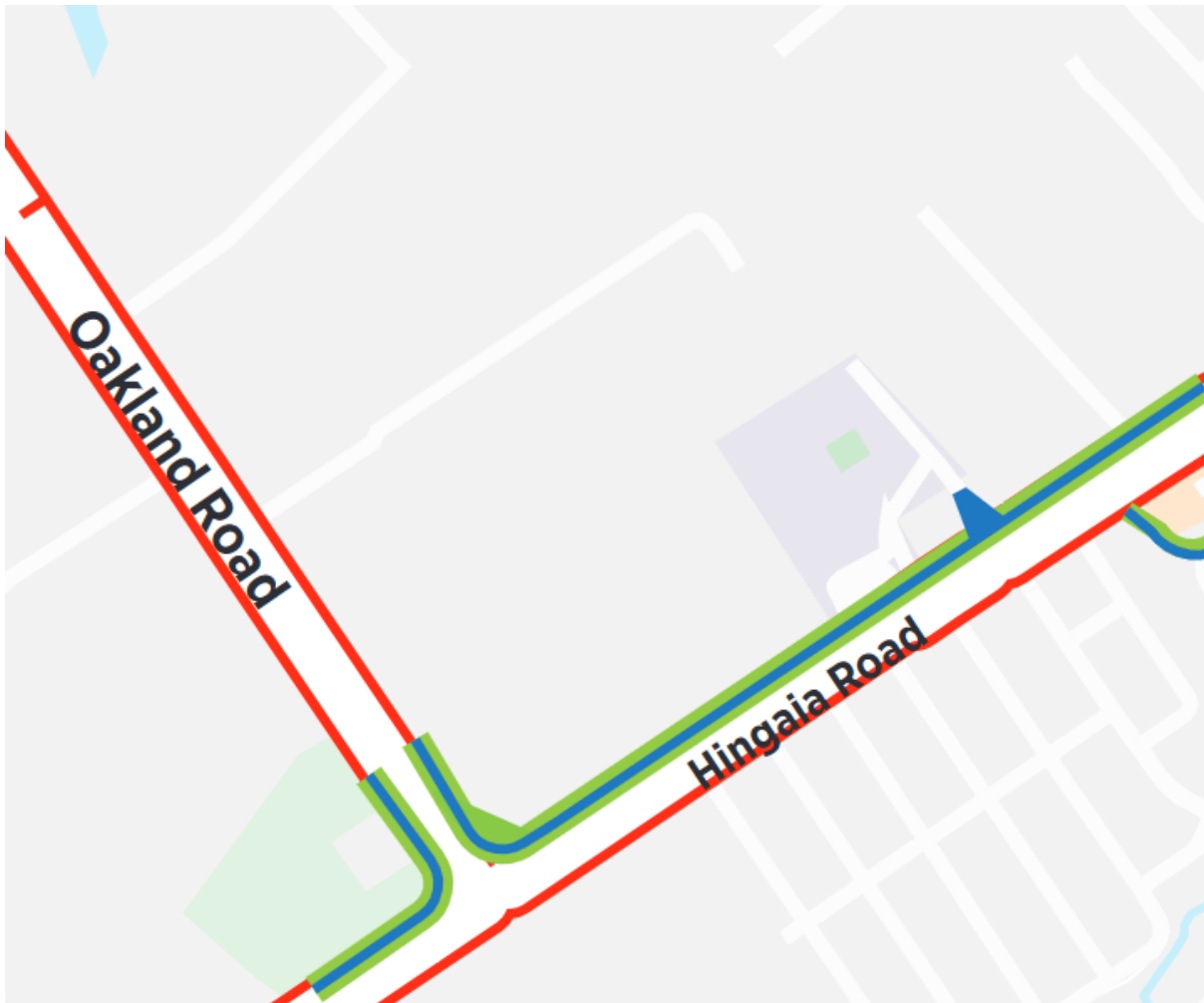


# Your Feedback on Hingaia Road and Oakland Road, Papakura – Safety Upgrades



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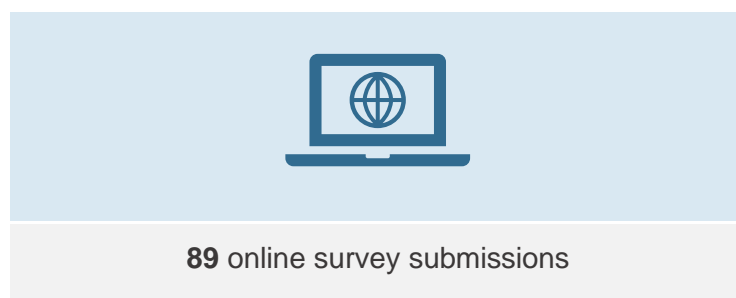
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# Summary

We proposed upgrades to Hingaia and Oakland Road intersection by providing safer pedestrians facilities in the area. The objectives of the proposal were:

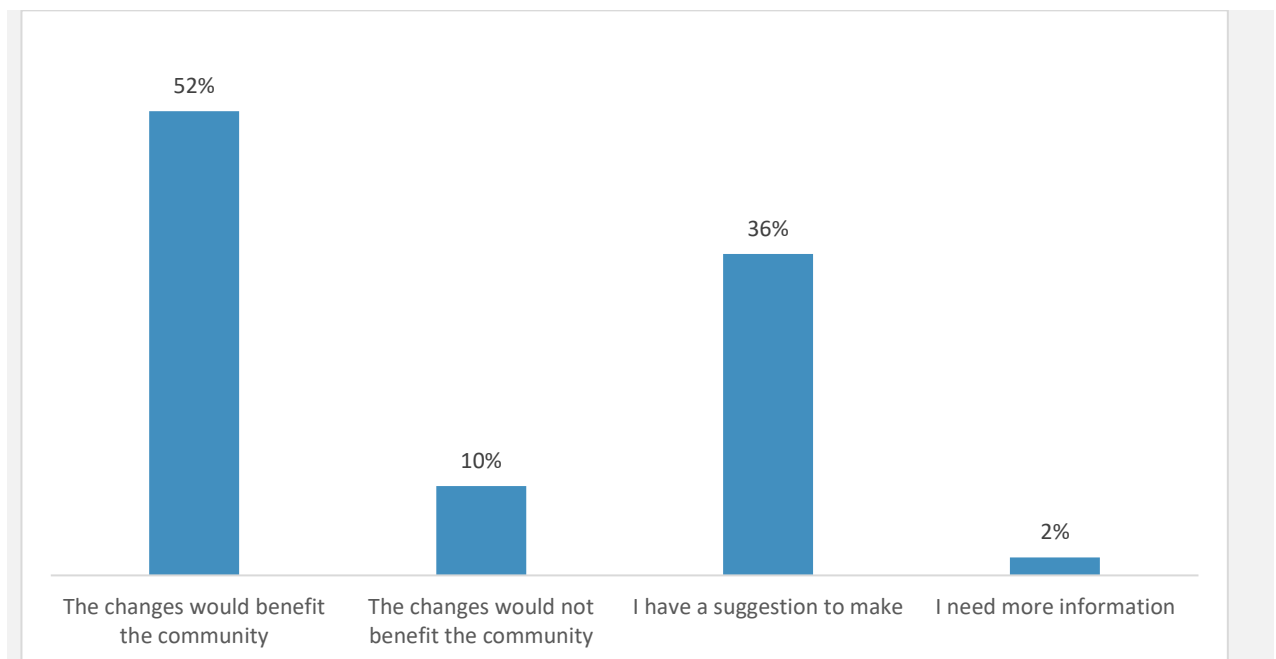
- To prioritise the safety of cyclists and pedestrians, especially school children who are trying to cross the road.
- To encourage drivers to slow down and take extra care when approaching the intersection and crossing.

The consultation ran from 8 to 24 May 2023 and received a total of 89 submissions through the online survey.



## Key themes in feedback

What do you think of the proposed safety upgrades?



## Background

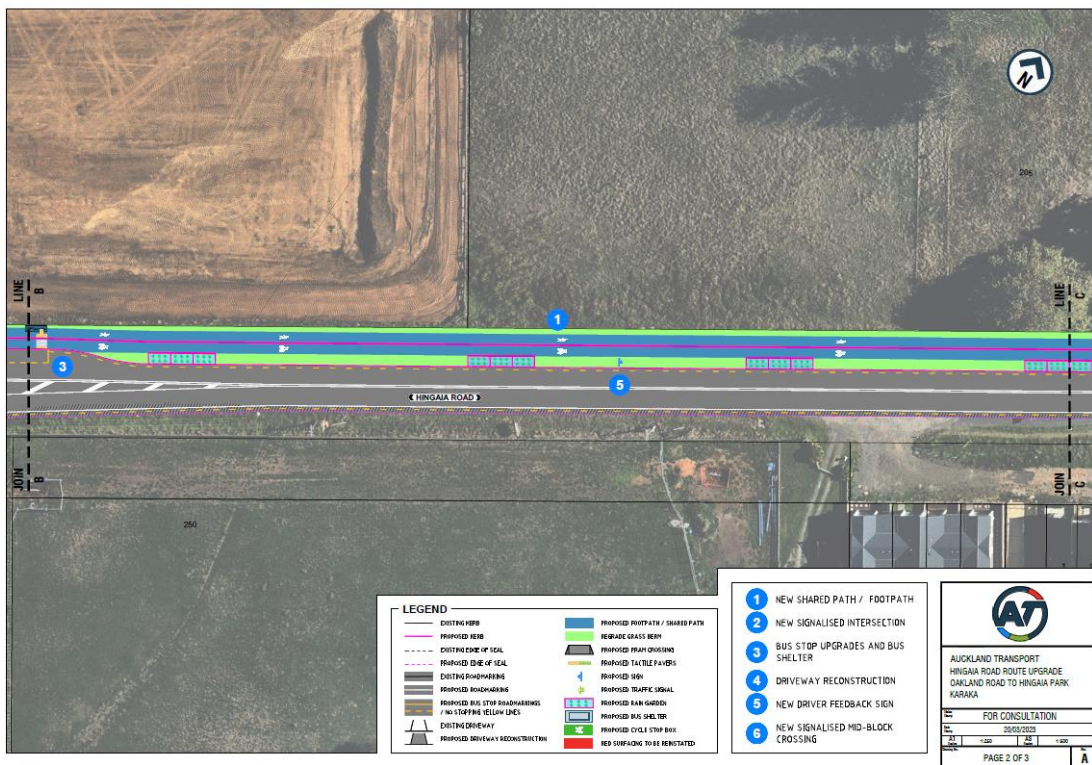
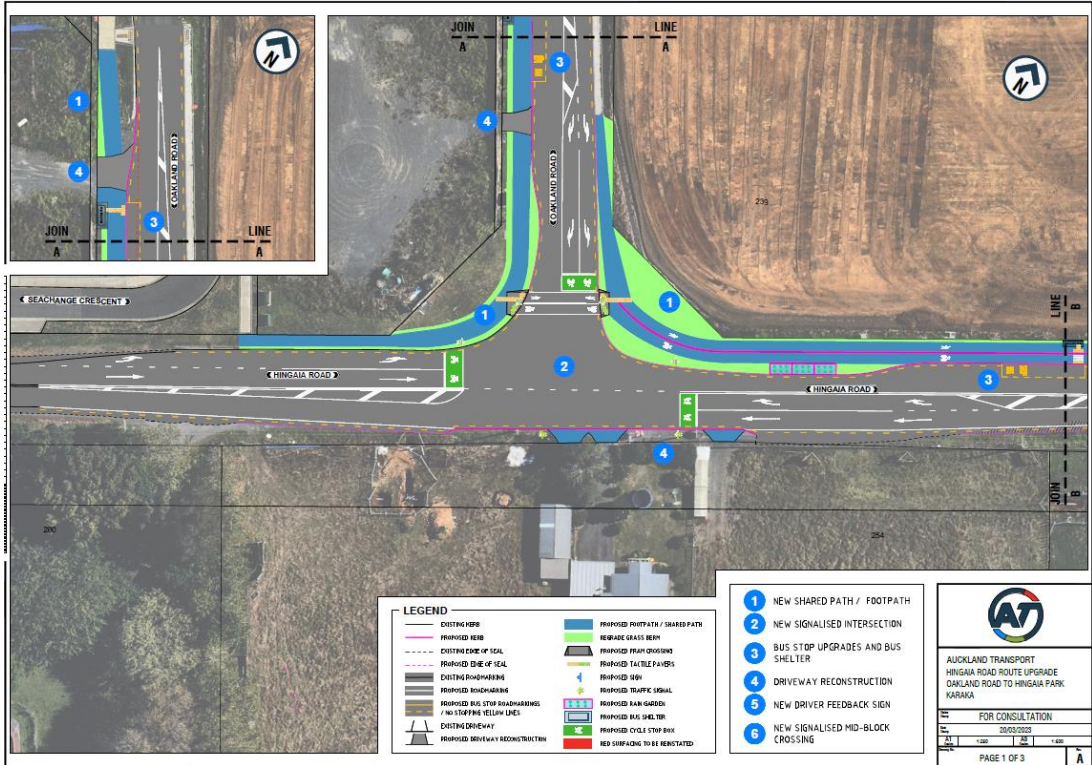
### What did we seek feedback on?

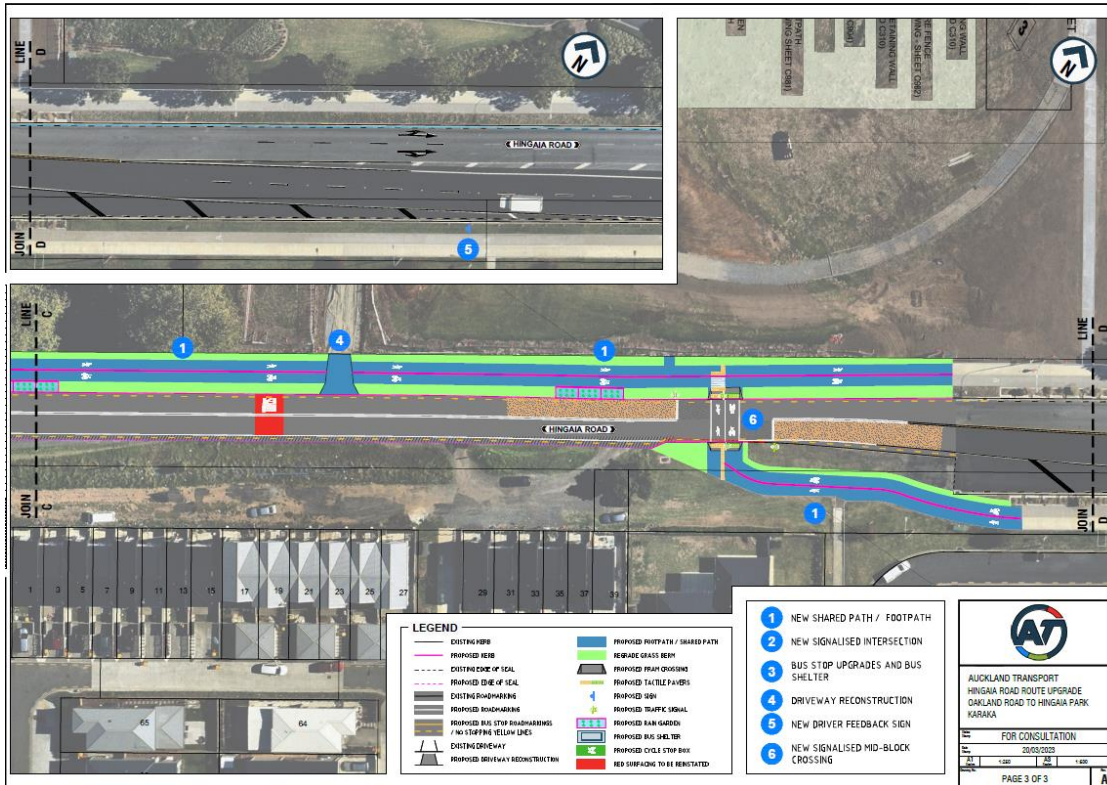
In response to concerns raised by nearby schools, particularly ACG Strathallan about the safety of students when crossing the road, we proposed to upgrade the Hingaia Road intersection by providing pedestrian safety facilities in the area.

### We proposed to:

- Install traffic signals at the intersection of Hingaia Road and Oakland Road to guarantee priority to cyclists and pedestrians, especially school children, crossing the road.
- Install a signalised pedestrian crossing on Hingaia Road, adjacent to Hingaia Park, where more pedestrians, especially children are expected to cross and access the park. This part of the proposal is funded by Auckland Council Parks.
- Extend the foot and cycle paths. It is proposed to follow the existing arrangement where the cycle path is separated from the footpath by mountable kerbs.
- Extend the kerb and add rain gardens to allow proper stormwater drainage.
- Paint broken yellow lines (no stopping at all times) along the new kerb to make it easier for drivers, pedestrians, and cyclists to see each other, and to facilitate traffic flows. This work is formalising the no parking restrictions on Hingaia Road and parts of Oakland Road where not many people park and where it is unsuitable or unsafe for parking.
- Install bus stops and shelters outside 239 and 257 Hingaia Road and Oakland Road to support existing and future bus services.
- Apply high friction surfacing on Hingaia Road on both approaches to the pedestrian crossing to improve safety.
- Paint new road markings and install advance warning signage and a driver feedback sign so oncoming motorists know they are approaching a crossing and should slow down.

[Download the proposal drawing for Hingaia and Oakland Road \(PDF 2MB\)](#)





## Papakura: Safe with us

We want to make our roads safe for everyone regardless of how they are travelling. We are guided by the [Vision Zero](#) approach to transport safety, which prioritises human safety. Projects like this one on Hingaia Road are another step towards our goal of achieving no deaths or serious injuries on our roads.

## Consultation

We proposed upgrades along Hingaia Road, particularly the intersection with Oakland Road to improve pedestrian facilities in the area. The consultation ran from 8 to 24 May 2023 and received 89 submissions.

### What we asked the community

What do you think of the proposed upgrades?
<b>The changes would benefit the community</b>
<b>The changes would not benefit the community</b>
<b>I have a suggestion to make</b>
<b>I need more information</b>

### Methods of consultation

- Consultation letter emailed and posted to Local Board, stakeholders and community.
- Online survey published on the [website](#) along with the details of proposal.

### How people provided feedback

The community and stakeholders were notified to provide feedback using an online submission form on our [Have Your Say website](#), phone or through email. The online survey form particularly for this project may be found here: [Hingaia Road and Oakland Road, Papakura – Safety Upgrades](#), please see the end of report for a copy of the feedback form.

### What happens next

After receiving a significant amount of support from the community, we will proceed with the proposal as it is. The proposal will progress to detailed design stage, with construction planned between 2023 and 2024, subject to funding availability. However, if there is any change to the programme, we will update the [webpage](#) accordingly.

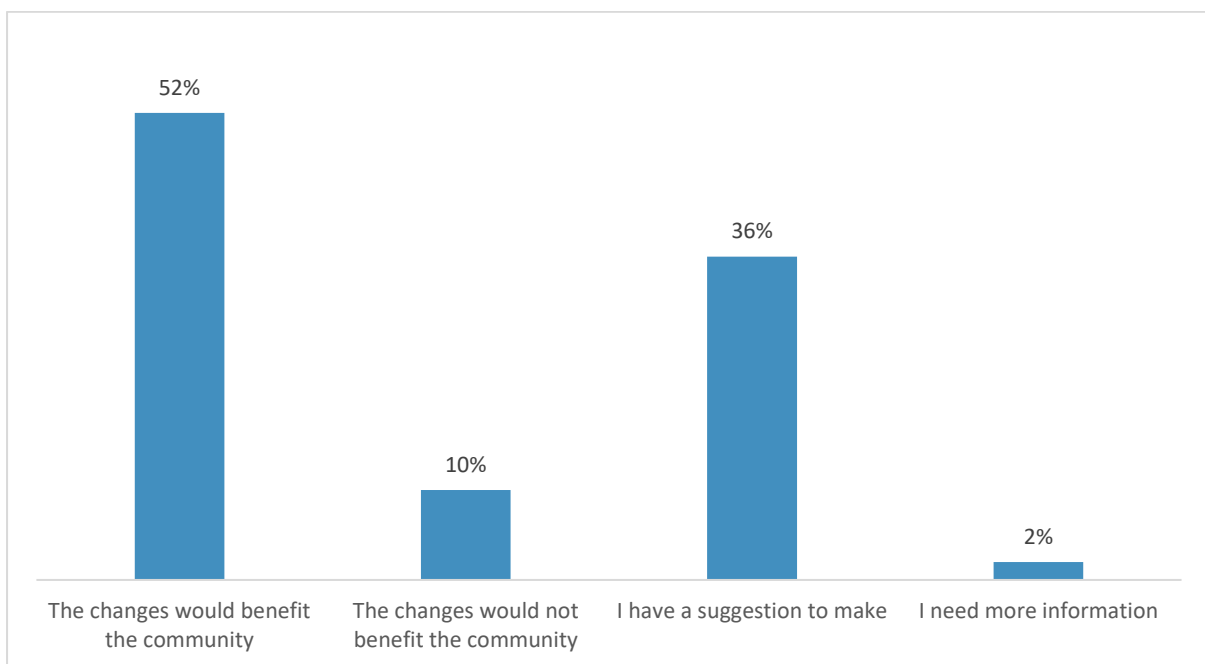
# Your feedback

## Overview

We received feedback on the proposal from 89 submitters.

## What do you think of the proposed safety upgrades?

A total of 89 submissions were received on this question, of which 52% stated that they believe that the proposed upgrades would benefit the community. This was followed by 36% of the respondents providing suggestions on what they think would benefit the community. 10% of the submitters believed that the proposed upgrades would not benefit the community, while 2% expressed that they need more information, to which we responded to.





## Frequently mentioned reasons for community support

**Supports that the proposal would allow safer crossing, walking, and cycling for pedestrians especially school children**

**21 mentions**



*“Kids can safely walk or bike from Hingaia area to Hingaia Peninsula School.”*

*“Safe crossings as people speed down Hingaia Road. A well-established footpath makes for safer walking and more aesthetic carriageway.”*

**Supports that the proposal will ease traffic congestion in the area**

**11 mentions**



*“Help traffic to flow better around the Hingaia Rd and Oakland Road intersection which gets heavily congested at peak times.”*

*“The current arrangement is extremely dangerous and congested. Phased lights are much needed, long overdue and welcomed.”*

**Supports that the proposal will increase safety for everyone on the road and reduce accident risks**

**5 mentions**



*“The intersection (Hingaia Road and Oakland Road) is currently very dangerous. The proposed traffic lights will substantially reduce accident risk.”*

*“This is absolutely essential, that junction is incredibly dangerous as it is now.”*

**Believes the proposal should be prioritised for safety issues**

**3 mentions**

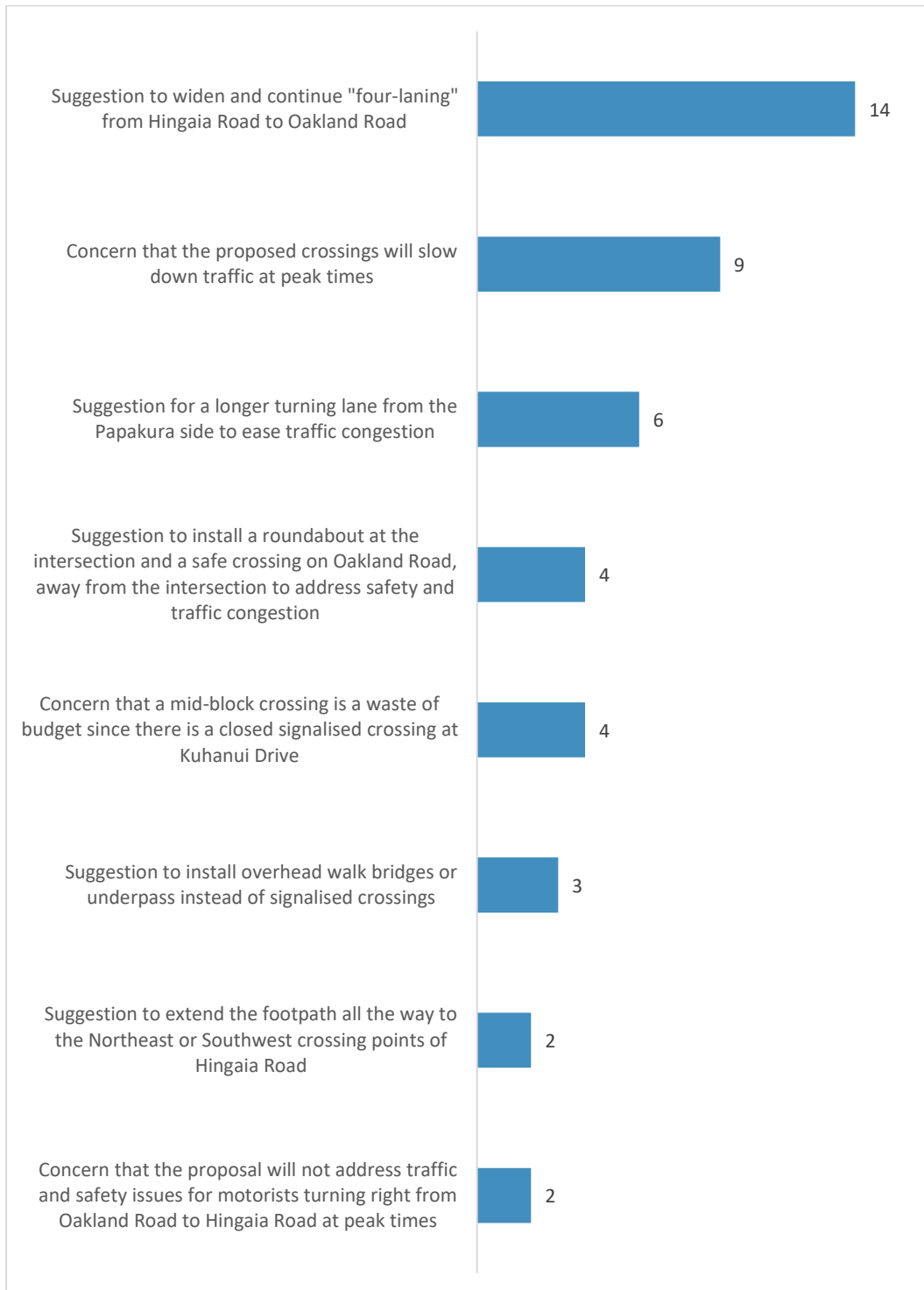


*“This is overdue and important for community safety.”*

*“This should absolutely be a significant priority to complete as soon as possible to ensure the safety of children walking to school.”*

## Suggestions and concerns

We received a range of suggestions and some concerns. The most frequently expressed feedback points are below:



## Feedback, Suggestions and AT responses

Respondents raised a wide variety of feedback and suggestions to improve our proposal. We have collated and responded to all suggestions and concerns identified in the feedback, organised by theme.

Feedback	AT response
<b>ROAD LANES</b>	
<ul style="list-style-type: none"> <li>• Suggestion to widen and continue "four-laning" from Hingaia Road to Oakland Road</li> <li>• Suggestion to have two lanes at the section of road to the east of Oakland Road to address both safety and traffic issues</li> <li>• Suggestion to install two lanes on both sides of the Hingaia Road between Oakland Road and Kahanui Road</li> <li>• Request for a dedicated bus lane during peak hours for ease of travel for commuters to address traffic and safety issues</li> </ul>	<p>The "four-laning" project, known as Stage 2 Hingaia Road Upgrade, is currently unfunded in the Regional Land Transport Plan (RLTP) 2021-2031. The RLTP will be reviewed next year and will be open for the public to make their submissions.</p> <p>The interim solutions we are currently proposing are to address some of the more urgent issues, given the unknown funding status of the Stage 2 Hingaia Road Upgrade. The proposal must be within the current road reserve boundary, until such time that land acquisition is enabled by the RLTP funding for Stage 2 Hingaia Road Upgrade. There is currently not enough road space to provide two lanes for each direction on Hingaia Road, or to provide dedicated bus lanes. These, however, will be considered as part of the Stage 2 Hingaia Road Upgrade.</p>
<b>TRAFFIC AND ACCESS CONCERNS</b>	
<ul style="list-style-type: none"> <li>• Concern that the proposed crossings will slow down traffic at peak times</li> </ul>	<p>We acknowledge the concerns about potential traffic delays along Hingaia Road.</p>

<ul style="list-style-type: none"> <li>• Suggestion for the project team to personally witness the congestion during peak hours to arrive at a more effective solution to the problem</li> </ul>	<p>The proposed signalisation enables our operations centre to manage and adjust the signal operations, and to prioritise certain movements when required. Our operations centre will actively monitor the traffic signals especially during peak times to minimise unnecessary delays.</p>
<ul style="list-style-type: none"> <li>• Suggestion for a longer turning lane from the Papakura side to ease traffic congestion</li> <li>• Concern that the proposal will not address traffic and safety issues for motorists turning right from Oakland Road to Hingaia Road at peak times</li> </ul>	<p>We understand the concerns about right turns in and out of Oakland Road, especially queries about right turn bay length.</p> <p>The right turn bay length was based on the traffic modelling done as part of our project investigations. The results indicated that signalisation would significantly improve the right turn queues on Hingaia Road. Based on our investigation, the existing right turn queues on Hingaia Road into Oakland Avenue is due to the high volume of opposing traffic and poor gap availability for right turners. Signalising the intersection would alleviate this issue and allow us to manage the queues as the proposal would:</p> <ul style="list-style-type: none"> <li>• Provide more green time for motorists turning right.</li> <li>• Modify the signal phasing during peak times to prioritise motorists turning right.</li> <li>• Allow the installation of an additional detector to identify the build-up of right turn queues and trigger the right turn phase.</li> </ul> <p>This would be a suitable solution in managing traffic demand at the intersection until such time that the Stage 2 Hingaia Upgrade is constructed.</p>
<ul style="list-style-type: none"> <li>• Concern that the proposed broken yellow lines outside his property at 254 Hingaia Road will block their access</li> </ul>	<p>We had a meeting with the owner and occupiers. Suitable solutions were discussed to address their concerns.</p>

RAIN GARDENS	
<ul style="list-style-type: none"> <li>Request to ensure the rain gardens are effective and would not cause flooding over the footpath to not drive the pedestrians and cyclists to the busy road</li> </ul>	<p>Stormwater design including rain gardens will be carried out at the next design phase. We will ensure they would not cause any extra flooding issues and are designed appropriately to the standards.</p>
<ul style="list-style-type: none"> <li>Concern that the rain gardens are dangerous and will cause permanent disabilities to cyclists</li> </ul>	<p>We will carefully design the rain gardens and ensure they do not become trip hazards for cyclists and pedestrians. Appropriate design standards will be applied.</p>
CYCLING CONCERNS	
<ul style="list-style-type: none"> <li>Concern that the cycle stop box will force the cyclists off the safer path</li> </ul>	<p>The proposed cycle stop box is to raise drivers' awareness of cyclists and to give priority to cyclists at the signalised intersections. As we are also providing off-road cycle facilities that are more suitable for school children, elderly and other less confident cyclists, the proposed on-road option is an alternative for the more confident cyclists who will claim the lane when approaching the intersection.</p>
<ul style="list-style-type: none"> <li>Concern about new roads being too narrow for cyclists</li> <li>Concern that the proposal did not consider cyclists' safety on the road</li> </ul>	<p>The proposed road width will be consistent with the existing width for the four-lane section of Hingaia Road and will be designed according to the current standards.</p> <p>As mentioned above, there will be off-road cycle facilities to cater for the less confident cyclists, while the confident cyclists could choose to use the traffic lanes.</p>

<ul style="list-style-type: none"> <li>Concern that a cycling lane will not be that useful as there are not a lot of cyclists in the area</li> </ul>	<p>The proposed cycle path is an extension of the existing cycle path on the four-lane section of Hingaia Road. It will connect to the shared path on Oakland Road to remove the gap of safe cycle facilities on Hingaia Road between the schools and residential areas. There are school children who use the existing cycle paths, and we expect to see more as this is a fast-developing area.</p>
<ul style="list-style-type: none"> <li>Concern that the combined walk and cycleways will be used as a shortcut by vehicles trying to access houses</li> </ul>	<p>We will monitor any illegal use by motorists who use the shared path as a shortcut to access houses. Mitigations will be provided if any illegal use is observed.</p>
<p><b>SIGNALISED CROSSING</b></p>	
<ul style="list-style-type: none"> <li>Concern that a mid-block crossing is a waste of budget since there is a close signalised crossing at Kuhanui Drive</li> </ul>	<p>We understand that the area is fast-developing and new developments continue to happen on the southern side of Hingaia Road towards the west, including a retirement village. As such, pedestrian demands will continue to grow especially with the new Hingaia Park. The proposed mid-block crossing in front of the park would help provide safer pedestrian crossing facilities as the next signalised crossing is a walk further up to the intersection of Hingaia Road and Kuhanui Drive.</p>
<ul style="list-style-type: none"> <li>Concern that a signalised crossing would be more dangerous for pedestrians especially children</li> </ul>	<p>In terms of the safety of the mid-block signalised crossing, we will use several key interventions in this project:</p> <ul style="list-style-type: none"> <li>High friction surface - to assist drivers to stop before the crossing point.</li> <li>Driver feedback signs on both directions - to help with drivers' alertness approaching to the crossing.</li> </ul>

	<ul style="list-style-type: none"> <li>The width of the lanes will be narrowed, and roadside features with kerb and channel, raingardens - will further add to the visual narrowing compared to the existing wide and open rural road.</li> </ul> <p>The mid-block crossing is also within the school zone with lower speed during school peaks. This helps with managing the speed during school peak hours when the crossing is expected to be most used.</p>
<ul style="list-style-type: none"> <li>Suggestion to raise the proposed crossing adjacent to Hingaia Park to slow down vehicles</li> </ul>	<p>We had to consider the unique nature and constraints that we come across for the inclusion of raised crossings. Some of the factors for this site include spatial constraints with the interim nature of the project, stormwater/ flooding issues, and land use. We will provide on-going monitoring on this crossing and provide further improvements if needed.</p>
<b>FOOTPATH</b>	
<ul style="list-style-type: none"> <li>Suggestion to extend the footpath all the way to the northeast or southwest crossing points of Hingaia Road</li> </ul>	<p>There are suitable alternative footpaths through the internal roads such as Kabardin Street and Paso Fino Crescent, to access to the pedestrian crossing. This would be enough for now until this part of Hingaia Road is fully upgraded. In addition, as the future road widening on Hingaia Road will occur on the southern side of the road with land acquisition, any footpath extension on the southern side we provide now is likely to be removed.</p>
<b>OTHER</b>	
<ul style="list-style-type: none"> <li>Suggestion to install a roundabout at the intersection and a safe crossing on Oakland Road, away from the intersection to address safety and traffic congestion</li> </ul>	<p>As the intersection of Oakland Road and Hingaia Road will require signalisation when there are two lanes in each direction in the future, providing a roundabout would not be a future-proofing option. A roundabout cannot be managed or have certain movements prioritised</p>

	<p>like a signalised control could. Vehicles exiting Oakland Road via a roundabout will still find it hard to find a gap due to the constant traffic flow on Hingaia Road. It will also be difficult for both pedestrians and cyclists to cross a roundabout, which is crucial as there are school children who walk to nearby schools.</p>
<ul style="list-style-type: none"> <li>• Suggestion to install overhead walk bridges or underpass instead of signalised crossings.</li> </ul>	<p>Overhead walk bridges are typically considered where there is very high pedestrian crossing demand due to the significant cost of the bridge. The current road reserve is also not sufficient to accommodate a bridge structure. It would also not be easy to use for the elderly, wheelchair, and pram users, therefore, a signalised pedestrian crossing would be a more suitable facility.</p>
<ul style="list-style-type: none"> <li>• Suggestion to install public toilets at Hingaia Park instead of the mid-block crossing.</li> </ul>	<p>This suggestion will be passed on to Auckland Council who manage the park.</p>



# Attachment 1: Feedback form

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

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

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## What do you think of the proposed changes to your neighbourhood?

- The changes would benefit the community
- The changes would not benefit the community
- I have a suggestion to make
- I need more information

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## What best describes your interest in this proposal?

*(Select all that apply)*

- I live or own property in the area
- I work or own a business in the area
- I study in the area
- I walk or cycle in the area
- I drive or bus in the area
- Other (please specify)

## How did you hear about this project?

*(Select all that apply)*

- Information posted to me
- Information emailed to me
- Word of mouth
- Auckland Transport website
- Social media, e.g. Facebook, Neighbourly
- Blog, e.g. Bike Auckland, Greater Auckland, Reddit
- Media article, e.g. radio, newspaper or online
- Paid advertisement, e.g. radio, newspaper or online
- AT Ambassadors (handed a letter)
- Other (please specify)

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**Contact Information**

Auckland Transport will not use your contact information for anything other than to communicate changes to this proposal if you opt in to receive updates from us. More on our privacy policy [here](#).

Name

Business/Organisation

Street address

Suburb

City/Town

Postal Code

Country

Email Address

Phone Number

**Would you like to receive email updates on the proposed changes?**

We send proposal outcome emails at the end of the project and proposal update emails throughout the year. We will not use your email address for any other purpose.

- Yes
- No



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The following questions are optional and help us understand who we are reaching. If you would prefer not to answer, you can scroll to the bottom of the page and click the Next → button.

**What gender do you identify with?**

- Male
- Female
- Another gender (please specify)
- I'd rather not say

**Which ethnic group(s) do you identify with?**

(Select all that apply)

- African
- Asian
- European
- Latin American
- Māori
- Middle Eastern
- Pacific Peoples
- Another ethnicity (please specify)
- I'd rather not say

**Which is your age bracket?**

- Under 18
- 18 - 24 years old
- 25 - 34 years old
- 35 - 44 years old
- 45 - 54 years old
- 55 - 64 years old
- 65 - 74 years old
- 75+
- I'd rather not say



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