



Newmarket Level Crossing Project - Survey Results



Overview

Auckland Transport received 59 survey responses, 41 from residents or landowners in directly affected roads:

- Cowie Street: 14 survey responses.
- Sarawia Street: 16 survey responses.
- Laxon Terrace and Youngs Lane: 11 survey responses.

The survey responses included one from the Laxon Terrace and Youngs Lane Residents Group, with the single response representing 21 individuals. However, we were not able to ascertain from the Chair of the residents' group the addresses or identities of these members, and whether these members each represented a separate household or property, were all residents or landowners in Laxon Terrace or Youngs Lane, or whether they may have separately submitted a survey response. This is discussed in more detail later.

In addition to the survey responses from those living in streets directly affected by the crossing or bridge, we received the following:

- Ayr Street: 1 survey response on behalf of 13 owners
- Basset Road: 2 survey responses.
- Middleton Road: 1 survey response
- Anonymous or unidentified: 2 survey responses.

We received survey responses or equivalent feedback from the following organisations:

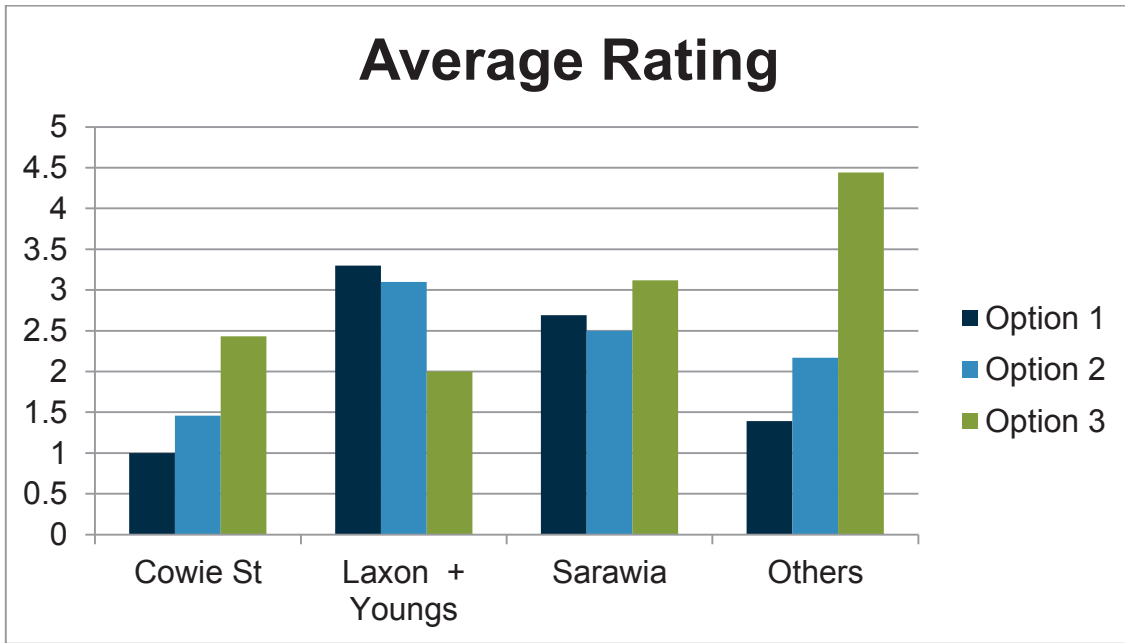
- Parnell Community Committee
- Cycle Action Auckland
- Broadway Park Residents Association
- Laxon Terrace and Youngs Lane Residents Group
- Cowie Street Residents Association, as a combined submission of multiple individual surveys.

When assessing the survey responses we have grouped them as follows:

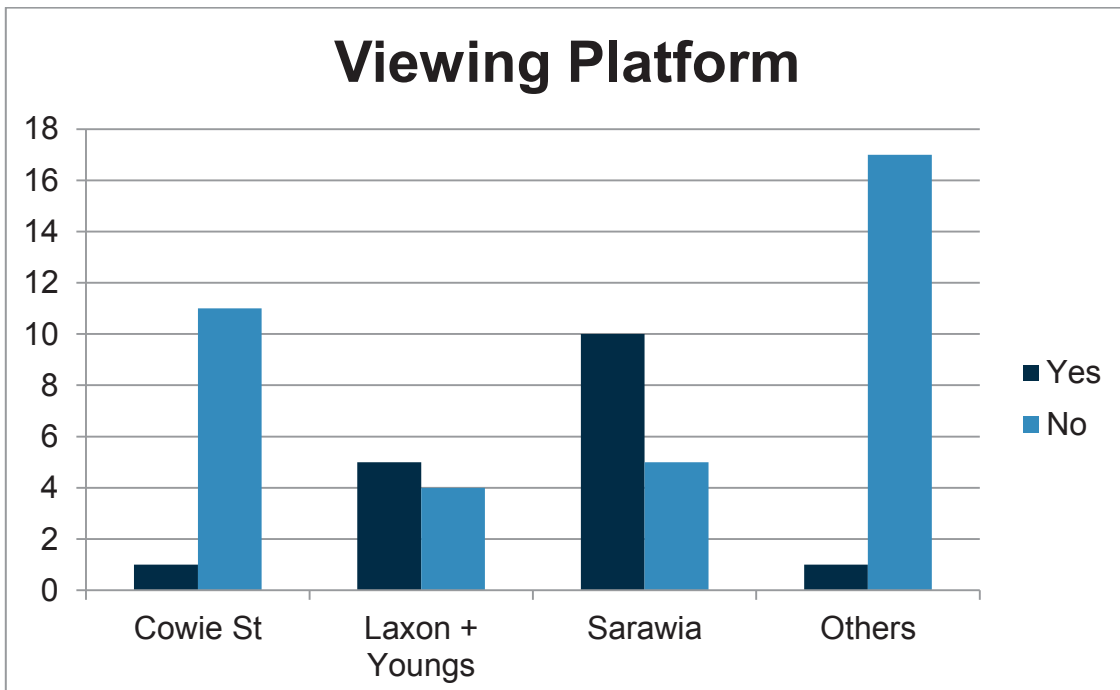
- Cowie Street
- Sarawia Street
- Laxon Terrace and Youngs Lane
- Other Residents/Landowners (Ayr St, Basset Rd, etc.)
- Community Groups or Resident Associations where they are not otherwise represented in the above groups.

Overall Results

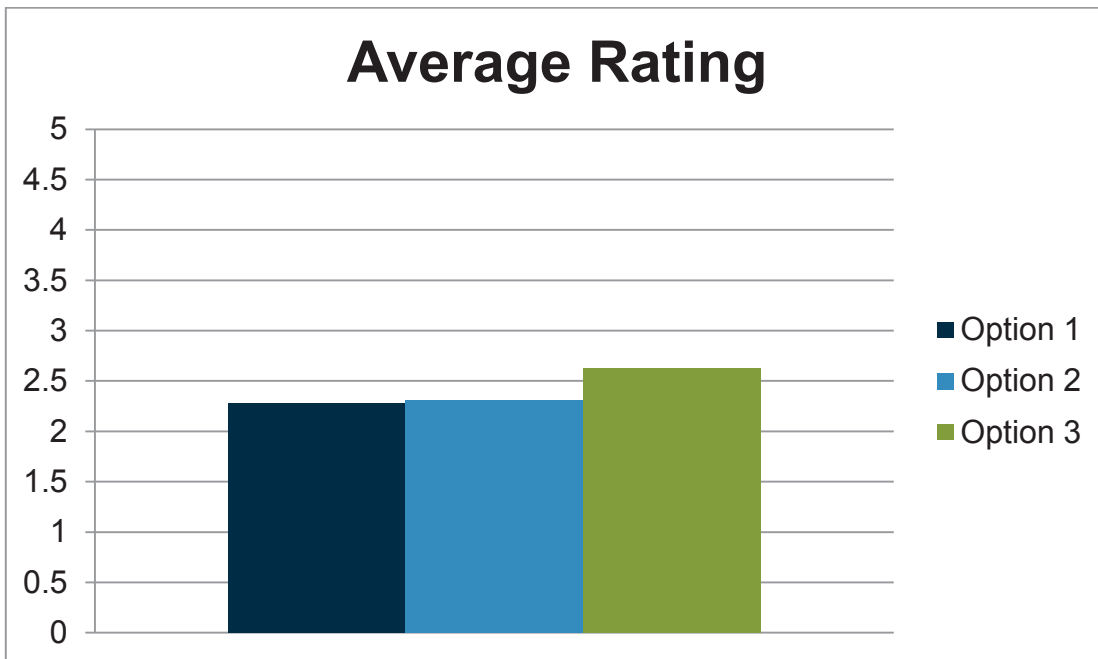
AT asked each respondent to rate each option on a 1 to 5 scale, with 1 being the least preferred and 5 being most preferred. The overall average results are shown below, with Community Group or Residents Association responses excluded where a general response was provided:



AT also sought feedback on the desirability of including a viewing platform as part of the bridge. This was phrased as a yes or no question, and the number on the axis represents number of responses for each:

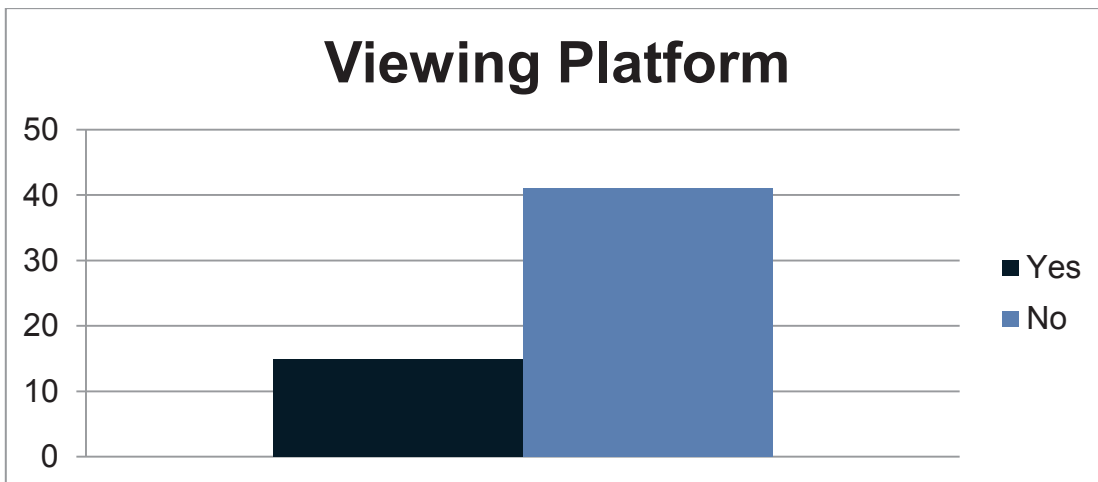


Combining the responses from residents or landowners of directly-affected properties only, the overall picture shows an average ranking of:



Note that this does not include the additional 20 responses covered by the Laxon Terrace and Youngs Lane Residents Group; if it had, these are strongly in support of Option 3 so would increase the ranking of that option further. However, there would be no change to the preference result, which remains Option 3.

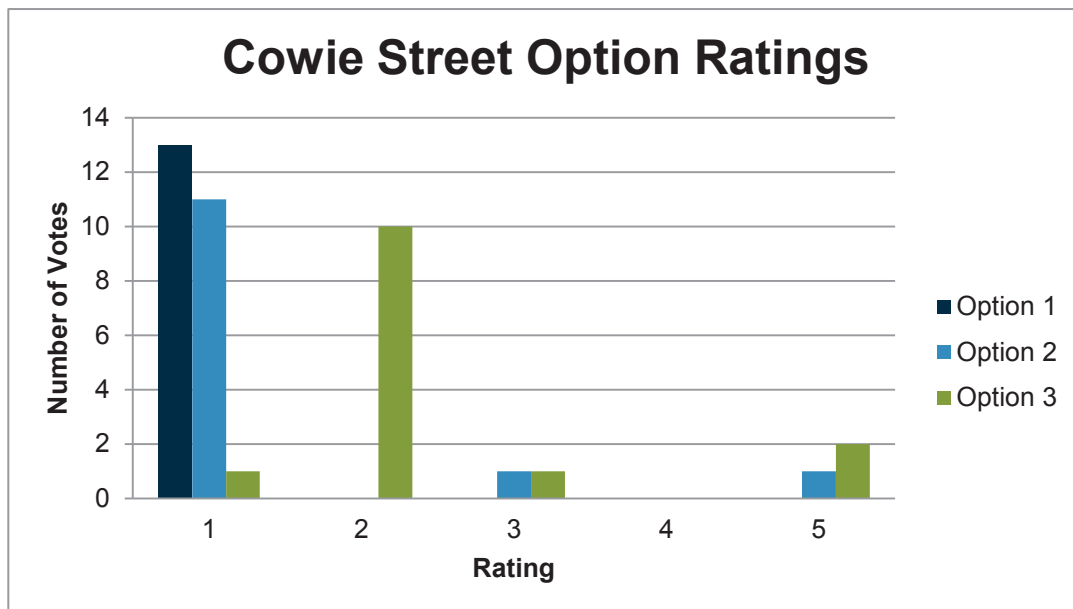
The combined results on the desirability of a viewing platform are shown below:



In this case, including the results of the Laxon Terrace and Youngs Lane Residents Group would further reinforce the outcome, adding 20 votes to the no column for a total of 15 in favour, 41 opposed.

Cowie Street Results

Cowie Street					
	Rating				
	1	2	3	4	5
Option One	13	0	0	0	0
Option Two	11	0	1	0	1
Option Three	1	10	1	0	2



Total Responses: 14

Overall Results:

The majority of feedback was received via the Cowie Street Residents Association and was strongly critical of any bridge option. However, a caveated preference for Option 3 was expressed.

Option One Comments:

Shared Path Likes

The majority of Cowie Street residents did not support this option.

Shared Path Dislikes

Residents on Cowie Street believed that Option 3 is a more cost effective solution.

Option Two Comments:

Pedestrian Footpath Likes

Cowie Street residents did not support this option.

Pedestrian Footpath Dislikes

Residents on Cowie Street believed that Option 3 is a more cost effective solution

Option Three Comments:

Combined Space Likes

Cowie Street residents preferred this option because of its smaller footprint, resulting in a reduction of vehicle speeds and an increase in safety.

However, the majority remain opposed to any bridge solution.

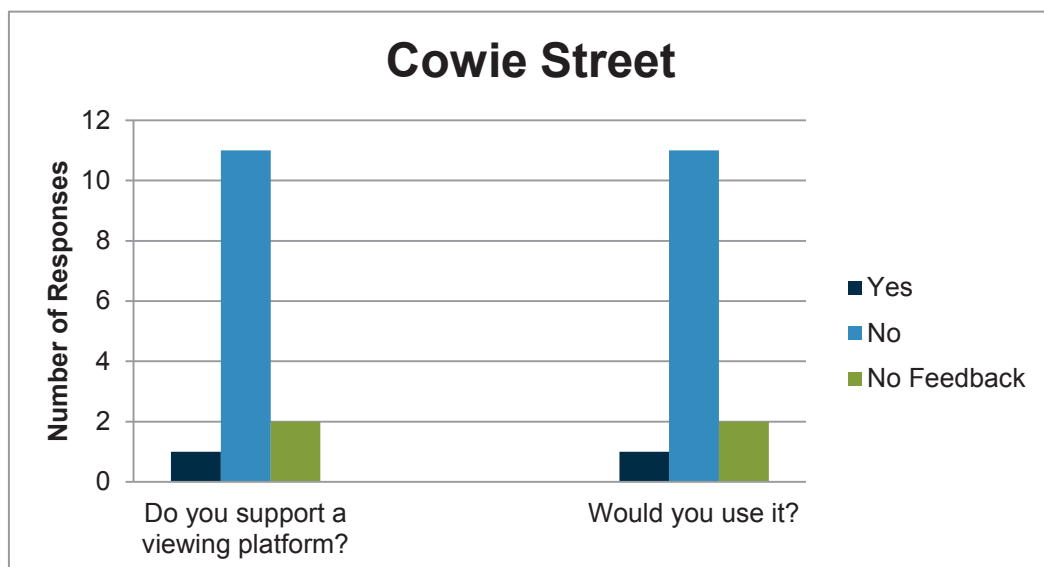
Combined Space Dislikes

Cowie Street residents believed that Option 3 is a more cost effective solution.

The option to potentially plant the buffers placed was not supported as a poor use of money.

Comments on Viewing Platform:

- It seems the platform is a sop to sell the bridge concept.
- Laxon Terrace residents already have a view to the park.
- More place for people to reside and hangout.
- Less privacy.
- Totally unnecessary and unwanted.



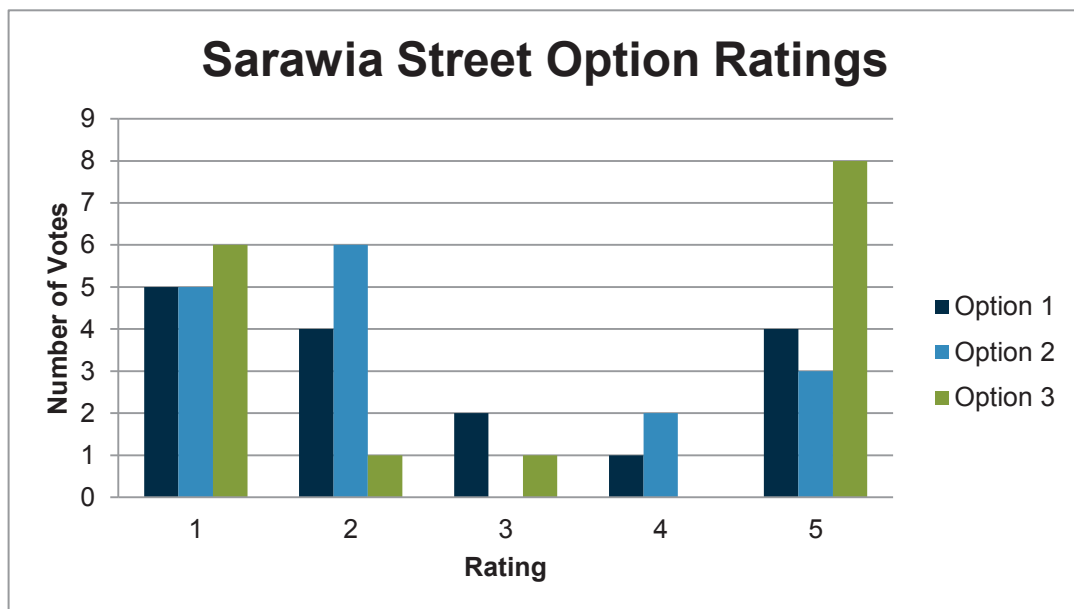
General comments:

- There is no design to look at yet.
- A simple road through the park would have been better.

- Introduce residents parking only.
- Planter boxes need to be maintained to prevent vandalism.
- A one-way bridge will cause some congestion as traffic wait at the entrance to the bridge. This will impact the attractiveness of the nearby residents' entrance way, and on traffic movement in and out of their property. However, a proposal as to how the affected residents' entrance ways look and are affected, during the consultation process, would be much appreciated.

Sarawia Street Results

Sarawia Street					
	Rating				
	1	2	3	4	5
Option One	5	4	2	1	4
Option Two	5	6	0	2	3
Option Three	6	1	1	0	8



Total Responses: 16

Overall Results:

The overall results from Sarawia Street have a strong split and vigorous debate between the merits of either Option 1 or 2 and Option 3. Tallying the results shows a preference for Option 3, although substantial numbers find Option 3 the less preferred, resulting in no one option clearly preferred.

Option One Comments:

Shared Path Likes

Feedback often supported the larger space provided for all users because of the wide and shared path. They believe that this bridge option meets all traffic and pedestrian requirements by providing a separation between cyclists, pedestrians and vehicles.

Shared Path Dislikes

Additional cost is not justified.

There is no pedestrian/cycle access between Sarawia Street and Laxon Terrace/Newmarket.

Sidewalk seems unprotected from 2 lanes.

This option has an over-engineered and excessive footprint, which is not required for the amount of traffic/pedestrians and thus is an unnecessary use of space. This will result in more damage to the park. Cyclists can share road as per existing road network. Thus, path should be a combined shared space, i.e. does not have to be that big.

However, some residents commented that this bridge option does not address significant safety issues that will arise with the introduction of the bridge crossing. Because of the large footprint, this option does not require vehicles to slow down, creating an unsafe environment for pedestrians and a noisy raceway. Including being the most expensive option and creating the highest vegetation destruction, cyclists and pedestrians will be safer on a lower speed road anyway, but with a narrower foot/cycle path.

Option Two Comments:

Pedestrian Footpath Likes

The wide footpath for pedestrian access is considered necessary for their safety. In addition, an adequate separation between vehicles and pedestrians will provide no interruption to wide vehicle movement along the bridge.

Pedestrian Footpath Dislikes

That the footprint for this bridge is too large, thus not requiring cars to slow down. This provides an unsafe environment for pedestrians and cyclists and a noisy runway. They believe because of the wide carriage way, pedestrian and cyclist amenity are mitigated.

Furthermore, the pedestrian area is too restricted to be shared with cyclists; 1.5m pedestrian lanes are not wide enough for pedestrian and cyclist use. This will increase safety risk even further. An alteration to the proposed size of this bridge could alter the high cost.

Option Three Comments:

Combined Space Likes

The footprint for this bridge option is adequate for the limited use of vehicles and pedestrians in this area. Smaller carriageway forces cars to slow down, thus increasing pedestrian safety. In addition, the protective buffer means pedestrians and cyclists are safer.

The impact of this bridge option on vegetation is considerably less than the other two options, another reason for this concept being their preference.

Combined Space Dislikes

There could be a high risk of vehicles colliding with the buffers. Although providing safety to pedestrians and cyclists, the buffers could create hazards due to the narrow carriageway width.

The smaller footprint of this bridge option creates risky over-passing between vehicles on narrowed road as per current situation on Laxon Terrace. Residents would prefer for traffic to flow freely past their view, for privacy and disruption purposes.

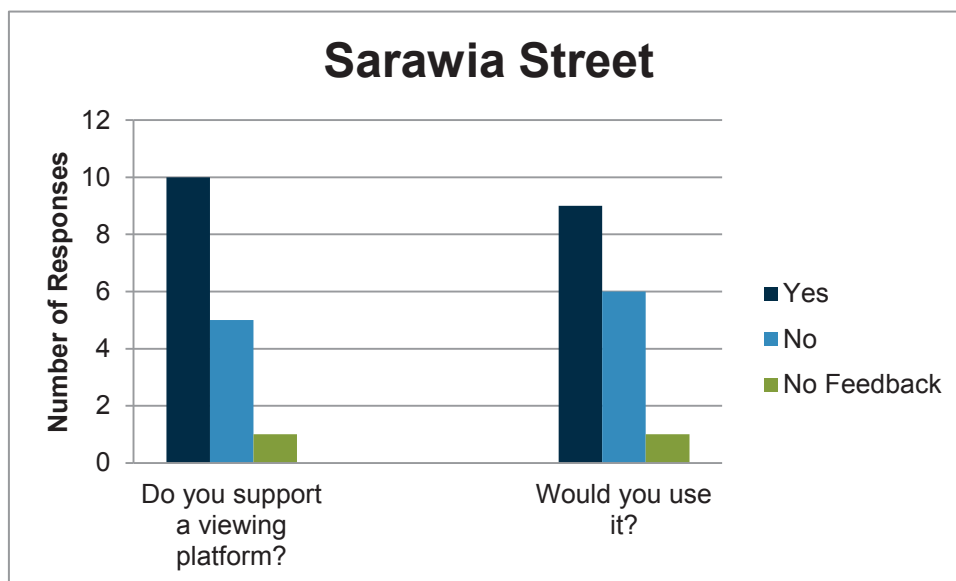
Approximately one third of Sarawia Street residents believe this is the worst bridge option because of the too narrow footprint, restricting pedestrian access and allowing no provision for cyclists.

Some are worried that restrictions on vehicle flows will downgrade property values for Laxon Terrace/Youngs Lane residents.

No direct connection between Newmarket Park and Sarawia St.

Comments on Viewing Platform:

- View could ultimately be obstructed by trees as has happened at viewing point by rail crossing.
- Just clearing the flora will allow the park to be seen while walking/cycling on path.
- Use the money to make a pedestrian bridge at the base of Sarawia Street.
- Encourages local and tourist walking usage.
- Not necessary – extravagant expenditure for the limited amount of use.
- There is a walkway directly down below platform; old path is still there to park.

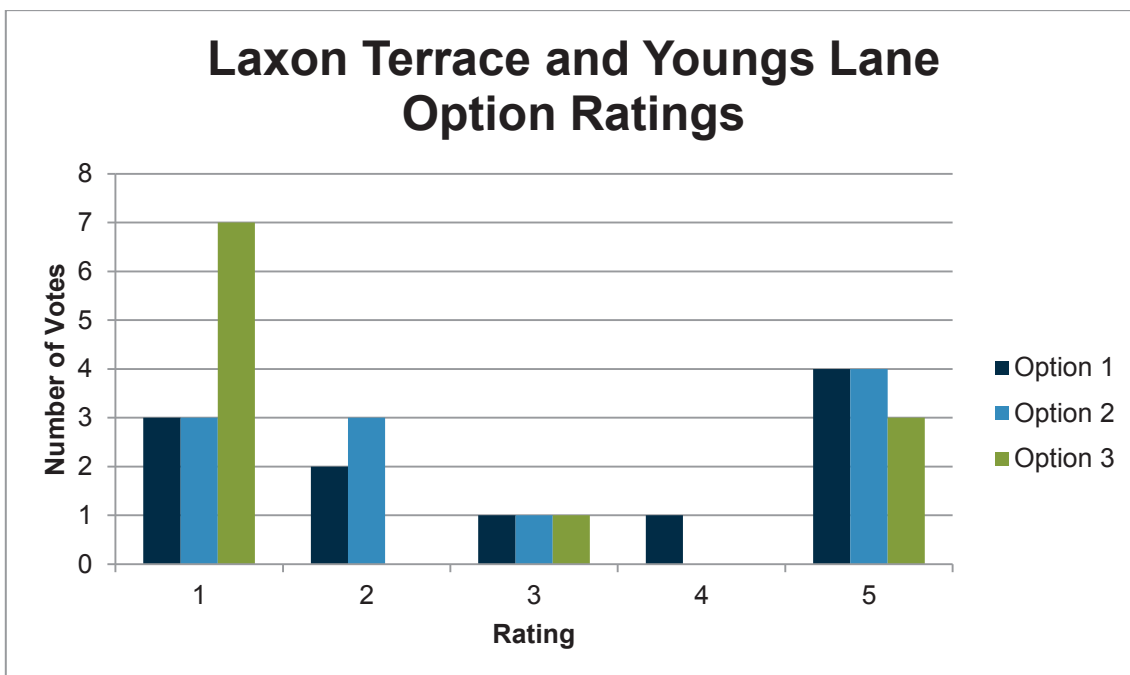


General comments:

- Would appreciate Street lighting that does not light up the terraces' housing.
- Concerns that the project could create a noisy roadway with fast traffic, an increase in pollution and require a significant amount of trees to be removed.
- Combine the buffers from Option 3 with Option 1 and it will be perfect.
- Close the existing entrance to Newmarket Park and open a new entrance to Newmarket Park direct from Cowie St. This suggestion would give Cowie Street residents easy access to the park to compensate for changes to their road.
- Concern over whether there will be foot access at the bottom of Sarawia Street.
- One member believes this is the best option because of its usable access ways that encourage people to get out and use the parks.

Laxon Terrace and Youngs Lane Results

Laxon Terrace and Youngs Lane					
	Rating				
	1	2	3	4	5
Option One	3	2	1	1	4
Option Two	3	3	1	0	4
Option Three	7	0	1	0	3

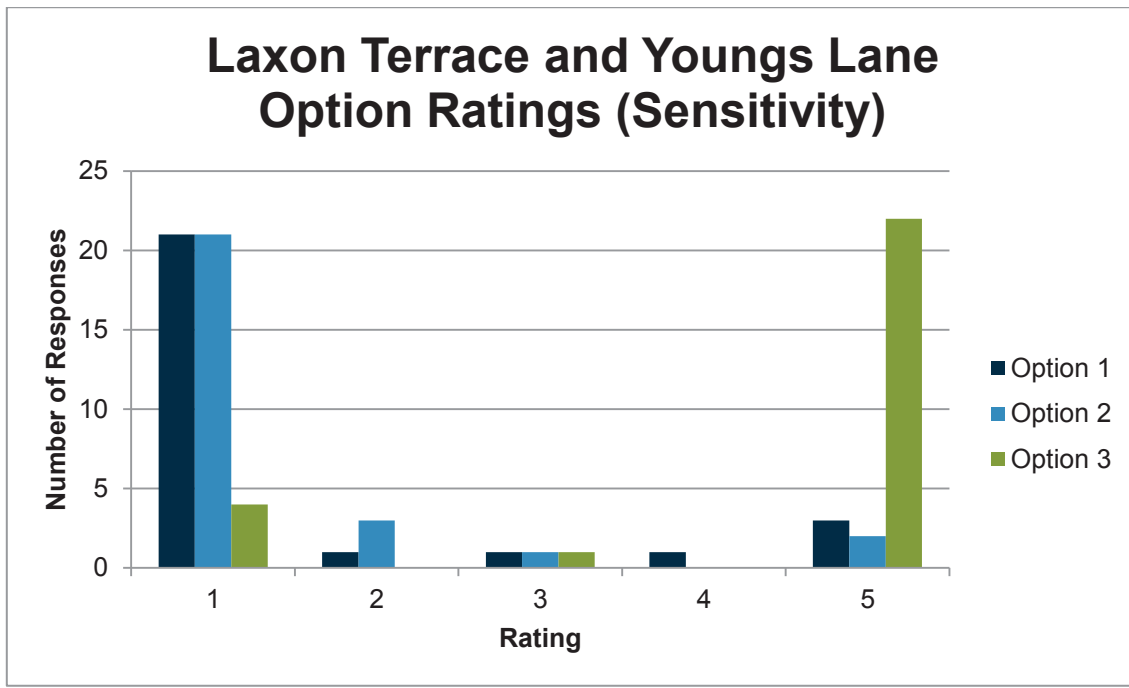


Total Responses: 11

Overall Results:

The individual responses received strongly favour Option 1 over Option 3, with some secondary support for Option 2. However, a submission on behalf of the Laxon Terrace and Youngs Lane Residents Group was received, submitting 21 members in support of Option 3 and opposed to a viewing platform.

Following subsequent enquiries with the group’s Chair we were not able to obtain a membership list to verify whether the attendees were all residents or property owners, or had separately sent in a survey response. For the purposes of the survey, the submission was treated as a single survey response in the table above, but the group’s status is noted as representing more than a single household and the following sensitivity performed to show the results including these figures:



Option One Comments:

Shared Path Likes

Because of the large footprint of Option One, this option appears the safest option for pedestrians and cyclists, providing an easy access. The ability for two cars to safely pass each other with no disruption is welcomed, along with good access provided for emergency trucks/vehicles.

Shared Path Dislikes

Although this option is believed to be the safest because of its large footprint, the width of the path shared between cyclists and pedestrians seems excessive. There is limited cycle traffic in Newmarket, so cyclists are able to use the road.

Overall the large footprint of this bridge option is disliked because of the increased cost and impact on Newmarket Park.

Option Two Comments:

Pedestrian Footpath Likes

A sensible bridge option with adequate room for all users.

No interruption to vehicle movement is essential. The wider footpath is preferred for women with children, walking, cycling etc.

Pedestrian Footpath Dislikes

Not pleasant for pedestrians and cyclists as the footpath is too narrow, with dominant carriageways that will not provide security for pedestrians/cyclists using the bridge.

Option Three Comments:

Combined Space Likes

This smaller bridge would allow for a reduction in vehicle speeds. Furthermore, because of its smaller footprint, this option is the least expensive and creates the least impact on Newmarket Park.

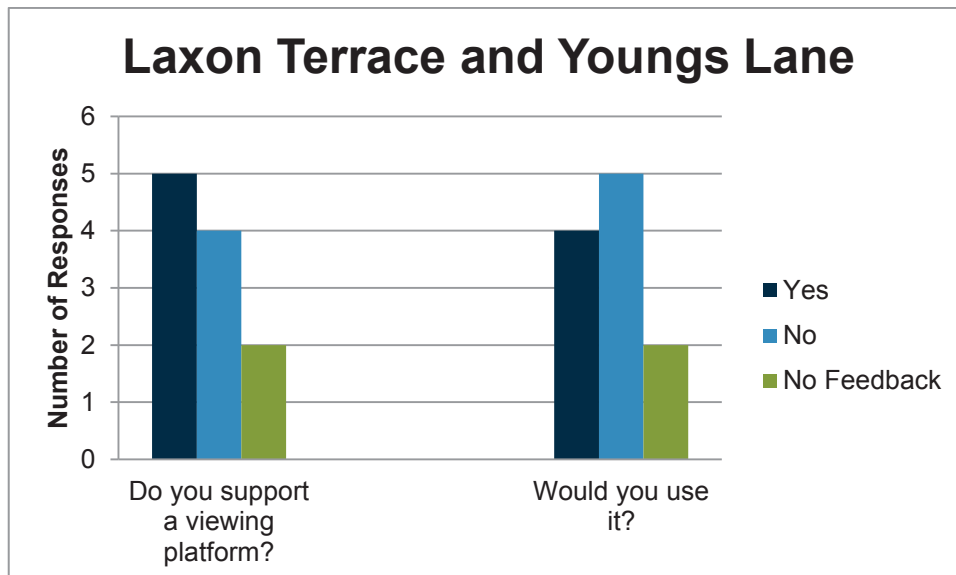
Combined Space Dislikes

The reduction in size of this bridge option compared to the other options is inadequate for all users and is a poor compromise with poor safety for pedestrians and cyclists sharing a narrow pathway. Approaching traffic pulling over to one side could be dangerous to pedestrians and cyclists.

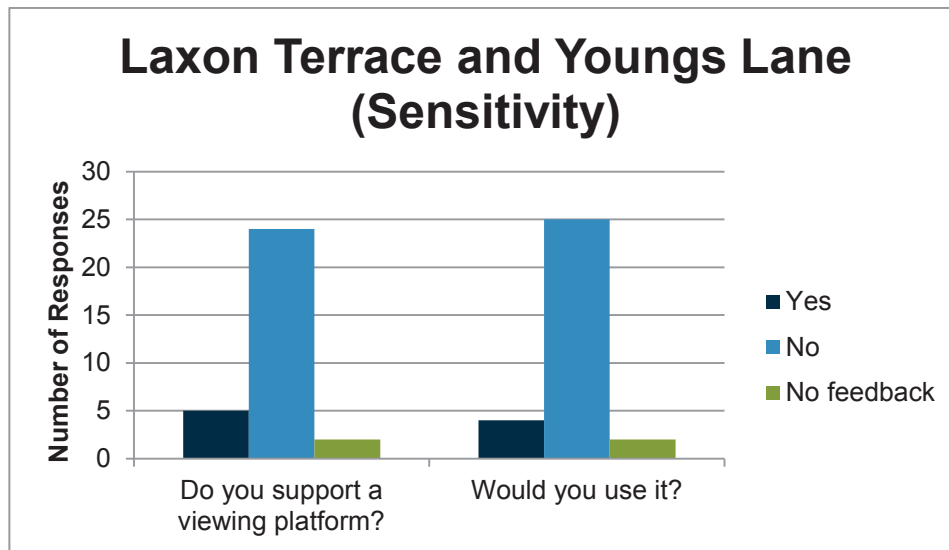
The single file car access will cause too much congestion at the bridge with a continual traffic disruption. The buffers should be removed from the option to reduce space requirements.

Comments on Viewing Platform:

- Not somewhere I would ever stop at.
- Good addition to Newmarket Park.
- Unnecessary.
- Could be smaller. Don't overcook the design – Keep it simple.
- A better area for viewing would be a good addition to Newmarket Park.
- Unnecessary expense
- It will provide a good view as a rest stop for foot traffic.



If the Laxon Terrace and Youngs Lane Residents Group numbers are added, the results are as follows:



General comments:

Provide a pedestrian footpath connecting Sarawia Street and Laxon Terrace while the level crossing is closed.

Combine/mix the options with 70% of Shared Path - Option One with 30% of Combines Space - Option Three

Bridge should be kept narrow.

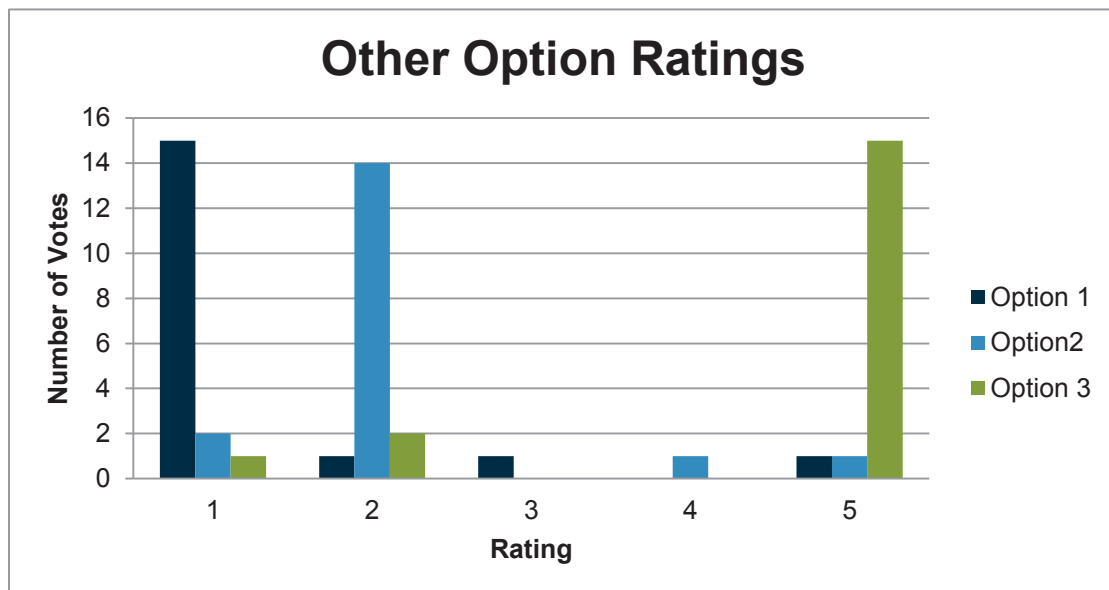
Concerns on possible property boundary infringements.

Others

This group represents those members who are not necessarily affected by the installation of this bridge, but have an interest in its outcome. They include:

- Ayr Street residents
- Bassett Road residents
- 3 others

Others					
	Rating				
	1	2	3	4	5
Option One	15	1	1	0	1
Option Two	2	14	0	1	1
Option Three	1	2	0	0	15



Total Responses: 18 total consisting of 13 Ayr Street, 2 Bassett Road, 1 Middleton Road and 2 others

Overall Results:

Overwhelmingly in support of Option 3 as the most cost effective option with least impact on Newmarket Park.

Option One Comments:

Shared Path Likes

Opportunity for residents to access that area without traffic safety fears with plenty of space provided for pedestrians and cyclists.

Shared Path Dislikes

The size of this bridge option is too large for the number of residents and visitors that will use it. Cost is too high also; would prefer a narrower road and bridge so leftover funds can negate the visually intrusive nature of the bridge.

The very wide and large build of this bridge option will create a large visual impact. In addition, an increase in speed of vehicles will result, increasing safety concerns for passengers, cyclists and pedestrians.

Concern to avoid a shared path for pedestrians and cyclists. Cyclists can travel fast and injure pedestrians. This can be taken into account by using a physical barrier to protect pedestrians. A better solution to this, however, is a controlled pedestrian crossing at Sarawia Street or a pedestrian over bridge.

Option Two Comments:

Pedestrian Footpath Likes

Plenty of space to cycle across without worrying about vehicles, in addition to being a cheaper option than Option One.

Ayr Street and Bassett Road residents do not support this option.

Pedestrian Footpath Dislikes

Approach road and bridge is too wide and cost clearly higher than Option 3. The wider road will encourage faster speeds and greater noise. The bigger bridge will also be more visually intrusive for the park.

This bridge option is believed to have a large impact on the natural environment and encourages traffic over pleasure of walking. A better solution for pedestrians and vehicles is either a controlled pedestrian crossing at Sarawia Street or a pedestrian over bridge.

Option Three Comments:

Combined Space Likes

It is possible that drivers will slow down here with the reduction in footprint compared to the other two options.

The width of the bridge and approach road are smaller than those in Option One, thus traffic speed will be reduced. The shared pedestrian and cycle area is well sized, and protection is adequate. Suggest both sides of road yellow-lined to prevent all-day parking

Lower visual impact compared to the other two options. It encourages community combined use of walking and driving. As long as cyclists are kept out of the pedestrian area, then this option is preferred. However, a controlled pedestrian crossing or pedestrian bridge is still a better idea.

Combined Space Dislikes

No separate pedestrian and cycle path/area, thus fear of overtaking other users arises.

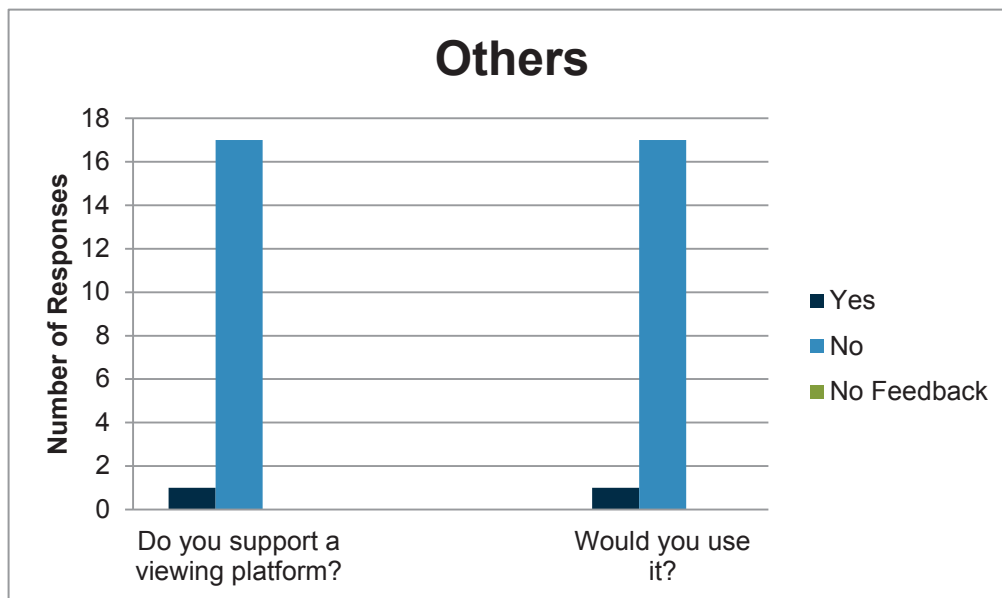
Action required on three important issues: visual mitigation, appropriate lighting, and elimination of the viewing platform.

If ratepayers' money is being wasted by more expensive options, then at least it could be minimised by having as small a footprint as possible for only vehicles and cycles.

Comments on Viewing Platform:

- The benefits of the platform are not enough to justify the cost.
- The majority of Ayr Street residents do not support the viewing platform for three reasons:
 - 1) It will become a night time gathering place, especially if seating and lighting are provided. Noise and nuisance will become a problem.
 - 2) Do not use money on this platform that should be used to reduce visual impact of bridge from the park.
 - 3) A viewing platform would create privacy issues for residents, especially at that height.

Bassett road residents do not see the point of the viewing platform; they believe the bridge is a means of access and not a scenic tour.



General comments:

- The option chosen must make access available at the lowest cost but be safe.
- A high priority to conceal the structure from Newmarket Park (by retention of existing trees; especially Pohutukawa).
- It is also a high priority to light the bridge and approach road in a way that minimises unnecessary light scatter at night. They oppose standard street lights and would prefer light directed across the bridge.
- Bassett Road residents stated that Newmarket Park is commonly used for parties by teenagers. Providing parking will increase this, therefore keep parking to a minimum.

Parnell Community Committee (PCC)

Option One Comments:

Shared Path Likes

No comment.

Shared Path Dislikes

No comment.

Option Two Comments:

Pedestrian Footpath Likes

No comment.

Pedestrian Footpath Dislikes

No comment.

Option Three Comments:

Combined Space Likes

On the basis that a bridge will be forced by Auckland Transport on local residents, Option 3 is the preferred option for PCC because it more than adequately caters for the current and fully known future Laxon Terrace vehicle and pedestrian access requirements. It is by far the least costly option and its scale has the least negative amenity impact for its outstanding park like environment.

Combined Space Dislikes

No comment.

Comments on Viewing Platform:

Laxon Street residents already have a view. A viewing platform and seating is clearly being used as a sop to sell the bridge proposal.

General comments:

PCC believe that the installation of a bridge from Cowie St to access Laxon Terrace is totally unacceptable, and that there is a different feasible and cost effective solution for Laxon Street access. The lack of visual amenity impact designs (3D imagery) and concept drawings is unacceptable for a city seeking to be the most liveable on a global stage.

Will the removal of a large number of off street parking spaces on a high density property be mitigated per current operative plan stipulations?

Broadway Park Residents Association

Option One Comments:

Shared Path Likes

No comment.

Shared Path Dislikes

This option will be the most costly and have the largest footprint

Option Two Comments:

Pedestrian Footpath Likes

Meets all requirements.

Pedestrian Footpath Dislikes

Nothing to dislike.

Option Three Comments:

Combined Space Likes

Reduces cost but has a high risk factor.

Combined Space Dislikes

The possible risk to users would not be acceptable

Comments on Viewing Platform:

The bridge is an access way and should just meet that role. All costs incurred should be used to obtain that outcome.

General comments:

The option chosen must make access available at the lowest cost, maintaining safety.

Cycle Action Auckland (CAA)

Option One Comments:

Shared Path Likes

It provides the best walking and cycling connection and the best future-proofing for the Newmarket Tunnel-Parnell Greenway of the Waitemata Local Board. This is particularly important on the bridge itself as it will be pretty much fixed for the next half century or more.

Shared Path Dislikes

The two-way carriageway on the bridge for vehicles seems wider than necessary. If 5m for two-way traffic west of this location is acceptable on the road, why not narrow the bridge for cars too.

Option Two Comments:

Pedestrian Footpath Likes

It's better than Option 3.

Pedestrian Footpath Dislikes

The proposed footpath on the road west of the bridge does not meet Auckland Transport minimum (1.8m). There is no provision for cyclists except on-road, which seems to excessively prioritise space for cars.

Option Three Comments:

Combined Space Likes

Slower vehicle speeds.

Combined Space Dislikes

Because of the reduced footprint, there is a risk of feeling very hostile to pedestrians and cyclists. Drivers aggressively driving will block and intimidate cyclists and pedestrians using the bridge, with possibilities of uphill cyclists creating pinch points for drivers who are unable to overtake them. Will not interact well with future Greenway link.

Comments on Viewing Platform:

CAA support a viewing platform, but not 'at cost' of a better bridge.

General comments:

Providing a future-proofed bridge design (with enough width for walking and cycling) is more important than providing same on the west-east road, or providing a viewing platform, which is otherwise supported by CAA.

Summary

The overall result favours Option 3 from both residents and landowners in directly-affected streets and in the wider community. Community groups and Residents Associations outside the directly affected area support Option 3 over other options where a preference has been expressed, with the exception of Cycle Action Auckland who favour Option 1.

The inclusion of a viewing platform is not supported by responses from residents and landowners in nearby streets. It is not supported by residents and landowners in directly-affected streets, even more so when the Laxon Terrace and Youngs Lane Residents Group feedback is taken into account.

Cycle Action Auckland support a viewing platform with caveats about cost, and both Broadway Park Residents Association and the Parnell Community Committee do not support a viewing platform.

The results of the survey will form part of the Multi-Criteria Assessment of the options, which will determine the bridge option to be progressed.

Appendices

Appendix 1: Plan Drawings of Options

Appendix 2: Survey Form