

Henderson Road Safety Improvements Feedback Report



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Summary

Auckland Transport (AT) are currently working towards making road safety improvements in Henderson to provide a safer environment for all – especially as our project area has a high number of schools and childcare facilities, which require better and safer walking and cycling safety facilities.

Many deaths and serious injuries take place on Auckland's roads, and according to our crash statistics, 80% of all deaths and serious injuries happen on 50km/hr local urban roads.

Nearly half of those deaths and injuries involve vulnerable road users – children, the elderly, people cycling and walking and we are committed to reducing the numbers of deaths and serious injuries on our roads over the next 10 years.

We consulted on this proposal from 10 February 2020 to 8 March 2020 and received 149 submissions.

Key themes in feedback

- General positive comments on the proposal
- Speedbump traffic calming is a good safety measure
- Please review the raised tables to ensure consistency in terms of how they function as safe and accessible crossing points
- Good safety measure near schools
- General negative comments on proposal
- Speedbumps will slow traffic and cause congestion
- Speedbump traffic calming will cause damage to vehicles
- Concern around too many speedbumps around Rathgar Road
- Concerns that parking restrictions

Project Outcome

Auckland Transport has reviewed the feedback provided and taken it all into consideration before making any final decisions on the project outcome.

Project outcome: The proposed improvements will go ahead, with the following amendments:

- Tightening up on the kerb radius on Kingsdale Rd at its intersection with Pomaria Rd.
- Upgrading the pedestrian crossing facilities across Kingsdale Rd at its intersection with Pomaria Rd.
- Install cycle access ramps on Pomaria Rd at its intersection with Lincoln Rd.

Next steps

After feedback closes we will:

- Seek approval for detailed design, procurement and construction.
- Construction is likely to start in November/December 2020, and to be completed by February/March 2021.

Background

What are we seeking feedback on?

Henderson has a number of great cultural, recreational and educational facilities, and there is also demand for improved facilities and connection. Panuku (Auckland Council's regeneration agency) are planning a number of improvements in Henderson, and later this year there will a consultation on new cycleways in the wider area. Over the next few years, there will be substantial investment into Henderson, with a number of new connections and improvements being implemented.

Swanson Road, Universal Drive and Lincoln Road

Proposed changes include:

- New speed bumps to lower driver's speeds.
- Painting a section of the road red to encourage drivers to slow down.
- New speed tables.
- Upgrading pedestrian crossings to raised zebra crossings to a platform level with the footpath. This will improve road safety by slowing high traffic speeds near the crossings.

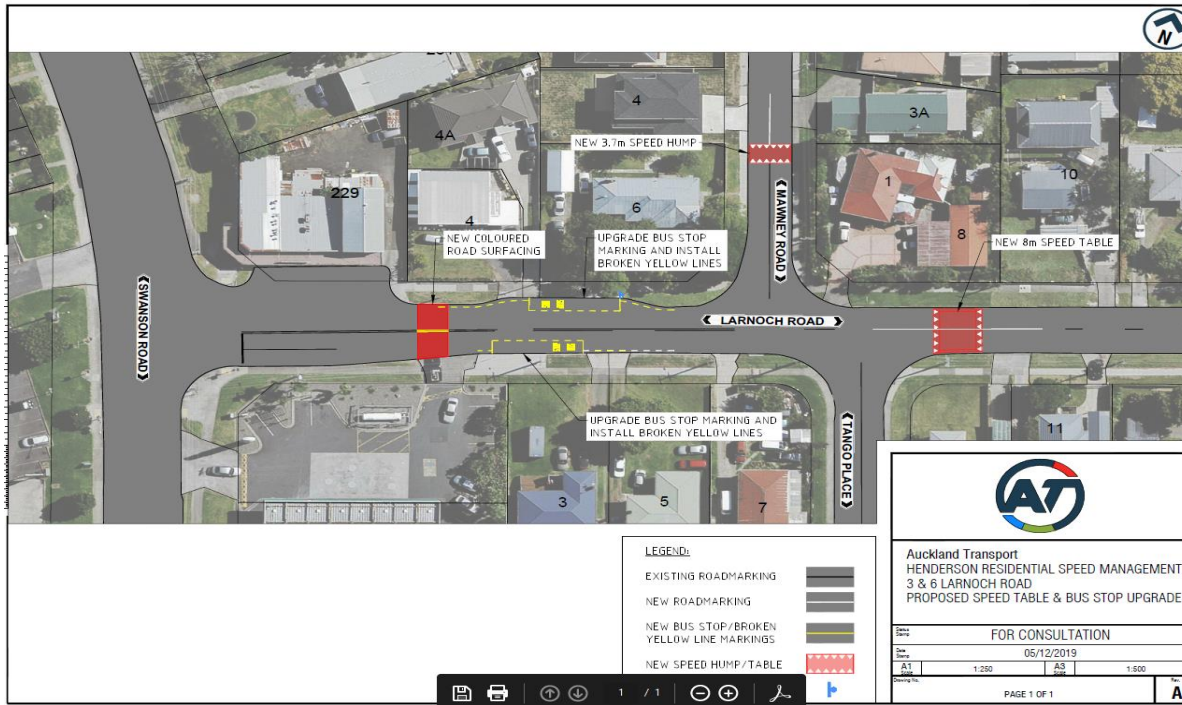
<https://at.govt.nz/media/1981871/j005315-henderson-consultation-map-v2-1.pdf>

Larnoch Road and Mawney Road

Proposed changes include:

- New speed bump and new speed tables outside 8 and 32 Larnoch Road and 6 Mawney Road, to lower driver's speeds.
- Install new coloured road surfacing outside 4 Larnoch Road to encourage drivers to slow down.
- Upgrade bus stop markings and signs and install broken yellow lines either side of the bus stops outside 3, 6, and 38 Larnoch Road to improve visibility.





Edwards Avenue

Proposed changes include:

- New speed bump and new speed table outside of number 4 and number 26 Edwards Avenue, to lower driver's speeds.
- New raised zebra crossing outside 13 Edwards Avenue, and new speed table and traffic island.
- Widen the footpath next to the zebra crossing and install kerb ramps.

- New broken yellow lines markings (no stopping at all times) to improve visibility.
- New signs and road makings to make sure drivers navigate the crossing safely.
-





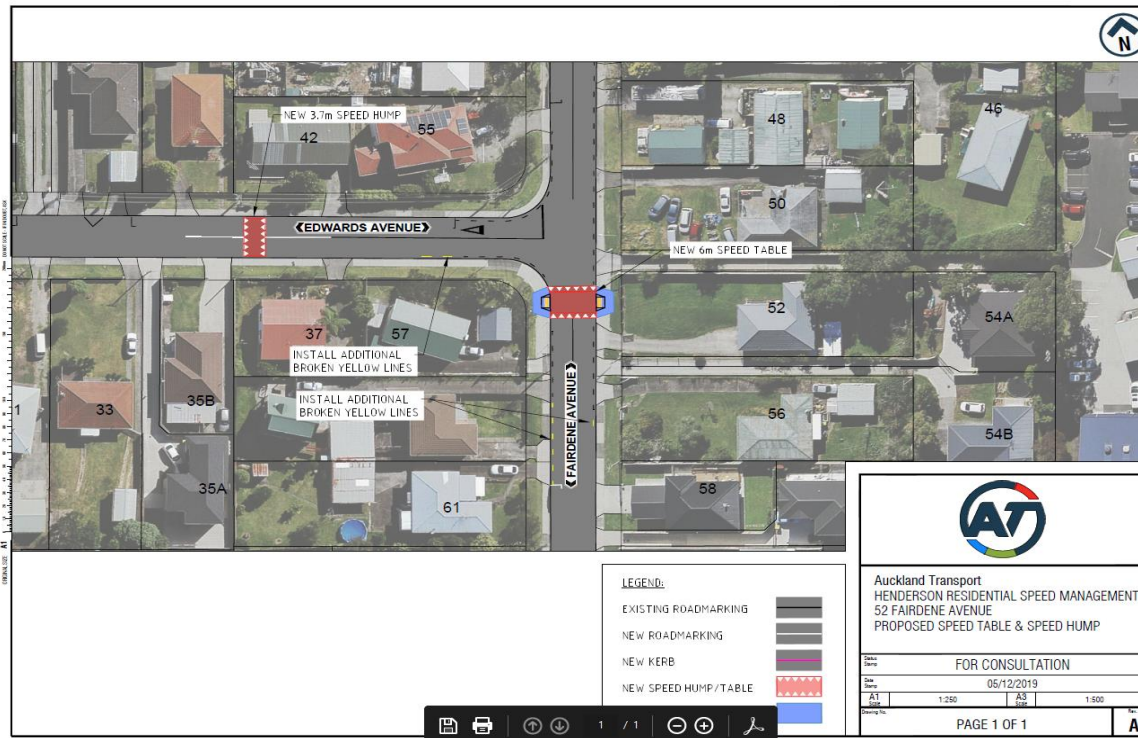
Fairdene Avenue and Edwards Avenue

Proposed changes include:

- New speed bumps at 37 Edwards Avenue.
- New speed table to help reduce driver's speeds.

- Widen the footpath to make it easier to access the crossing point.
- New broken yellow lines (no stopping at all times) to improve visibility.





Pomaria Road

Proposed changes include:

- New speed bumps at 70, 56, 42 and 12A Pomaria Road.
- Upgrade the zebra crossing at 26 Pomaria Road, to include a speed table and traffic island.

- Widen the footpath next to the zebra crossing and install kerb ramps.
- Extend the kerb out on each side of the new speed bumps.
- New signs and road markings to make sure drivers navigate the crossing safely.

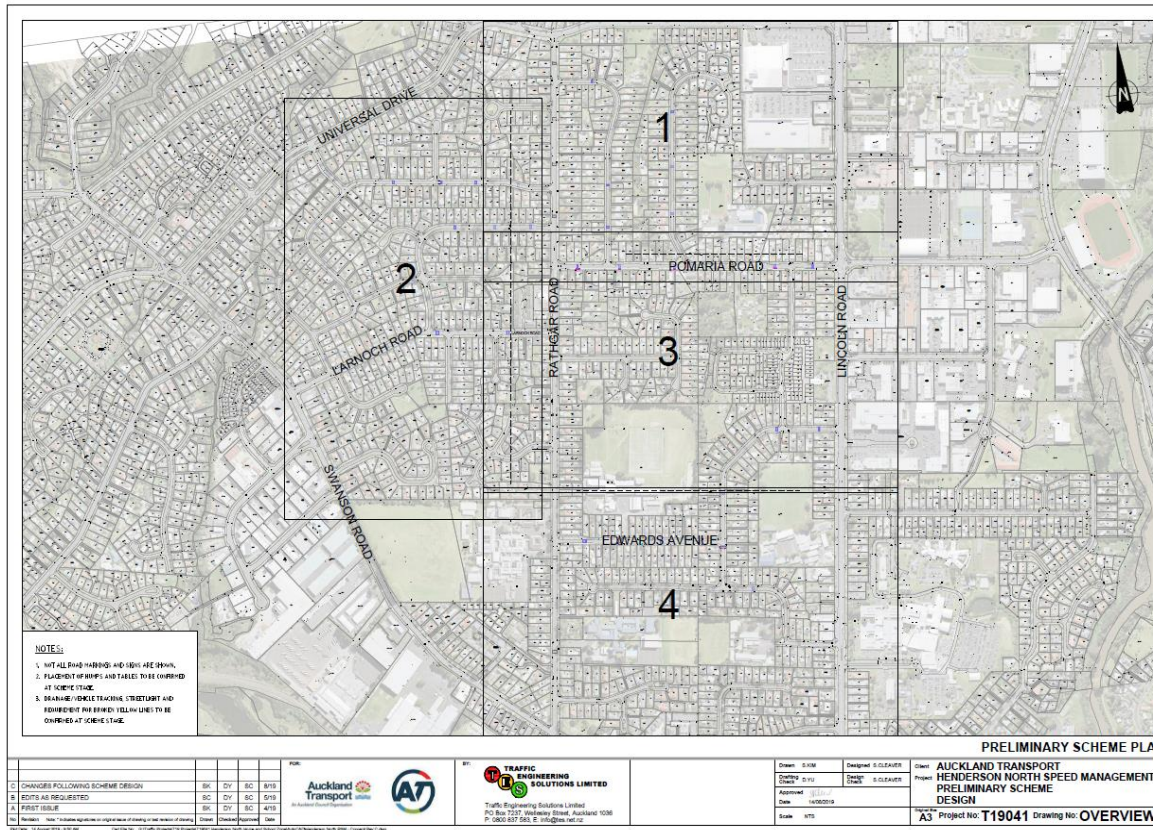




Harrington Road, Larissa Avenue, Mildmay Road, Pinedale Place, Kingsdale Road, Longburn Road

We are proposing to install new speed bumps on Harrington Road, Larissa Avenue, Mildmay Road, Pinedale Place, Kingsdale Road and Longburn Road; to create a safer travelling environment.





Consultation

We consulted on the proposed Henderson Road safety improvements from 10 February 2020 to 8 March 2020.

What we asked you

We asked:

- Tell us what you think about the proposals?
- Do you have any issues or concerns with the proposals?

Activities to raise awareness

To let you know about our consultation, we informed by:

- Social media posts on Facebook
- Stakeholder email sent to stakeholders
- Local Board engagement
- Web update letter/map distribution sent to all residents within the catchment area

How people provided feedback

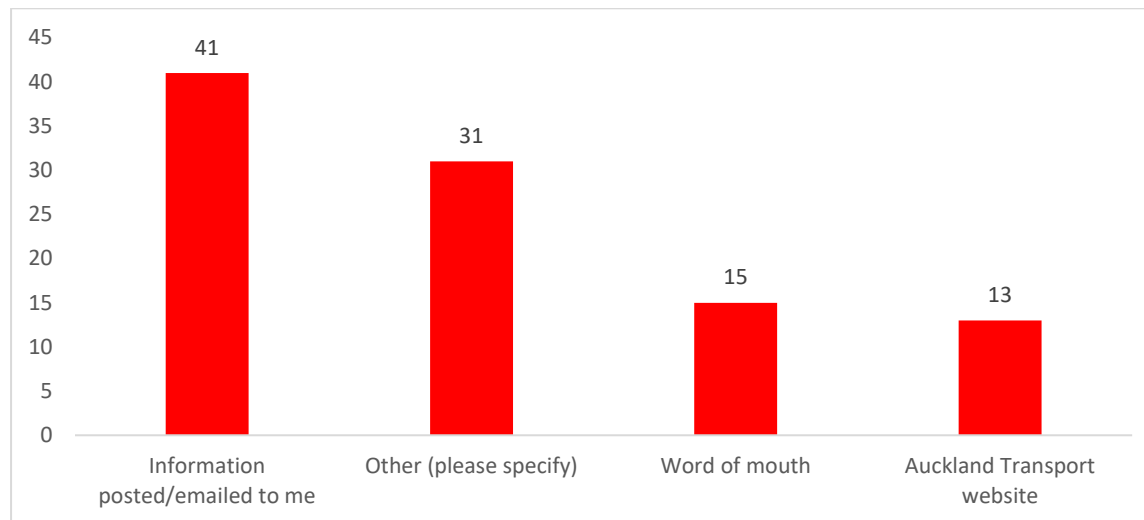
You could provide feedback using an online submission form (on our [Have Your Say website](https://at.govt.nz/about-us/have-your-say/west-auckland-consultations/henderson-road-safety-improvements/)) or a freepost form included in the brochure. See <https://at.govt.nz/about-us/have-your-say/west-auckland-consultations/henderson-road-safety-improvements/> at the end of this report for a copy of the feedback form.

Your feedback

Overview

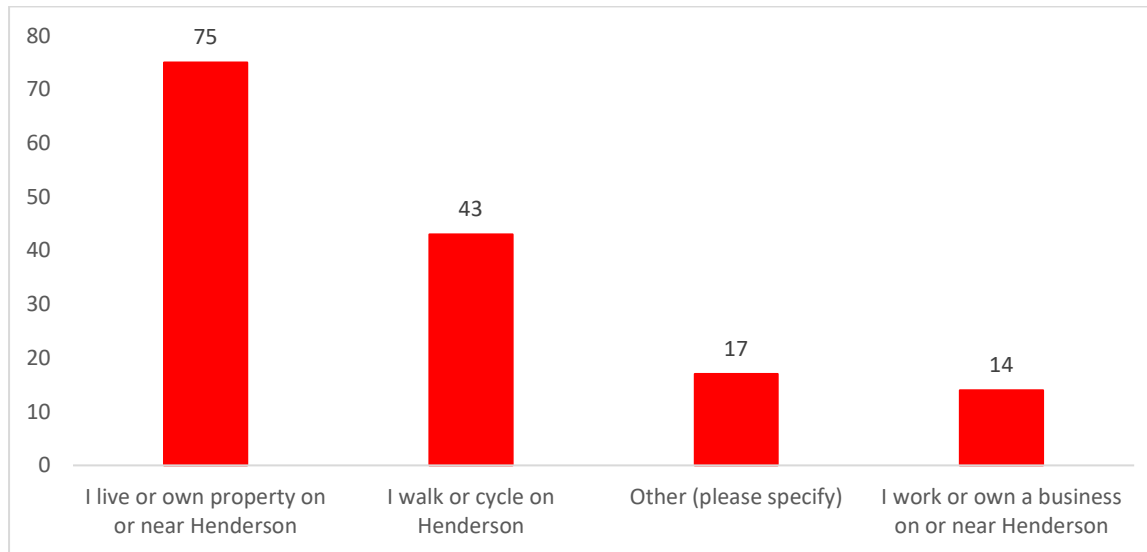
We received public feedback on the proposal from 149 submissions. 103 of these were submitted online and 46 submitted using the freepost feedback form.

How did you hear about the project?



Submissions only asked this question on on-line feedback

What best describes your interest in this proposal?

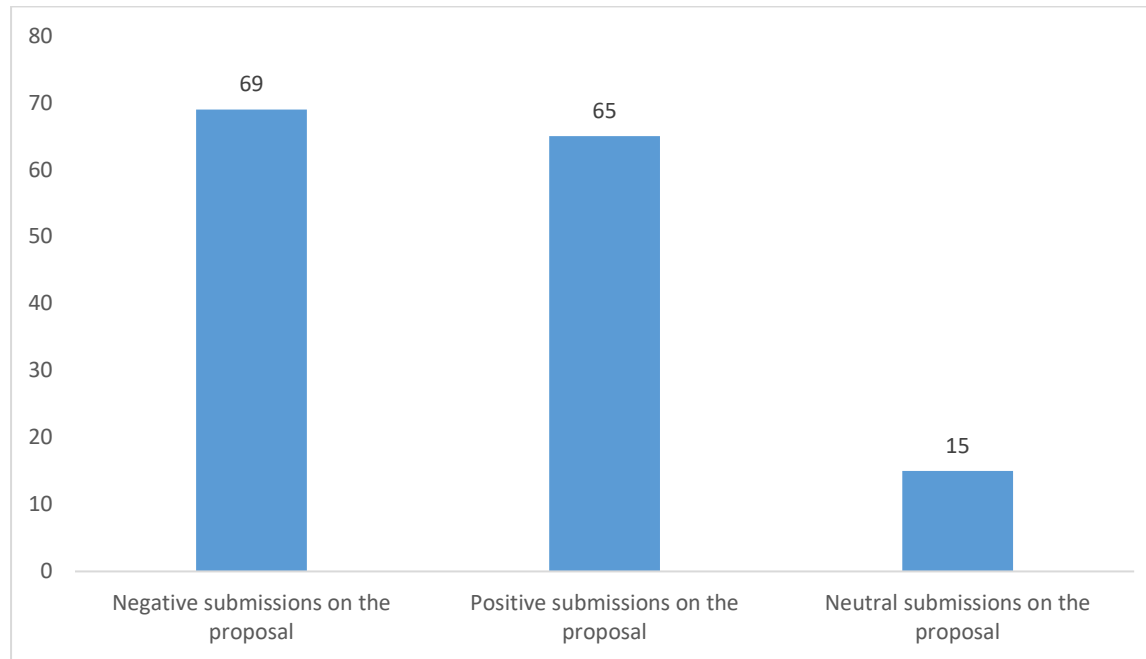


Submissions only asked this question on on-line feedback & may have included more than one theme

Themes in feedback/comments

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

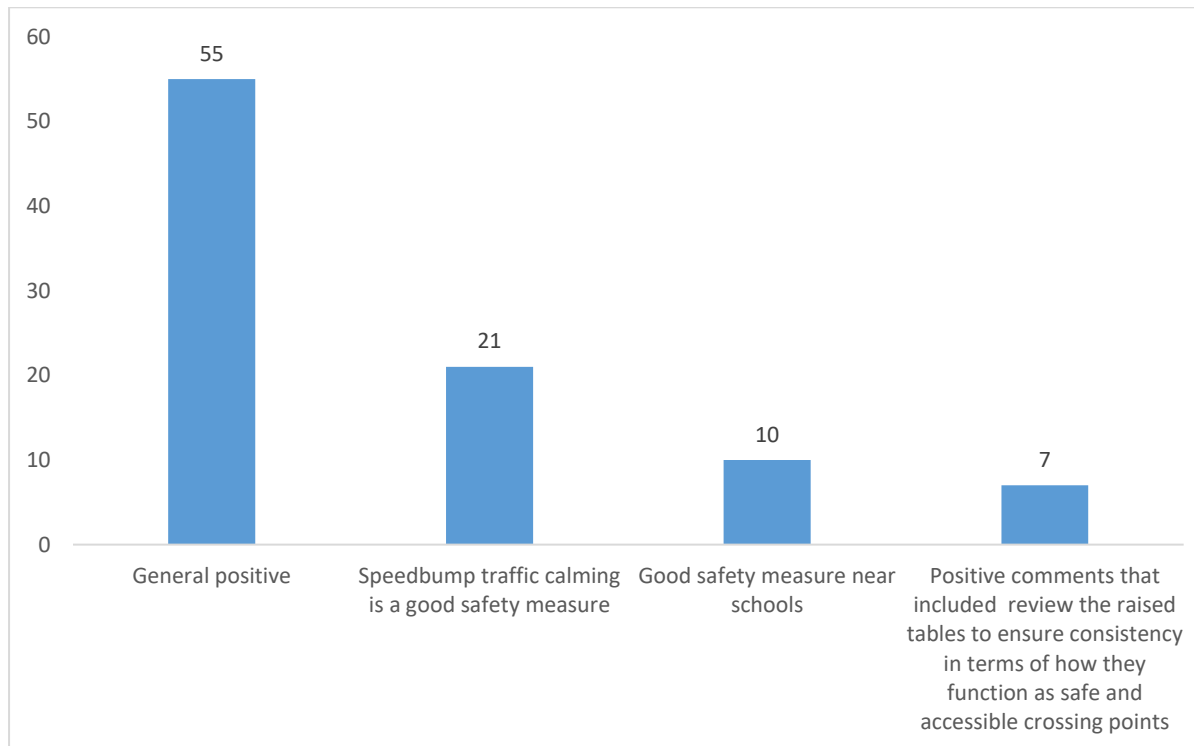
Proposal breakdown



- 46% of submissions were negative about the proposal.
- 44% of submissions were positive about the proposal.
- 10% of submissions gave a neutral response to the proposal.

1. What do you think of the Henderson Road safety improvements project?

Positive feedback on the proposal



Submission may have included more than on theme

Submissions highlighted that they considered the traffic calming a good safety measure, improving safety around schools and there were requests to review the raised tables to ensure consistency in terms of how they function as safe and accessible crossing points.

“Absolutely essential particularly for our tamariki. It is great to note that once these changes occur it will create safer walking and biking for all of us”.

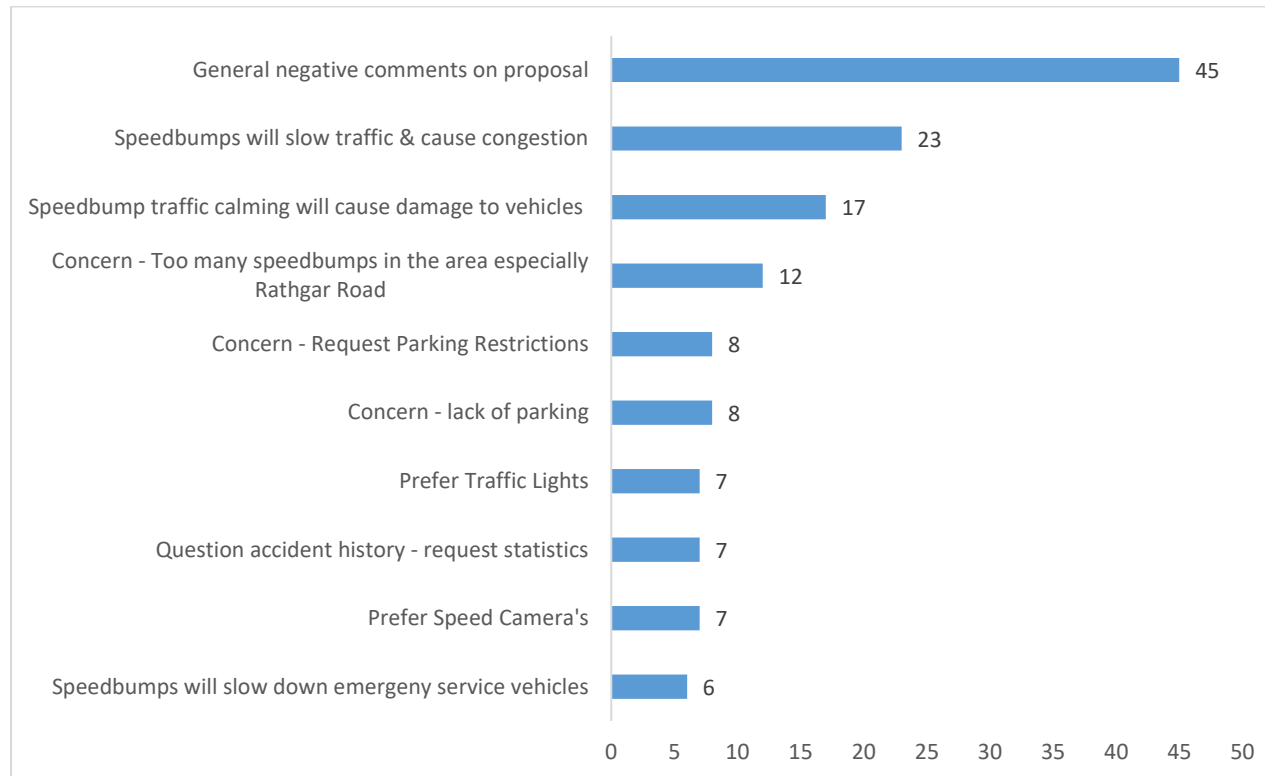
“I think they are a good set of plans and I`m very pleased with the humps recently put down Rathgar road Henderson”.

“In general, I am in favour of speed reductions in residential streets, it makes for a safer environment for pedestrians and cyclists if cars are travelling at a lower speed”.

“I am extremely happy with added speed bumps. They have made a huge difference on Rathgar road and with the amount of schools in the area speed really is a problem”.

“Designs look good for the safety of people walking. Lower speeds safer streets”.

Negative feedback on the proposal



Submission may have included more than on theme

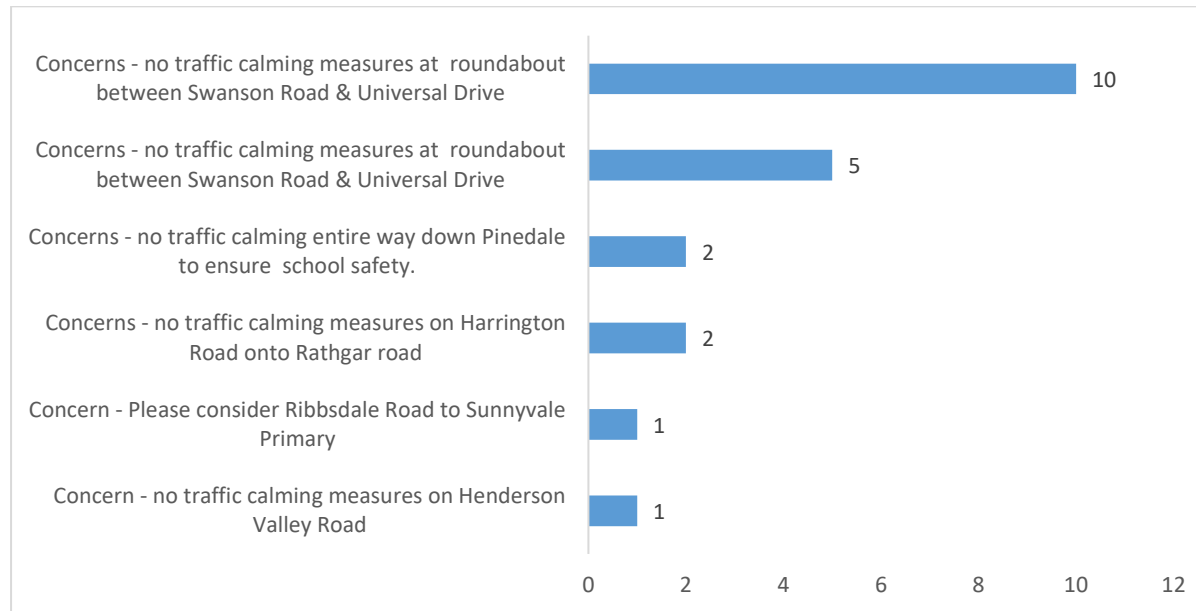
There were many issues raised including the speedbumps would slow traffic down causing congestion and that they would cause damage to vehicles. There were concerns there were already too many speedbumps in the area especially on Rathgar Road. There were concerns around parking, request for parking restrictions and the lack of parking spaces. Submissions expressed a view that traffic lights and speed cameras would be a preferred option. Submissions questioned the accident history and statistics highlighted in the proposal information. There was a concern that the speedbumps would slow down emergency vehicles.

“I can’t believe how many speedbumps you want to put in”.

“I think it’s absolutely ridiculous the amount of disruption these road works will cause when it is already a hassle commuting on those roads”.

“More speedbumps just cost people money repairing vehicles speed bumps cause more wear and tear on a vehicle for example more braking, more suspension issues”.

2. Do you have any issues or concerns with any of the proposed road safety improvements?



There were concerns that traffic calming measures were also needed around other routes near Henderson Road.

Other submissions

Bike Auckland

Bike Auckland supports this project in principle and welcomes the Henderson-Massey Local Board's work with Auckland Transport to improve safety for all road users by calming traffic and providing safer opportunities to cross the road. This is critical for existing residents, and for the growing number of people who will make Henderson their home or workplace in future.

We note that 4000+ children go to school in the immediate area of these improvements, and their safety is paramount alongside that of local residents. Some of these children already walk, bike, or scoot to school. Many more would like to. And many more will need to as Auckland tackles the school run as part of a proactive response to the climate emergency.

Accordingly, our comments below focus on how to maximise the proposed improvements to further enhance active transport connections through the project area. While some of our suggestions may be seen as "out of scope", we nevertheless urge Auckland Transport and the Local Board to leverage the Community Safety Fund and any other opportunities to deliver the *very best possible version* of this project.

In particular we see three key opportunities:

Create a legible greenway/ quiet route for cycling through the treatment area, using signage, tactical treatments and "pop-up protection" for quick wins. See details below.

AT responds

The aim of the project is to create a low speed environment throughout the network, so all road users including cyclists, can safely share the road. However, providing dedicated cycle facilities is outside the scope of works.

Prioritise making this area a 30km/h zone at the earliest opportunity, to reinforce the value of your investment in traffic-calming infrastructure.

AT responds

This matter has been referred to the Traffic Operations team for consideration.

Seek opportunities to use tactical protection and paint to enhance safety for vulnerable road users at wide-mouthed side streets.

AT responds

This will be considered at some intersections as part of the detailed design.

We raise the following issues for your consideration:

Some of the proposed speed tables have access ramps and are designed to be used as crossings, and some don't. For consistency and legibility, wouldn't it be better if they are all designed and located in the expectation people will use them to cross the street?

AT responds

The aim of the project is to create a low speed environment throughout the network, so pedestrians can cross the road safely in all locations. In locations where a particularly high pedestrian demand is expected, zebra crossings will be provided on the raised tables.

Please ensure the raised table at Fairdene and Edwards is a proper zebra crossing (the technical drawing doesn't show zebra markings, but the artist's impression does). Please also consider raising this whole intersection onto a table, given the number of people – mainly school children - who use the cut-through to Henderson Intermediate.

AT responds

A zebra crossing is proposed at the raised table on Fairdene Ave. Providing a fully raised intersection was not considered for this intersection. This option is not consistent with the overall treatment of the area.

Please ensure the speed bumps on Pomaria are designed and constructed to work with the existing (painted) bike lanes, in terms of gradients/potential for bike bypasses.

AT responds

The design of the speed humps and their interaction with the existing cycle lane will be considered during detailed design; however, initial design work has concluded cycle bypasses for the humps are unlikely to be provided.

Please investigate "pop-up protection" for the painted lanes on Pomaria, which are regularly blocked by vehicles, construction signs, etc.

AT responds

This is outside the scope of the project.

Note that where Pomaria meets Lincoln Road, driver abuse of the existing bike lane is relentless, so this will need something more robust. The road opposite Pomaria (Te Pai Place) has a really good shared path, so many riders will likely be using the pedestrian crossing. At the very least, a bike ramp leading onto the footpath would improve safe options here.

AT responds

Providing a cycle ramp on Pomaira Road to enable cyclists to use the crossing at the signals and access the shared path on Te Pai Place will be considered as part of the detailed design.



Fig 1 Pomaria Road where it meets Lincoln Road. (Shared path on Te Tai Place in the distance).

Please keep in mind the proposed/ aspirational greenway/ quiet route through the treatment area, continuing the Pomaria cycle lanes across Rathgar Road and along Larnoch Road, and ensure this project doesn't foreclose your options there.

AT responds

The proposed treatments will not preclude extending cycle lanes through the area but doing this as part of this project is beyond the scope of works.

Please, as part of the current project, investigate whether signage and tactical treatments can highlight the existence and potential of this quiet route.

AT responds

This is outside the scope of the project.

This includes investigating upgrading the existing raised crossing at the Rathgar Rd shops to a walk-bike crossing, for safe easy bike journeys now, and for the proposed greenway in future.

AT responds

Upgrading the zebra crossing to a walk-bike crossing would need to be considered in conjunction with expanding the cycle lane / share path network, which is outside the scope of this project.

Please, wherever possible, tighten the turning radii at corners near the new treatments to slow down vehicles – using paint/ hit sticks/ planters/ robust separators if necessary. This is especially vital near the schools but will improve pedestrian safety at all locations.

AT responds

This will be considered at some intersections as part of the detailed design. However, it is noted that the treatments are likely to be focusses on intersections close to Pomaria Primary School where there are the largest number of young pedestrians are likely to be crossing.



Fig 2 Alan Ave, a small cul-de-sac, is getting a speedbump – but its width where it meets Larnoch Road is also a safety issue.

Lastly, we understand the project will have budget limitations, but we encourage AT and the Local Board to think beyond basic bumps and towards designs that actively invite the community to love, enjoy and reclaim their streets. In this project wherever possible; and even more so in future local safety projects, as befitting Henderson’s new status as a sustainable eco-urban village that’s a great place to live.

This would include taking the opportunity to add greenery wherever possible, and investigating ways to “filter” neighbourhood streets, so as to address rat-running and enhance street space for daily liveability and community use.

AT’s own Local Path Design Guide and new Transport Design Manual offer plentiful fresh and tactical approaches, and inspiration can increasingly be found from cities around the world – see for example Fig. 3, from Manchester in the UK.

AT responds

Speed humps and speed tables are considered the most effective treatment to lower speeds across a large network of streets, within the available budget.



Fig 3 A proposed “filtered street” from Transport for Greater Manchester, made accessible for walking and cycling with added local play space.

We thank you for your time and work look forward to the results of the consultation, and stand by to advise on details of design as needed.

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 |
|--|---|
| Swanson Road, Universal Drive and Lincoln Road | |
| <p>There are lots of smaller roads that meet larger busier routes, however no traffic calming measures are present for drivers entering and exiting most of these smaller roads. Adding tables or at least speed bumps would slow down turning traffic to safer speeds. These intersections are: Rathgar/Longburn Rd, Harrington/Rathgar Rd, Larissa Ave/Larnoch Rd, Mawney/Harrington Rd, Larnoch/Rathgar Rd, both ends of Stephen Ave, Rathgar Rd/Edwards Ave, Swanson/Rathgar Rd. Specifically, there are no planned bumps or tables for Stephens Ave, a route which people could use as a shortcut instead of Lincoln Road</p> | <p>The red surfacing treatments are only provided at the entry points to the overall treatment area to clearly indicate to drivers they are entering a lower speed, traffic calmed area. Providing regular speed humps and tables along most roads is the preferred treatment rather than additional intersection treatments.</p> <p>With regards to Stephen Ave, this road already has some form of traffic calming (textured/coloured surface treatments) which is why additional measures are not proposed.</p> |
| Larnoch Road and Mawney Road | |
| <p>Please consider raising the threshold red-paint treatment on Larnoch Rd at Swanson Road to underscore safer speeds.</p> | <p>The red threshold treatments (surface colouring and signs) are proposed at all the entry points to the treatment area to clearly indicate to drivers they are entering a lower speed traffic calmed area. Traffic speeds at the threshold locations are not expected to be particularly high as drivers have just made a turn to enter the street. Raised treatments are provided further along Larnoch Road to ensure vehicle speeds are kept low along the length of the road.</p> <p>It is also noted that due to recessed parking, driveway locations and bus stops, it is not feasible to install a raised speed table in this specific location.</p> |

| Design suggestion in feedback | AT response |
|---|--|
| Please investigate and plan the current works with a view to the aspirational greenway bike route along Larnoch Rd. If possible, please include signage and road treatments in this project to accelerate this key desire line | The proposed treatments will provide a safer environment for cyclists by significantly reducing vehicle speeds. Providing dedicated cycle facilities is beyond the scope of works, however, the treatments on Larnoch Road will not preclude cycle facilities being added in the future. |
| Good overall, but the painted road surface at 4 Larnoch Rd should be a physical speed bump/table. | <p>The red threshold treatments (surface colouring and signs) are proposed at all the entry points to the treatment area to clearly indicate to drivers they are entering a lower speed, traffic calmed area. Traffic speeds at the threshold locations are not expected to be particularly high as drivers have just made a turn to enter the street. Raised treatments are provided further along Larnoch Road to ensure vehicle speeds are kept low along the length of the road.</p> <p>It is also noted that due to recessed parking, driveway locations and bus stops, it is not feasible to install a raised speed table in this specific location.</p> |
| Paint is no substitute for an obstacle like a bump that makes drivers consistently slow down every time | The red threshold treatments (surface colouring and signs) are proposed at all the entry points to the treatment area to clearly indicate to drivers they are entering a lower speed, traffic calmed area. Traffic speeds at the threshold locations are not expected to be particularly high as drivers have just made a turn to enter the street. Raised treatments are provided at regular intervals along the roads to ensure vehicle speeds are kept low. |
| Fairdene Avenue and Edwards Avenue | |
| Please ensure the raised table at Fairdene and Edwards is a proper zebra crossing, and please investigate raising that whole intersection as a table. Please tighten the turning radius at corners wherever possible near the new treatments, to slow vehicle speeds. Use paint/ hit sticks/ planters/ robust separators as necessary. This is especially important near the schools. | <p>The raised table on Fairdene Avenue will include a zebra crossing</p> <p>Realigning kerbs at intersections is not generally proposed. While this was considered, such works add considerable cost to the project and the proposed speed</p> |

| Design suggestion in feedback | AT response |
|--|--|
| | tables and speed humps are considered a more effective method to reduce speeds. |
| Adequate but is missing a bump/table for drivers exiting onto Rathgar Rd/entering Edwards Ave | A speed table is proposed on Edwards Avenue in close proximity to the Rathgar Road intersection and there is already an existing speed table on Rathgar Road. |
| Fairdene Ave crossing is good, but the intersection is lacking a crossing (missing leg) that would connect one side of Edwards Ave to the other. | A crossing is proposed on Edwards Avenue, close to the Liston College entrance. Providing another crossing close to Fairdene Avenue is not currently proposed. |
| Please consider adding another raised-table crossing or raising the entire intersection and add two crossings | A crossing is proposed on Edwards Avenue, close to the Liston College entrance. Providing another crossing close to Fairdene Avenue is not currently proposed. |
| Pomaria Road | |
| The rounded corners of the Pomaria/Kingsdale intersection invite drivers turning left onto Pomaria to speed around the corner, cutting across us cyclists and pedestrians cross. | Reducing the kerb radius on Kingsdale Rd at its intersection with Pomaria will be considered as part of the detailed design phase. |
| Given its proximity to the primary school, a raised-table crossing here connecting 43 and 41 Pomaria Rd would allow active transport users to cross Kingsdale safely, and force drivers to maintain a slow speed the whole time they're near the school. | Improving pedestrian facilities across Kingsdale Road at the Pomaria Road intersection will be considered as part of the detailed design phase. |
| The corner kerbs of this intersection should be made more angular to slow turning traffic Longburn/Pomaria intersection: same issue. There is currently only a line of paint to protect cyclists and pedestrians at this intersection. | As per Kingsdale Rd |
| At the very least, a speed bump across Longburn Rd would force drivers to slow down and check for cyclists and pedestrians for longer periods of time | Due to the proposed traffic calmers on Longburn Rd and Pomaria Rd, this request is considered unnecessary. |
| Please investigate "pop-up protection" for the existing painted lanes on Pomaria. Please add a bike ramp where Pomaria meets Lincoln Road, for greater safety at this intersection. | Unfortunately, this is not part of the scope for this project. This has been referred to Active Modes team for consideration. |
| Harrington Road, Larissa Avenue, Mildmay Road, Pinedale Place, Kingsdale Road, Longburn Road | |
| There are lots of smaller roads that meet larger busier routes, however no traffic calming measures are present for drivers entering and exiting most of these smaller roads | Most of the roads that have not been treated are cul-de-sacs that have low traffic volumes, no through traffic and relatively low vehicle operating speeds. The treatments have been targeted to roads with high traffic volumes |

| Design suggestion in feedback | AT response |
|--|--|
| | and speeds, where the greatest safety benefits can be achieved. |
| Adding tables or at least speed bumps would slow down turning traffic to safer speeds. | The proposed locations for the traffic calming devices have been selected to reduce speeds on all roads, including at intersections. |
| These intersections are: Rathgar/Longburn Rd, Harrington/Rathgar Rd, Larissa Ave/Larnoch Rd, Mawney/Harrington Rd, Larnoch/Rathgar Rd, both ends of Stephen Ave, Rathgar Rd/Edwards Ave, Swanson/Rathgar Rd. | The proposed locations for the traffic calming devices have been selected to reduce speeds on all roads, including at intersections. |

Attachment 1: Feedback form



An Auckland Council Organisation

Henderson Road Safety Improvements

Feedback Form

The public feedback period is open until Sunday 8th March 2020.

If you have difficulty completing the form or you require further information you can contact us on **(09) 355 3553** or **atengagement@at.govt.nz**

If your comment relates to a specific location , please be sure to state where.

1. What do you think of the Henderson Road Safety Improvements project?

Please outline all your feedback here.

2. Do you have any issues or concerns with any of the proposed road safety improvements?

Next

PRIVACY: AT is committed to protecting our customers' personal information.

3. Personal Information

| | |
|-----------------------|----------------------|
| Name | <input type="text"/> |
| Business/Organisation | <input type="text"/> |
| Street address | <input type="text"/> |
| Suburb | <input type="text"/> |
| City/Town | <input type="text"/> |
| Post Code | <input type="text"/> |
| Email Address | <input type="text"/> |
| Phone Number | <input type="text"/> |

4. What best describes your interest in this proposal? (Please tick all that apply)

- I live or own property on or near Henderson
- I work or own a business on or near Henderson
- I walk or cycle on Henderson
- Other (please specify)

5. How did you hear about this project? (Please tick all that apply)

- Information posted/emailed to me
- Auckland Transport website
- Word of mouth
- Other (please specify)