

Public feedback report

St Heliers village safety improvements



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1. Summary

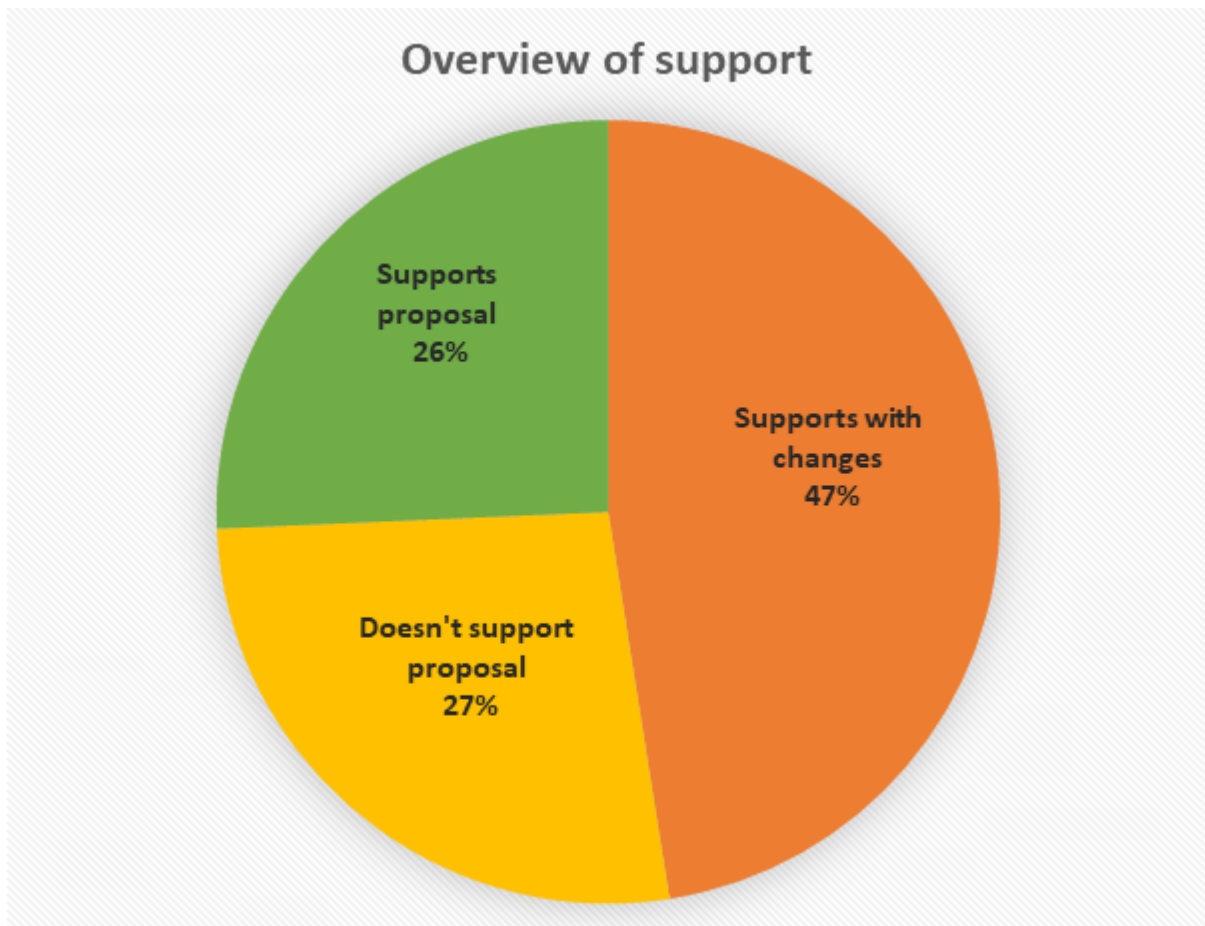
Overview

From 12 October – 2 November 2020 people were invited to provide feedback on proposed safety improvements to St Heliers Village. In total **1,353 submissions** were received.

The feedback received has been grouped into **79 Themes**. The themes have then been clustered together under **11 Topics**. For example, one topic is 'Pedestrians', and all the feedback themes that involved suggestions that related to pedestrians are grouped under the 'Pedestrians' topic.


The feedback results, topics, themes, and Auckland Transport's (AT's) response to the feedback themes are outlined in the **Feedback received** section of this report.

Overall sentiment



73% of submitters supported the proposal either fully or in part, while 27% of submitters didn't support the proposal.

Top 10 feedback suggestions

Feedback theme		No. of mentions
	Concerns about safety on the shared path	351 (26%)
	There should be dedicated, separated areas for cyclists	339 (25%)
	Proposal needs more to keep pedestrians safe	324 (24%)
	Support lower speed limit/should be slower	281 (21%)
	Remove parking to facilitate a separated cycleway	263 (19%)
	Other comments regarding provisions for cyclists	263 (19%)
	Requests for specific additional crossings/raised crossings	261 (19%)
	Remove parking from beach side of Tamaki Dr, specifically	238 (18%)
	Preferred original 2019 proposal	237 (18%)
	Prioritises carparks and cars over the environment	224 (17%)

Project decisions

We have listened to all feedback so **we are making changes to the proposal, considering the views of the community.**

We will proceed with the following safety improvements: two new raised pedestrian crossings, four new marked zebra crossings, rebuilding the intersection by the playground, a widened shared path, a new give way control, a new bus stop, improving the footpath at Vellenoweth Green and no loss of car parking.

We are also confirming that the original proposal we asked for feedback on in 2019 will not be proceeding.

Feedback on the second revised proposal has suggested a number of changes which have been included, these being:

- Improving access for mobility-impaired by adding ramps beside the mobility parking bays so there is easier access to footpaths.
- Encourage people biking and walking to share with care.
- We will add a buffer strip to the shared path to protect people from car doors opening
- We will add signage to encourage walkers to use the boardwalk, and scooters and bikes to be on the shared path.
- The roundabout on St Heliers Bay Road will only be raised by 2cm to encourage safer speeds without impeding on larger vehicles manoeuvring. This will encourage safer vehicle speeds around it.
- St Heliers Tennis club users will have extra signage to warn motorists that children cross the road outside the clubrooms.

Still to come:

- We will undertake a feasibility study of one-way streets in St Heliers, including Turua Street given the large amount of feedback requesting this (172 people).
- A lot of feedback requested additional pedestrian crossings, traffic calming, and/or speed limits at various places around St Heliers. We will investigate these requests to see if any changes would be beneficial.
- Any parking related issues around St Heliers village will be considered as part of the parking review that is to be undertaken in 2022-2023.
- We will review the alignment layout of the new angled parking on Goldie Street.

Next steps

- We anticipate the proposed changes start construction in June this year which will be staged and take approximately 6 months to complete. We will be in touch with local residents and business prior to any construction taking place and will work closely with your community representatives to make sure traffic and noise are well managed.
- AT will also be extending a 30km/h speed limit to St Heliers village in June 2021 as part of its safe speeds programme. These safety improvements will complement the speed limit change and help ensure people adhere to the new limit.

2. Background

What did we seek feedback on?

The proposal released for public feedback included the following changes:

- No loss of car parking.
- A new car parking area on Goldie Street.
- Slightly amending the raised intersection at Tamaki Drive / Cliff Road / Vale Road.
- Slightly raising the existing roundabout at Polygon Road / St Heliers Bay Road (similar to Victoria Avenue / Shore Road).
- New 30km/h road markings and a 30km/h electronic warning sign in place in June 2021.
- A new give way control at the Polygon Road/Turua Street intersection.
- Two new raised pedestrian crossings on Tamaki Drive (similar to Kelly Tarltons).
- New zebra crossings on Turua Street, Polygon Road, Tamaki Drive, and Cliff Road (not raised).
- Widening and extending the seaside Tamaki Drive path from 2.4 metres to 4 metres and turning this into a shared path wide enough for cyclists and pedestrians. This will extend from Cliff Road to Long Drive.
- Removing the painted flush median and remark the road to make space for the wider shared path.
- Adding a new bus stop outside ASB bank and removing the bus stop on Tamaki Drive adjacent to Vellenoweth Green. The next bus stop is less than 200 metres from The Parade and enables car parks to be added. The Tāmaki Link bus service would then use the new bus stop outside the banks instead of stopping at La Vista/Annabelle's. This will be more pleasant for café visitors as there will be less buses waiting next to the outdoor seating.
- Improve the footpaths around the tree roots by the Moreton Bay Fig trees on Tamaki Drive.

For more detailed information on the proposal, please refer to [Attachment 1](#) or visit at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/town-centres-safe-speeds-programme/st-heliers-village-safety-improvements/.

Why did we propose the safety improvements?

As a [Vision Zero](#) organisation, we are committed to making the roads around Auckland safer and reducing the risk of death or serious injuries on our roads. As part of this, we have a safe speeds programme for town centres where high-risk town centres have been identified around Auckland for speed reduction and other safety improvements.

St Heliers village is prioritised for improvements under this programme due to high numbers of vulnerable road users – children, senior citizens, people walking and people on bikes or motorcycles interacting with motorists. Reducing speeds here has the greatest potential to reduce the chance of serious injuries and deaths occurring. Every Aucklanders deserves a safe transport network where no death or serious injury is acceptable.

3. Feedback activities

From 12 October – 2 November 2020 the public were invited to provide feedback on proposed safety improvements to St Heliers village. In total **1,353 submissions** were received.

A petition signed by 24 people was also received. The petition requested traffic calming be introduced to Vale Street and to extend the 30km speed limit.

What we asked you

We asked if you supported, did not support, or supported the proposal with changes, and if you had any feedback on the proposed safety improvements.

Activities to raise awareness

To let you know about the opportunity to provide feedback on the project, we:

- mailed 8305 letters with free post feedback forms to property owners and occupiers in the area
- emailed information to other key interest groups
- set up a project webpage and an online feedback form on our website
- put up poster boards around St Heliers village
- shared a media release on the proposal
- posted about the proposal on our social media channels
- held 2 public drop-in sessions on the 22nd of October and the 31st of October at St Heliers Library
- Worked closely with St Heliers/ Glendowie Residents Association, St Heliers Business Association, Orakei Local Board, and local Councillor Desley Simpson to promote the consultation through their additional networks
- Emailed all previous submitters who provided feedback on the 2019 proposal

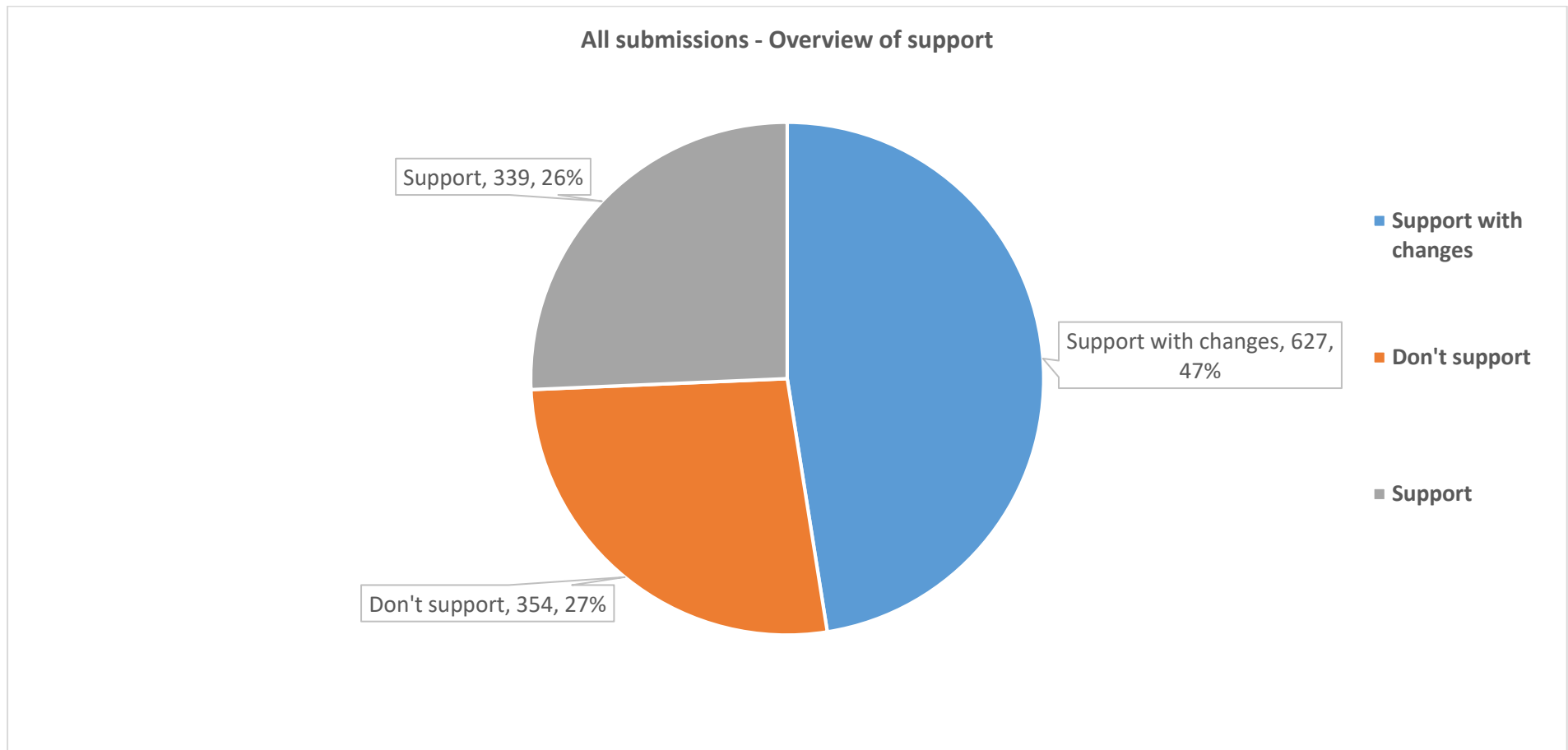
How people provided feedback

You could provide feedback using an online submission form on the project webpage or a freepost form included in the project letter. See [Attachment 2](#) for a copy of the feedback form.

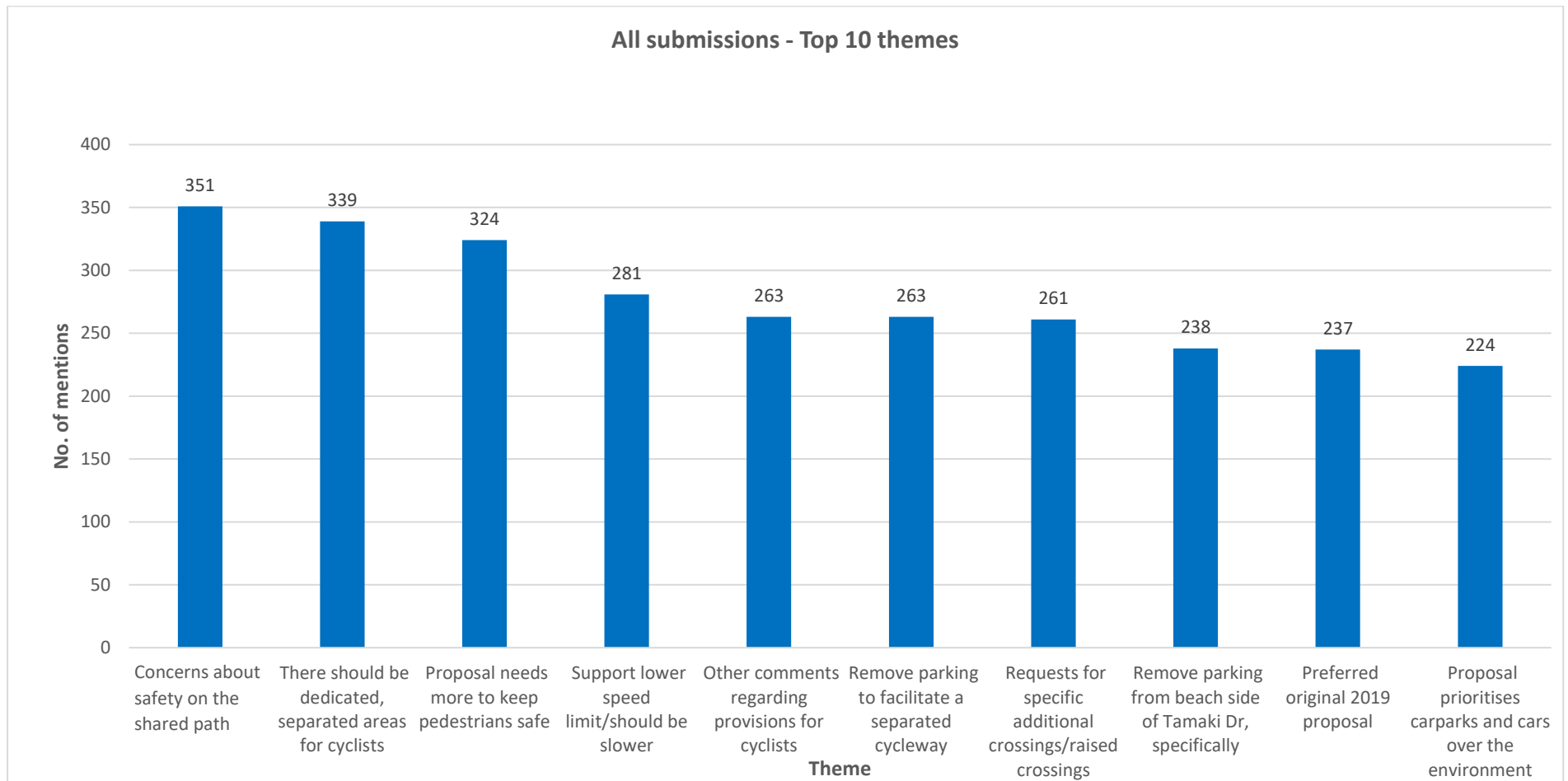
4. Feedback received

Feedback overview

We received public feedback on the proposal from 1353 submitters, we asked if they support, support with changes, or don't support the proposed improvements.

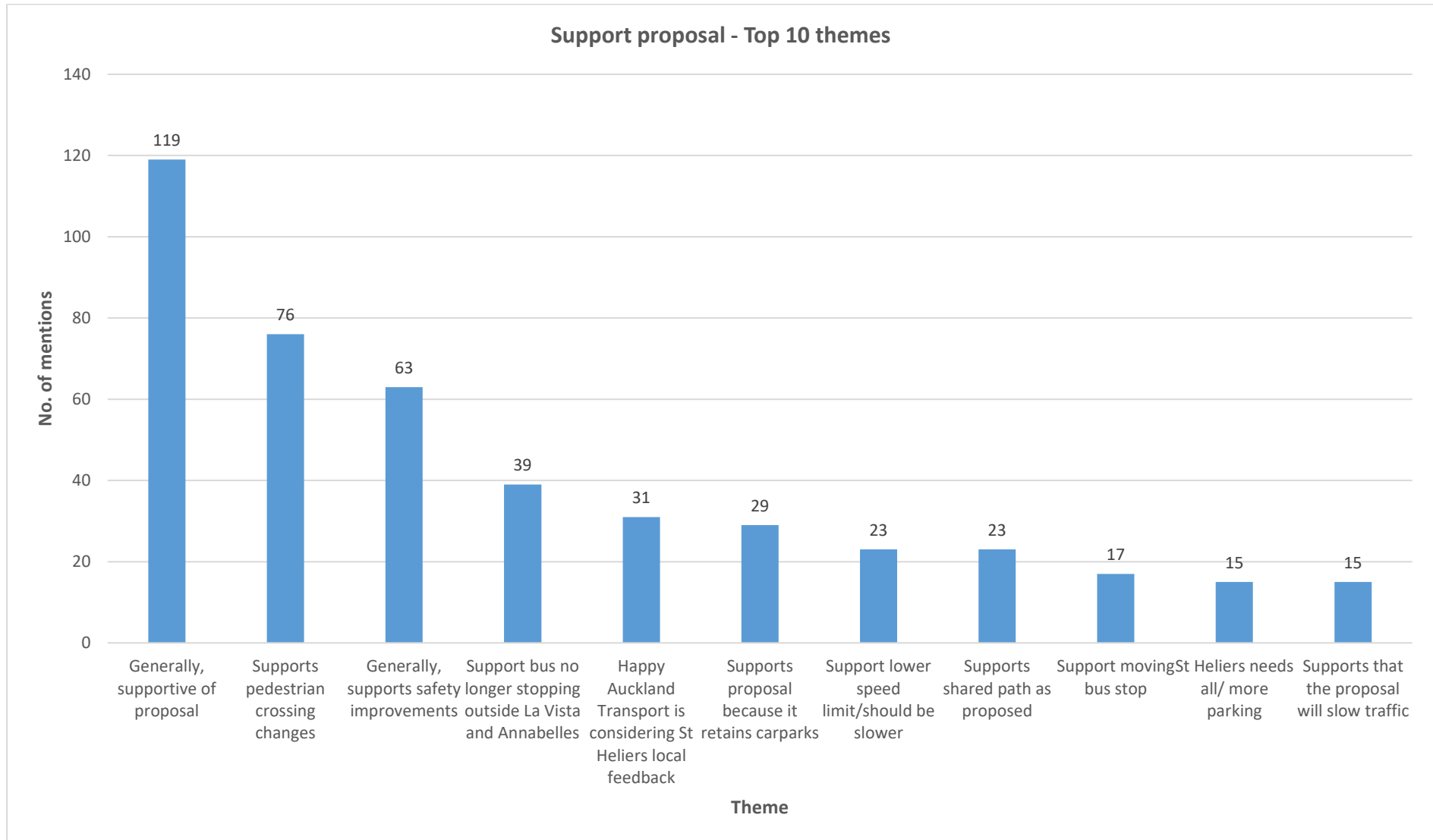


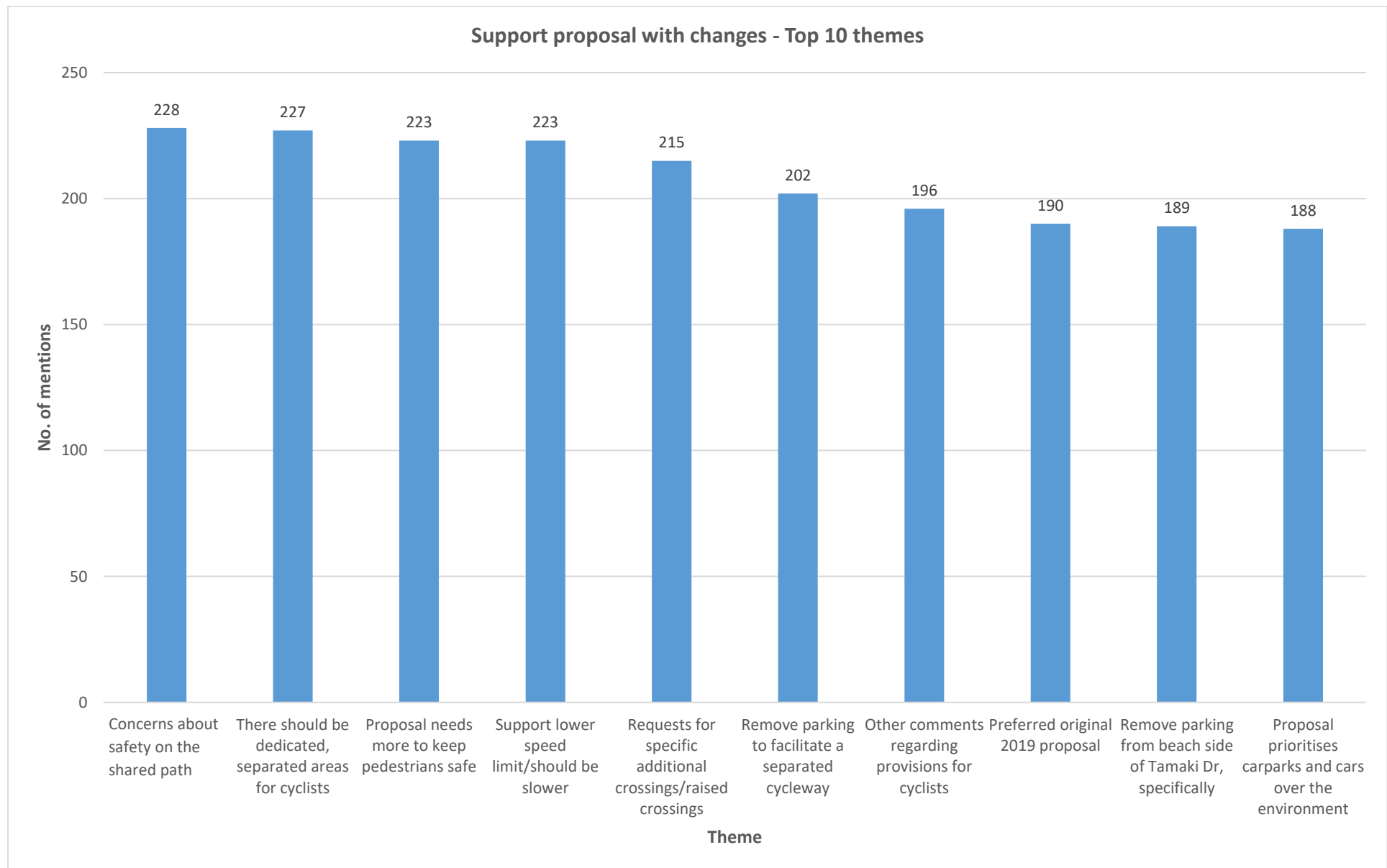
The 10 most mentioned feedback themes¹ were:

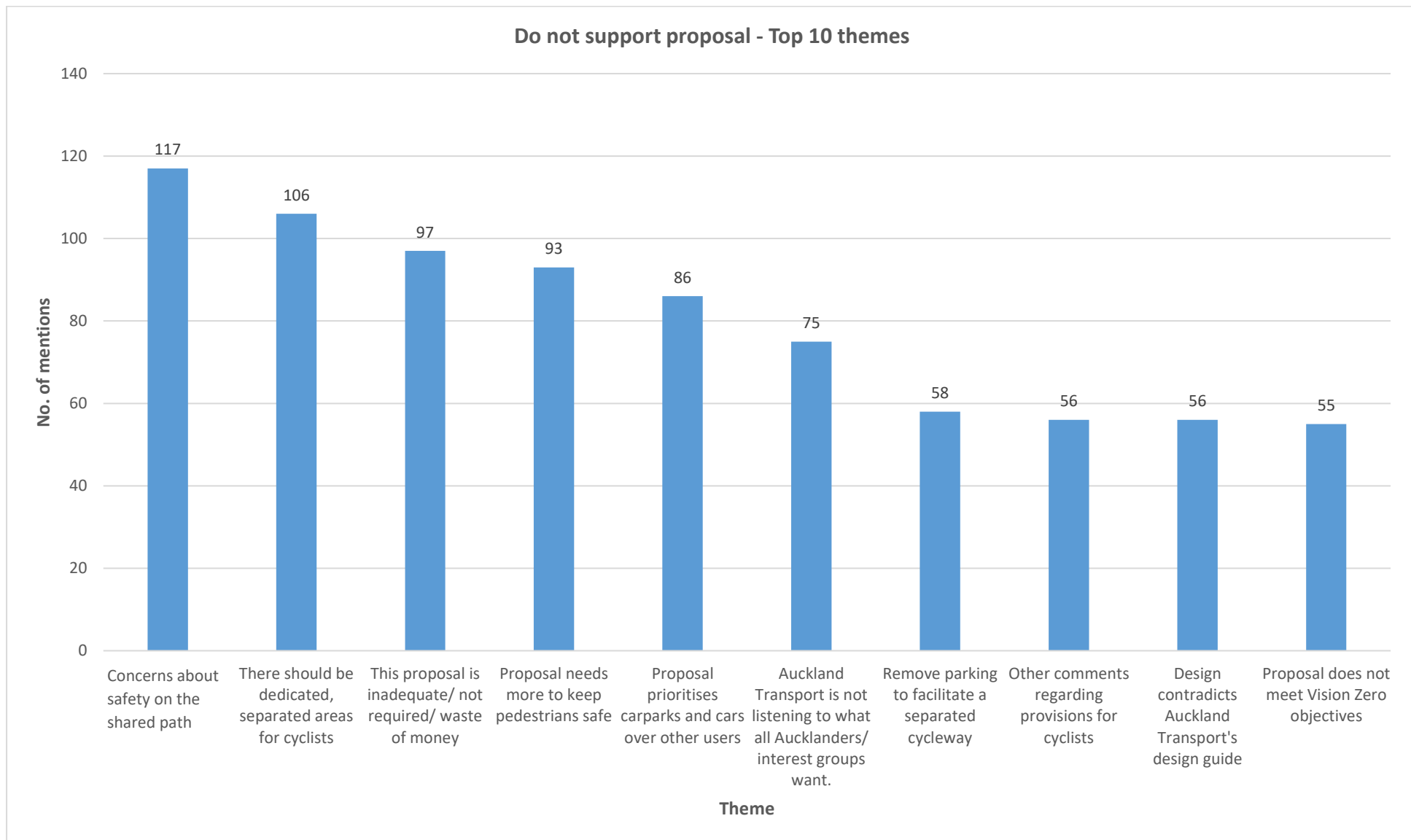


¹ One person's or organisation's submission can count towards multiple themes and topics.

Themes by level of support

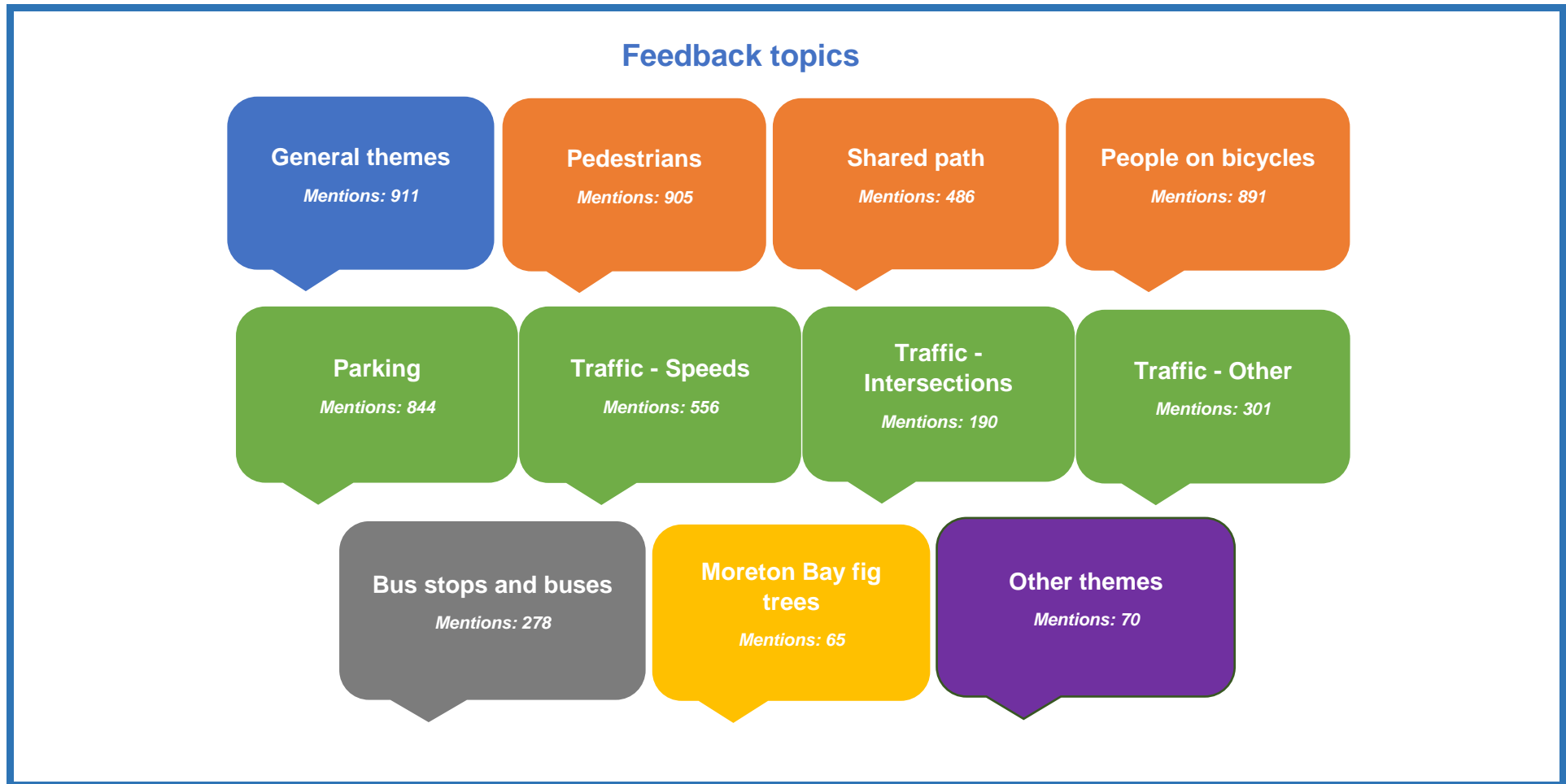




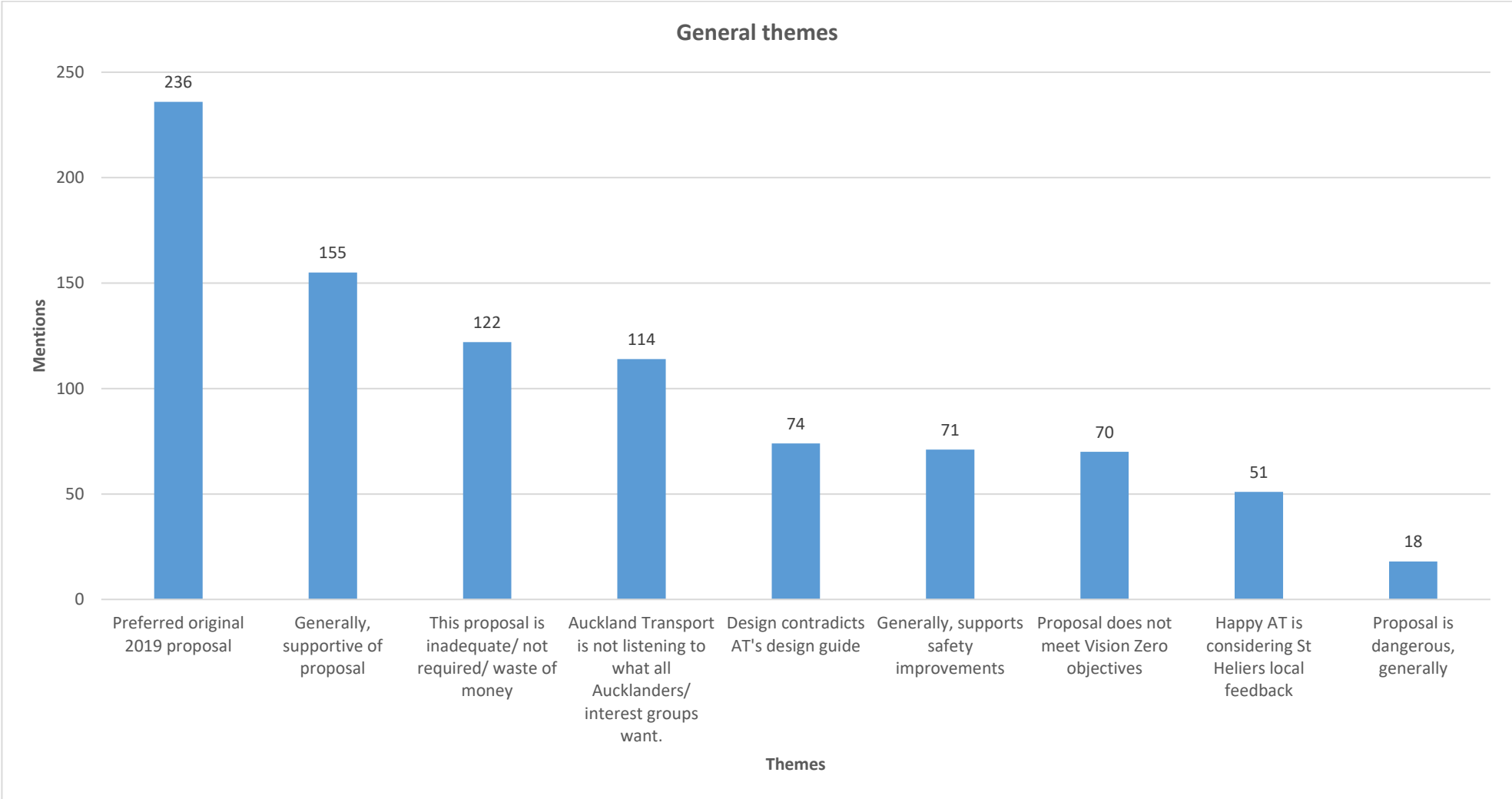


Key feedback topics and themes

This section outlines the feedback topics and related themes from all submitters, as well as AT's responses to the feedback themes. One person's or organisation's submission can count towards multiple topics and themes.



General themes



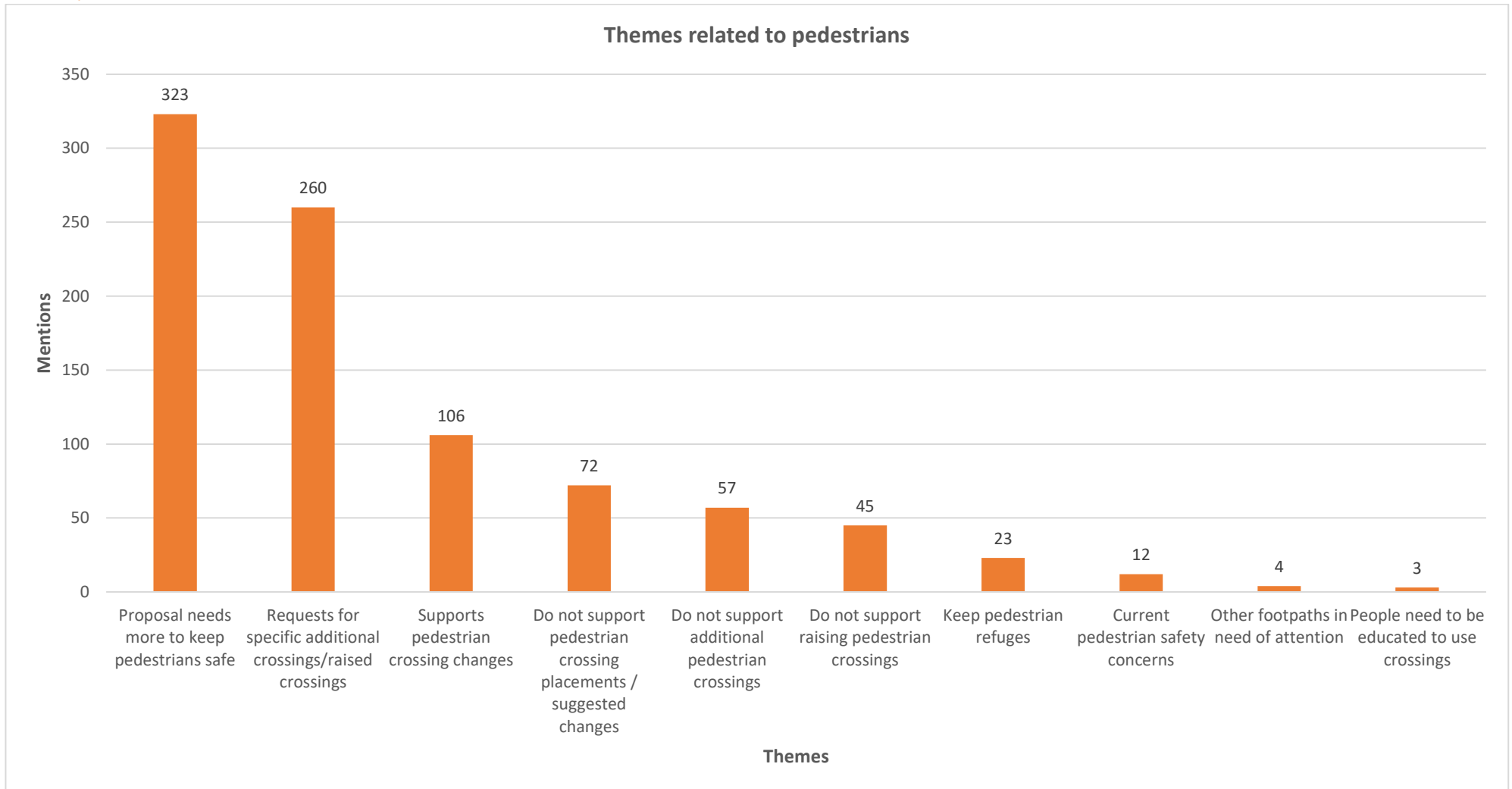
Feedback Theme	Main points	Auckland Transport's Responses
Preferred original 2019 proposal <i>Mentions: 236, (17%)</i>	<ul style="list-style-type: none"> • 2019 proposal was better. • 2019 proposal included better provisions for cyclists and pedestrians. • Would rather see 2019 proposal implemented. • Current proposal is not worth implementing. 	The feedback received during the consultation process in April 2019, indicated that there was strong opposition to the proposals. A working group was formed to design a scheme that addressed the main comments from the first consultation we ran in 2019.
Generally, supportive of proposal <i>Mention: 155 (11%)</i>	<ul style="list-style-type: none"> • Agree with all proposed changes. • Good for the St Heliers community. 	Thank you for the feedback.
This proposal is inadequate/ not required/ waste of money <i>Mentions: 122 (9%)</i>	<ul style="list-style-type: none"> • Would rather nothing than the proposal in its current form • This proposal is a waste of money. • The community do not want any changes in the area. • Proposal does not actually increase safety in the area. • Not all proposed changes are required. • Traffic works OK in this area. • Proposal does not consider all road users, just cars. • Spend money in areas that want progressive changes towards alternative modes of transport. • Spending money on these changes takes funding away from more deserving/pressing projects. • Not urgent in times of economic hardship. 	<p>As a <u>Vision Zero</u> organisation, we are committed to making the roads around Auckland safer and reducing the risk of death or serious injuries on our roads. As part of this, we have a safe speeds programme for town centres where high-risk town centres have been identified around Auckland for speed reduction and other safety improvements.</p> <p>St Heliers village is prioritised for improvements under this programme due to high numbers of vulnerable road users – children, senior citizens, people walking and people on bikes or motorcycles interacting with motorists. Reducing speeds here has the greatest potential to reduce the chance of serious injuries and deaths occurring. Every Aucklander deserves a safe transport network where no death or serious injury is acceptable.</p> <p>St Heliers village has also seen high numbers of crashes. Within a 5-year period (2013 – 2017) there have been 38 reported crash incidents within the St Heliers village area, of which resulted in 8 persons being injured. Since then, 2018-2019 also saw a further 19 reported crashes with 6 people being injured as a result.</p> <p>The increase in road trauma is both a transport and</p>

Feedback Theme	Main points	Auckland Transport's Responses
		<p>public health issue for the region with significant economic costs. More importantly, the after-effects of road trauma on victims' whānau, friends and community are devastating.</p> <p>Using 2019 prices by the Ministry of Transport, the social cost of crashes in St Heliers village is \$4,302,000.</p> <p>A 30km/h speed limit is due to come into operation on 30th June 2021 and the proposed measures will support the lower speed environment.</p> <p>The proposed scheme considered vulnerable road users by improving crossing locations and the cycle facility.</p> <p>For the above reason's safety improvements are required.</p>
<p>Auckland Transport is not listening to what all Aucklanders/ interest groups want. <i>Mentions: 114 (8%)</i></p>	<ul style="list-style-type: none"> • This proposal caters to the minority, not the majority of users of St Heliers Village. • This proposal favours residents. • Mana whenua have not been consulted. • Active transport stakeholders have not been consulted. • AT needs to be stopped. • Proposal is catering towards Nimbyism. • St Heliers and Tamaki Dr belong to all Aucklanders. • Council did not bother to attend public meetings. • Consultation for this design is only from those who opposed the initial 2019 plan. • Cycling lobby groups are being silenced by the local associations. 	<p>The feedback received during the consultation process in April 2019, indicated that there was strong opposition to the original proposal. A working group was formed, which consisted of representatives from the Local Board, Business Association, Resident Association, Auckland Transport and the local Councillor, to design a scheme that addressed the main comments from the previous consultation.</p> <p>Extensive consultation on this proposal has been undertaken and Auckland Transport also held two public meetings within the village. All the other comments have been noted.</p>

Feedback Theme	Main points	Auckland Transport's Responses
<p>Design contradicts Auckland Transport's design guide <i>Mentions: 74 (5%)</i></p>	<ul style="list-style-type: none"> • Generally, proposal contradicts AT's own design guides. • Shared path contradicts AT's own design guides. • Shared paths are not accepted as best practice. • Shared path next to parking should be 5m wide minimum to avoid being hit by opening car doors. 	<p>St Heliers is more of a destination and the current use of the shared facility is mainly used by recreational cyclists who tend to travel at low speeds.</p> <p>The existing shared path is 2.4 metres wide and is not appropriate. With the constraints of the available road width and the aim to make the shared path safer than the existing situation, it is proposed to increase the width of the shared path to 4 metres as this will provide more space for both pedestrians and cyclists.</p> <p>The minimum width of a path where pedestrians and cyclists are separated is 6.1 metres, which cannot be achieved without removing the parking along the seaward side of Tamaki Drive.</p> <p>However, the minimum width for a shared path can be achieved by removing the separation line, which will comply with the design guide.</p> <p>We will remove the separation line on the shared path.</p>
<p>Generally, supports safety improvements <i>Mentions: 71 (5%)</i></p>	<ul style="list-style-type: none"> • Likes the proposals focus on improving safety. 	<p>Thank you for the feedback.</p>
<p>Proposal does not meet Vision Zero objectives <i>Mentions: 70 (5%)</i></p>	<ul style="list-style-type: none"> • Disappointed that proposal fails to achieve Vision Zero goals and objectives. 	<p>The results of surveys identified where pedestrians cross the road. The proposals, which make crossing the roads within the village safer, reduce vehicle speeds and create a cycle provision will assist in achieving the Vision Zero goals.</p>

Feedback Theme	Main points	Auckland Transport's Responses
		<p>The proposal is to reduce the number and severity of injuries within St Heliers Village and reducing the speed of vehicles to a survivable speed, which will assist with Auckland Transport vision zero goals of having no deaths or serious injuries on the network by 2050.</p>
<p>Happy Auckland Transport is considering St Heliers local feedback <i>Mentions: 51 (4%)</i></p>	<ul style="list-style-type: none"> • Locals are happy their voices have been heard. • Locals prefer the current proposal to the 2019 proposal. • General confidence in latest round of consultation. • Grateful to AT for updating proposal after consulting with locals. 	<p>Thank you for the feedback.</p>
<p>Proposal is dangerous, generally <i>Mentions: 18 (1%)</i></p>	<ul style="list-style-type: none"> • Proposal is dangerous to the public. • Those that designed this should be held responsible when it proves to be unsafe. • Unsafe for anyone not in a car. • Unsafe for drivers of vehicles. • Compromises safety to retain parks. 	<p>The proposal will significantly improve the safety for vulnerable road users (pedestrians and cyclists) from the current situation and reducing the speed of vehicles to a survivable speed of 30km/h within the village centre. Research has shown that a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road surviving a crash, if hit directly at 30km/h. Where a proposed crossing is not being raised the vehicle speed is already below 30km/h.</p> <p>The proposed safety interventions are expected to provide a safer environment for pedestrians, cyclists and motorists.</p>

Pedestrians



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Proposal needs more to keep pedestrians safe <i>Mentions: 323 (24%)</i></p>	<ul style="list-style-type: none"> • The proposal does not adequately consider pedestrian safety. • There should be less space allocated to cars and more space for pedestrians. • Pedestrians are not safe sharing a path with bikes and other wheels on the shared path. • Area needs more raised crossings and more traffic calming. • Belisha Beacons should be installed on all new marked pedestrian crossings. • Why have the kerb build outs been removed from the original proposal? • Pedestrians should have signage showing their priority on boardwalk. • No adult cyclists should be allowed on the boardwalk. • Narrow roads in St Heliers to promote slower speeds. • One light controlled pedestrian crossing over Tamaki Dr would be better than proposed additional ones. • Light control all pedestrian crossings. • If pedestrians felt safe then they would be more likely to linger and spend money in local businesses. • Revert to all proposed raised tables in 2019 proposal. • Raised area at Cliff Rd end needs signalised crossing and the road painted. • Remove parking to make footpath wider between Bistro and the playground. • Crossing at Vale Rd should be wider and turned towards playground. • Retain all existing crossings, these are not shown on proposal maps. 	<p>The proposed raised crossings have been adequately spaced to ensure a 30km/h speed environment is maintained within the village centre. These crossings provide pedestrians more locations to safely cross the road.</p> <p>The proposal is to raise a number of the pedestrian crossings and reduce the speed of vehicles to a survivable speed of 30km/h within the village centre. Research has shown that a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road surviving a crash, if hit directly at 30km/h. Where a proposed crossing is not being raised, vehicle speeds are already below 30km/h.</p> <p>The existing shared path is 2.4 metres wide and is not appropriate. With the constraints of the available road width and the aim to make the shared path safer than the existing situation, it is proposed to increase the width of the shared path to 4 metres as this will provide more space for both pedestrians and cyclists.</p> <p>St Heliers is more of a destination than a through route and the current use of the shared facility is mainly used by recreational cyclists who tend to travel at low speeds. Pedestrians will continue to use the shared path, especially when accessing parked vehicles and whilst many pedestrians currently use the boardwalk, signing can be introduced to encourage pedestrians to use the boardwalk.</p> <p>We will introduce pedestrian signing for the boardwalk.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
		<p>Vehicle speeds will not be reduced by using signalised crossings. As a number of signalised crossing would be required, they would create delays for traffic using Tamaki Drive, which would result in congestion and frustration for both pedestrians and motorists.</p> <p>All crossings have been designed to current standards and Belisha beacons will be installed at all zebra crossings.</p> <p>The existing crossings facilities have been retained except for the pedestrian refuge on Tamaki Drive adjacent to The Parade.</p>
<p>Requests for specific additional crossings/raised crossings <i>Mentions: 260 (19%)</i></p>	<ul style="list-style-type: none"> • Would like pedestrian crossings on every intersection with Tamaki Dr. • Additional pedestrian crossing across Maheke St Tamaki Dr end. • Additional pedestrian crossing across Goldie St at Tamaki Dr end. • Additional raised pedestrian crossing required Tamaki Dr and The Parade. • Additional pedestrian crossing required on St Heliers Rd between Police Station and Library. • Additional crossing from BNZ to the Jewellers. • Additional crossing from The Bistro to the Playground. • Additional raised pedestrian crossing required Tamaki Dr and Vale Rd. • Additional pedestrian crossing required on Bay Rd by church. • Additional raised pedestrian crossing required at Tamaki Dr/Turua St towards the sea. • Additional pedestrian crossing required at end of Long Drive by bus stops. • Additional pedestrians crossing required at Tamaki Dr/Goldie St along from the already established Bus Stop on Tamaki Drive across from the Public Toilet block. • Additional pedestrian crossing on Riddell Rd by Bay and Vale Rd is required. 	<p>More raised pedestrian crossings were consulted as part of the original scheme and due to the loss of parking it did not receive support from the community. Where a proposed crossing is not being raised, vehicle speeds are already below 30km/h.</p> <p>A working group consisting of representatives from the Local Board, Business Association, Residents Association and local Councillor worked on a design with Auckland Transport that would best suit the community following feedback received from the original scheme.</p> <p>The proposed raised crossings have been spaced to ensure 30km/h speed environment is maintained within the town centre. The proposed crossing locations are within the desire line of pedestrians.</p> <p>The proposed zebra crossings on Vale Road and Cliff Road are on the existing raised intersection. However, it is proposed to make minor adjustments to the raised</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Future 30km sign location by The Parade needs to be a pedestrian crossing. • Priority pedestrian and cycle crossing over the boat ramp. • Raise pedestrian crossings at intersection with Vale Rd for many children and families in this section. • Raise crossing by library/roundabout. • Raise the crossings at Vale and end of Cliff Rd to slow cyclists down before St Heliers. • Raise all pedestrian crossings to slow traffic. • Crossings needed on all 4 legs of roundabout. • There should be a crossing from the Bistro to the playground. • Signalise one crossing over Tamaki Dr. 	<p>intersection and the gradient of the ramps so that they are consistent with the gradients of the raised tables.</p> <p>All the additional requested crossings within the St Heliers village centre have been investigated and are not recommended. However, if the proposed scheme is introduced then it will be closely monitored to determine its effectiveness and if any additional measures are required.</p> <p>All comments outside of the St Heliers village centre have been noted and as they are outside of the project area they will need to be investigated separately.</p>
<p>Supports pedestrian crossing changes <i>Mentions: 106 (8%)</i></p>	<ul style="list-style-type: none"> • Likes new crossings. • Likes raised crossings. • Support the proposal as it will improve safety for pedestrians. • Like improvements for pedestrians to access playground. • Like additional pedestrian crossing at end of Cliff Rd. • Existing crossings in St Heliers are not safe enough. • Like the removal of pedestrian refuge. • Proposal makes crossings easier to see. • Like the reduction in crossings from original 2019 proposal. 	<p>Thank you for the feedback and if the proposed scheme is introduced then it will be closely monitored to determine its effectiveness and if any additional measures are required.</p>
<p>Do not support pedestrian crossing placements / suggested changes <i>Mentions: 72 (5%)</i></p>	<ul style="list-style-type: none"> • Does not want new pedestrian crossings too close to roundabout. • Pedestrian crossings by roundabouts inhibit traffic flow. • The two crossings at the intersection of Vale and Cliff Roads are too close to each other. • The two crossings on Tamaki Dr are too close to each other, one or the other is fine. • Raised crossing by Maheke St is on wrong side of intersection with Tamaki Dr, people cross from Eastern corner not city side. 	<p>The proposed raised crossings on Tamaki Drive have been adequately spaced to support the 30km/h speed limit that is to be introduced on 30th June 2021.</p> <p>Pedestrian surveys have been undertaken within the village and the proposed crossings are located on the desire line for pedestrians, which will make it safer for crossing the road.</p>

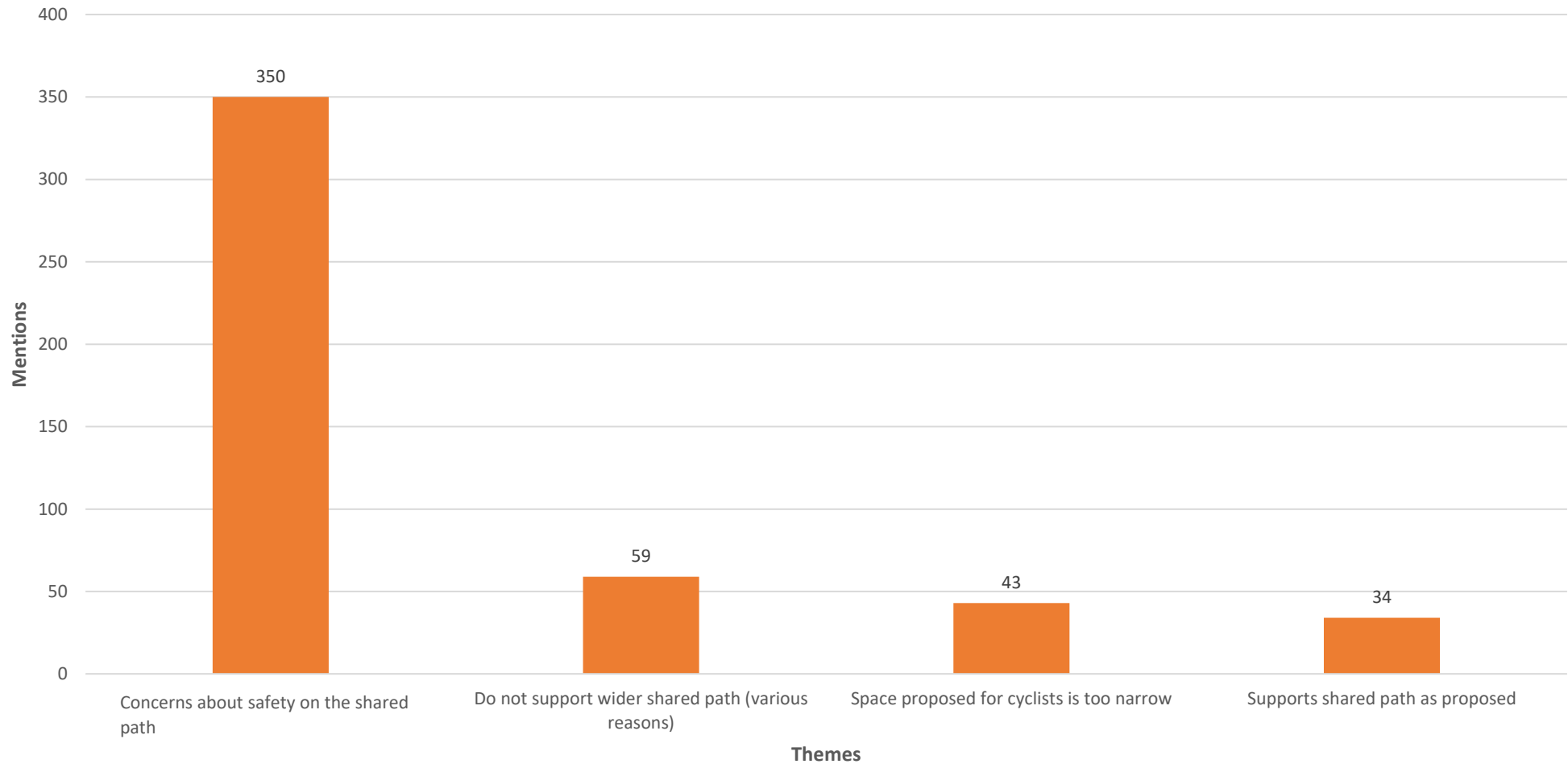
Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Crossing located by fig trees will be hard to see by motorists due to transition from dark to light. • Crossing located by fig trees should be moved in line with public toilets on beach side (Otherwise people will just jaywalk). • Proposed crossing on Tamaki Dr intersection with Maheke St should be outside The Bistro instead. • Don't need crossing to Vellenoweth green, this is not within pedestrian desire lines. • Move crossing closer to The Parade for many pedestrians that cross here. • Align bus stops with pedestrian crossings. • Place pedestrian crossings in the middle of blocks. • Do not put pedestrian crossings after right turns. • Remove crossing at Turua St. • Do not add additional crossing to Polygon Rd roundabout. • New crossing on Polygon Rd will cause traffic to back up around the roundabout. • Do not put crossing at end of Cliff Rd. 	<p>A footpath is proposed in Vellenoweth Green for pedestrians to avoid the uneven footpath caused by tree roots. The footpath links with the proposed zebra crossing by the toilets and access to boardwalk along the seaward side of Tamaki Drive.</p> <p>If the proposed scheme is introduced, then it will be closely monitored to determine its effectiveness and if any additional measures are required.</p>
<p>Do not support adding additional pedestrian crossings <i>Mentions: 57 (4%)</i></p>	<ul style="list-style-type: none"> • People tend to cross where they park, not at crossings. • Too many pedestrian crossings is distracting to drivers. • Additional crossings are not needed. • The two crossings on Tamaki Dr are too close to each other, one or the other is enough. • Vehicles are already travelling at safe speeds in St Heliers. • Installing crossings reduces parking spaces. • Crossings will slow down traffic. • Crossings proposed at entrance to St Heliers Village are unnecessary. • Crossings will encourage cars to rat run in other streets to avoid them. • Pedestrians will cross at will anywhere in 30km/h speed zone so not as many formal crossings are required. 	<p>The proposed raised crossings on Tamaki Drive have been adequately spaced to support the 30km/h speed limit that is to be introduced on 30th June 2021.</p> <p>Pedestrian surveys have been undertaken within the village and the proposed crossing are located on the desire line for pedestrians, which will make it safer for crossing the road.</p> <p>There will be no net loss or gain of parking within the village centre as a result of the proposed scheme.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • One light-controlled crossing would be better than additional crossings. • One crossing to beach at each end of the proposal area would be sufficient. 	<p>If the proposed scheme is introduced, then it will be closely monitored to determine if traffic migrates to nearby roads. Traffic surveys will be undertaken to understand the current traffic situation in nearby roads.</p>
<p>Do not support raising pedestrian crossings <i>Mentions: 45 (3%)</i></p>	<ul style="list-style-type: none"> • Do not want raised crossings. • Raised crossings are not needed with lower speed limit. • Painted crossings cost less and are still safe and effective. • Multiple raised crossings slow down emergency vehicles and other traffic. 	<p>An at-grade zebra pedestrian crossing with high-speed approaches is not safe compared to a raised zebra crossing. This is mainly because approaching vehicles are not forced to slow down, which can lead to a high-speed crash with a pedestrian resulting in serious injury or death.</p> <p>Research has shown that a raised zebra crossing can achieve a 40% reduction in crashes compared to at-grade crossing. Also, a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road surviving a crash, if hit directly at 30km/h.</p> <p>Where a proposed crossing is not being raised, vehicle speeds are already below 30km/h.</p>
<p>Keep pedestrian refuges <i>Mentions: 23 (2%)</i></p>	<ul style="list-style-type: none"> • Retain current refuges in current positions. • Do not turn the refuges into pedestrian crossings. • If removed the pedestrian crossings should be in same spot as the refuges to match pedestrian desire lines. • Put 30km/h markings on road instead of removing refuges. • Leave refuge unless/until a bypass of Moreton Bay figs can be made. 	<p>Refuges are not a safe system design and are unlikely to slow vehicle speeds to the survivable speed of 30km/h.</p> <p>The existing refuge on Tamaki Drive at The Parade needs to be removed to accommodate the proposed shared path. A footpath through Vellenoweth Green is proposed to link with a proposed raised zebra crossing near the toilet facilities to aid pedestrians to cross Tamaki Drive.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p>Current pedestrian safety concerns in St Heliers <i>Mentions: 12 (1%)</i></p>	<ul style="list-style-type: none"> • Current pedestrian crossing on Corner of St Heliers Bay Rd and Tamaki Dr is too close to intersection. • Current pedestrian crossing on St Heliers Bay Rd and Polygon Rd is too close to roundabout. • The boardwalk in St Heliers needs lighting to be repaired. • The crossing on Tamaki Drive at the of St Heliers Bay Rd requires repair. • Trim Pohutukawa trees as they are dangerous. • There is a rodent problem under the current boardwalk. 	<p>The crossings are located on the pedestrian desire line and the proposed measures with the 30km/h speed limit will make a safer environment for all users.</p> <p>All maintenance issues will be forwarded to our assets and maintenance team for their consideration and necessary action.</p>
<p>Other footpaths in St Heliers in need of attention <i>Mentions: 4 (0.3%)</i></p>	<ul style="list-style-type: none"> • Footpath along Vale Road between Rarangi Road and Clarendon Road is a constant safety risk. • Hedge overgrowing path by tennis club. • Pembroke Cres footpath needs repairs. • Goldie St footpaths need attention. 	<p>All footpath maintenance complaints will be forwarded to our maintenance team for their consideration and necessary action.</p>
<p>People need to be educated to use crossings <i>Mentions: 3 (0.2%)</i></p>	<ul style="list-style-type: none"> • Pedestrians do not use existing crossings as it is. • Auckland Transport needs to spend time educating people on how to cross the road safely. 	<p>Pedestrian surveys have been undertaken within the village and the proposed crossings are located on the desire line for pedestrians, which will make it safer for crossing the road.</p> <p>Auckland Transport's Community Transport team attend many Travelwise schools where they provide road safety education. This includes teaching young children how to cross the road safely.</p>

Shared path

Themes related to shared path

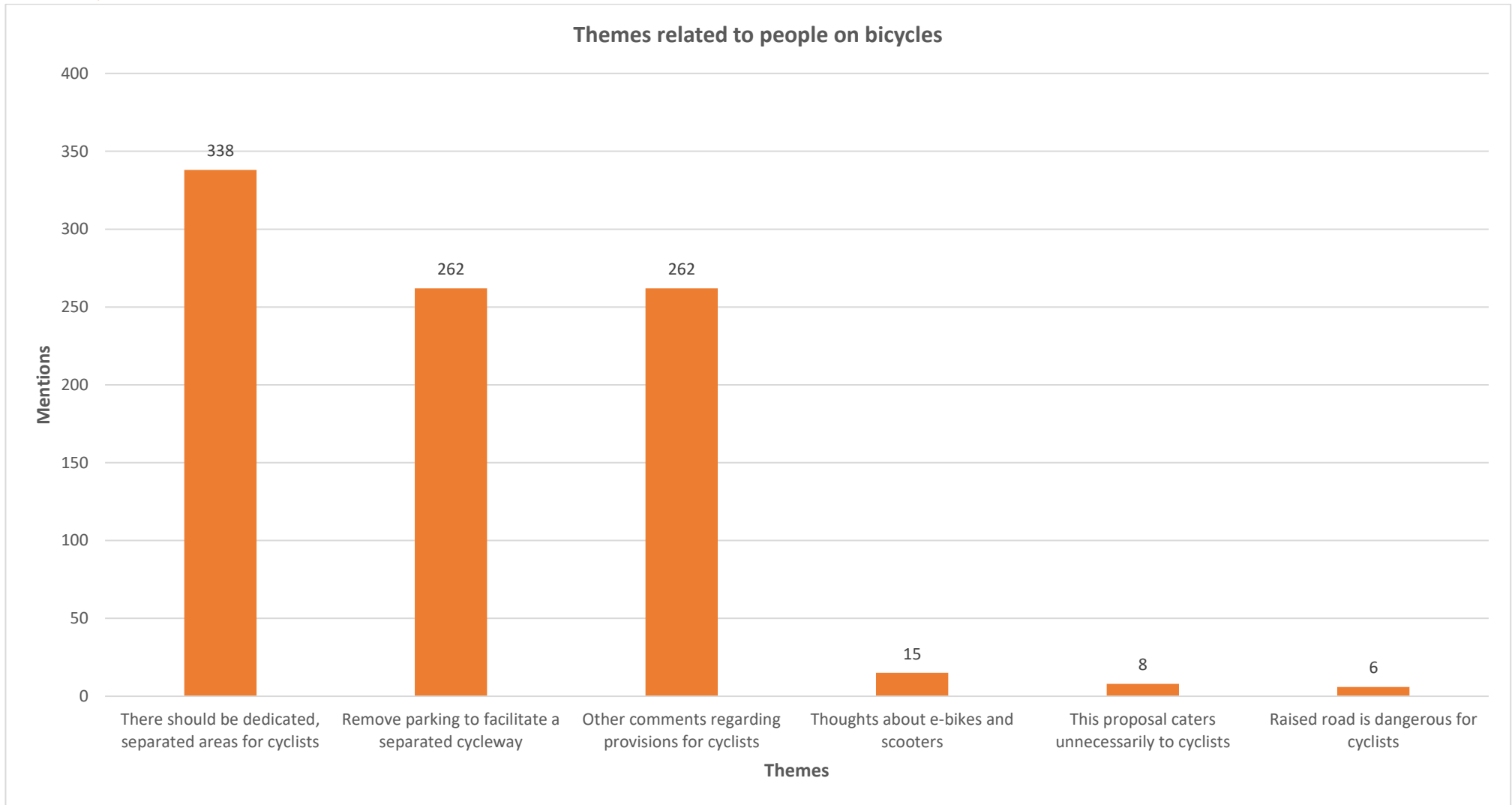


Feedback Theme	Main Points	Auckland Transport's Responses
<p>Concerns about safety on the shared path <i>Mentions: 350 (26%)</i></p>	<ul style="list-style-type: none"> • Not safe to mix pedestrians and cyclists. • A wide shared path is not an appropriate substitute for a dedicated cycle lane. • There should be a dedicated cycleway instead. • Adult cyclists should not be on shared paths. • Shared paths are not best practice in high traffic areas such as St Heliers. • Proposed path is too narrow. • Proposed path should be wider (5-6m). Shared path next to parking should be 5m wide minimum to avoid being hit by opening car doors. • Pedestrians should be given the wider side of the path. • Cyclists using proposed shared path are at risk of door zone of people exiting parked cars. • Cyclists need to travel below 20km/h on shared paths. • Proposed shared path is not safe for people stepping off buses into way of cyclists on path. 	<p>St Heliers is more of a destination and the current use of the shared facility is mainly used by recreational cyclists who tend to travel at low speeds.</p> <p>The aim of the proposal is to create a safer environment for all users. This can be achieved with a lower speed, improved cycle facilities and improved pedestrian provisions.</p> <p>The minimum width of a path where pedestrians and cyclists are separated is 6.1 metres, which cannot be achieved without removing the parking along the seaward side of Tamaki Drive.</p> <p>The existing shared path is 2.4 metres wide and is not appropriate. With the constraints of the available road width and the aim to make the shared path safer than the existing situation, it is proposed to increase the width of the shared path to 4 metres and by removing the separation line it will comply with the current design guide. A buffer strip will also be introduced along the shared path to protect cyclists from the opening of car doors.</p> <p>We will remove the separation line on the shared path and introduce a buffer strip.</p>
<p>Do not support wider shared path (various reasons) <i>Mentions: 59 (4%)</i></p>	<ul style="list-style-type: none"> • A wider shared path is not necessary. • Does not want a shared path at expense of losing road width or flush median. • Narrower road and no flush median will slow traffic flow. • Narrower road and no flush median is a danger to cyclists who prefer to cycle on road. 	<p>A recent eight-hour weekday survey was undertaken in St Heliers on the seaward side path. The results showed that 58 cyclists used the existing path with a peak volume of 13 cyclist between 1pm and 2pm. These consisted of cyclists and few e-scooter riders. The survey also showed that 193 cyclists were observed</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Widening the path between Cliff Rd and Long Dr will make resident access difficult. • Widening the path before Cliff Rd will be difficult due to roadside trees in the way. • Widening the path will reduce space for parking. • Widening the path will encourage cyclists to speed. • Do not reduce the grassed area to widen shared path. • Widen the boardwalk instead. • Fast commuter cyclists will use the road anyway. • Pedestrians should use the boardwalk, not the shared path. • Shared path should be a share with care zone, with low cycling speeds, no white line required. • The proposed shared path is to nowhere as it does not link to a full cycle network around the Eastern Beaches, no point in improving. • There is already a cycling track Cliff Rd to St Heliers. 	<p>cycling on the road during the survey period with a peak volume of 63 cyclist between 5pm and 6pm.</p> <p>The existing shared path is 2.4 metres wide and is not appropriate. With the constraints of the available road width and the aim to make the shared path safer than the existing situation, it is proposed to increase the width of the shared path to 4 metres by removing the flush median along the centre of the road. This will provide more space for both pedestrians and cyclists.</p> <p>The proposed raised crossings and lower speed limit will reduce vehicle speeds in the village, which will make it safer for those cycling along the road and pedestrians crossing the road.</p> <p>Pedestrians will continue to use the shared path, especially when accessing parked vehicles, bus stops and crossing the road. Whilst many pedestrians currently use the boardwalk, signing can be introduced to encourage pedestrians to use the boardwalk.</p> <p>We will introduce pedestrian signing for the boardwalk.</p>
<p>Space proposed for cyclists is too narrow <i>Mentions: 43 (3%)</i></p>	<ul style="list-style-type: none"> • Space allocated to cyclists is too small. • Proposed shared path is not wide enough at 4m wide. • Proposed path should be wider (5-6m). Shared path next to parking should be 5m wide minimum to avoid being hit by opening car doors. • Give cyclists 2.5m of dedicated space on the shared path. • Cyclists need more space on shared path as pedestrians already have a board walk. 	<p>St Heliers is more of a destination and the current use of the shared facility is mainly used by recreational cyclists who tend to travel at low speeds.</p> <p>The minimum width of a path where pedestrians and cyclists are separated is 6.1 metres, which cannot be achieved without removing the parking along the seaward side of Tamaki Drive.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
		<p>The existing shared path is 2.4 metres wide and is not appropriate. With the constraints of the available road width and the aim to make the shared path safer than the existing situation, it is proposed to increase the width of the shared path to 4 metres as this will provide more space for both pedestrians and cyclists and removing the separation line means the shared path will comply with the current design guide.</p> <p>We will remove the separation line on the shared path.</p>
<p>Supports shared path as proposed <i>Mentions: 34 (3%)</i></p>	<ul style="list-style-type: none"> • Introduction of marked share path will encourage the up-take cycling. • There is currently not a safe cycle route through St Heliers. • The shared path is good as it separates those on e-scooters and skateboards from pedestrians. • Supports the shared path if it is not at expense of road width. 	<p>Thank you for the feedback.</p>

People on bicycles



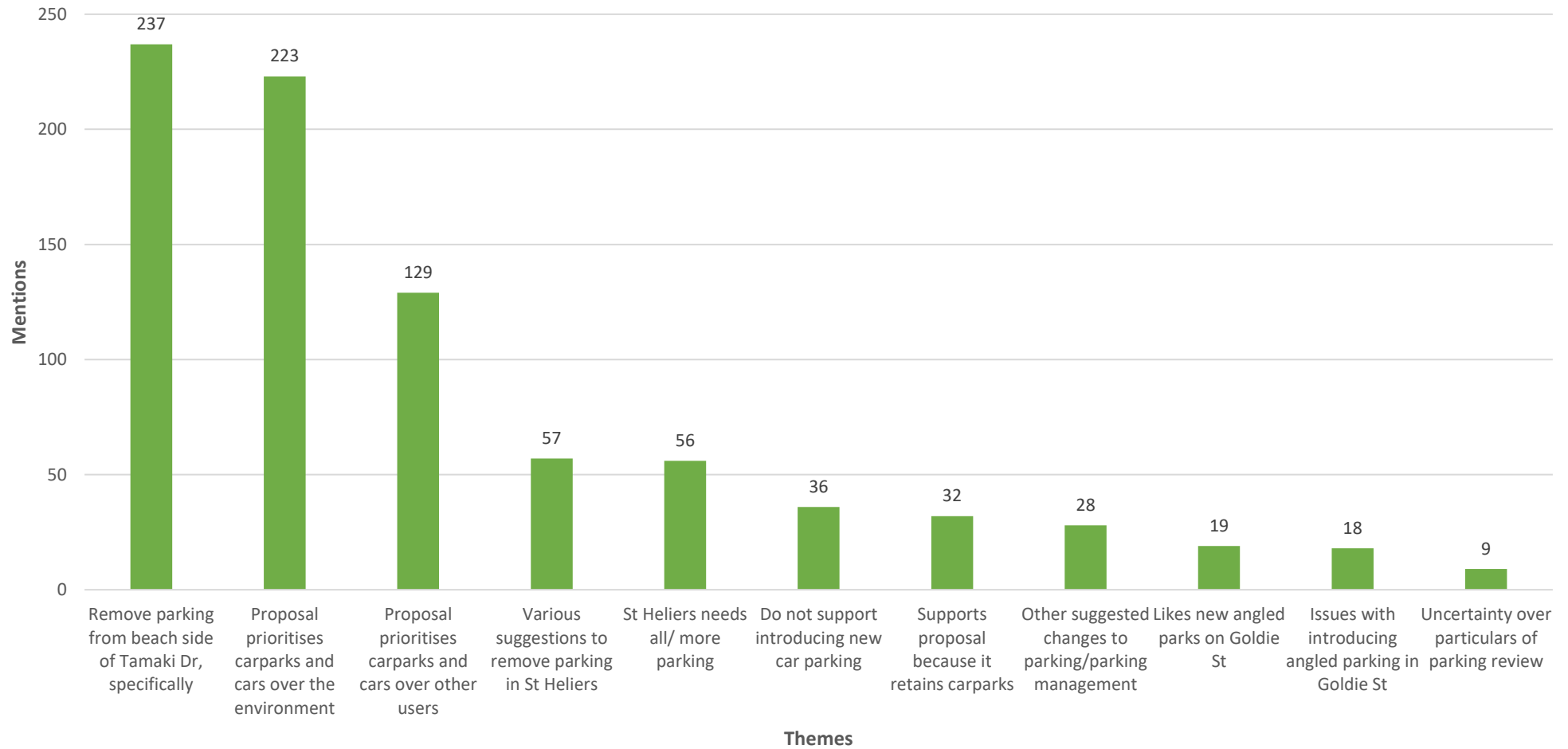
Feedback Theme	Main Points	Auckland Transport's Responses
<p>There should be dedicated, separated areas for cyclists <i>Mentions: 338 (25%)</i></p>	<ul style="list-style-type: none"> • Those on wheels and those on foot should be separated. • Create a dedicated, separate cycleway along Tamaki Dr. • Green paving to show designated area. • Physical barriers are required to stop pedestrians wandering into cycle lanes. • Painted lines are not enough to keep pedestrians and cyclist separate. • Move cycling to the other side of Tamaki Dr if need be to separate them from pedestrians. • Cyclists should be separate from cars. • Cyclists should not be on the boardwalk. 	<p>The aim of the proposal is to create a safer environment for all users. This can be achieved with a lower speed, improved cycle facilities and improved pedestrian provisions.</p> <p>The minimum width of a path where pedestrians and cyclists are separated is 6.1 metres, which cannot be achieved without removing the parking along the seaward side of Tamaki Drive, which is approximately 60 spaces. Given that the community strongly opposed the removal of 34 parking spaces within the village, the removal of parking along Tamaki Drive is very unlikely to be supported by the community.</p>
<p>Remove parking to facilitate a separated cycleway <i>Mentions: 262 (19%)</i></p>	<ul style="list-style-type: none"> • Create a dedicated, separate cycleway along Tamaki Dr. • Remove parking as required to facilitate a separate cycleway. 	<p>The minimum width of a path where pedestrians and cyclists are separated is 6.1 metres, which cannot be achieved without removing the parking along the seaward side of Tamaki Drive, which is approximately 60 spaces. Given that the community strongly opposed the removal of 34 parking spaces within the village, the removal of parking along Tamaki Drive is very unlikely to be supported by the community.</p>
<p>Other comments regarding provisions for cyclists <i>Mentions: 262 (19%)</i></p>	<ul style="list-style-type: none"> • Area needs signage that cyclists are present. • Does not align with 'Revised Tamaki Drive Master Plan change' • Pedestrian refuges are not safe for cyclists as they funnel them into car lanes. • Less raised tables mean that cars will not adhere to the 30km/h limit and are a danger to cyclists who use road to avoid pedestrians and car doors on shared path. • There needs to be more treatments for cyclists as it is a well-used, busy cycling area. • This project does not make area safer or more attractive to cyclists. • St Heliers needs more cycle parking. • Put pedestrians in door zone on shared path rather than cyclists. 	<p>The proposal removes the existing refuges and raised crossings are proposed to reduce vehicle speeds, which will make it safer for cyclist using the road.</p> <p>A recent eight-hour weekday survey was undertaken in St Heliers on the seaward side path. The results showed that 58 cyclists used the existing path with a peak volume of 13 cyclist between 1pm and 2pm. These consisted of cyclists and few e-scooter riders. The survey also showed that 193 cyclists were observed cycling on the road during the survey period with a peak volume of 63 cyclist between 5pm and 6pm.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Install Sheffield Parks. • Ensure that cyclists use paths provided for cyclists. • Auckland needs an Auckland wide cycle network. 	<p>St Heliers is more of a destination and the current use of the shared facility is mainly used by recreational cyclists who tend to travel at low speeds. Cycle enthusiasts who are competent cyclists are likely to continue to cycle on the road.</p> <p>Auckland Transport does have a cycle network plan which can be found on our website.</p> <p>Additional bike stands are proposed in this scheme.</p>
<p>Thoughts about e-bikes and scooters <i>Mentions: 15 (1%)</i></p>	<ul style="list-style-type: none"> • Ban electric scooters from pedestrian paths. • E-bikes and scooters have not been considered in this proposal. • E-bikes and scooters are increasing in popularity. • Separate those on E-scooters and E-bikes and skateboards from pedestrians. • Speed of E-bikes and E-scooters should be restricted on shared paths. • E-scooters should be given a 10km/h speed limit on shared paths. 	<p>E-scooters and electric bikes are legally allowed to use a shared path. However, e-scooters are not legally allowed to use cycle lanes.</p> <p>Auckland Transport collaboratively work with Auckland Council on rental micromobility licencing. As part of the licencing process there are conditions around nuisance and safety that the operators agree to as part of the licence. As part of the agreement St Heliers town centre is a designated slow speed zone where devices are speed limited to 15kmph.</p>
<p>This proposal caters unnecessarily to cyclists <i>Mentions: 8 (0.6%)</i></p>	<ul style="list-style-type: none"> • AT are prioritising cyclists. • AT are demonising cars. • Cyclists use the road anyway. • Auckland does not need any more cycle paths. • Tamaki Dr is an important car commuter route. 	<p>The existing shared path is 2.4 metres wide and is not appropriate. With the constraints of the available road width and the aim to make the shared path safer than the existing situation, it is proposed to increase the width of the shared path to 4 metres as this will provide more space for both pedestrians and cyclists.</p> <p>The proposal is to raise a number of the pedestrian crossings and reduce the speed of vehicles to a survivable speed of 30km/h within the village centre. Research has shown that a reduction in vehicle speed</p>

Feedback Theme	Main Points	Auckland Transport's Responses
		from 50km/h to 30km/h translates to a 90% chance of a vulnerable road surviving a crash, if hit directly at 30km/h. Where a proposed crossing is not being raised, vehicle speeds are already below 30km/h.
<p>Raised road is dangerous for cyclists <i>Mentions: 6 (0.4%)</i></p>	<ul style="list-style-type: none"> • Raised crossings are difficult for cyclists to ride over. • Ensure there is a space for cyclists to pass raised areas at current road grade rather than needing to ride up them. 	<p>The proposed raised crossings are 75mm high with the ramps having a 1 in 15 gradient. This profile will reduce vehicle speeds whilst providing a smoother ride for cyclists and other vehicle types.</p>

Parking

Themes related to parking



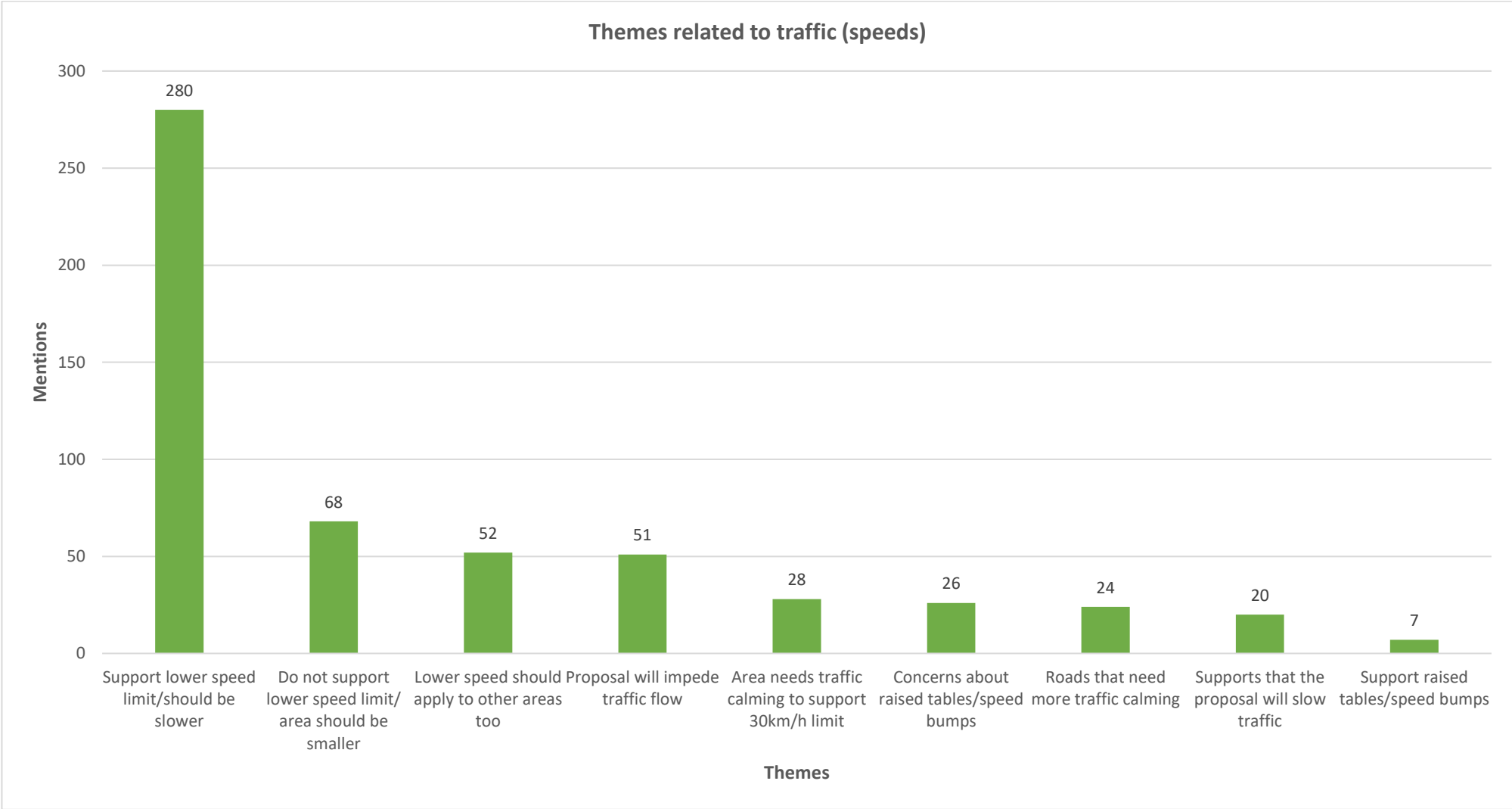
Feedback Theme	Main Points	Auckland Transport's Responses
Remove parking from beach side of Tamaki Dr, specifically <i>Mentions: 237 (18%)</i>	<ul style="list-style-type: none"> Remove parks to make dedicated cycleway. Remove all seaside parks on Tamaki Dr. St Heliers has plenty of other parking that is not on the beach front. 	<p>To introduce a dedicated-on road cycle facility cannot be achieved without removing the parking along the seaward side of Tamaki Drive, which is approximately 60 parking spaces and therefore it is very unlikely to be supported by the community.</p> <p>With the available road width, lower speed limit and that the shared facility is mainly used by recreational cyclists who tend to travel at low speeds, a shared path in this location is considered appropriate.</p>
Proposal prioritises carparks and cars over the environment <i>Mentions: 223 (16%)</i>	<ul style="list-style-type: none"> Continuing to support private motor vehicles instead of other modes is outdated in time of climate emergency. AT need to be more forward thinking with their vision of St Heliers and prioritise alternative modes. Retaining car parks is not in line with AT's Climate Plan. 	<p>The proposal improves the existing cycle facility and reduces vehicles speeds in the village centre to survivable speeds, which will create a safer environment for pedestrians and all modes of transport.</p>
Proposal prioritises carparks and cars over other users <i>Mentions: 129 (10%)</i>	<ul style="list-style-type: none"> Proposals emphasis is on parking. Proposals emphasis is on cars. Proposals emphasis should be on the road users NOT on cars. Cars are not the future of transport. By keeping carparks and not making a dedicated space for cyclists to ride AT are not meeting their Vision Zero objectives. There needs to be more focus on getting people out of their cars. Parking availability is being prioritised over other users' safety. Reduce parking, generally, to make more space in St Heliers for active modes. There is not a parking shortage in St Heliers. If parking were removed there would not necessarily be a decrease in shop customers. 	<p>AT is committed to vision zero goals to have no deaths and serious injury crashes by 2050. This will require extensive speed management in the Auckland region as speed determines the severity of the crash.</p> <p>The proposal is to reduce the speed of vehicles to a survivable speed of 30km/h within the village centre. the introduction of raised zebra crossings will support a lower speed environment as well as providing improved facilities for pedestrians to cross the road.</p> <p>The proposal also improves facilities for cyclists by increasing the width of shared path, so it is not correct that the proposal prioritises cars over other users.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p>Various suggestions to remove parking in St Heliers <i>Mentions: 57 (4%)</i></p>	<ul style="list-style-type: none"> • Remove parking in St Heliers generally. • This proposal should not have a no loss of parking parameter. • Carparks need to be removed to allow buses safe passage. • Parking on both sides of Polygon Rd is dangerous, one side should be removed or changed to angled. • Remove parking on both sides of Tamaki Dr. • Remove the one park on left hand side of Turua to help traffic flow and safety. • Remove parking on Long Dr for safety reasons. • Remove parking to encourage public transport use. • Remove all village parking and relocate to The Green. • Remove parking on St Heliers Bay Rd between Polygon St and Tamaki Dr. • Remove parks in front of cafes. • Remove parks in front of banks. • Remove 1 park on St Heliers Bay Rd by intersection with Tamaki Dr to clear sight lines. • Remove parking on one side of St Heliers Bay Rd. • Remove carparking on all intersection to allow installation of raised crossings. • Remove bus stops but do not reinstate parking, use area for cafe tables to spill out. • Remove the first two car parks outside the St Heliers Hall to allow buses easier movement. • Remove carparks between the Bistro and Playground to make more footpath width. • Removing parking will encourage walking cycling and public transport use. • Remove parking on one or both sides of St Johns Rd between St Heliers Rd and College Rd, especially around the intersection of Gowing Dr to improve safety. • Remove parking on the winding part of Riddell Rd. 	<p>Parking restrictions will be investigated during 2022/23 with the aim of making best use of the available on street parking. Any recommendations will be formally consulted with the community.</p> <p>The previous consultation showed that the community are strongly opposed the removal of parking spaces within the village and the current proposal aims to keep the same number of parking spaces within the village.</p> <p>Having investigated the suggested locations within the project area it is not recommended to remove any parking spaces. The locations outside the project area will be investigated separately.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p>St Heliers needs all/ more parking <i>Mentions: 56 (4%)</i></p>	<ul style="list-style-type: none"> • St Heliers needs more carparking, generally. • Create summer peak season parking on The Green. • Create angled parking on The Parade side of The Green • Create more motorcycle parking. • Parking on Tamaki Dr is needed for tourists and beach goers with beach luggage. • Build a car parking building. • Underground parking for beach goer's • Businesses will suffer with any loss of parking in St Heliers. • Shared path should not result in loss of carparks on Tamaki Dr. • Introduce family parks by playground. • Does not like the current clearway from Kohimarama Beach to Long Dr in St Heliers. 	<p>Parking restrictions will be investigated during 2022/23 with the aim of making best use of the available on street parking. Any recommendations will be formally consulted with the community.</p> <p>The aim will be no net loss or gain of parking within the village centre as a result of the proposed scheme.</p>
<p>Do not support introducing new car parking <i>Mentions: 36 (3%)</i></p>	<ul style="list-style-type: none"> • More parking encourages more traffic to come into the village. • Putting in replacement carparks continues to favour car use which does not facilitate shifts towards alternative modes. • Do not put new parks in until it is sure the ones on Tamaki Dr are to be removed. 	<p>The aim will be no net loss or gain of parking within the village centre as a result of the proposed scheme. However, to mitigate the loss of parking in other areas some additional parking has been proposed to maintain the current level of parking spaces.</p>
<p>Supports proposal because it retains carparks <i>Mentions: 32 (2%)</i></p>	<ul style="list-style-type: none"> • Happy that proposal results in no net loss of carparks. 	<p>Thank you for the feedback.</p>
<p>Other suggested changes to parking/parking management <i>Mentions: 28 (2%)</i></p>	<ul style="list-style-type: none"> • Time limit for parking should be longer time periods. • Parking should not be free. • Change parking from parallel to angled on The Parade to increase the number of parking spaces. • Lots of park and ride commuters use St Heliers for all day parking. • Time limited parking would turnover carparks more frequently and benefit shops. 	<p>Parking restrictions will be investigated during 2022/23 with the aim of making best use of the available on street parking. Any recommendations will be formally consulted with the community.</p> <p>The angle parking on Polygon Road is designed to current standards.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Paid parking would turn over car parks more frequently. • Turua Rd needs to be parallel parking not angled parking, road is too narrow. • Convert relocated bus stop area outside Brazini Cafe into loading zone for deliveries. • Ensure parking is not lost when bus stops are moved. • There are too many parks with no restrictions that encourage all-day/long-term parking. • Angled parking on Polygon Rd is not long enough for many cars. • Angled parking on Polygon Rd is not wide enough for many cars. 	
<p>Likes new angled parks on Goldie St <i>Mentions: 19 (1%)</i></p>	<ul style="list-style-type: none"> • Likes new parking on Goldie St. • Likes that total parking spaces in St Heliers haven't been reduced. • Parking should be down the whole street not just one section proposed. 	<p>Thank you for the feedback.</p>
<p>Issues with introducing angled parking in Goldie St <i>Mentions: 18 (1%)</i></p>	<ul style="list-style-type: none"> • Keep parallel parking, it's safer than angled parking for pedestrians. • Berms in St Heliers are part of the Ecological corridor for birds coming from predator free islands to the mainland. • Parks on Goldie St are a poor substitute for parks in the Village, they are too far away. • Goldie St is too narrow for angled parks. • Goldie St is residential and should not have angled parks. • Grass is permeable which is important to the environment and should be left as grass. 	<p>The proposed angle parking on Goldie Street is to maintain the existing number of parking spaces within the village. However, the parking layout in this area is to be reviewed.</p> <p>We will review the parking layout on Goldie Street.</p>
<p>Uncertainty over particulars of parking review <i>Mentions: 9 (1%)</i></p>	<ul style="list-style-type: none"> • Would not like pay and display to be introduced. • Would like details of parking review. • Concern about parking review. 	<p>Parking restrictions will be investigated during 2022/23 with the aim of making best use of the available on street parking. Any recommendations will be formally consulted with the community.</p>

Traffic - Speeds

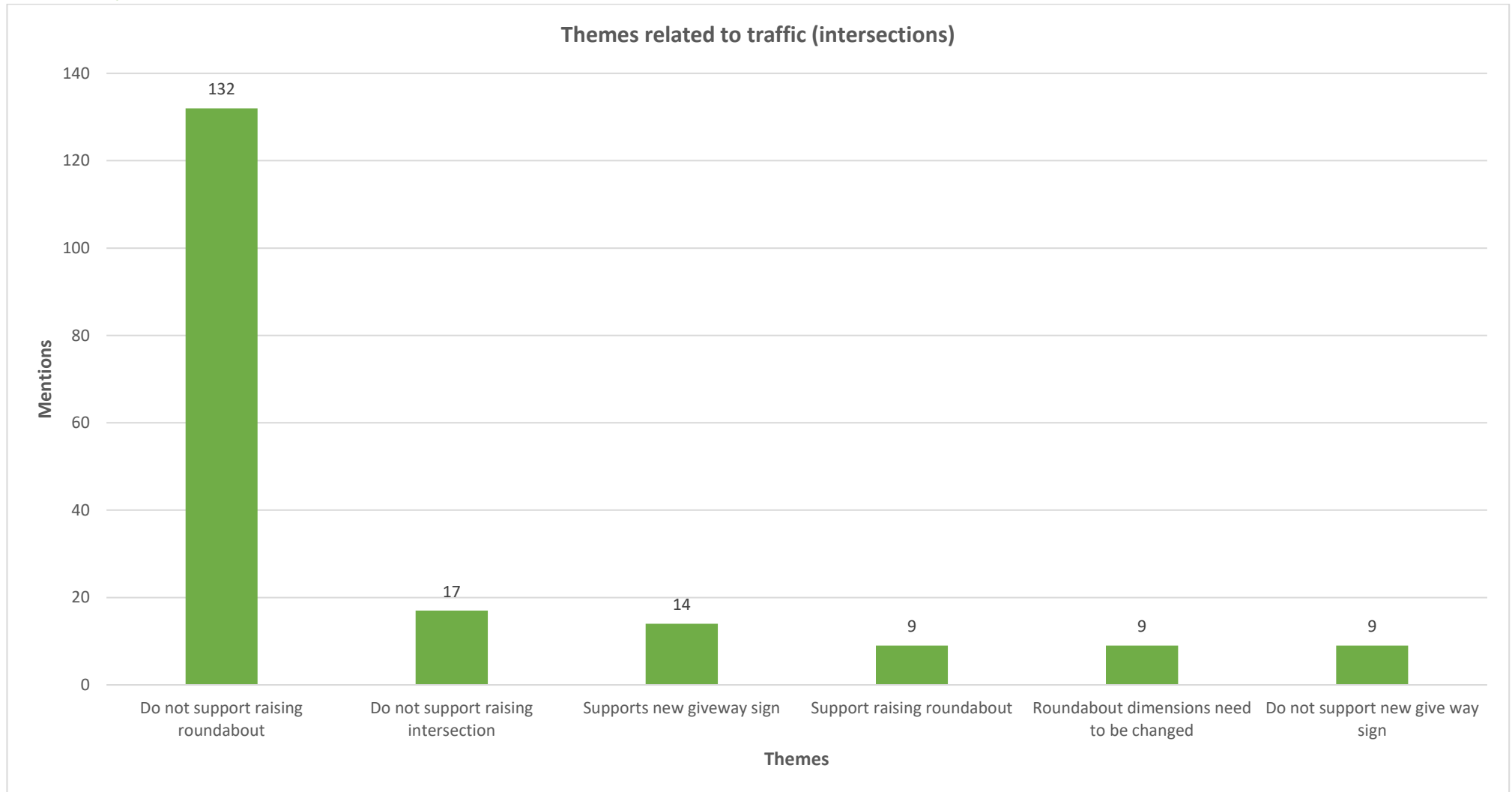


Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support lower speed limit/should be slower <i>Mentions: 280 (21%)</i></p>	<ul style="list-style-type: none"> • Speed limit reduction should be implemented ASAP. • Cars do speed in St Heliers village. • Reducing speed limit may be only change required in St Heliers, try implementing only that. • The proposed traffic calming needs to be increased to ensure traffic can only go 30km/h. • Speed limit must be enforced. 	<p>A 30km/h speed limit is due to come into operation on 30th June 2021 as this was set when the Speed Limit Bylaw 2019 was approved. The proposed measures will support the lower speed environment.</p>
<p>Do not support lower speed limit/ area should be smaller <i>Mentions: 68 (5%)</i></p>	<ul style="list-style-type: none"> • Waste of time. • Not needed as people do not speed. • It is not possible to speed in St Heliers, it is too busy. • Speed limit should be 40km/h • Low speed zone should start from Goldie St. • Speed limit should only apply during the summer months. • Does not support electronic warning sign on Tamaki Dr. Sign should be positioned further east of bus stop 7341. • Keep Polygon Rd 50km/h to encourage drivers to use that route instead of Tamaki Dr. 	<p>A 30km/h speed limit is due to come into operation on 30th June 2021 as this was set when the Speed Limit Bylaw 2019 was approved.</p> <p>The lower speed limit is to cover the area of the village centre where there are high numbers of vulnerable road users (people walking and cycling). Research has shown that a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road surviving a crash, if hit directly at 30km/h.</p>
<p>Lower speed should apply to other areas too <i>Mentions: 52 (4%)</i></p>	<ul style="list-style-type: none"> • Suggested areas for speed limit to apply. • Cliff Rd should be 20km/h. • Start 30km/h change from Long Drive just after yacht club • Start 30km/h change from beginning of Yattendon Rd. There is a large retirement village being built Rarangi Road. • Start 30km/h from intersection of Vale Rd and Clarendon Rd. • Include The Parade in low speed zone. • Include Goldie St in low speed zone. • Include Vale Rd in low speed zone to slow traffic before arriving in St Heliers. • Introduce 30 km/h from Mission Bay to St Heliers along Tamaki Dr. 	<p>A 30km/h speed limit is due to come into operation on 30th June 2021 as this was set when the Speed Limit Bylaw 2019 was approved.</p> <p>The lower speed limit is to cover the area of the village centre where there are high numbers of vulnerable road users (people walking and cycling).</p> <p>The area will be closely monitored to determine its effectiveness and if any changes are required, which would need to be included in a future speed limit bylaw.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p>Proposal will impede traffic flow <i>Mentions: 51 (4%)</i></p>	<ul style="list-style-type: none"> • Additional crossings inhibit good traffic flow. • Crossing on Polygon Rd will cause traffic to back up around roundabout. • Removing median strip will cause traffic congestion with waiting, turning vehicle impeding flow on Tamaki Dr. • Speed bumps will cause traffic problems. • Using just one, signalised crossing would reduce the number of times cars are forced to stop along Tamaki Dr for pedestrians. • Tamaki Dr is an important access route in lieu of an Eastern Link. 	<p>The removal of flush median is necessary for the proposed shared path and to retain parking.</p> <p>The profile and spacing of the raised tables are designed to achieve a 30km/h operating speed through St Heliers and should not create any significant delays for traffic.</p> <p>The measures, if implemented, will be closely monitored to determine their effectiveness and to identify if any changes are considered necessary.</p>
<p>Area needs traffic calming to support 30km/h limit <i>Mentions: 28 (2%)</i></p>	<ul style="list-style-type: none"> • Introduce traffic calming that makes going over 30km/h difficult • Proposal does not have enough in place to support 30km/h limit. • Install an electronic speed warning device. 	<p>The proposed raised crossings have been spaced to ensure 30km/h speed environment is maintained within the village centre.</p>
<p>Concerns about raised tables/speed bumps <i>Mentions: 26 (2%)</i></p>	<ul style="list-style-type: none"> • Raising road makes it difficult for buses and emergency vehicle to access. • There are too many raised areas in the proposal. • Speed bumps outside residences are noisy, disturb residents and shake houses. • Motorists and residents are concerned at how large the bumps will be. • Raising the road and raised pedestrian crossings are bad for cars suspension and tyres. • Please make speed bumps steep on one side only, on way up, and smoother on way down. • Elderly Villagers prefer flat roads. • Proposed speed bump design is too severe, make them like one Apirana Avenue next to the church. • Raised crossings/Speed bumps cause additional pollution as cars accelerate away from them. 	<p>The proposed raised tables are 75mm high with a 1 in 15 ramp. This design is similar to those outside Kelly Tarltons and should not create discomfort for bus passengers.</p> <p>The profile and spacing of the raised tables are designed to achieve a 30km/h operating speed through St Heliers.</p> <p>The measures, if implemented, will be closely monitored to determine their effectiveness and to identify if any changes are considered necessary.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> If there is a 30km/h limit, speed bumps are not required. 	
Roads that need more traffic calming <i>Mentions: 24 (2%)</i>	<ul style="list-style-type: none"> Speed bumps are required to reduce speeding on Vale St. Speed bumps are required to reduce speeding on Berwick St. Speed bumps are required to reduce speeding by the playground on Cliff Rd. Cliff Rd/Lombard Rd/ Vale Rd intersection is very dangerous, it should be a roundabout instead. There should be a Give Way sign at the end of Lombard St, it is dangerous. Vale Rd, from Tamaki Dr needs no parking yellow lines to improve lines of sight and safety. Speed bumps are required to reduce speeding on Polygon Road up the hill to Tuhimata Street/Paunui Street intersection Tamaki Dr between Long Dr and The Parade needs traffic calming. The Parade needs traffic calming. Speed bump requested between 33 and 39 Glover Rd. 	<p>Additional requests for measures will be investigated and any proposed measures will be subject to consultation.</p> <p>A roundabout was investigated at the intersection of Cliff Road / Vale Road / Tamaki Drive. However, due to width constraints this is not feasible. It is proposed to adjust to the raised intersection and the gradient of the ramps so that they are consistent with the gradients of the raised tables.</p> <p>We will investigate the requests for additional measures and undertake additional traffic surveys on nearby roads.</p>
Supports that the proposal will slow traffic <i>Mentions: 20 (1%)</i>	<ul style="list-style-type: none"> Changes make speeding less possible. Traffic needs to slow down in St Heliers. Slower traffic makes area more appealing to pedestrians and cyclists. Will slow traffic down around pedestrian refuges. 	<p>Thank you for the feedback.</p>
Support raised tables/speed bumps <i>Mentions: 7 (1%)</i>	<ul style="list-style-type: none"> Supports raising the road at entrance to village. Should be a severe bump to stop traffic. 	<p>Thank you for the feedback.</p>

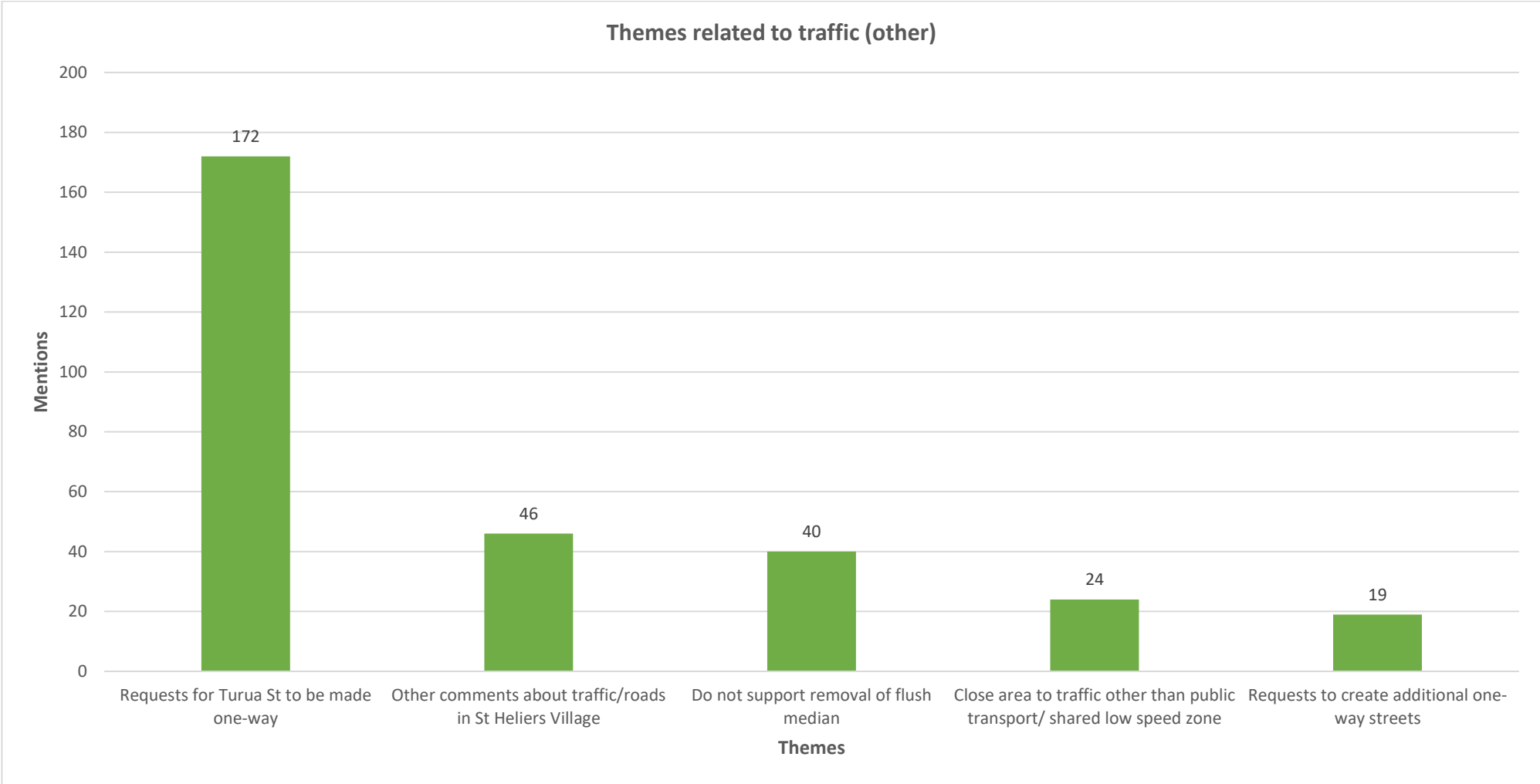
Traffic - Intersections



Feedback Theme	Main Points	Auckland Transport's Responses
Do not support raising roundabout <i>Mentions: 132 (9%)</i>	<ul style="list-style-type: none"> • Do not understand the reason for raising the roundabout. • Currently, large vehicles drive over the roundabout as there is not space to get around. • If raised, the dimensions would need to be changed. • If raised, it will be hard for buses to get around. • If raised, it will damage car wheels. • If the speed limit is lower, changes to the roundabout will not be necessary. • Raising the roundabout is a waste of money. 	<p>Site observations show that motorists do not tend to slow down whilst negotiating the roundabout.</p> <p>The proposed modifications to the roundabout are to have a 20mm upstand around the edge with the centre being 50mm high. The roundabout will be mountable for large vehicles to negotiate and the profile should encourage cars to go around the roundabout rather than over it.</p>
Support raising roundabout <i>Mentions: 9 (1%)</i>	<ul style="list-style-type: none"> • Like the idea of raising roundabout in theory but concerned there is not enough space. • Widen road to accommodate raising the roundabout. • Currently the roundabout does not slow down traffic. 	<p>Thank you for the feedback.</p>
Roundabout dimensions need to be changed <i>Mentions: 9 (1%)</i>	<ul style="list-style-type: none"> • Reduce size of roundabout, people drive over it. • Increase lighting around roundabout. • Make roundabout like Upland and Benson Rd roundabout 	<p>The constraints at the intersection requires roundabout to be mountable, so that large vehicles can drive over it and hence it cannot be modified like the Upland Road and Benson Road roundabout.</p>
Do not support raising intersection <i>Mentions: 17 (1%)</i>	<ul style="list-style-type: none"> • Intersection at entrance to St Heliers village does not require raising. • Intersection at entrance to St Heliers village is already safe. • Intersection at entrance to St Heliers village should be a roundabout instead. • Raising the intersection may be difficult for emergency vehicles and buses. 	<p>The entrances to the village are to have 30km/h speed limit signing and coloured surface treatment to advise drivers that they are entering a lower speed environment.</p> <p>There is already a raised intersection on Tamaki Drive at its intersection with Vale Road and Cliff Road. However, the existing profile of the raised intersection is unlikely to achieve speeds of 30km/h or lower. Therefore, it is proposed to make minor adjustments to the raised intersection and the gradient of the ramps so that they are consistent with the gradients of the raised tables.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p>Supports new give way sign <i>Mentions: 14 (1%)</i></p>	<ul style="list-style-type: none"> • Give-way sign as proposed is welcome. • There is poor visibility at this intersection. • Intersection is hard to negotiate with parked buses nearby. 	<p>Currently the intersection of Polygon Road and Turua Street is uncontrolled which can create confusion to motorists over the right of way. Providing the give way priority will make the intersection operate safely.</p>
<p>Do not support new give way sign <i>Mentions: 9 (1%)</i></p>	<ul style="list-style-type: none"> • Should be a stop sign. • Should be directed towards traffic coming from Turua Rd instead as people do not stop. • Road is too narrow here unless you remove parking. • People already give way anyway. • Cyclists will find it hard to get going up the hill after slowing for the give way sign. 	<p>Currently the intersection of Polygon Road and Turua Street is uncontrolled which can create confusion to motorists over the right of way. Providing the give way priority will make the intersection operate safely.</p> <p>The priority for Turua Street is provided mainly for the reasons of steep grade approaching Polygon Road. Having a give way control for the downhill approach on Polygon Road will help maintain slower speeds in the area.</p>

Traffic - Other

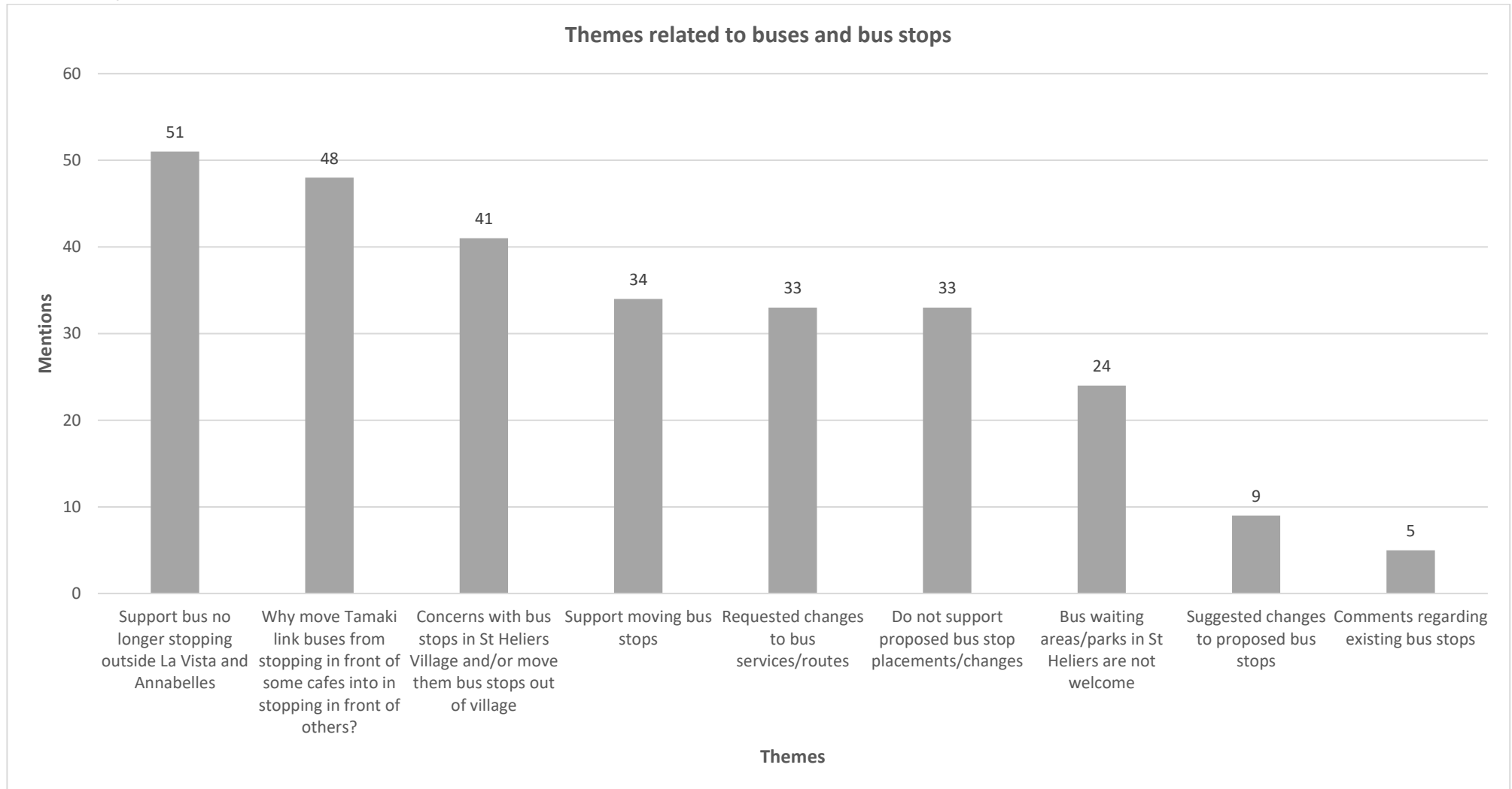


Feedback Theme	Main Points	Auckland Transport's Responses
<p>Requests for Turua St to be made one-way <i>Mentions: 172 (13%)</i></p>	<ul style="list-style-type: none"> • Make Turua Rd one-way to traffic. • One-way traffic will reduce the risk to pedestrians crossing. • One-way traffic will help parking. • People currently reverse into parks on Turua Rd. • One-way traffic will give more space to buses. • One-way traffic would mean that there are no cars turning right from Turua Rd onto Tamaki Dr to help reduce risk of collisions on Tamaki Dr. 	<p>Introducing a one-way road would result in increased traffic volumes on adjacent roads and it would intensify the turning movements at nearby intersections.</p> <p>A one-way system will need be investigated further and if deemed appropriate it could be installed after the proposed measures have been constructed.</p> <p>We will undertake a study to determine if a one-way system is appropriate.</p>
<p>Requests to create additional one-way streets <i>Mentions: 19 (1%)</i></p>	<ul style="list-style-type: none"> • Consider one-way systems through the village. • Introducing a one-way system would increase parking naturally. • A one-way system would work well in St Heliers village due to its grid like roads • One-way system increases pedestrian safety. • One-way Polygon Rd. • One-way St Heliers Rd. • One-way Maheke St. • One way up Turua Rd, and down St Heliers Bay Rd. • One-way on St Heliers Bay Rd between Tamaki Drive and Polygon Rd. 	<p>Introducing a one-way road would result in increased traffic volumes on adjacent roads and it would intensify the turning movements at nearby intersections.</p> <p>A one-way system will need be investigated further and if deemed appropriate it could be installed after the proposed measures have been constructed.</p> <p>We will undertake a study to determine if a one-way system is appropriate.</p>
<p>Do not support removal of flush median <i>Mentions: 40 (3%)</i></p>	<ul style="list-style-type: none"> • Median provides safety for road cyclists if cars need to go around them. • Median is currently used to turn into side roads. • Use the grass area instead of the median and road corridor to widen footpath. • Pedestrians use the median as a refuge when crossing the road. 	<p>The grass area cannot be used to widen the shared footpath due to it being a reserve and the existing mature trees. It is therefore proposed to remove the flush median as this will provide the space to widen the shared path.</p> <p>Pedestrians currently using the centre median to cross the road put themselves at risk as there is no protection from passing vehicles. The proposed raised crossings will provide pedestrians will a safe crossing</p>

Feedback Theme	Main Points	Auckland Transport's Responses
		<p>location and the lower speed limit will make a safer environment.</p> <p>Reducing the traffic lanes to 3.2 metres wide would enable a 0.6 metre centre median to be introduced. However, this width is too narrow to assist right turning traffic and it could put on road cyclists at risk from passing vehicles.</p>
<p>Close area to traffic other than public transport/ shared low speed zone <i>Mentions: 24 (2%)</i></p>	<ul style="list-style-type: none"> • Remove cars from area. • Make a shared zone with pedestrian priority. • Close Tamaki Dr from Goldie St to Cliff Rd to cars. • Close Tamaki Dr to cars on Sundays. • Make whole of St Heliers Village a walkable shared area. • Close area to traffic between Tamaki Dr and Polygon Rd. 	<p>Tamaki Drive is used to as a through route and to access nearby suburbs. Access to properties is required and therefore closing St Heliers or certain roads to traffic is not a viable solution.</p> <p>Shared zone spaces, which have a 10km/h speed limit, are typically introduced where pedestrians and cyclist outnumber vehicles. A shared zone is not appropriate for St Heliers village, but the proposal does reduce vehicle speeds and pedestrians have priority when using a zebra crossing.</p>
<p>Other comments about traffic/roads in St Heliers Village <i>Mentions: 46 (3%)</i></p>	<ul style="list-style-type: none"> • Raise whole intersection at the library roundabout. • St Heliers Bay Rd/ Tamaki Dr intersection needs lights. • Request for speed camera on Tamaki Dr. • Problem only occurs 2 hours a day, address this with a clearway instead. • More signage is needed around school to slow traffic. • Roads are too narrow, frequent collisions on The Main St by Eden Foods, and Dominos. • Polygon Rd is too narrow and dangerous between Maheke and St Heliers Bay Rd. • Do not narrow roads further to make proposed enhancements. • New signage will be visual pollution. 	<p>Raising the whole intersection by the library is not required as the proposed improvements to the roundabout will control vehicle speeds.</p> <p>Signalisation of the intersection of Tamaki Drive and St Heliers Bay Road is not considered necessary at the present time. There is a raised zebra crossing to the east of the intersection which provide pedestrians with a safe crossing location.</p> <p>Speed cameras are the responsibility of New Zealand Police and with the proposed safety enhancements</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • New signage is in line of sight for drivers turning onto Tamaki Dr. • Consider left turn only out of St Heliers Bay Rd onto Tamaki Dr. • Paint the road in the village to show it is a low speed zone. • Widen Turua Rd by changing parking on one side to parallel. • Address congestion and traffic conflict in Turua Rd. • Put a "Give Way" on Tamaki Drive for traffic travelling west at the intersection with Turua Street to give buses right of way. • Remove refuges as they funnel cyclists into car lane. • Trees should be lit up underneath to reduce driver visibility issues when transitioning from dark to light again. • Children crossing sign is required at the corner of Goldie St opposite Benbow St for tennis club. • Improve road maintenance in St Heliers. • Install a no U-turn sign before The Parade on Tamaki Dr. • Roundabout on Polygon Rd needs to be illuminated at night. 	<p>and 30km/h speed limit to be introduced, speed cameras are not considered necessary.</p> <p>All signage associated with the new infrastructure will be minimal and will not affect the visibility to motorists or pedestrians. The 30km/h gateway signs along with roundel markings will be installed on all the approaches to the village centre to advise motorists of the change in the speed limit.</p> <p>Changing the parking layout on Turua Street from angle to parallel will result in a loss of parking spaces, which the community are strongly opposed too.</p> <p>The street lighting will be reviewed as part of the proposed safety enhancements. There is already street lighting on Polygon Road at the roundabout.</p> <p>Children crossing signs are used where there are high numbers of children crossing the road, such as near a school. This is unlikely to be the situation on Goldie Street near the Tennis Club so it is recommended that a survey be undertaken to determine pedestrian movements and warning signs be investigated.</p> <p>Other comments have been investigated and are not recommended.</p> <p>We will add warning signs near the Tennis Club.</p>

Buses and bus stops



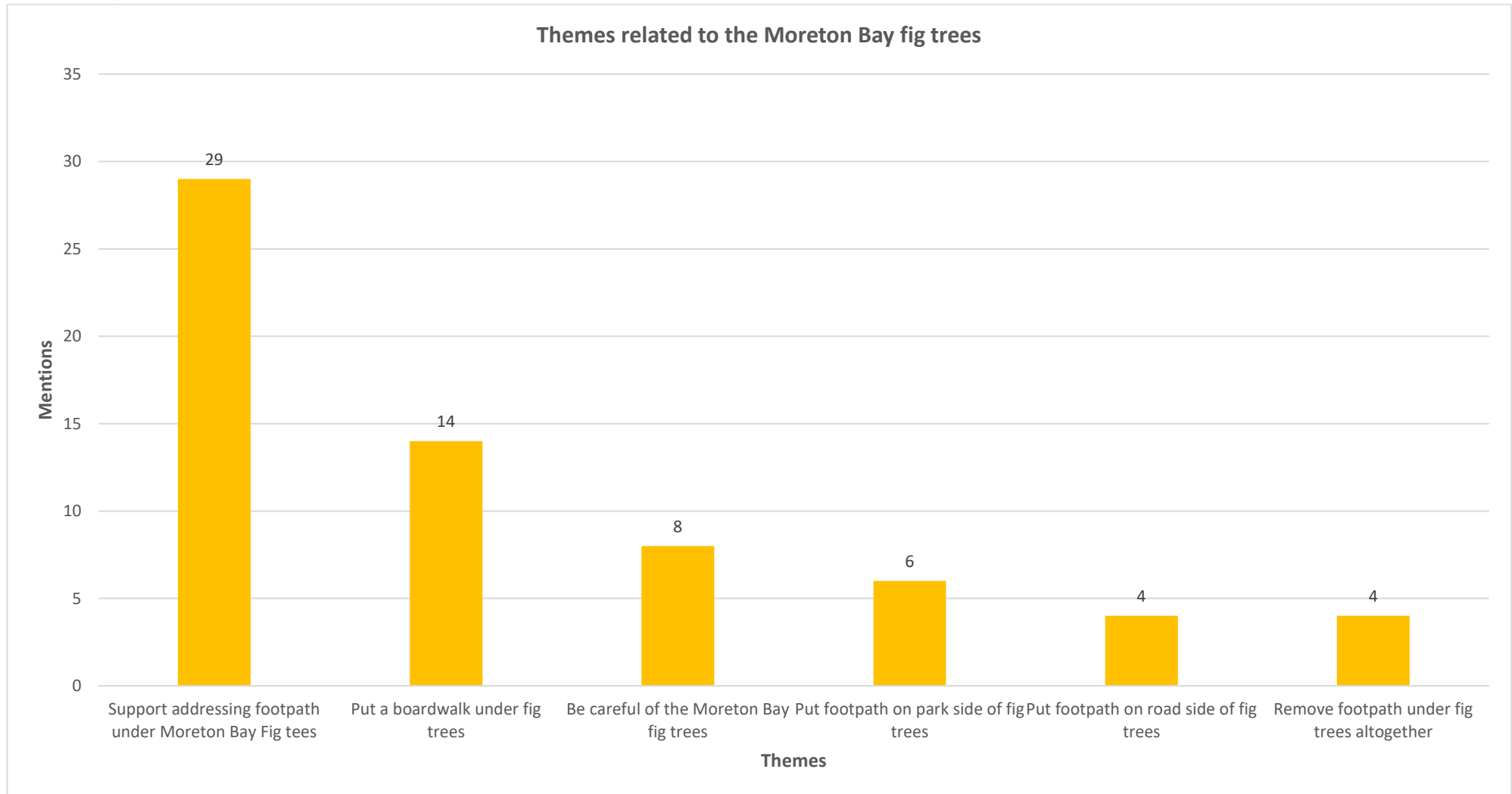
Feedback Theme	Main Points	Auckland Transport's Responses
Support moving bus stops <i>Mentions: 34 (3%)</i>	<ul style="list-style-type: none"> • Support moving bus stops generally. 	<p>Thank you for the feedback.</p>
Do not support proposed bus stop placements/changes <i>Mentions: 33 (2%)</i>	<ul style="list-style-type: none"> • Bus stops are fine as they are, leave them. • Do not put a bus stop at proposed location. • Do not move bus stop from the corner of Goldie St: <ul style="list-style-type: none"> ○ it allows people to use nearby toilets. ○ bus drivers stop and use toilets opposite on their breaks. ○ it already has a bus shelter. ○ Do not move bus stop from the corner of Goldie St, it already has a recess for buses to pull out of traffic, proposed location does not. ○ Do not move bus stop from the corner of Goldie St, it is used by those that park and ride into the city. ○ Do not move bus stop from the corner of Goldie St, university students will have to walk further to proposed new bus stop locations during off peak when there is no 775. • Do not put bus stop outside Westpac. • Do not put bus stop outside ASB, it will impact visibility of the road for pedestrians using the new crossing. • Do not put bus stops outside ASB and Westpac, customers will be subjected to the fumes instead. • Keep Tamaki Link and 775 bus stops together so that those waiting for one can take the one with the shortest waiting time. • Do not put bus stop in front of banks: <ul style="list-style-type: none"> ○ it is too far from pedestrian crossings. ○ it will reduce parks where they are needed for banking. • Bus stops should not be placed at intersections. • Proposed new bus stop is too close to the St Heliers Bay Rd intersection. • Keep Tamaki Link and 775 bus stops together so that those waiting for one can take the one with the shortest waiting time. 	<p>A petition was received about not wanting buses to wait outside a café, especially with its engine running. There are four bus services that are current use the stop outside Annabelle's cafe'. The current bus stop is not long enough to accommodate two buses at the same time to park. To manage their timings, it was considered necessary to add additional bus stop outside the bank on Tamaki Drive within the town centre. This allows to remove the bus stop on Tamaki Drive by Goldie Street.</p> <p>The Tamaki Link must depart at its scheduled time from St.Heliers, so might wait up to a few minutes during which time its engine will usually be running. The proposed bus stop arrangement will enable this to happen away from the café which will resolve the problem for the dining customers along the stretch of Tamaki Drive.</p> <p>It is appreciated that relocating Tamaki Link service to the banks will mean that passengers changing busses will have a short walk of approximately 130 metres.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • New location on Tamaki Dr will cause traffic congestion. • Think that the bus stop will be removed from in front of Annabelle's/ La Vista altogether. 	
<p>Support bus no longer stopping outside La Vista and Annabelle's <i>Mentions: 51 (4%)</i></p>	<ul style="list-style-type: none"> • Support moving bus stops from in front of Annabelle's/ La Vista. • The current bus stop by Annabelle's/ La Vista causes difficulty for cars sight lines. • Current position is a health risk with fumes hitting diners. • Many submitters are assuming no buses will stop outside La Vista and Annabelle's and bus stop will be removed. 	<p>The 775 and 783 bus services will continue to stop outside the café as a pick-up and drop-off stop for 6 buses per hour.</p> <p>The Tamaki Link has waited at this stop for anything up to a total of 20 minutes out of every hour. This bus would no longer stop here at all but would use the new stop outside the banks.</p>
<p>Why move Tamaki link buses from stopping in front of some cafes into in stopping in front of others? <i>Mentions: 48 (4%)</i></p>	<ul style="list-style-type: none"> • Some services will still stop at bus stop in front of Annabelle's/ La Vista. • Remove all services from stopping outside Annabelle's/ La Vista, not just the Tamaki Link. • There is outdoor seating in front of proposed bus stop. • Why move from in front of some cafes to in front of others? • Buses will now be a nuisance outside other shops and restaurants. • Moving buses and their fumes from La Vista and Annabelle's seems to favour them over The Porch and St Heliers Bistro, whose customers will now have to deal with bus fumes. 	<p>There are four bus services that currently use the stop outside Annabelle's café. The current bus stop is not long enough to accommodate two buses at the same time to park. To manage their timings, it was considered necessary to add additional bus stop outside the bank on Tamaki Drive within the town centre. This allows to remove the bus stop on Tamaki Drive by Goldie Street.</p> <p>The Tamaki Link must depart at its scheduled time from St.Heliers, so might wait up to a few minutes during which time its engine will usually be running. The proposed bus stop arrangement will enable this to happen away from the café which will resolve the problem for the dining customers along the stretch of Tamaki Drive.</p> <p>Some buses terminate in St.Heliers and must be able to let people alight at the existing stop before turning left on St.Heliers Bay Road in order to reach their parking place. No other route is wide enough to allow the bus to turn.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
		<p>The proposed new stop is designed to avoid sitting in front of any hospitality businesses so as not to block views or be a source of noise or fumes.</p>
<p>Concerns with bus stops in St Heliers Village and/or move them bus stops out of village <i>Mentions: 41 (3%)</i></p>	<ul style="list-style-type: none"> • Keep buses out of the main roads of St Heliers Village. • Bus stops should be before or after the village, none in front of any shops of cafes and restaurants. • Have 1 bus stop for all buses. • Buses in the Village are dangerous. • With no bus stops the area could be used for alfresco dining. 	<p>AT is committed to improving public transport that enables people to move easily around Auckland.</p> <p>It is important to have bus stops within village centres as these are key destinations. Having bus stops located outside St Heliers would result in people having to walk a distance when accessing the local shops and cafés. This would not be suitable for the elderly or those with mobility issues.</p>
<p>Suggested changes to proposed bus stops <i>Mentions: 9 (1%)</i></p>	<ul style="list-style-type: none"> • Bus waiting area on Polygon Rd should be used as a bus stop as buses are already there. • Bus stop on the corner of Goldie St needs to be moved to by boat ramp. • Put bus stop outside 429 Tamaki Dr. • Do not put any bus stop on Tamaki Dr, it slows traffic. • Put proposed bus stop on Goldie St so it does not take up Tamaki Dr parking spaces. • Put proposed bus stop on the other side of Maheke St. • Install solid shelters to reduce fumes. • Tamaki Link should turn right into Polygon St and stop outside the RSA 	<p>St Heliers is a tourist attraction and a recreational place not only for locals but for Aucklanders and their visitors. Therefore, it is important to install bus stops at locations where they can be easily seen and accessed. The existing bus parking place on Polygon Road is a space for bus drivers to take a break before starting their next trip from Tamaki Drive, therefore it is not suitable to be used as a scheduled bus stop.</p> <p>Maheke Street and Goldie Street are not suitable for buses (tight corners, narrow approaches) and bus stops there would require the removal of a lot of parking.</p>
<p>Requested changes to bus services/routes <i>Mentions: 33 (2%)</i></p>	<ul style="list-style-type: none"> • Re-route buses to not use narrow St Heliers Village roads in general. • Buses should not use Turua St, specifically. • Buses should not use Vale St, specifically. • Buses should not use The Parade, specifically, they are too big. 	<p>Bus service changes and route path changes cannot be considered as part of this project.</p> <p>The roads named are essential to access the parking place (which allows the bus to wait away from the busy</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Increase the "Express" service buses. • Please reinstate buses along Long Dr. • The Tamaki Link bus should turn right into Polygon street and stop outside the RSA on its way into the city. • Rather than increase the frequency of the 783 modify the route of the Tamaki Link buses (perhaps alternate buses) to include the Riddell Road route covered by the 783 bus. • Please restore the second service per hour of the 783 bus. • Create specific East and West direction bus routes on narrow streets. • Smaller, EV buses would stop problems with buses on narrow roads. • Connector buses should meet TMK buses at same stops. 	<p>frontages); and to connect St.Heliers with other suburbs to the east and south.</p>
<p>Bus waiting areas/parks in St Heliers are not welcome <i>Mentions: 24 (2%)</i></p>	<ul style="list-style-type: none"> • Buses waiting on seaward side of Tamaki Dr reduce visibility for motorists. • Buses on Riddell Rd are a nuisance outside residential properties. • Buses waiting in the Village centre reduce parking. • Buses waiting should be turned off or wait out of the village. 	<p>Whilst bus stops are often located outside residential properties, bus waiting areas should be located away from residential properties and AT is working to achieve this across the City.</p> <p>This proposal results in no loss of parking within the village centre. The loss of parking to accommodate new bus stop or pedestrian crossing facility is compensated by alternative parking within the village centre.</p>
<p>Comments regarding existing bus stops <i>Mentions: 5 (0.4%)</i></p>	<ul style="list-style-type: none"> • Put a new pedestrian refuge opposite proposed bus stop location. • Existing bus stop on Tamaki Dr for 775 bus causes visibility issues for traffic. • Remove bus stop on the corner on Polygon Rd and Turua St, it is dangerous. • Remove Bus stop between Turua St and St Heliers Bay Road on village side to widen footpath and make space for alfresco dining. 	<p>A pedestrian refuge opposite the proposed bus stop outside Westpac bank is not feasible due to the need for keeping the right turn lane into St Heliers Bay Road.</p> <p>This bus stop is required by the scheduled buses in the area and therefore cannot be removed to widen the footpath.</p>

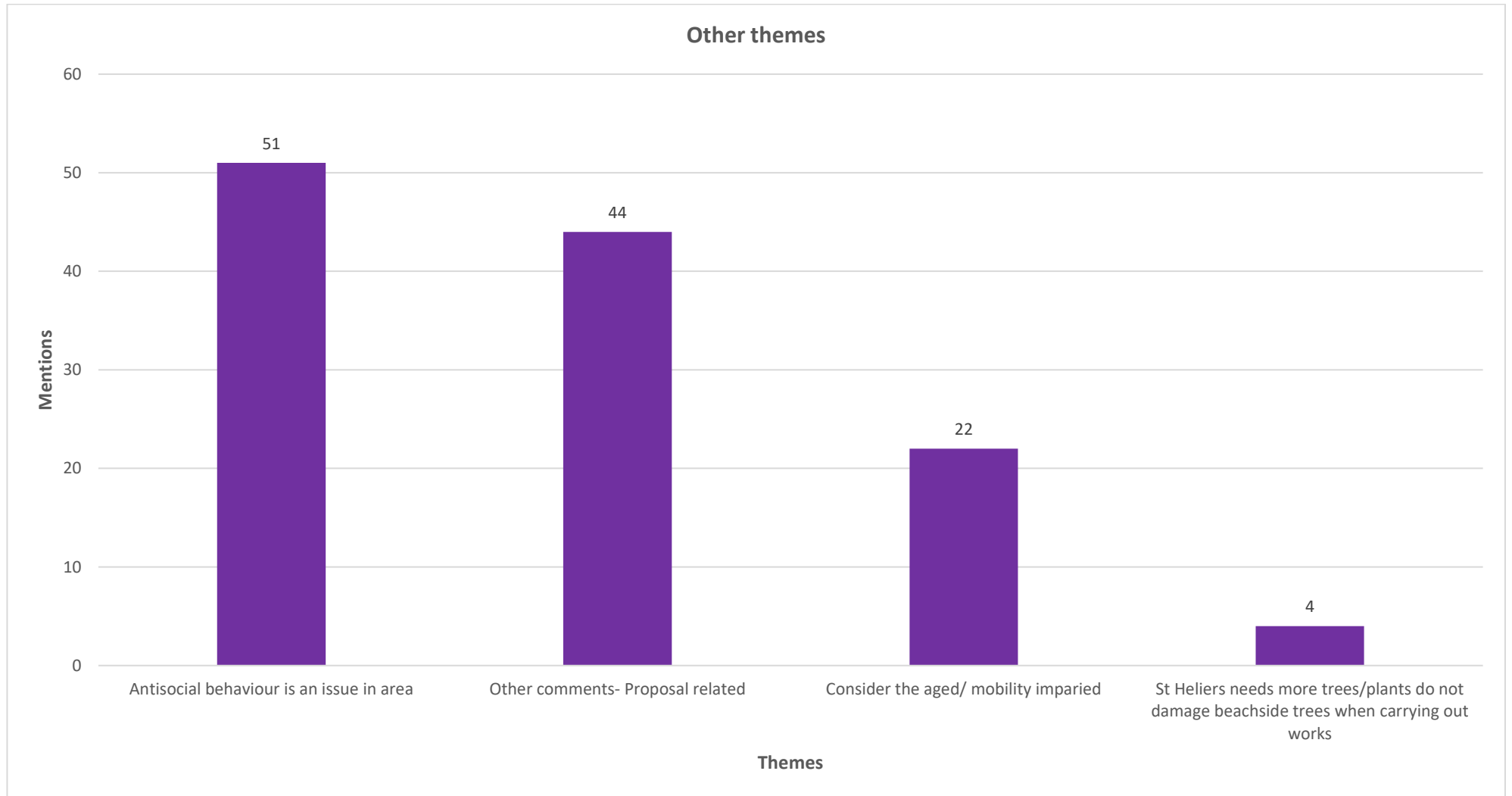
Moreton Bay fig trees



Feedback Theme	Main Points	Auckland Transport's Responses
Support addressing footpath under Moreton Bay Fig trees <i>Mentions: 29 (2%)</i>	<ul style="list-style-type: none"> Trees are a hazard to all road users. Path should be fixed immediately. Support but would like more details regarding specific plans and opportunity to provide written feedback prior to implementation. 	We are currently working with Auckland Council on the design of a path through Vellenoweth Green so that it will not compromise the field area from playing nor cause any damage to the trees.
Put a boardwalk under fig trees <i>Mentions 14 (1%)</i>	<ul style="list-style-type: none"> Replace existing footpath with a boardwalk on top of the roots. Make a boardwalk on the back half of path farthest from road. Any path will be compromised by fig trees unless it is a raised path, or outside the drip line of the trees. 	A boardwalk over the existing footpath was investigated, but the height of the boardwalk to clear the tree roots would have required railings. This would have meant any persons parking adjacent to the boardwalk could not access it from the roadside but would have to walk along the road to one end, which would create a road safety issue.
Put footpath on park side of fig trees <i>Mentions: 6 (0.4%)</i>	<ul style="list-style-type: none"> Want a new footpath on the park side of trees. Car doors will be in the way of a new path on the roadside. 	An arborist is involved in the design of works in the vicinity of the trees to ensure that the type of path and construction will not cause any damage to the Moreton Bay fig trees.
Put footpath on roadside of fig trees <i>Mentions: 4 (0.3%)</i>	<ul style="list-style-type: none"> Do not want new path on the park side of trees. A footpath on the green side would inhibit playing games on green. A footpath on the roadside can be direct rather than curved and non-direct behind trees. A path through the green could attract anti-social behaviour at night. 	A boardwalk over the existing footpath was investigated, but the height of the boardwalk to clear the tree roots would have required railings. This would have meant any persons parking adjacent to the boardwalk could not access it from the roadside but would have to walk along the road to one end, which would create a road safety issue.
Remove footpath under fig trees altogether <i>Mentions: 4 (0.3%)</i>	<ul style="list-style-type: none"> Remove footpath under the trees, no one uses it. Use the space currently holding footpath for additional parking. Divert pedestrians over crossing to northern beach side shared path. Do not encouraging foot traffic on/around root systems of trees, protect them by put up a barrier. 	<p>The proposed footpath provides direct access to St Heliers village centre and link with the proposed raised crossing so pedestrians on the southern side of Tamaki Drive can access the bus stops and beach.</p> <p>The existing footpath between the proposed footpath will be removed as it is no longer required.</p>
Be careful of the Moreton Bay fig trees	<ul style="list-style-type: none"> It is imperative that trees are not damaged in upgrades/repairs. Be careful of the tree's roots. 	An arborist is involved in the design of works in the vicinity of the trees to ensure that the type of path and

Feedback Theme	Main Points	Auckland Transport's Responses
<i>Mentions: 8 (0.6%)</i>		construction will not cause any damage to the Moreton Bay fig trees.

Other themes



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Antisocial behaviour is an issue in area <i>Mentions: 51 (4%)</i></p>	<ul style="list-style-type: none"> • Close boat ramp access after dark. • People park up and litter around the boat ramp at night. • People park on the boat ramp as a loading zone. • Update signage in boat ramp area. • Cars park on The Green illegally. • Cars use The Green at night for drinking and leave litter. • Need to better police antisocial behaviour in St Heliers at night. • Request for bollards to stop illegal parking in slipway and grass. • Excessive acceleration and skids on Vale St at night. • Excessive speed on Polygon Rd going up the hill at night. • People are parking on the Cliff right by the stone wall and could cause it to collapse. • Large groups of cyclists commuting through St Heliers at speed are dangerous to other road users. 	<p>Thank you for the feedback. The issue about anti-social behaviour will need to be discussed with Auckland Council.</p>
<p>Consider the aged/mobility impaired <i>Mentions: 22 (2%)</i></p>	<ul style="list-style-type: none"> • Create smooth transitions over roads and between paths. • Parking is needed for elderly and mobility impaired. • St Heliers has a high proportion of over 65-year-old residents. • More bus stops need more benches. • Harsh bumps of raised crossings hurt the elderly, when in vehicles. • Current disabled parks on St Heliers Bay Rd do not have cut ins to allow wheelchairs to access the footpath. • Pedestrians refuges are used by those in wheelchairs to avoid using uneven footpath under fig trees. • Create more short-term parking outside pharmacies for prescription collection. • More mobility parks are required in St Heliers village. • More crossing points and needed over Tamaki Dr to the beach. • Pedestrian crossings help the elderly to cross the road safely. 	<p>Thank you for the feedback and ramps at disabled parking bays will be investigated.</p> <p>We will install ramps to access the footpath at disabled parking bays.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p>Other comments- Proposal related Mentions: 44 (3%)</p>	<ul style="list-style-type: none"> • No confidence in AT engineers. • Artists impression of crossing on Tamaki Dr is not accurate, there will be 6m no parking on both sides. • Cyclists speed on shared paths should be monitored. • Buy houses behind St Heliers and make a dedicated car, bike, bus lane behind the village. • On the other side of the road there is a massive space on Vellenoweth Green - plenty of space for pedestrians/ families to enjoy and walk along, away from traffic. I Don't think we need MORE walking space at the expense of road space. • Are local board members and retailers aware that under the Health and Safety at Work Act 2015 by doing this they are now designers on the project and have therefore adopted legal responsibilities • More benches for elderly. • Do not do beach side work during the summer months. • Do not do in conjunction with other road works. • Attach 30km signs to existing posts to avoid visual pollution. • Gen Zero was not allowed to use the park for parking day as it was vetoed by local businesses • Retain the charm of St Heliers as a heritage building. • AT need to be more transparent with feedback from the community. • Provide indicative costs of the proposed changes. • Town hall consultation method was aggressive, needed drop-in sessions or on street interviews. • Scooters and Bikes should require bells. • Allow food trucks on beach side of Tamaki Dr to reduce need to cross. • Light sequencing Tamaki Dr turning right into Ngapipi Rd is too short. • Assess changes once implemented to monitor effectiveness. • What is the rationale for changing to Sheffield bike stands? 	<p>Thank you for the feedback.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Why was so little public feedback sought before the first proposal was circulated. • Use the money to prioritise a second harbour crossing bridge. • Gate needed out to road from playground. • Any proposal in 2020 should include improved public transport facilities (wayfinding, shelters, and ease of access). • Complete the Eastern link transit corridor. • Allow people to park with 2 wheels on grass to help movement through narrow streets. • Parks will still be removed on Tamaki Dr. • Trees and parked cars on intersection of Maskell St and Vale Rd are dangerous. • Additional pedestrian crossing required on Tamaki Dr at Sage St. • Put an information board by the fig trees to ensure everyone knows about consultation. • Provide St Heliers older population with COVID friendly ways to give feedback. • Create a pier with ferries to the city from St Heliers. • If Bus stop on Corner of Goldie St is removed, put a bus stop at the end of Auckland Rd to capture foot traffic that currently use existing stop. • 775 existing bus stop (starting point) on Riddell Rd is too small for the 3 services that stop there. 	
<p>St Heliers needs more trees/plants do not damage beachside trees when carrying out works <i>Mentions: 4 (0.3%)</i></p>	<ul style="list-style-type: none"> • Add more trees. • Add more plants. • Increase landscaping in the area. • Do not damage Pohutukawa on beach side when making changes to path. 	<p>An arborist is involved in the design of works in the vicinity of trees to ensure that the trees are not damaged as a result of the proposals.</p>

Key interest groups

The following key interest groups/organisations provided feedback on the proposal. For a copy of their submission please refer to [Attachment 3](#). For more information on the public's interest in the proposal please refer to the section below.

Bike Tamaki Drive

St Ignatius Catholic School

Bike Auckland

Cycling Action Network

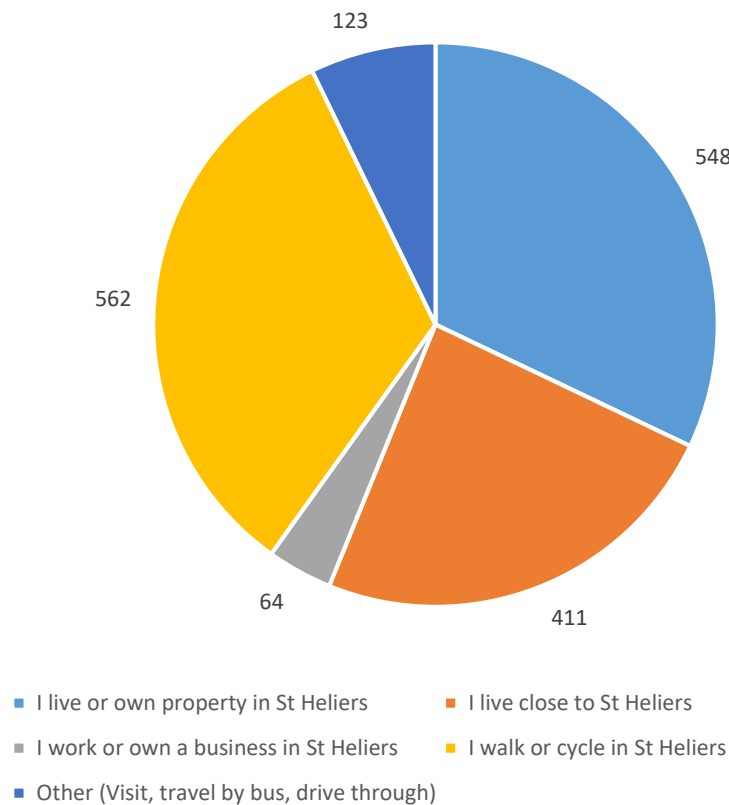
Generation Zero

Peoples interest in the proposal and feedback by interest group

We received public feedback on the proposal from 1353 people and organisations.

- The graph below shows peoples/submitters interest in the proposal*.
- The graphs on the following pages show the themes that were most mentioned for each interest group*.

What was people's interest in the proposal?

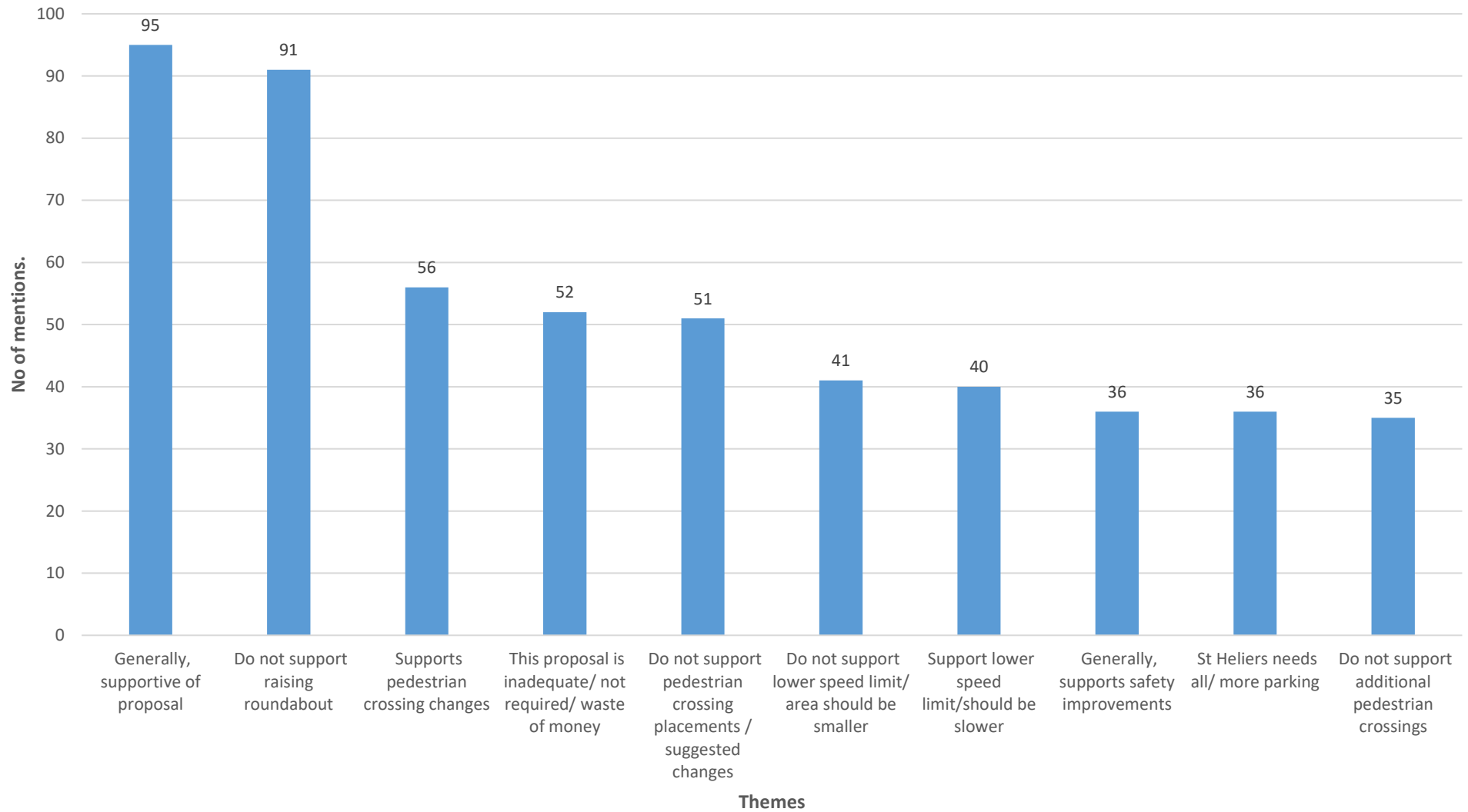


*Multiple Counts

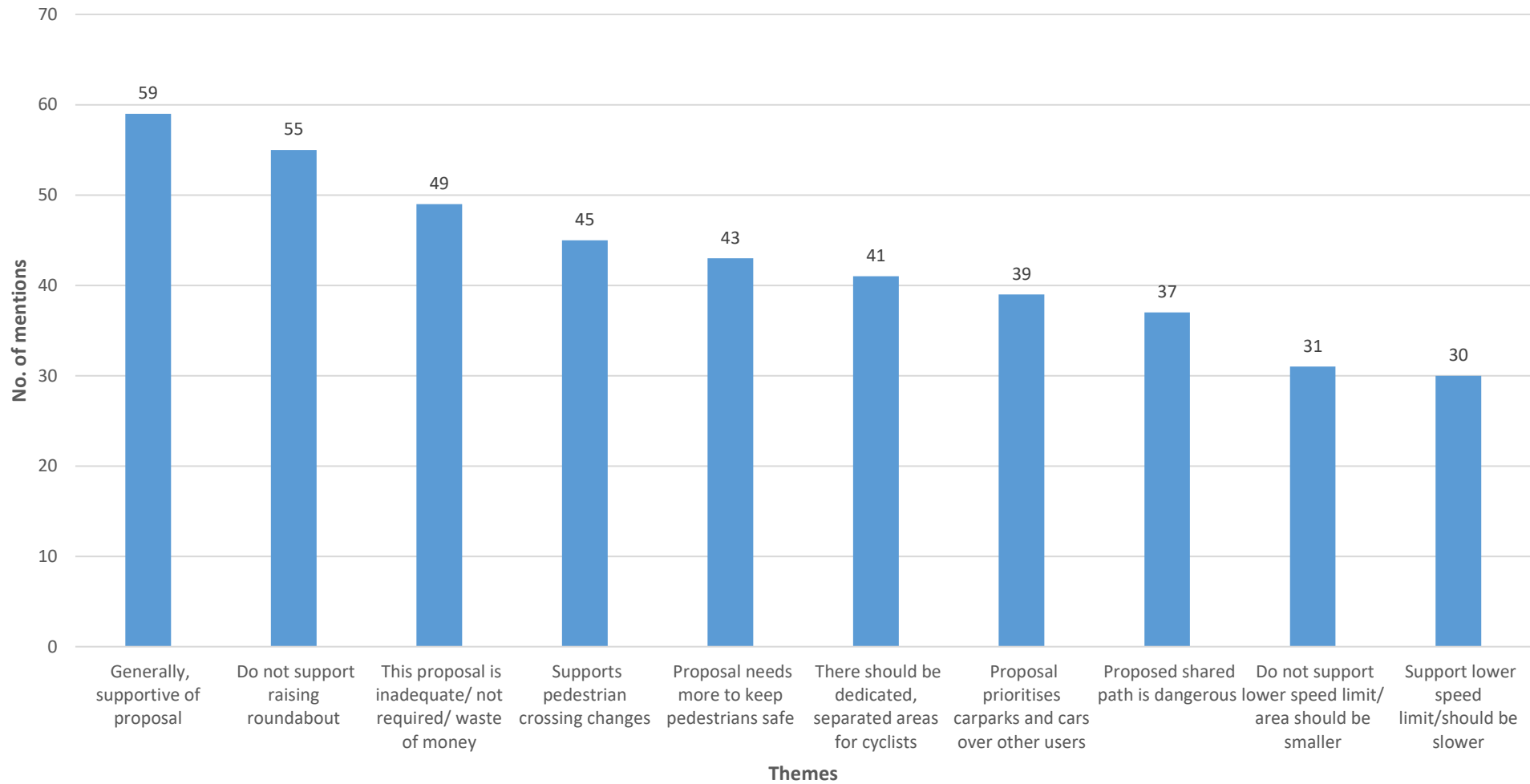
Respondents could select more than one interest in the proposal. For example, someone may have selected 'I work or own a business in St Heliers and 'I live in or own property in St Heliers. This means:

- The total number for people's interest in the proposal (graph to the left) adds to more than 1353.
- With regard to the graphs on the pages that follow, which show the themes that were most mentioned for each interest group. If someone selected their interest in the proposal as 'I work or own a business in St Heliers and 'I live in or own property in St Heliers' then any theme this person contributed to would be counted as a mention on the graph for 'I work or own a business in St Heliers' and 'I live in or own property in St Heliers'.
- The multiple counts described in the bullets above only apply in this section of the report i.e. multiple counts related to interest groups do not affect the previous sections of this report.

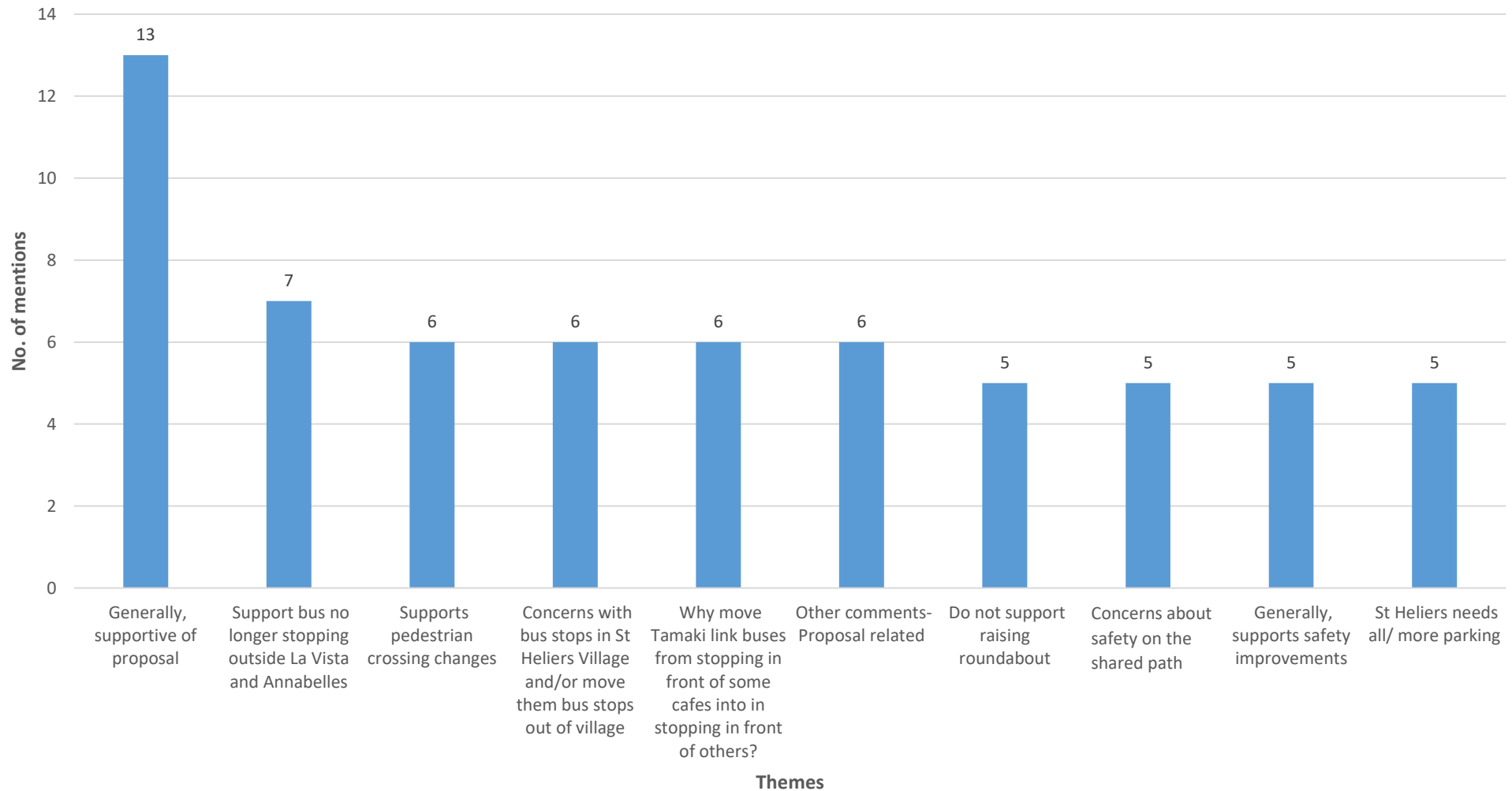
I live or own property in St Heliers - Top 10 most mentioned themes

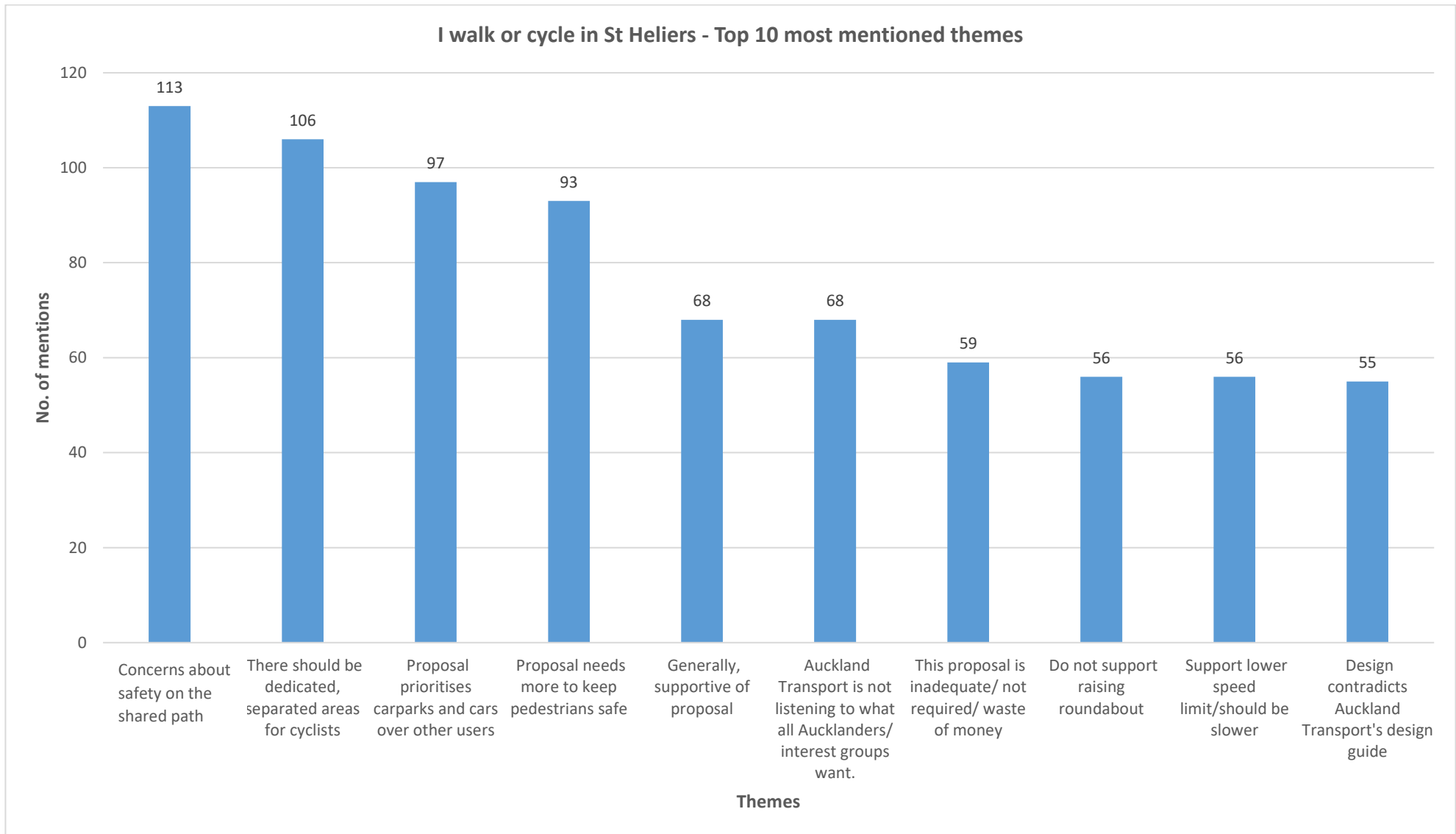


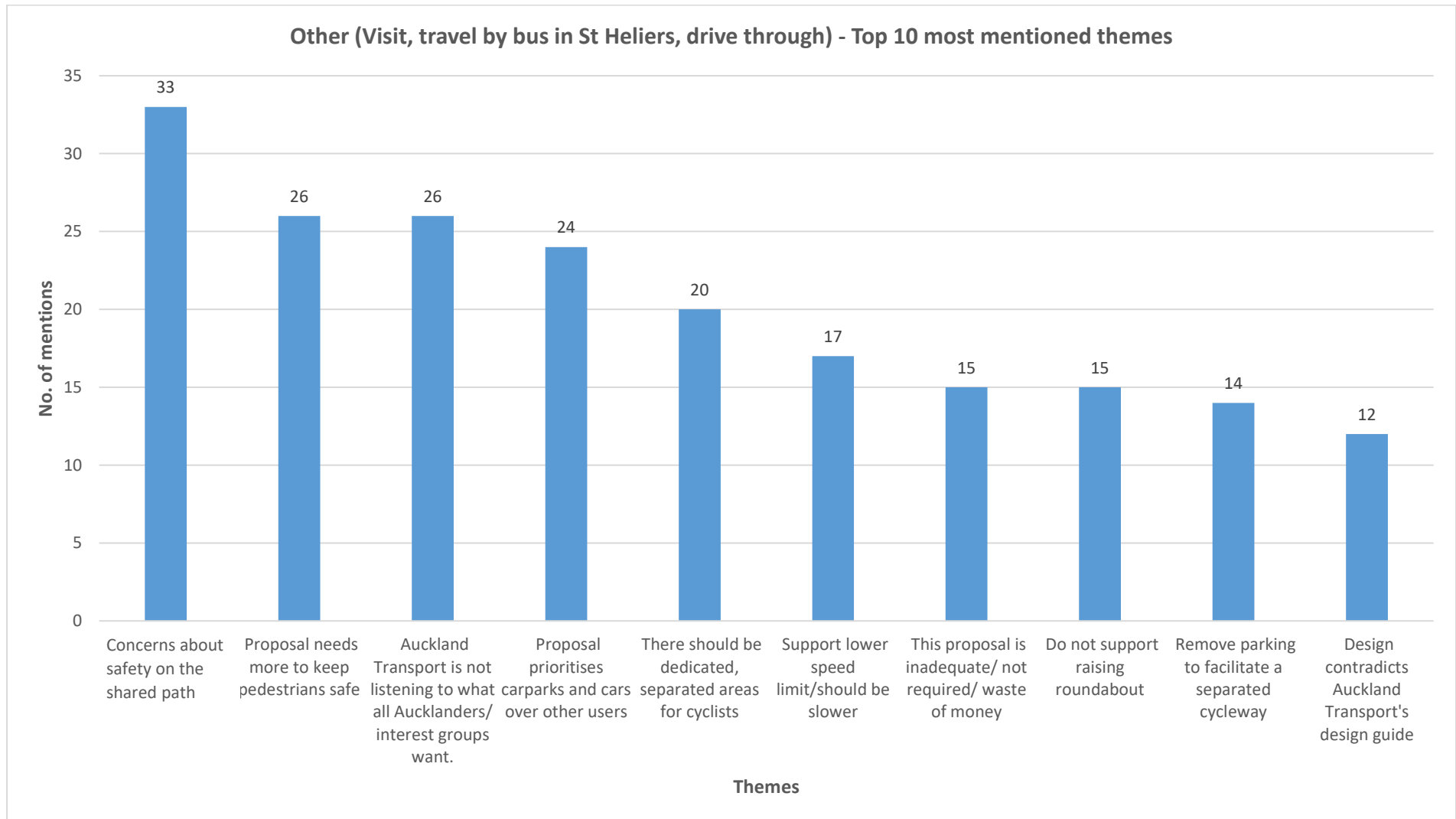
I live close to St Heliers - Top 10 most mentioned themes



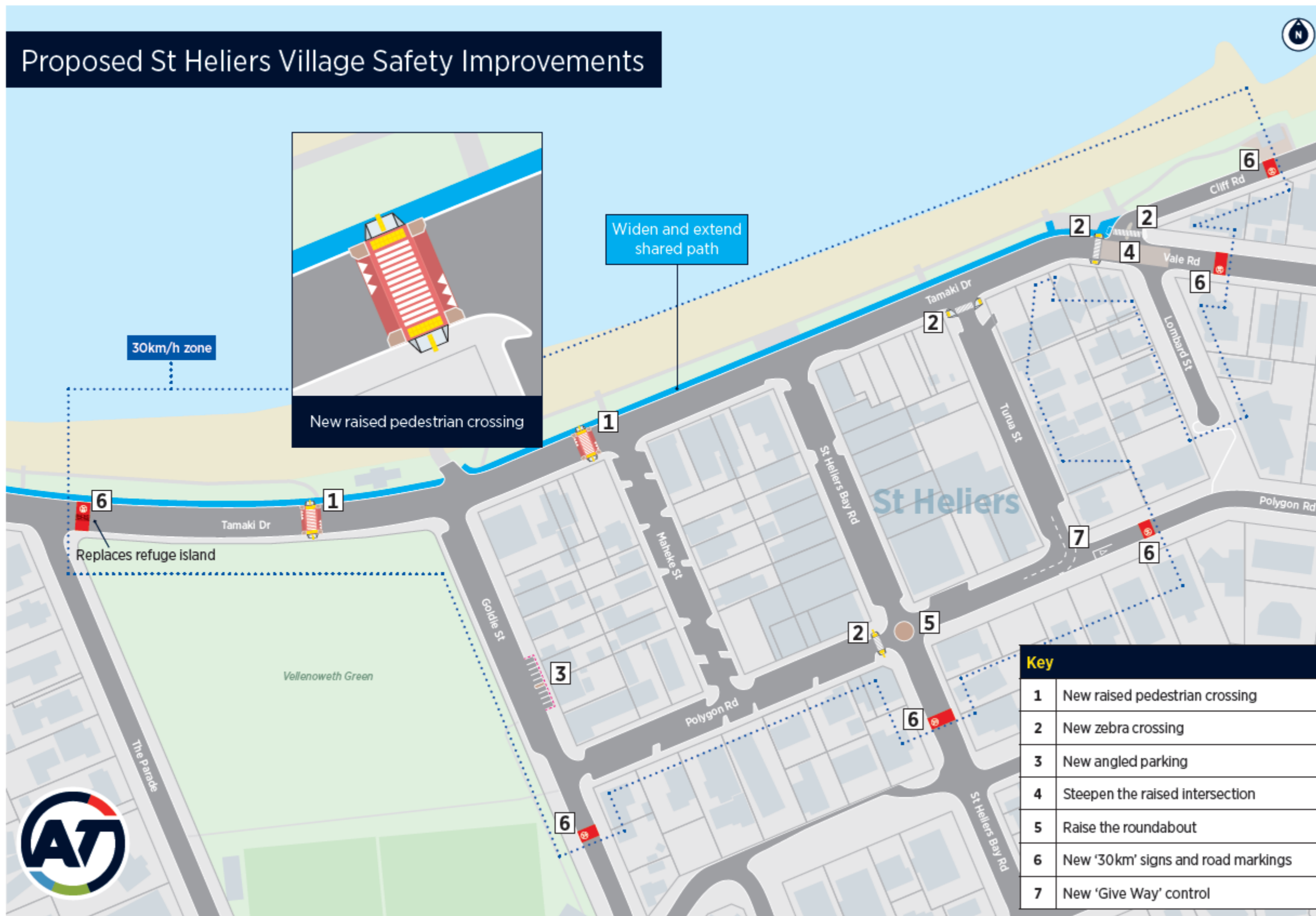
I work or own a business in St Heliers - Top 10 most mentioned themes

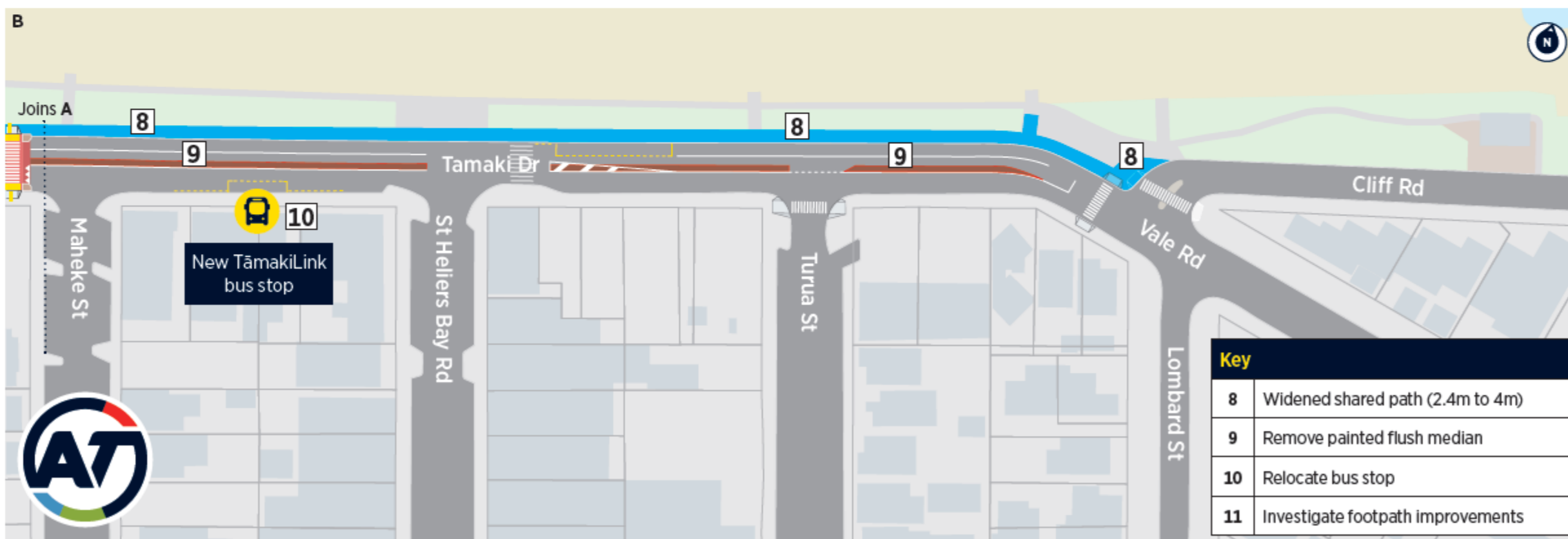






Attachment 1: Designs released for public feedback






Attachment 2: Feedback form

Feedback form

St Heliers village safety improvements



Please complete this freepost form and return it to us by **Monday 2 November 2020**.

Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

If you have difficulty completing the form, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone. If your comment relates to a specific location, please be sure to state where. You are welcome to attach additional pages (or feedback online) if you need more space to provide feedback.

Do you support the proposed changes?

- Support Don't support Support with changes

Why did you choose this option?

.....

.....

Do you have any other feedback on the proposal?

.....

.....

PERSONAL INFORMATION

Name

Business/Organisation

Street address Suburb

City/Town Post code

Email address Phone number

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project. The following information is for statistics purposes only, and does not affect your feedback.

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

What is the most common way you visit St Heliers village?

- Driving Walking Biking On a bus Other

What best describes your interest in this proposal?

(please tick all that apply)

- I live or own property in St Heliers
- I live close to St Heliers
- I work or own a business in St Heliers
- I walk or cycle in St Heliers
- Other *(please specify)*
-
-

How did you first hear about this project?

(please tick all that apply)

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

Attachment 3: Feedback from key interest groups

Bike Tamaki Drive

- Change 1. Anticipate the future separated cycleway. Recognition that the changes have to work for all in the Community which means it is important not to confuse the 'safer speed change' with the completion of 'Revised Tamaki Drive Master Plan change' – the latter is where more substantial funds allow the modification of the road on a scale that can accommodate the separated two-way cycle lane, alongside enhancements to the on-road cycling safety including an advisory cycle lane from Vale Rd into the City via Tamaki Drive and Quay Street – in line with the plan developed with the local board in Dec 2018 – see Bike Tamaki Drive – Future Vision (<https://www.facebook.com/BikeTamakiDriveFutureVision/>).
- Change 2. Support for the 4m path by including:
 - 2a Clear 1.5m marking from the road for pedestrian priority, 2.5m marking for the balance of pathwidth for two-way cycling
 - 2b Pedestrian priority crossing at: start/end of the path; for access to pedestrian boardwalk; and for access to key facilities such as rain shelters and the changing block
 - 2c Priority pedestrian and cycle crossing over the boat ramp, with supporting signs to help manage motor vehicle access for launching and retrieving boats.
- Change 3. Support for 30 km/h through the village, including:
 - 3a Move western extent out to include Long Drive and Auckland Road intersections
 - 3b Extend 30 km/h zone up The Parade until Goldie Street
 - 3c Provide speed cushions at Village entry and exit, designed to not impede emergency vehicles and allow cycles to pass at grade
 - 3d Ensure all crossing points have consistent marking and that they are all at grade (not with some raised as presently suggested)
 - 3e Raised table at Eastern end of Village is accepted as a current feature but would seek assurance that any adjustments will not impede emergency services transit and should be designed to support new / developing cyclists without abrupt edging
 - 3f Pinch points on Tamaki Drive through the Village to be removed, with no new ones being added during the works in support of Safer Speeds implementation
 - 3g Village bicycle parking to be comprehensively re-worked in line with the plan provided to the AT Bicycle Parking team, with consistent use of well-placed Sheffield Stands throughout and removal of old poorly designed and poorly placed stands.
- Change 4. Boardwalk to be prioritised for pedestrians, adult cyclists requested to dismount at boardwalk entry.
- Change 5. Consideration of 'angled parking collision mitigation measures' for example use of one-way flows and avoiding sections of angle parking on each side of narrow village roads.
- Change 6. Creation of effective and clear narrative, explaining with evidence, how each measure introduced is reducing the impact of specific safety risks and issues – use of objective third party evidence such as that from the NZTA CAS facility is specifically sought to aid community understanding and acceptance of the specific measures introduced
- Great to see the 4m cycle path from Auckland Rd to Cliff Rd. Great work from the AT team producing this Proposal.

Auckland Transport's response

Thank you for your feedback.

St Heliers is more of a destination and the current use of the shared facility is mainly used by recreational cyclists who tend to travel at low speeds. Comments relating to the width of the shared path and the removal of the line marking are included within the feedback themes together with a response. The design will give pedestrians and cyclists priority at the boat ramp.

The extent of the 30km/h that is to be introduced on 30th June 2021 has been approved in the Speed Limit Bylaw 2019. The speed limit will be closely monitored to determine its effectiveness and any changes will need to be included in a future Bylaw.

The other comments are included within the feedback themes together with a response.

St Ignatius Catholic School

- The Board of Trustees of St Ignatius Catholic School strongly support increased safety for our tamariki in the St Heliers village. We therefore support the proposed changes.
- In addition, we look forward to Auckland Transport increasing safety for our tamariki around schools in St Heliers, in particular St Ignatius School.
- The Board have submitted a proposal to Auckland Transport outlining the school's, parents' and childrens' hopes for changes around our school and we look forward to Auckland Transport moving this plan forward, as it improves safety in St Heliers as a whole. Yours Sylvia Langridge (Chairperson) Of behalf of St Ignatius Catholic School Board of Trustees (72 Speight Road)

Auckland Transport's response

Thank you for feedback and AT will work with St Ignatius School to improve safety of school children as a separate project.

Bike Auckland

We can't support the project in its current form because it doesn't include adequate safe provision for pedestrians or cyclists and is inconsistent with AT's Transport Design Manual and the Vision Zero commitment of AT and Auckland Council.

Here's what we think a quality design would look like:

- Create a dedicated, bi-directional protected cycle path, by removing parking on the northern (beach) side of Tamaki Drive.
- Strengthen the now very limited traffic calming proposals, to support the proposed 30 km/h speed limit.
- Add two key missing raised table pedestrian crossings: one across Tamaki Drive at Vale Road, and the other at the intersection of Tamaki Drive and The Parade.
- Discard plans for additional car parking on Goldie Street – at least, until we know the spaces on Tamaki Drive are definitely on the way out...
- Ensure a result that creates healthy space for all the ways we move now – walking, cycling, scooting, strolling, rolling – and accommodates people of all ages and abilities, in line with Auckland Transport's mandates for Vision Zero, climate action, and mode shift.

Auckland Transport's response

Thank you for your feedback.

These comments are also included within the feedback themes together with a response.

Generation Zero

Generation Zero praises Auckland Transport (AT) for proposing safety improvements in St Heliers village.

However, we note numerous issues with the present designs, particularly the ways in which they do not align with the Auckland Climate Plan, Vision Zero, or modal shift. For the sake of this submission, we are using an annotated graphic of AT's 2019 proposal, which we felt was much more comprehensive than the 2020 designs.

Pedestrian Safety

Raised-table pedestrian crossings are an effective way of changing driver behaviour and lowering vehicle speeds to safer levels. Whilst AT Metro may raise concerns about speed tables and their effects on bus speeds and flow, we emphasise that all of their passengers are also pedestrians for some portion of their trips. For them, being available to safely navigate to and from bus stops is indispensable.

To ensure pedestrians can safely move around all of the village, raised-table crossings are needed at most intersections. AT's 2019 proposal largely addressed this, albeit with two caveats: the intersections of Tamaki Drive/The Parade and Tamaki Drive/Vale Road (both marked above with red bars). All of the 2019 crossings, as well as our two recommendations, should be incorporated into the 2020 designs. Whilst some people may have concerns about relocating the parking spaces around these crossings, this is absolutely essential for giving both drivers and pedestrians a clear line of sight. This is especially pertinent given the explosion of increasingly-large trucks and SUVs which, when parked, greatly inhibit people's vision.

Turua Street (marked by the purple arrow) should be converted to one-way only. This would mean that drivers turning onto Turua Street from Tamaki Drive would be able to clearly see pedestrians. Furthermore, it would reduce their risk of collisions with vehicles turning right out onto Tamaki Drive in the direction of Vale and Cliff Roads. Finally, pedestrians would feel safer crossing this intersection knowing that vehicles (particularly buses) would only be entering Turua Street and not exiting it. On this note, these improvements would not impede current bus services.

We welcome the proposed 30 km/h speed limit for the town centre but think that the electronic warning sign should be installed as soon as possible, or at least when roadworks begin, rather than in 2021.

Bike Lanes

To fulfil Vision Zero, Auckland's transport infrastructure must accommodate people walking and using mobility devices or bicycles. Given that more than one million New Zealanders have a disability, and because this demographic is historically been underserved by mobility options, this project presents a prime opportunity to improve conditions of all active transport users.

Generation Zero rejects the shared pathway along Tamaki Drive put forth by the 2020 proposal. AT's own Transport Design Manual outlines that "A shared path is not an approved type and may only be used where numbers of cyclists and pedestrians are low enough to avoid frequent conflict."

Tamaki Drive is Auckland's most popular cycling route; it also sees significant pedestrian traffic. At just four metres wide, the suggested path will be dangerously narrow and will all but certainly cause users to collide. Additionally, it is unclear whether there will be any grade separation to delineate the walking and cycling parts. Finally, the absence of a buffer zone between parked cars and the pathway increases the risk of accidents between cyclists and car users alighting their vehicles.

We must reduce our transport emissions in order to halve Auckland's wider emissions by 2030, as is required under the Auckland Climate Plan. A key component of this is growing our city's uptake of cycling and walking. For this project, the only acceptable option - and the most fiscally sensible option - is to reallocate all on-street parking along the northern/beach side of Tamaki Drive and create a dedicated, bidirectional, protected cycle lane for all to enjoy (green line). It is well established that reducing parking and replacing it with more efficient ways of moving people (i.e. bike lanes) decreases overall traffic volumes and frees up more space on the road for those who must drive. We encourage AT to communicate the benefits of these changes to the community. Ultimately, facilitating all modes of transport - not just drivers - is a matter of equity and fairness.

We support the installation of bike stands as proposed in the 2020 designs and ask that more are placed along Tamaki Drive's new bidirectional bike path. While we have no qualms with the proposed Sheffield bike stands, it is not clear why they are being used to replace existing "lollipop"-style ones.

Car Parking

The plans for additional car parking on Goldie Street (blue circle) are inconsistent with the Auckland Climate Plan to which AT is bound. By continuing to favour car use like this, we hinder our wider efforts to encourage people in Auckland to switch to alternative, lower-carbon means of transport. Moreover, retaining and increasing space for cars helps uphold and worsen this city's congestion crisis, a phenomenon which shall only lessen once we diversify our transport options. Beyond this, existing green space should not be replaced by space for inert, unoccupied vehicles. AT must discard these plans.

Further Thoughts

The narrow scope of this project's working group has been deeply disappointing and unsettling. AT has a mandate to deliver projects that benefit both the community and all Aucklanders. From what Generation Zero can find, no in-depth consultation was carried out between AT and road safety advocates, climate groups, young people organisations, disability groups, or Māori representatives.

Transport projects are able to reach their full potential when they are developed under the guidance of all parties. Given the staggering yet true number of New Zealanders with disabilities mentioned above, we are deeply dismayed that one of our most vulnerable demographics was not an integral component of this project's evolution. Indeed, the numerous shortcomings of the 2020 designs are a clear indication of the lack of true consultation with relevant stakeholders.

Closing Thoughts

To allow our streets to be safe for all, as well to enable local businesses and communities to thrive, we must not compromise the safety of people walking or cycling. Expanding our infrastructure to include greener modes of transit is key to honouring Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan and the Zero Carbon Act, which both mandate the decarbonisation of our transport system. Prioritising the safety of pedestrians and cyclists is a step forward to fulfilling your obligations to Vision Zero, as well as your greater commitments as a Council-Controlled Organisation (CCO) and the Auckland Council. With our recommendations, we are confident that this project will realise these commitments and provide fairer and cleaner ways of moving about St Heliers.

We look forward to hearing back from AT regarding this project's further developments.

Auckland Transport's response

- Thank you for your feedback, most of which is also included within the feedback themes.
- The proposed measures are designed to improve safety for all modes.
- The feedback received during the consultation process in April 2019, indicated that there was strong opposition to the original proposal. A working group was formed, which consisted of representatives from the Local Board, Business Association, Resident Association, Auckland Transport and the local Councillor, to design a scheme that addressed the main comments from the previous consultation. The consultation of the revised scheme has provided everyone the opportunity to provide their feedback.
- A response on the introduction of a separate cycle facility is included in the feedback themes of this report

Cycling Action Network

- We don't support the project in its current form because it doesn't include adequate safe provision for pedestrians or cyclists and is inconsistent with AT's Transport Design Manual and the Vision Zero commitment of AT and Auckland Council.
- Here's what we think a quality design would look like: Create a dedicated, bi-directional protected cycle path, by removing parking on the northern (beach) side of Tamaki Drive. Strengthen the now very limited traffic calming proposals, to support the proposed 30 km/h speed limit. Add two key missing raised table pedestrian crossings: one across Tamaki Drive at Vale Road, and the other at the intersection of Tamaki Drive and The Parade. Discard plans for additional car parking on Goldie Street – at least, until we know the spaces on Tamaki Drive are definitely on the way out... Ensure a result that creates healthy space for all the ways we move now – walking, cycling, scooting, strolling, rolling – and accommodates people of all ages and abilities, in line with Auckland Transport's mandates for Vision Zero, climate action, and mode shift.

Auckland Transport's response

Thank you for your feedback, which are also included in the feedback themes together with a response.