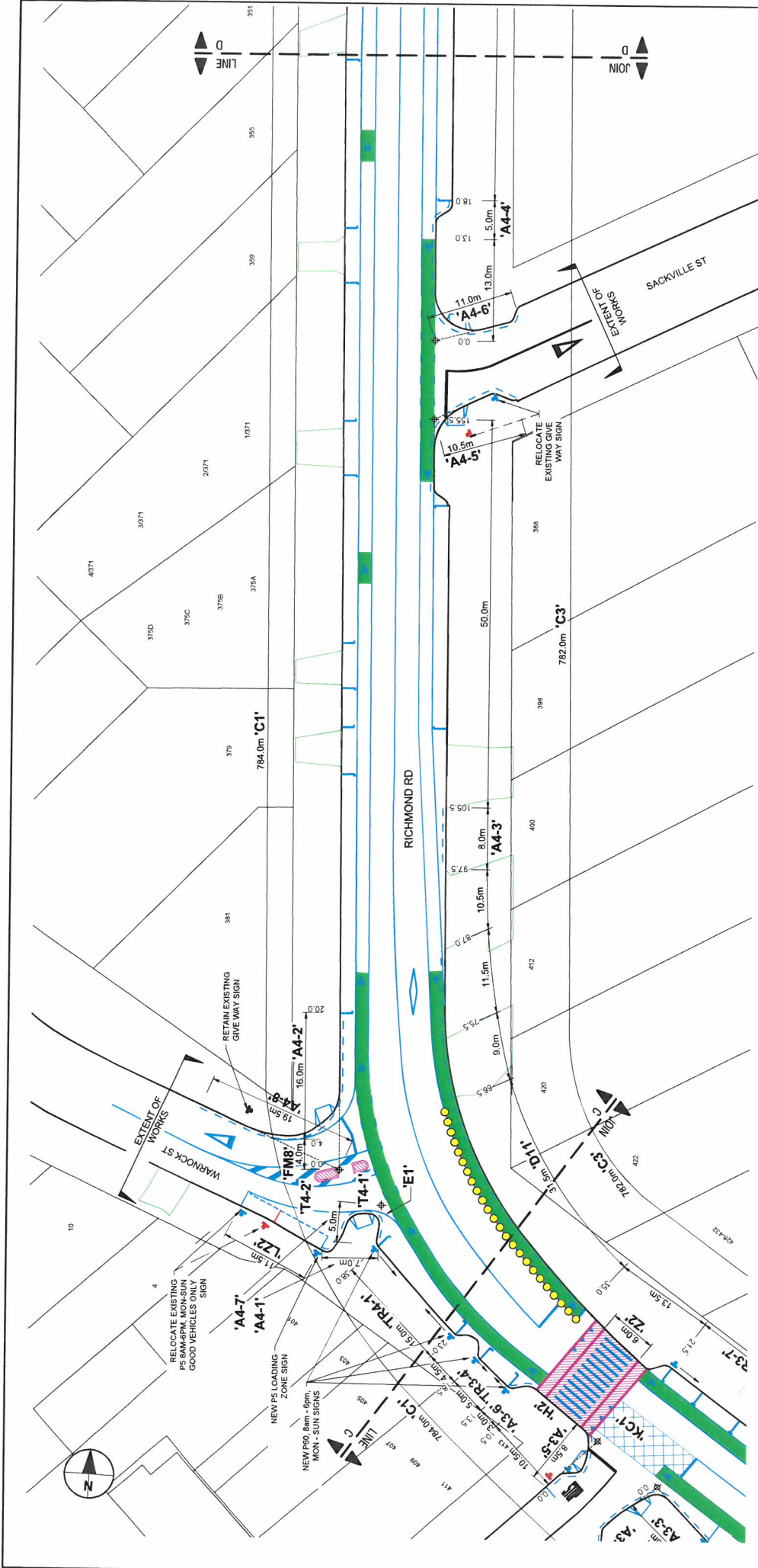
	PROPOSED ROAD MARKING		PROPOSED CYCLE RAMP
	NEW PARALLEL PARKING BAY		CYCLIST PROTECTION - TYPE 1 (600mm WIDE CONCRETE SEPARATORS)
	PROPOSED CYCLE LANE		CYCLIST PROTECTION - TYPE 2 (600mm WIDE CONCRETE SEPARATORS)
	PRAM CROSSING TO BE REMOVED		CYCLIST PROTECTION - TYPE 3 (RUMBLE STRIPS)
	PROPOSED PRAM CROSSING		CYCLIST PROTECTION - TYPE 3A (LOW PROFILE SPEED CUSHION)
	NEW TRAFFIC ISLAND / ROAD HUMP		CYCLIST PROTECTION - TYPE 4 (100mm WIDE TRAFFIC SEPARATORS)
	PROPOSED CYCLE PATH		PROPOSED SAFETY FLEXI POST
			PROPOSED SAFETY WHEEL STOPS (PARKING)
			EXTENDS BEYOND DRAWING
	EXISTING SIGN TO BE RE-RESOLVED		
	SIGN TO BE REMOVED		
	PROPOSED / RELOCATED SIGN		
	EXISTING BUS SHELTER TO BE RE-RESOLVED		
	NEW BUS SHELTER		
	NEW BUS SHELTER		
	EXISTING DRIVEWAY		

Prepared by:		For:		PROJECT NAME:	WAITEMATA SAFE ROUTES ROUTE C - RICHMOND RD WAITEMATA LOCAL BOARD RESOLUTION PLAN
				RESOLUTION ID:	14422
Design:	NTS	Survey:	AP	Drawn:	DC
Date:	25/9/2017	Rev:	C	Sheet#:	6 of 8



LEGEND

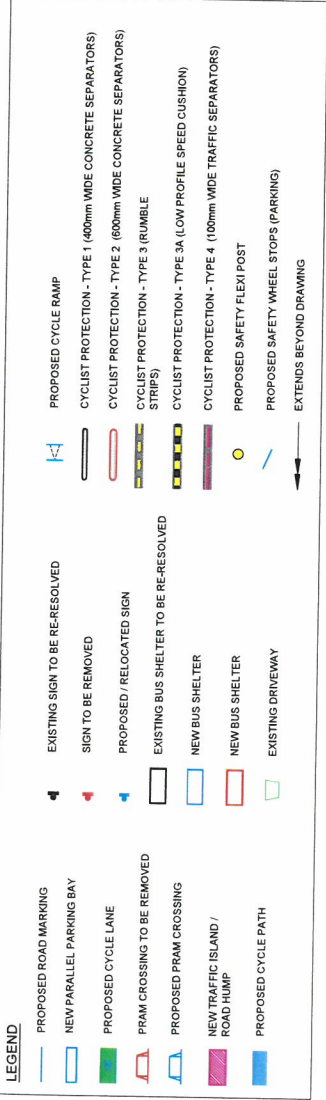
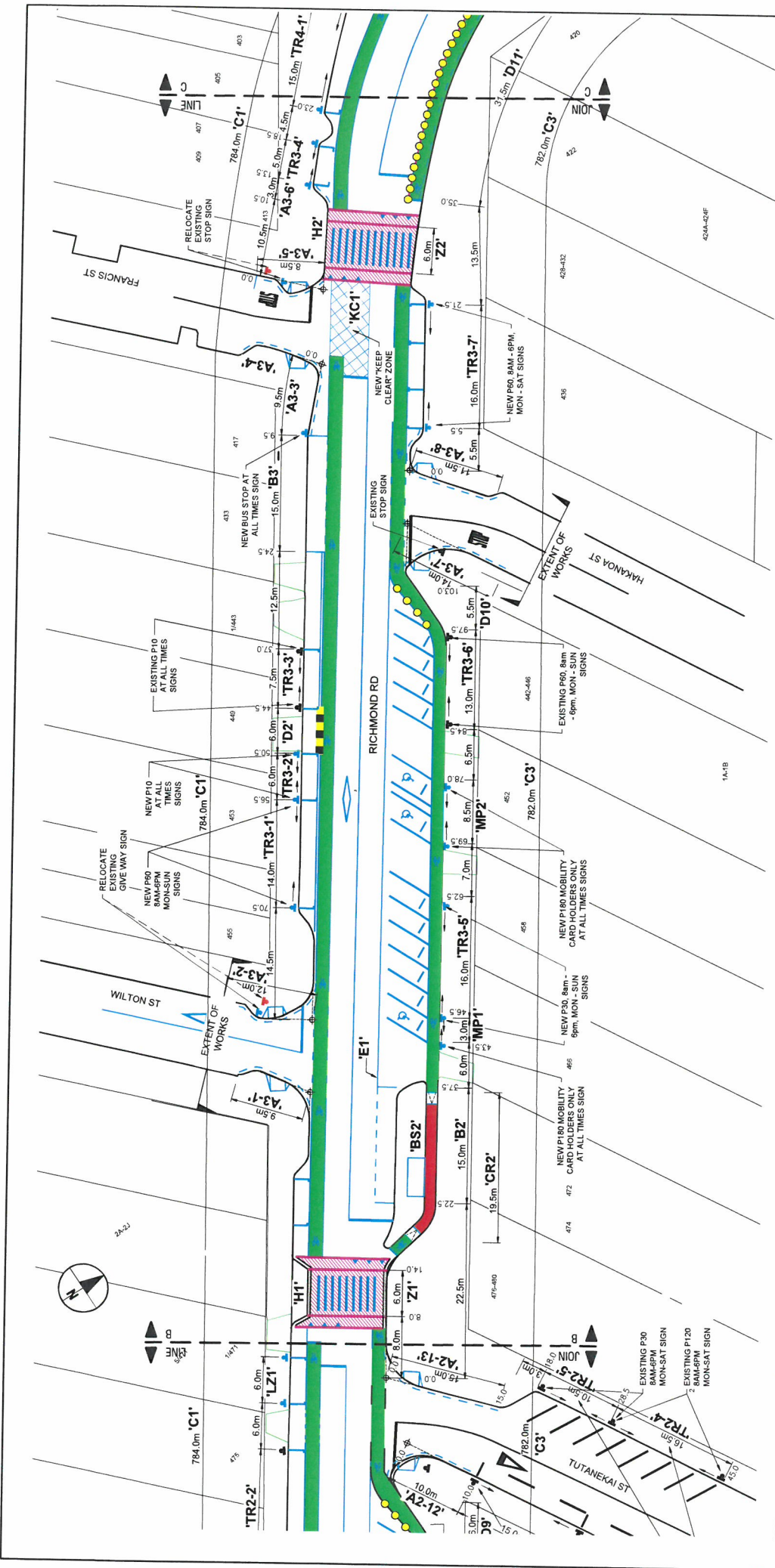
	PROPOSED ROAD MARKING		PROPOSED CYCLE RAMP
	NEW PARALLEL PARKING BAY		CYCLIST PROTECTION - TYPE 1 (400mm WIDE CONCRETE SEPARATORS)
	PROPOSED CYCLE LANE		CYCLIST PROTECTION - TYPE 2 (600mm WIDE CONCRETE SEPARATORS)
	PRAM CROSSING TO BE REMOVED		CYCLIST PROTECTION - TYPE 3 (RUMBLE STRIPS)
	PROPOSED PRAM CROSSING		CYCLIST PROTECTION - TYPE 3A (LOW PROFILE SPEED CUSHION)
	NEW TRAFFIC ISLAND / ROAD HUMPS		CYCLIST PROTECTION - TYPE 4 (100mm WIDE TRAFFIC SEPARATORS)
	PROPOSED CYCLE PATH		PROPOSED SAFETY FLEXI POST
	EXISTING SIGN TO BE RE-RESOLVED		PROPOSED SAFETY WHEEL STOPS (PARKING)
	SIGN TO BE REMOVED		EXTENDS BEYOND DRAWING
	PROPOSED / RELOCATED SIGN		
	EXISTING BUS SHELTER TO BE RE-RESOLVED		
	NEW BUS SHELTER		
	NEW BUS SHELTER		
	EXISTING DRIVEWAY		



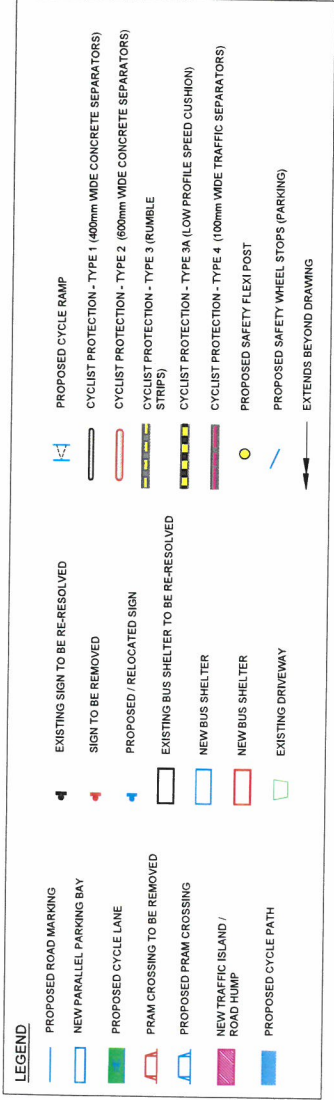
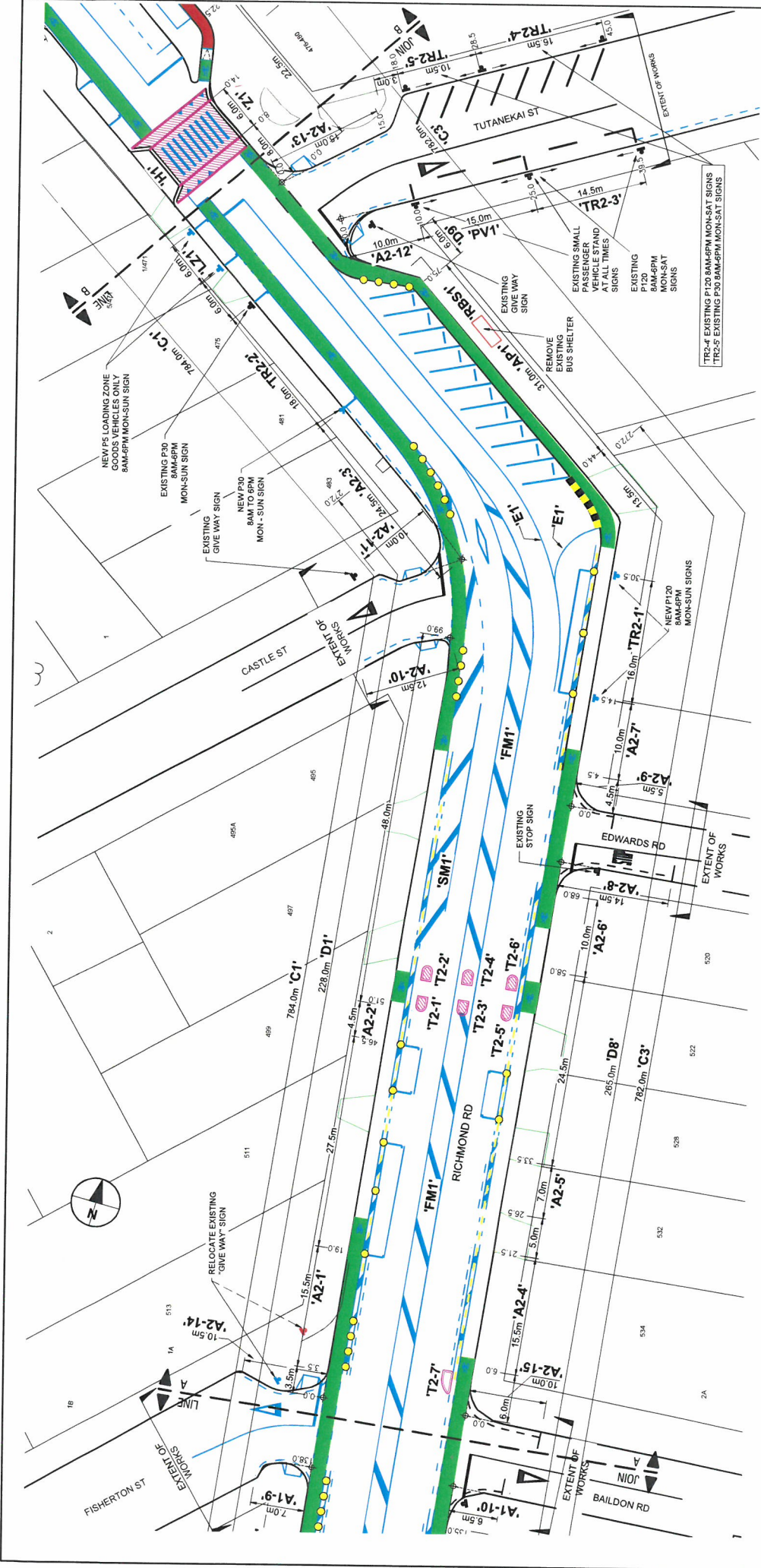
LEGEND

	PROPOSED ROAD MARKING		PROPOSED CYCLE RAMP
	NEW PARALLEL PARKING BAY		CYCLIST PROTECTION - TYPE 1 (400mm WIDE CONCRETE SEPARATORS)
	PROPOSED CYCLE LANE		CYCLIST PROTECTION - TYPE 2 (600mm WIDE CONCRETE SEPARATORS)
	PRAM CROSSING TO BE REMOVED		CYCLIST PROTECTION - TYPE 3 (RUMBLE STRIPS)
	PROPOSED PRAM CROSSING		CYCLIST PROTECTION - TYPE 3A (LOW PROFILE SPEED CUSHION)
	NEW TRAFFIC ISLAND / ROAD HUMPS		CYCLIST PROTECTION - TYPE 4 (100mm WIDE TRAFFIC SEPARATORS)
	PROPOSED CYCLE PATH		PROPOSED SAFETY FLEXI POST
			PROPOSED SAFETY WHEEL STOPS (PARKING)
			EXTENDS BEYOND DRAWING
	EXISTING SIGN TO BE RE-RESOLVED		
	SIGN TO BE REMOVED		
	PROPOSED / RELOCATED SIGN		
	EXISTING BUS SHELTER TO BE RE-RESOLVED		
	NEW BUS SHELTER		
	NEW BUS SHELTER		
	EXISTING DRIVEWAY		

	For:	PROJECT NAME: WAITEMATA SAFE ROUTES ROUTE C - RICHMOND RD WAITEMATA LOCAL BOARD RESOLUTION PLAN	
		Resolution ID: 14422	Design: NTS
Prepared by:	Date: 25/9/2017	Drawn: DC	Sheet #: 4 of 8
Survey: AP	DWG #: AT/WLB/14422/006	Rev: C	

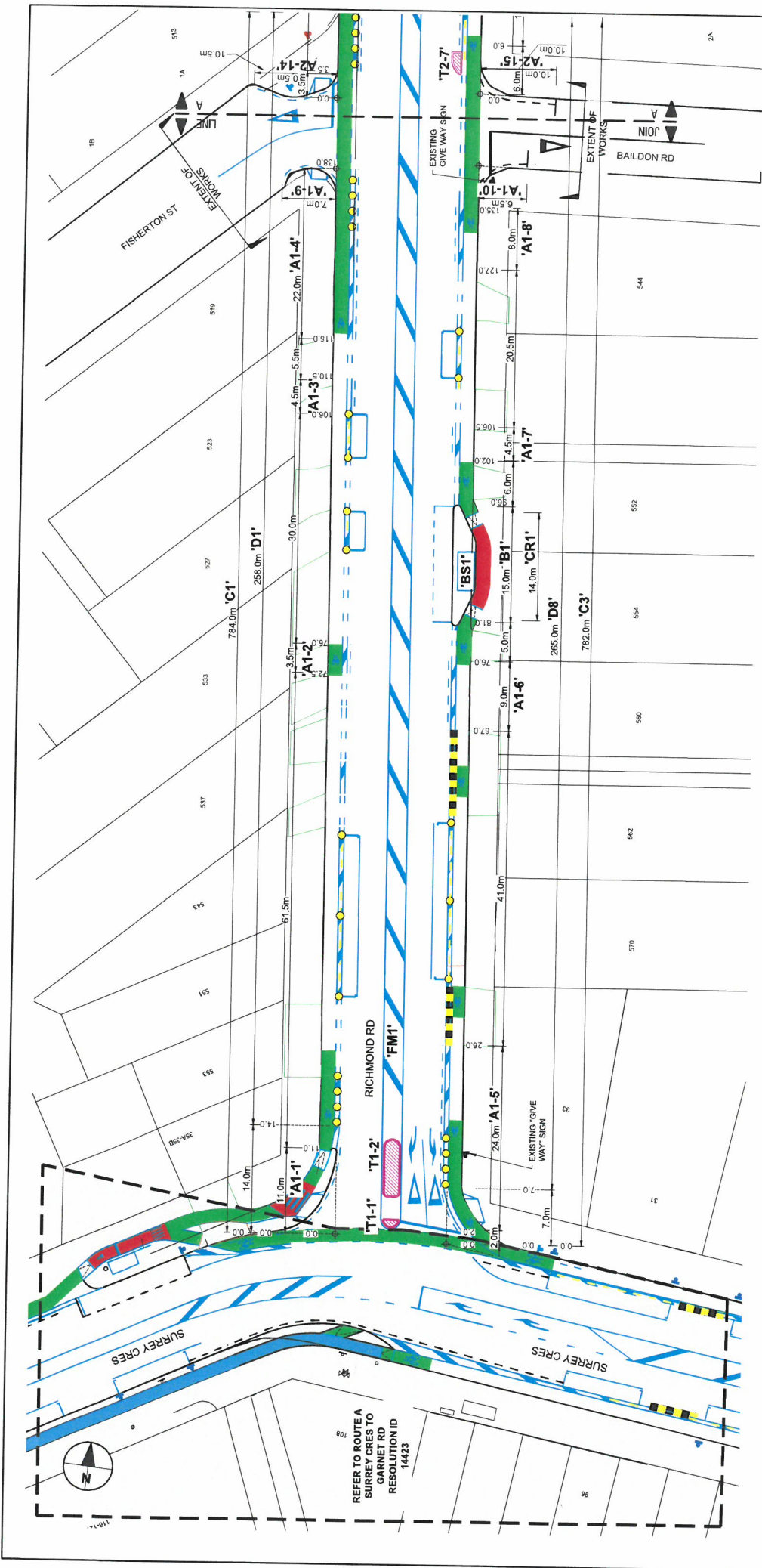


	For:	PROJECT NAME: WAITEMATA SAFE ROUTES ROUTE C - RICHMOND RD WAITEMATA LOCAL BOARD RESOLUTION PLAN	Design: NTS Survey: AP Drawn: DC Date: 25/9/2017	Resolution ID: 14422	DWG #: AT/WLB/14422/006 Rev: C Sheet#: 3 of 8
		Prepared by:	Date:	Resolution ID:	Design:



TR2-4 EXISTING P120 8AM-6PM MON-SAT SIGNS
 TR2-5 EXISTING P30 8AM-6PM MON-SAT SIGNS

Prepared by:		For:		PROJECT NAME:	WAITEMATA SAFE ROUTES ROUTE C - RICHMOND RD WAITEMATA LOCAL BOARD RESOLUTION PLAN
				RESOLUTION ID:	14422
Design:	NTS	Drawn:	DC	Date:	25/9/2017
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REFER TO ROUTE A
SURREY CRES TO
GARNET RD
RESOLUTION ID
14423

LEGEND

	PROPOSED ROAD MARKING		PROPOSED CYCLE RAMP
	NEW PARALLEL PARKING BAY		CYCLIST PROTECTION - TYPE 1 (600mm WIDE CONCRETE SEPARATORS)
	PROPOSED CYCLE LANE		CYCLIST PROTECTION - TYPE 2 (600mm WIDE CONCRETE SEPARATORS)
	PRISM CROSSING TO BE REMOVED		CYCLIST PROTECTION - TYPE 3 (RUMBLE STRIPS)
	PROPOSED PRISM CROSSING		CYCLIST PROTECTION - TYPE 3A (LOW PROFILE SPEED CUSHION)
	NEW TRAFFIC ISLAND / ROAD HUMPS		CYCLIST PROTECTION - TYPE 4 (100mm WIDE TRAFFIC SEPARATORS)
	PROPOSED CYCLE PATH		PROPOSED SAFETY FLEXI POST
	EXISTING SIGN TO BE RE-RESOLVED		PROPOSED SAFETY WHEEL STOPS (PARKING)
	SIGN TO BE REMOVED		EXTENDS BEYOND DRAWING
	PROPOSED / RELOCATED SIGN		
	EXISTING BUS SHELTER TO BE RE-RESOLVED		
	NEW BUS SHELTER		
	EXISTING DRIVEWAY		

Prepared by: 	For: 	PROJECT NAME: WAITEMATA SAFE ROUTES ROUTE C - RICHMOND RD WAITEMATA LOCAL BOARD RESOLUTION PLAN	
		RESOLUTION ID: 14422	Design: Survey: AP Drawn: DC Date: 25/9/2017
		NTS	DWG # : AT/WLB/14422/006
			Rev : C
			Sheet #: 1 of 8