

Inner west walking and cycling improvements
Feedback report on
Herne Bay residential streets traffic
calming treatments



Contents

Summary	3
Key themes in feedback	3
Outcome.....	3
Next steps	4
Background	5
Project information.....	5
Previous public feedback.....	5
Proposed improvements.....	5
Consultation	7
Activities to raise awareness	7
Giving feedback.....	7
Your feedback	8
Overall support for traffic calming in Herne Bay.....	9
Themes in comments on proposal.....	10
<i>General sentiment</i>	11
<i>Treatment location</i>	12
<i>Treatment design</i>	13
<i>Alternative treatments</i>	14
<i>Cycling</i>	15
<i>Parking</i>	16
<i>Aesthetics</i>	17
<i>Behavioural and other</i>	18
Other submissions.....	19
Herne Bay Residents' Association.....	19
Waitematā Local Board	20
Attachment 1: Types of traffic calming treatments proposed.....	25
Attachment 2: Feedback form.....	27
Attachment 3: Key themes and submitter comments with AT responses	28
Attachment 4: Feedback on Curran and Sarsfield St intersection proposal	
(refer to separate document)	

Summary

Key themes in feedback

471 people submitted feedback on the Herne Bay traffic calming treatments proposal. Thank you for your feedback, your time and effort is greatly appreciated.

We have identified these major themes in your feedback:

- High level of support (69%) for traffic calming in the Herne Bay area
- Good support for proposal (59% generally like proposed treatments)
- Concern that road narrowing at treatments will create congestion and reduce cyclist safety (17%)
- Concern that parking removal at mid-block treatments will exacerbate existing parking availability issues (17%)
- Suggestions to extend the treatment area to include surrounding streets (14%).

Outcome

We have used your feedback to help us finalise the location and design of the proposed treatments. As a result, we have decided to:

- Install a total of 22 traffic calming treatments (speed tables) at the locations proposed. All speed tables will require road narrowing with planted kerb build-outs. There will be a pedestrian crossing facility at all speed tables except for mid-block speed tables. Please refer to Figure 1 for location map and type of speed tables
- Widen mid-block speed tables (9 locations) to 6m (from the proposed 4.5m) to allow two-way traffic through the speed table
- Put an additional boundary speed table at the intersection of Clifton Road and Jervois Road (close to Bayfield School)
- Remove two on-street parking spaces at each mid-block speed table (9 locations). Additional parking removal may be required close to mid-block speed tables to meet sightline requirements for motorists.
- The following changes are to be made to the Curran Street/Sarsfield Street intersection:
 - Install new speed tables on Sarsfield Street, either side of its junction with Curran Street, to calm traffic and signal to drivers that they are entering a lower speed environment. Speed tables will have provision for a pedestrian crossing.

- Install a new shared path at the north-western corner of the Curran Street and Sarsfield Street intersection to provide a better connection to the existing shared path further north on Curran Street.
- Install new pedestrian refuge islands on Curran Street, located to the north and south of the Sarsfield Street intersection.
- Remove the right-turn bay on Curran Street into Sarsfield Street East to accommodate the refuge islands
- Investigate installing pedestrian handrail barriers on both Curran Street pedestrian refuges.

Next steps

Construction is planned to commence in late 2017 and to be completed by June 2018.

We will notify all directly affected people about any changes that develop in the detailed design phase of this project.

Background

Project information

Auckland Transport (AT) is proposing improvements in the Herne Bay area as part of a wider cycling network from [Point Chevalier to the city fringe](#).

The Herne Bay area has many local community facilities such as nearby beaches, parks, shops, cafes, schools and sports clubs. However, traffic surveys show high traffic volumes and speeds on roads in the area, and residents have concerns about speeding and 'rat running' (using residential side streets instead of main roads).

We want to address community traffic issues, enhance the look and feel of the Herne Bay area, and improve routes for local people walking or cycling to their local shops, beaches and cafes, or to get to work and attractions in the city centre.

Previous public feedback

In March last year, we asked for your feedback on a proposed network of cycling routes in the wider area and received strong community support. We also heard concerns from the Herne Bay Residents' Association about speeding and 'rat running' in the Herne Bay area.

Initially, the preferred option was to provide a connection for people on bikes via Clifton Road, Argyle Street and Sarsfield Street. However, taking feedback from this consultation on board, we have investigated implementing traffic calming treatments on several streets rather than a cycle lane on a particular street.

Proposed improvements

We aim to create a slower speed environment in Herne Bay residential streets so people on bikes and motorists can share the road safely. This will also create a safer and more enjoyable environment for other vulnerable road users, such as pedestrians and children.

Physical measures to reduce traffic speed are preferred over reduced speed limits because they don't require speed camera or police enforcement to be effective.

We proposed four types of traffic calming treatments that will:

- **Narrow the road width** by using planted raised islands to extend the kerb
- **Create a speed table** by raising the section of road between the kerb build-outs.

We identified 22 locations for installing these treatments. These will create a 'gateway' to the area by signalling to drivers that they are entering a lower speed environment.

Figure 1: Overview map showing location of proposed traffic calming treatments



Four different traffic calming treatments were proposed:

- Treatment 1: Cross-intersection speed table (3 locations)
- Treatment 2: T-intersection speed table (5 locations)
- Treatment 3: Mid-block speed table (9 locations)
- Treatment 4: Boundary speed table (5 locations).

Please see [Attachment 1](#) for further information on the treatment types and proposed locations.

Consultation

We consulted on the proposed treatments from 23 November to 18 December 2016.

Activities to raise awareness

To let you know about our consultation, we:

- Mailed consultation letters and feedback forms to 3062 property owners and occupiers throughout Herne Bay. Additional copies were provided to the Herne Bay Residents Association and the Ley Institute Ponsonby Library
- Hand-delivered consultation letters and feedback forms to all businesses along Jervois Road and all properties on the streets along which treatments are proposed. Emmett Street, Tweed Street and Shelly Beach Road were also included on request
- Emailed the consultation letter to the Waitematā Local Board, Herne Bay Residents Association, St Mary's Bay Association, Bike Auckland, Transport Blog, Generation Zero, Bayfield School and Ponsonby Primary school
- Set up a [project webpage](#) and an online feedback form on our website
- Placed an advertisement in the Auckland City Harbour newspaper on 30 November 2016
- Distributed a media release on 24 November 2016 and published articles in [Auckland City Harbour News](#) and on the [Bike Auckland website](#)
- Posted information on Facebook through the [Waitematā Local Board](#) and [Auckland Council](#) pages, as well as on Neighbourly, Twitter and LinkedIn
- Held two open days (as advertised in the letter) to provide information about our proposals; at The Governor café, 228 Jervois Road on Thursday 1 December and at the Leys Institute Ponsonby Library, 20 St Marys Road, on Saturday 10 December.

Additional consultation was carried out for the proposed Curran and Sarfield Street intersection improvements from 13 April to 14 May 2017 to address concerns raised in this consultation. Please see [Attachment 4](#) of this report for the consultation feedback analysis for this proposal.

Giving feedback

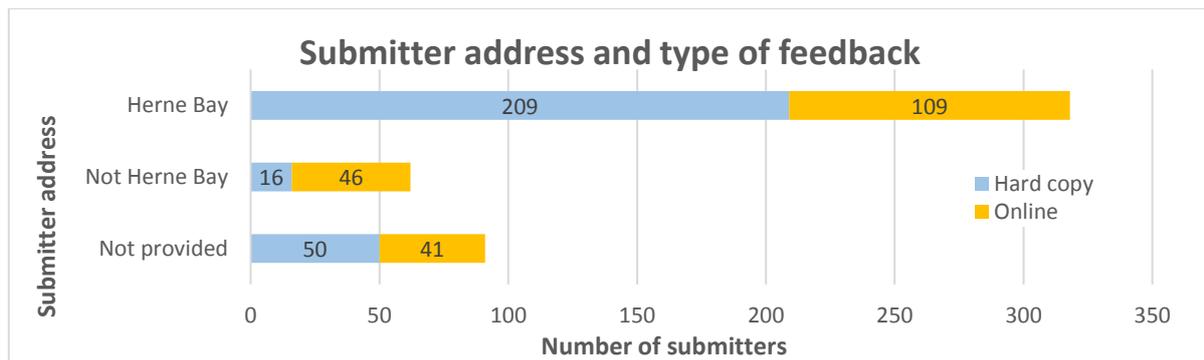
We asked you whether you supported traffic calming in the Herne Bay area, what aspects of the proposed traffic calming treatments you liked and those you would change, and why. We also asked if you had any other comments on the proposal.

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a hard copy form that we posted or handed out to interested parties. See [Attachment 2](#) at the end of this report for a copy of the feedback form.

Your feedback

We received public feedback on the proposal from 471 submitters:

- 196 of these were submitted online and 275 were submitted using the hardcopy feedback form
- 380 submitters provided an address. Of these, 318 live in Herne Bay and 62 live elsewhere in Auckland.



Base of N=471.

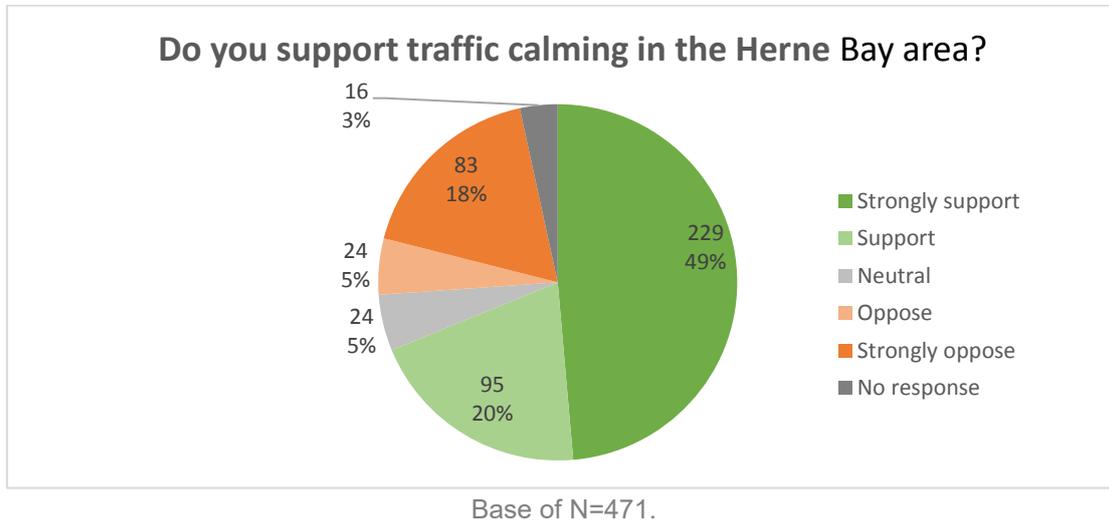
The Waitemata Local Board and the Herne Bay Residents' Association also submitted as part of this consultation. These are addressed in the ['Other submissions' section](#).

We also received 4 emails, 6 phone calls and spoke with 25 local residents and business owners at the two open days. Feedback from these sources was considered separately.

Please see [Attachment 3](#) for AT responses to the themes and design suggestions.

Overall support for traffic calming in Herne Bay

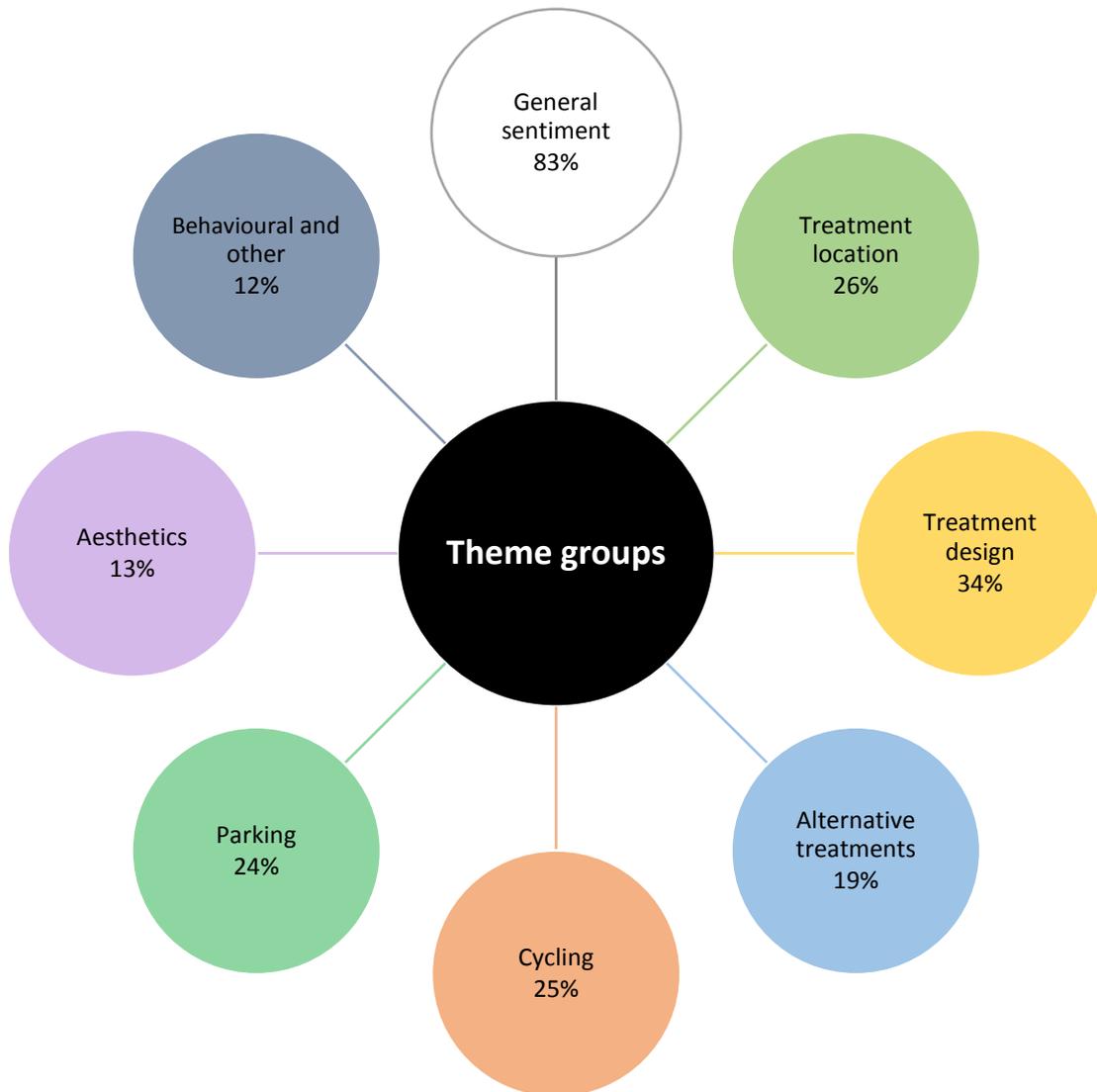
We asked you to rate your support for traffic calming in the Herne Bay area from “strongly support” to “strongly oppose”.



The majority of your feedback (69%) was in support of traffic calming. In comparison, only 23% of submitters oppose traffic calming in the area.

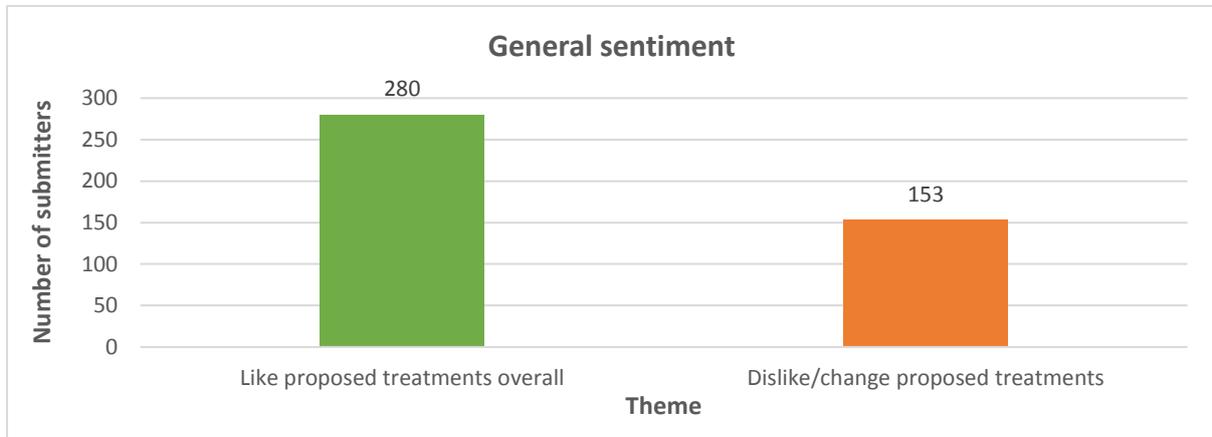
Themes in comments on proposal

We have analysed your comments to identify what you liked about the proposed traffic calming treatments, as well as your suggestions for changes and improvements. The themes identified in your feedback are outlined in this section, grouped as follows:



Please see [Attachment 3](#) for more information on each theme and for AT responses to the points you raised.

General sentiment



Base of N=471. Submitter comments could be counted in more than one theme.

280 submitters (59%) liked the proposed treatments because they would reduce traffic speeds and volumes along the affected streets and improve safety:

"[Like] the speed tables as they will slow traffic but still allow access and deter rat running, especially since there are sufficient numbers of them."

"It will slow down the traffic going through the Hamilton Road/Sarsfield Street intersection. It is lethal at present."

"Most importantly I will feel much better about the kids walking to school... Cars travel very quickly and turn quickly."

We also received feedback from 153 submitters (32%) suggesting changes to our proposal or saying that the treatments are unnecessary, ineffective, or that they would inconvenience residents:

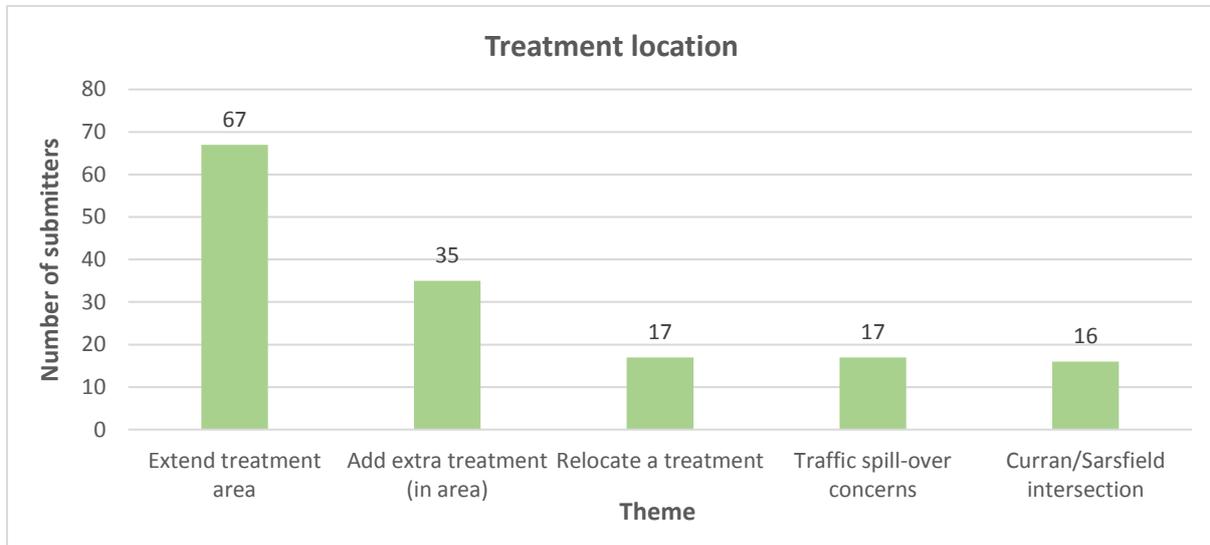
"I have not seen speeding or the need for 'traffic calming'."

"If the treatment was implemented, then it would increase the noise level in our street."

"I do not think the proposed treatments would have any positive impact for cyclists."

"It is good to have some calming on the narrower streets. It is not so important on the wider ones e.g. Hamilton Rd. There are too many with some being unnecessary (and hence a waste of money)."

Treatment location



Base of N=471. Submitter comments could be counted in more than one theme.

Many people requested that the treatment area be extended to other parts of Herne Bay:

“You should include Masons Ave, the average speed is very high at present, and it's the main short-cut road from Cox's Bay to the bridge.”

“Some sort of calming treatment needs to be implemented on Curran Street, especially in front of the school.”

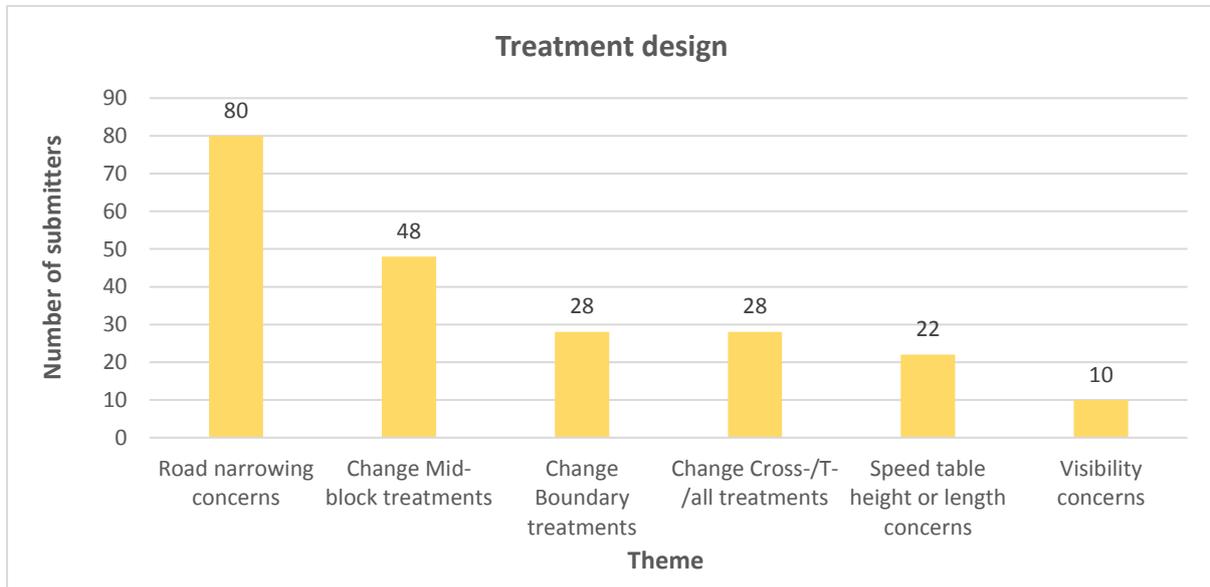
“I would like to see the continuation of traffic control and speed adjacent to Pt Erin Park + pools. Sarsfield Street East has become a "race track" for traffic exiting SH1 on Shelly Beach Road.”

Or that additional treatments be installed within the proposed area:

“Add treatments to Cremorne and Stack Streets as quite a lot of traffic goes through there at speed.”

“I'm not sure one mid-block on Clifton Road is enough. If Sentinel and Hamilton require two then surely Clifton and also Mason Ave does.”

Treatment design



Base of N=471. Submitter comments could be counted in more than one theme.

Road narrowing through the treatments was a concern for many:

“Creates a competition for space on the table between cyclist and car.”

“Leaving the side streets and turning on to Jervois Road will create a bottleneck if restricted to one lane. Traffic turning right is often delayed and if not able to slip in and turn left [this] will be an issue.”

Suggested changes to the proposed midblock treatments include removing those proposed along Lawrence, Sentinel or Hamilton Roads, making them two-way, or not installing any at all:

“I think it is overkill down Hamilton Road. I didn't think the traffic was that hectic to warrant so many speed tables.”

“Widen midblock speed tables to allow cars from both directions to cross together - reduce braking + clogging up road.”

Boundary treatments were requested by some submitters to be placed further away from the intersection or made wide enough for three lanes (two exiting, one entering side street):

“The treatment 4 Boundary speed table is extremely unsafe as it requires vehicles to virtually stop while crossing Jervois Rd when turning right across traffic to access Sentinel Rd. The speed table could be moved one car length into Sentinel road to minimise this problem. This was a problem with the existing speed table before re-asphalting reduced the height difference between the two surfaces.”

“I would remove the boundary speed tables at the top of each street where it intersects with Jervois Road... the narrow width of these would create a traffic jam as cars turning left would have to wait for cars turning right to clear.”

Other suggested changes were removal of treatments along particular streets:

“Treatment 1 should not proceed. Sarsfield is a key arterial road for Herne Bay residents to get to and from the bridge.”

“I don’t see the point of the calming Treatment 4 for Saratoga Ave or Salisbury Ave (or Masefield Ave) which are all dead end streets.”

Submitters suggested variable changes to speed table heights and lengths:

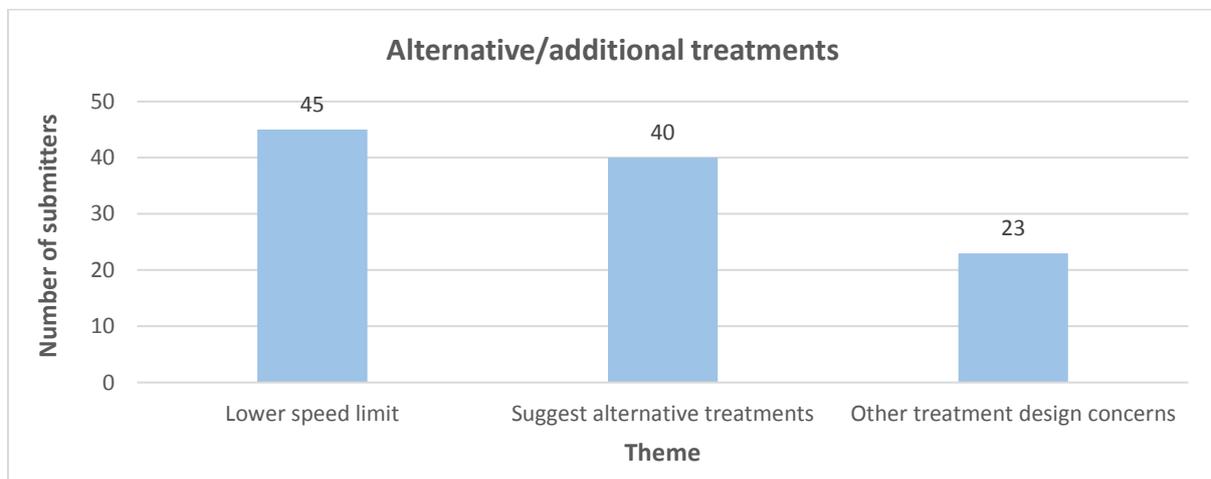
“Speed tables need to be high enough to ensure car speeds actually reduce.”

“Platforms [should] have a gradient that achieves the objective of slowing traffic without making it a health hazard for people with spinal problems.”

“Important that speed tables are not so abrupt that residents with a speed table in front of their houses suffer excessive noise.”

“I propose the mid-block speed tables be very short, so that we lose no parking spaces.”

Alternative treatments



Base of N=471. Submitter comments could be counted in more than one theme.

Many submitters suggested a speed limit instead of, or in combination with, the proposed traffic calming treatments:

“If you want people to travel at 30kph or 40kph, simple, post that as limit. Lower it first. You are saying it is a problem but people are simply travelling at the speed limit.”

“Introduce a 30 km/h formal speed limit for this area, to reinforce expectations.”

“I would like to see a 40kph zone in Jervois Road.”

Other alternative treatments proposed included chicanes, speed humps, road closures, and increased enforcement:

“Only use chicanes - better for car suspension, still slow traffic, less vehicle noise for residents.”

“Bump in centre but leave spaces for parking.”

“A diagonal diverter [should] be installed at the intersection of Sarsfield & Hamilton ensuring that none of the local streets in Herne Bay can be used as a short cut by motor vehicles to get to or from the bridge.”

“A police car and camera would do more.”

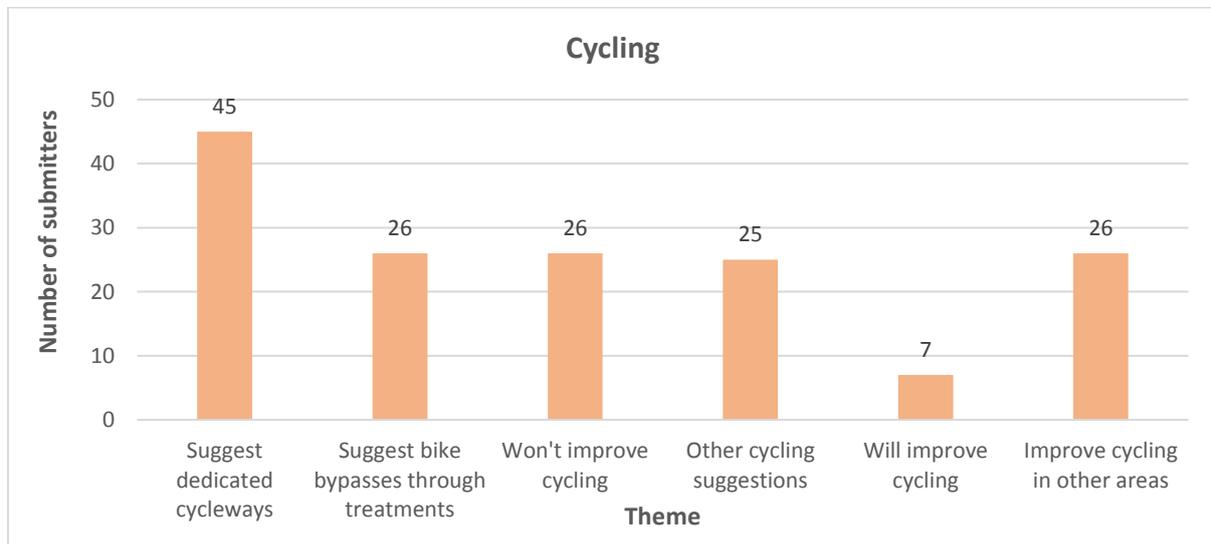
Respondents also suggested a range of additional and other improvements to the proposed treatment area:

“I would like to draw your attention to the STOP sign at the corner of Stack and Cremorne street. Many drivers do not come to a full stop.”

“Add pedestrian crossings at the intersections that are being modified.”

“Please remove the white lines on Sarsfield Street, to reduce the ‘race track’ effect.”

Cycling



Base of N=471. Submitter comments could be counted in more than one theme.

Many submitters suggested installing dedicated cycleways instead of, or in addition to, the proposed traffic calming treatments:

“Spend the money on separated cycle lanes instead.”

“I think that there should be bicycle lanes painted onto the road, too.”

Bike bypasses through the proposed treatments were also requested by several:

“[Suggest] bike bypasses for the midblock speed tables so cars slow but bikes don't need to share the narrow space with them.”

Some felt that the proposal would not make cycling in the area easier or safer:

“I fail to see how the introduction of the proposed “traffic calming treatments” in all the side-streets of Herne Bay is going to substitute for the dedicated cycle way or benefit the cycling commuters in any way.

Or made other suggestions about how cycling in the area could be improved:

“Masons Ave [is] wider and safer than Clifton Road for cycles.”

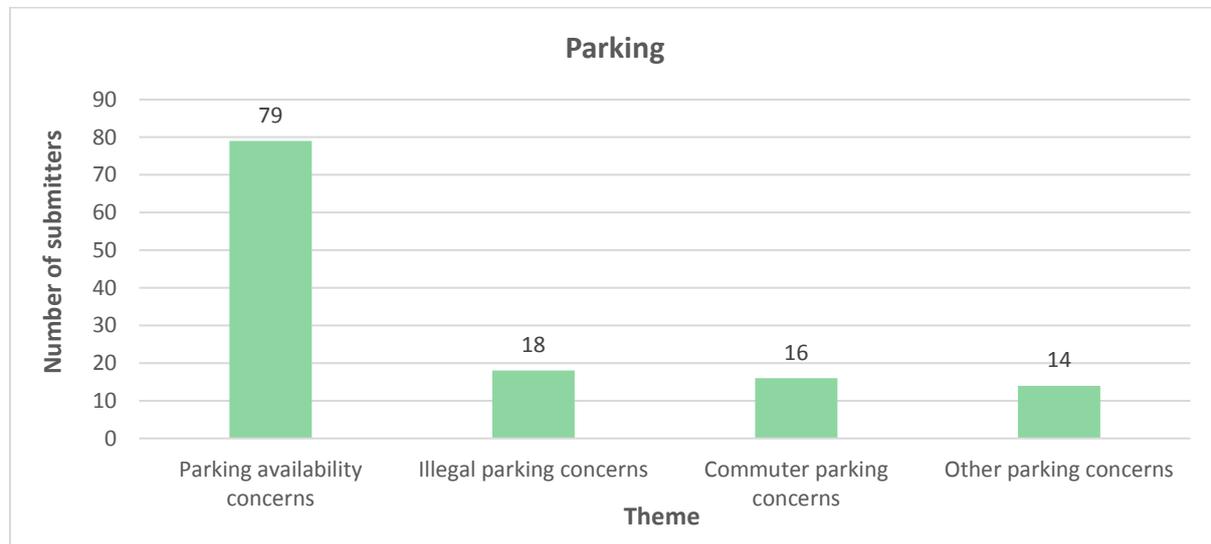
“I'd like to see some signage added indicating that this is a safe cycle route.”

We also received several suggestions to install cycling facilities in neighbouring areas:

“Put a cycleway up Shelly Beach Road - it's very dangerous riding up there and it's the simplest way to come up from Westhaven.”

“I think Curran St should be a candidate for a protected cycle lane on the western side of the road.”

Parking



Base of N=471. Submitter comments could be counted in more than one theme.

Availability of parking was a common concern (the proposed treatments only require minor removal of parking spaces at each of the 9 proposed midblock tables):

“Street parking is already congested and I often have to park some distance from my home. The proposal will reduce available parking and compound the problem.”

“Parking already at a premium in these streets with all day parkers.”

Illegal or dangerous parking, for example close to intersections and driveways, was also identified as a problem in the area:

"[Like] the T-intersection speed table at junction of Wallace St and Argyle St - at present due to cars parked close to the intersection, visibility is limited when turning."

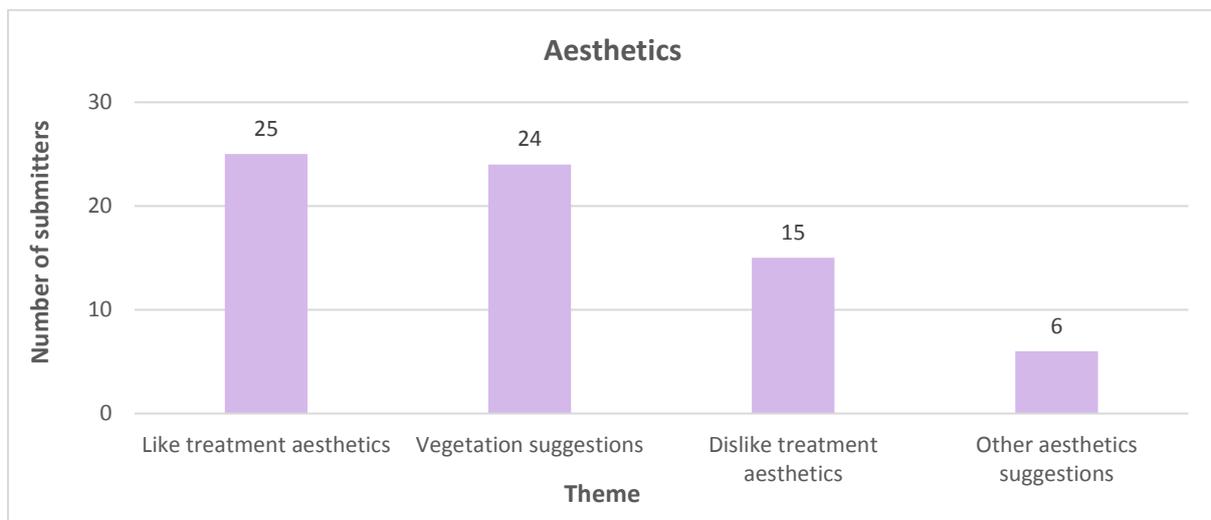
"I would put in more and yellow lines indicating no parking around driveways near Herne Bay beach as our drive is constantly being parked over."

Several submitters also expressed concern about commuter parking, suggesting that time restrictions or a residential parking zone be introduced:

"Introduce 'Residents Parking' to Herne Bay... non-residents are parking all day (catching the bus into CBD) causing parking congestion for residents."

"If the mid-block speed tables are considered appropriate then time limited parking is also appropriate in Hamilton Road. It is currently a day park area for people working in and around Auckland."

Aesthetics



Base of N=471. Submitter comments could be counted in more than one theme.

Submitters generally liked the look of the proposed treatments:

"Design looks great!... Makes streets safer and look more appealing."

"I do like the plantings either side of the road."

Vegetation suggestions included increasing or reducing plantings in the area, ensuring plantings are maintained, and protecting existing trees:

"[Suggest] more trees and shrubs."

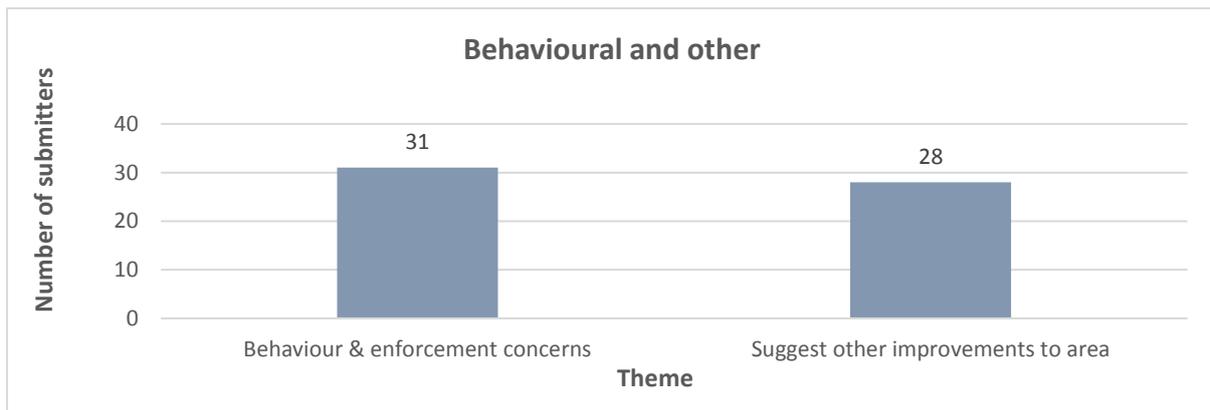
"Trust kerb build outs are planted with plants suitable to a coastal + dry environment. Also, the plants need to require minimal maintenance."

“The number of features along Sarsfield when combined with existing planting features seems excessive.”

A few people found the proposed treatments and/or plantings unattractive:

“The speed tables are very ugly and will spoil the look of the street.”

Behavioural and other



Base of N=471. Submitter comments could be counted in more than one theme.

Behavioural concerns were raised by some submitters:

“Can you somehow address the early morning cycle gangs (5.30am onwards) and the noise they bring to the area?”

“Too many people don't adhere to stop signs.”

We also received a number of suggestions for other kinds of improvements to the Herne Bay area:

“Take a comprehensive approach - alcohol ban on all beaches, summer is a nightmare with alcohol, drugs, noise.”

“We often encounter drivers on the wrong way coming thru from the 'no exit' sign on Curran/Marina Way. Is there a way of improving the sign so it's also readable at night?”

“You can make bus lanes [on Jervois Rd] 7 to 9 am and 4 to 6 pm that helps to reduce traffic.”

Other submissions

In addition to the public feedback we received through our submission forms, we also received submissions from key interest groups. Feedback from the Herne Bay Residents' Association and the Waitemata Local Board is summarised below. Concerns and suggestions raised by these groups have been responded to separately.

Herne Bay Residents' Association

The Herne Bay Residents' Association Incorporated (HBRAI) provided feedback on the proposal in a letter to AT. In general, they support the proposed traffic calming, but had some reservations. These are summarised below.

Traffic displacement concerns

- Insufficient investigation of traffic displacement caused by proposal, particularly to Curran Street; also Shelly Beach Road, Emmett and Tweed Streets
- Curran Street cannot carry any more traffic and should not be designated as a regional arterial road. Traffic calming and greater priority for pedestrians and cyclists should be implemented
- Requests traffic engineering assessment and mitigation plan.

Curran Street north of Sarsfield Street

- AT should have full jurisdiction over this section of road
- Request to be included in discussions between AT and Panuku Development Auckland.

Consultation concerns

- Feedback from Herne Bay residents and businesses won't be given enough weight. Jervis Road businesses have a particular interest in on-street parking which should be considered
- The consultation was held at a busy time of year, preventing sufficient consideration of the proposal. Further, collaborative engagement with local residents and businesses should be carried out.

Auckland Transport had several discussions and meetings with HBRAI post public consultation to listen to and address their concerns. We have addressed them through further traffic modelling and traffic impact assessment with a focus on Jervis Rd and Curran St. An independent peer review on the traffic impact assessment was completed in June 2017.

A meeting was held on 15 June 2017 with HBRAI, the project consultant and the independent peer reviewer to clarify the results of the traffic impact assessment report, to close out HBRAI's concerns.

The traffic impact assessment report confirmed that diverting "rat running" traffic from residential streets to the adjacent arterial streets (Jervois Rd and Curran St) is unlikely to result in any significant change in performance of the signalised intersection at Jervois Rd/Curran St or impact on traffic volumes in Curran Street. The independent peer review report also stated that it is reasonable to assume that the road network will operate similarly to that experienced today, once the project has been completed.

We would like to thank Herne Bay Residents' Association for taking the time to provide feedback on this project.

Waitematā Local Board

The Waitematā Local Board (WLB) provided feedback via email. Feedback is as follows:

The Board supports the completion of the Auckland Cycle Network including the Urban Cycle Investment funded route from Westhaven (City Centre) to Pt Chev via Herne Bay. This route includes sections of the Board's greenways route that was consulted on in 2012.

The Board notes that Auckland Transport is proposing to take a traffic management zone approach to the cycling improvements (rather than one route with a separated cycle path that would have had a major impact on residential parking) and notes the broad public support for a zonal approach that aims to reduce speeds and vehicle volumes to provide for safe cycling and walking in a number of neighbourhood streets as well as improve local amenity and the street environment.

The Board provides the following feedback on the proposed improvements:

- The final design of the traffic calming measures (treatments) must result in reduced speeds and vehicle volumes to create a safe street environment for 8-80 year olds cycling.
- The treatments must be designed to enhance neighbourhood amenity and improve the walking environment through additional planting and traffic calming
- Further road safety improvements are supported around Bayfield School to reduce speeds and provide a safe crossing point at the Clifton Road/Jervois Road intersection. A treatment should be included in this location

- Further traffic calming on Curran Street is supported to reduce high speeds near Ponsonby Primary School
- Safety improvements are supported at the Jervois Street/Curran Street intersection to address the concerns raised by the Herne Bay Residents Association
- The Board would like to have input into the proposed Sarsfield Street/Curran Street intersection design and notes that the local community has been advocating for safer crossing points and reduced speeds in this location for some time
- The board requests that the greenway route through Salisbury Street and Salisbury Reserve is incorporated into the project with shared path enhancements and entry and exits from Salisbury Street and Argyle Street
- The Board requests that water sensitive design is incorporated into planting at intersections to reduce storm water overflow. Water sensitive design is a recommended design element in the Local Paths (greenways) Design Guide. During heavy rain events storm water in this area mixes with contaminated waste and discharges onto our beaches and waterways. The Council's Healthy Waters team should be advised to assist with overflow reduction
- The Board also supports the extension of the zone if it is demonstrated to be successful and there is community support

We have considered the board feedback as stated above and have done further assessment as required. The board's requests with regard to incorporating water sensitive design elements and the greenways route through the Salisbury reserves have been discussed with relevant Auckland Council departments to confirm a way forward.

We would like to thank the Waitemata Local Board for taking the time to provide feedback on this project.

We have provided the following responses to clarify our position with regard to the Local Board feedback.

	Waitemata Local Board comments	Auckland Transport responses
1	The final design of the traffic calming measures (treatments) must result in reduced speeds and vehicle volumes to create a safe street environment for 8-80 year olds cycling.	The proposal has been developed in accordance with various design guides and standards to ensure the traffic calming treatments will result in reduced speeds to create a safe street

		environment. As part of the project's next phase further design details will be developed and refined accordingly.
2	The treatments must be designed to enhance neighbourhood amenity and improve the walking environment through additional planting and traffic calming	The proposal has been developed to enhance amenity through planting and provides increased and safer crossing locations at a number of the raised speed tables. The proposed traffic calming treatments will result in reduced traffic speeds, further enhancing safety and improving the walking environment.
3	Further road safety improvements are supported around Bayfield School to reduce speeds and provide a safe crossing point at the Clifton Road/Jerovis Road intersection. A treatment should be included in this location	An additional boundary speed table treatment at the Clifton Road/Jerovis Road intersection will be included and be delivered as part of this project.
4	Further traffic calming on Curran Street is supported to reduce high speeds near Ponsonby Primary School	Improvements at the Curran Street /Sarsfield Street intersection will be included and delivered as part of this project. The proposal is aiming to reduce traffic speeds approaching the Curran Street/Sarsfield Street intersection and provides additional safer pedestrian crossing amenities at the intersection. Post implementation, the intersection performance will be monitored and further traffic calming treatments on Curran Street will be considered (as necessary). Additional consultation was carried out for the proposed Curran Street and Sarsfield Street intersection improvements between 13 April to 14 May 2017. Please see Attachment 4 of this report for the consultation feedback analysis for this proposal.
5	Safety improvements are supported at the Jerovis Street/Curran Street intersection to address the concerns raised by the Herne Bay Residents Association	Safety improvements at the Jerovis Road/Curran Street intersection is outside the project scope and budget. The Board feedback is noted – the intersection will be monitored by AT's operations team and safety improvements will be considered as necessary.

6	<p>The Board would like to have input into the proposed Sarsfield Street/Curran Street intersection design and notes that the local community has been advocating for safer crossing points and reduced speeds in this location for some time</p>	<p>Improvements at the Curran Street/Sarsfield Street intersection will be included and delivered as part of this project. The proposal includes provision to provide safer crossing amenities for pedestrians and also aims to reduce traffic speeds when approaching the intersection.</p> <p>Additional consultation was carried out for the proposed Curran Street and Sarsfield Street intersection improvements between 13 April to 14 May 2017. Please see Attachment 4 of this report for the consultation feedback analysis for this proposal.</p>
7	<p>The Board requests that the greenway route through Salisbury Street and Salisbury Reserve is incorporated into the project with shared path enhancements and entry and exits from Salisbury Street and Argyle Street</p>	<p>The AT Project team has been in contact with Auckland Council's Parks team with a view to co-ordinating the Salisbury Reserve shared path enhancements with the AT Herne Bay walking and cycling improvements project. Unfortunately the delivery programme of the Herne Bay to Westhaven project (to be delivered by June 2018) does not align with Council's current plans.</p> <p>The AT project team has made Council's Parks team aware of Waitemata Local Board's interest to deliver the Salisbury reserve project.</p> <p>Based on latest correspondence, the Council's Parks team has initiated concept design for the greenway route through Salisbury Reserve.</p>
8	<p>The Board requests that water sensitive design is incorporated into planting at intersections to reduce storm water overflow. Water sensitive design is a recommended design element in the Local Paths (greenways) Design Guide. During heavy rain events storm water in this area mixes with contaminated waste and discharges onto our beaches and waterways. The Council's Healthy Waters</p>	<p>The AT Project team has been in contact with Council's Healthy Waters team seeking an opportunity to incorporate water sensitive design into the project scope. Unfortunately the delivery programme of the Herne Bay to Westhaven project (to be delivered by June 2018) does not align with Council's current plans.</p>

	team should be advised to assist with overflow reduction.	The cycleway project's limited scope provides few opportunities to collect or treat storm water. Council's Healthy Waters team will seek other opportunities to implement water sensitive design in the area as part a future project.
9	The Board also supports the extension of the zone if is demonstrated to be successful and there is community support.	This comment is noted by the AT Project team. AT will monitor the completed project's performance. If it's demonstrated to be successful, extending the treatment to other areas can be considered for future AT projects

A further consultation was carried out for the Curran Street and Sarsfield Street intersection which closed on 14th May 2017. The proposal includes the following:

- New speed tables on Sarsfield Street, either side of its junction with Curran Street, to calm traffic and signal to drivers that they are entering a lower speed environment.
- A new shared path at the north-western corner of the intersection to provide a better connection to the existing shared path further north on Curran Street.
- New pedestrian refuge islands on Curran Street, located on the northern side of the Sarsfield Street intersection for pedestrians crossing between Sarsfield Street and Pt Erin Pool, and on the southern side of the intersection providing an additional crossing point for Ponsonby Primary School. The pedestrian refuges are as wide as possible within the available road space to allow parents with prams, small groups of parents and children, people on bikes and wheelchairs to fit more comfortably. The islands also narrow the road to slow traffic approaching the intersection.
- Removing the right-turn bay on Curran Street into Sarsfield Street to accommodate the refuge islands.

Please refer to [Attachment 4: Curran Street and Sarfield Street intersection improvements consultation feedback report](#).

Attachment 1: Types of traffic calming treatments proposed

Treatment 1: Cross-intersection speed tables

Cross-intersection treatments have been proposed where local residential streets intersect with other local streets. Cross-intersection treatments will require road narrowing with planted kerb build-outs and speed tables.

This kind of treatment has been proposed at three locations where Sarsfield Street intersects with Hamilton Road (1), Sentinel Road (1) and Wallace Street (1). This treatment is designed to lower traffic speeds within local residential streets.



Proposed Cross-intersection treatment at Sarsfield/Hamilton

Treatment 2: T-intersection speed tables

T-intersection treatments have been proposed where local residential streets intersect with other local streets. T-intersection treatments will require road narrowing with planted kerb build-outs and speed tables.

This kind of treatment has been proposed at five locations – where Sarsfield Street intersects with Masfield Ave (1) and Lawrence Street (1), where Argyle Street intersects with Wallace Street (1) and Clifton Road (1), where Clifton Road intersects with Saratoga Ave (1). This treatment is designed to lower traffic speeds within local residential streets.



Proposed T-intersection treatment at Argyle/Clifton

Treatment 3: Mid-block speed tables

Mid-block treatments have been proposed in the middle of local residential streets. This will require street narrowing with planted kerb build-outs and speed tables. This kind of treatment has been proposed at nine different locations along Hamilton Road (2), Sentinel Road (2), Lawrence Street (2), Argyle Street (1), Wallace Street (1) and Clifton Road (1).



Proposed Mid-block treatments on Hamilton Road

Treatment 4: Boundary speed tables

Boundary treatments have been proposed where local residential streets intersect with arterial roads. This will require road narrowing with planted kerb build-outs and speed tables. This kind of treatment has been proposed at five locations – where Jervois Road intersects with Hamilton Road (1), Sentinel Road (1), Lawrence Street (1) and Salisbury Road (1) and where Sarsfield Street intersects with Curran Street (1). This treatment is designed to lower traffic speeds within local residential streets.



Proposed Boundary treatment at Lawrence/Jervois

Theme	Number of submitters	Feedback points included in theme	AT response
		<ul style="list-style-type: none"> • Creates more noise • Ineffective • Won't improve cycling 	<p>As we are installing speed tables and not speed humps, noise is not likely to be an issue. Speed table ramps have a gentle slope and a flat top, which allows vehicles to move smoothly up, across and down without scraping cars.</p> <p>Proposed treatments would be effective in slowing down traffic entering residential streets from arterial roads and other local residential streets.</p> <p>People on bikes can take any of the traffic calmed streets between Jervois Road and Sarsfield Street connecting to Westhaven via Curran Street.</p>
Treatment location			
Extend treatment area	67	<ul style="list-style-type: none"> • Masons Ave • Argyle St from Clifton Rd to Herne Bay Rd • Marine Parade (all / from Galatea to Bella Vista) • Curran St (all / outside Ponsonby Primary School / at Emmett St intersection) <ul style="list-style-type: none"> – drivers speed along here, including when school finishes – congested – not designed for high traffic volumes – hard to turn out of Sarsfield – hard to cross Curran from one side to other • Sarsfield St between Curran and Shelly Beach Rd <ul style="list-style-type: none"> – intersection of Shelly Beach Rd/Sarsfield St should be no right turn • Shelly Beach Road from Pt Erin to Hackett Street • Emmett St <ul style="list-style-type: none"> – currently a rat run, has a school • Tweed St • Jervois Rd (general / from Salisbury to West End Rd / past Bayfield School / between Albany Rd and Clarence St) 	<p>The project proposal is aiming to achieve two objectives:</p> <ol style="list-style-type: none"> 1. Make the area safer for pedestrians and people on bikes by reducing traffic speeds and volumes in the neighbourhood 2. Address local residents' concerns over "rat-running" issues during peak period <p>An area wide public consultation was carried out in March 2016 on <i>AT's proposed network of cycling routes</i> within Pt Chevalier to city fringe area.</p> <p>AT received a high level of feedback, including from the Herne Bay Resident Association expressing concerns about speeding and rat running.</p> <p>AT had identified a cycle network connection between Jervois Road and Westhaven. Our initial approach was to provide the connection via Clifton Road, Argyle Street and Sarsfield Street. Funding was available for this route.</p>

Theme	Number of submitters	Feedback points included in theme	AT response
		<ul style="list-style-type: none"> • John St/Jervois Rd intersection <ul style="list-style-type: none"> – currently congested – lots of accidents here – suggest speed bumps at both entrances to BP station • Wharf Rd <ul style="list-style-type: none"> – suggest boundary speed table – suggest Treatment 1 across Jervois/Wharf/Clifton – discourage right turns into Clifton (day care + school here) • More in residential areas generally / "area-wide" approach 	<p>However, taking on board consultation feedback, AT had investigated implementing traffic calming treatments on several streets rather than a cycle lane on a particular street. This would address local community issues around speeding and rat running.</p> <p>The suggested streets (i.e. Shelly Beach Rd, Emmet St, Tweed St, Wharf Rd, and others) were not identified as the preferred cycling routes. Thus, these streets are currently unfunded.</p> <p>The scope of the project does not extend as far as the suggested streets.</p> <p>Suggestions to extend the Local Area Traffic Management (LATM) treatments to the wider area is noted and to be considered for future projects.</p> <p>Concerns regarding Curran St traffic flow and speed are noted and will be passed on to AT traffic operations team to monitor and provide necessary treatments as required.</p>
Add extra treatment (in area)	35	<ul style="list-style-type: none"> • Add Mid-block speed table <ul style="list-style-type: none"> – on Stack St – on Clifton Rd (general / near Jervois Rd) – on Sarsfield between Sentinel & Hamilton Roads – on Hamilton Rd – more Mid-block speed tables in general 	<p>Suggested additional treatments would result in speed tables that are too close to each other. The spacing of treatments should be fit for purpose, but typically 80m to 120m intervals as any spacing outside of these ranges tends either to be ineffective at either slowing speeds or has the potential to increase noise.</p> <p>Post feedback analysis and further assessment, the speed table locations will stay as proposed.</p>
		<ul style="list-style-type: none"> • Add Boundary speed table <ul style="list-style-type: none"> – at Clifton-Jervois intersection (this end most dangerous, discourage right-turning traffic from Jervois) – at Wallace-Jervois intersection 	<p>AT will consider installing a boundary speed table at Clifton Road intersection with Jervois Road. It will be investigated as a part of this project.</p>

Theme	Number of submitters	Feedback points included in theme	AT response
		<ul style="list-style-type: none"> • Add T-intersection speed table at Cremorne-Stack intersection <ul style="list-style-type: none"> – lots of through traffic – drivers speed around corner – proposal will divert more traffic through here to avoid Argyle/Wallace 	<p>The Wallace Street intersection with Jervois Road is already a signalised intersection. Therefore, traffic and pedestrian movements are managed and controlled by traffic signals. Thus, adding a boundary speed table at this intersection will not be appropriate.</p> <p>The project proposal is aiming to achieve two objectives:</p> <ol style="list-style-type: none"> 1. Make the area safer for pedestrians and people on bikes by reducing traffic speeds and volumes in the neighbourhood 2. Address local residents' concerns over "rat-running" issues during peak period <p>An area wide public consultation was carried out in March 2016 on AT's <i>proposed network of cycling routes</i> within Pt Chevalier to city fringe area.</p> <p>The suggested streets (i.e. Cremorne St and Stack St) were not identified as the preferred cycling routes. Thus, these streets are currently unfunded.</p> <p>The scope of the project does not extend as far as the suggested streets.</p> <p>Suggestions to extend the Local Area Traffic Management (LATM) treatments to the wider area is noted and to be considered for future projects. Traffic movement on these streets will be monitored accordingly.</p>
Relocate a treatment	17	<ul style="list-style-type: none"> • Adjust locations of mid-block treatments: <ul style="list-style-type: none"> – on Argyle Street – on Clifton Road – on Lawrence Street – on Sentinel Road – on Hamilton Road – Wallace Street 	<p>The spacing of treatments should be fit for purpose, but typically 80m to 120m intervals as any spacing outside of these ranges tends either to be ineffective at either slowing speeds or has the potential to increase noise.</p> <p>Location of speed tables for all four treatments have been investigated and designed with reference to AT Code of Practice standard guidelines and have</p>

Theme	Number of submitters	Feedback points included in theme	AT response
		<ul style="list-style-type: none"> • Move boundary treatment on Sarsfield Street away from Curran Street intersection, i.e. change it to a mid-block treatment 	<p>undertaken a robust assessment after considering spacing between speed tables, driveways along streets, sightlines, trees and storm water catch pits.</p> <p>Post feedback analysis and further assessment, the speed table locations will stay as proposed.</p>
Traffic spill-over concerns	17	<ul style="list-style-type: none"> • Traffic spill-over <ul style="list-style-type: none"> – Cremorne & Stack St – Masons Ave – Jervois Rd – Curran St – Tweed St, Emmett St, eastern Sarsfield St, Shelly Beach Rd 	<p>Traffic impact assessment (traffic re-distribution or spill-over) has been completed as part of the project investigation stage. Findings indicate that traffic spill over would not have any significant impact on traffic conditions (especially on Jervois Rd or Curran St).</p> <p>The likelihood of traffic diverting to other residential streets are quite minor since the “rat running” vehicles will prefer the most direct route to the preferred destination (the Harbour Bridge on-ramp).</p>
Curran/ Sarsfield intersection concerns & suggestions	16	<ul style="list-style-type: none"> • Improve cycle connection at corner Curran/Sarsfield <ul style="list-style-type: none"> – blind corner when riding up from Westhaven – paint separate lanes for cycling/walking on pavement • Redesign intersection <ul style="list-style-type: none"> – traffic very fast down Curran – make easier for bikes and pedestrians to cross Curran – install boundary treatment on Sarsfield east of Curran St – install Cross-intersection treatment – install roundabout – install zebra crossing – monitor speeds at intersection/effectiveness of proposed boundary treatment 	<p>Minor safety improvements at Sarsfield St/Curran St intersection will be delivered as part of this project.</p> <p>Also as a part of this project, proposed Curran Street and Sarsfield Street intersection improvements consultation was carried out from 13th April to 14th May 2017. The proposed improvements will make the intersection safer for pedestrians, people on bikes and motorists.</p> <p>The proposed improvements include:</p> <ul style="list-style-type: none"> • New speed tables on the eastern and western sides of the Sarsfield Street to calm traffic and signal to drivers that they are entering a lower speed environment.

Theme	Number of submitters	Feedback points included in theme	AT response
			<ul style="list-style-type: none"> A new shared path at the western corner of the intersection to provide a better connection to the exiting shared path on Curran Street. New pedestrian refuge islands located on Curran Street on both northern and southern side of the intersection. Removing the right turn bay on Curran Street into Sarsfield Street to accommodate the refuge islands. <p>Please refer to Attachment 4 of this report for Curran and Sarsfield Street intersection improvements consultation feedback report and link below project webpage</p> <p>https://at.govt.nz/projects-roadworks/herne-bay-cycling-and-walking-improvements/curran-st-sarsfield-st-intersection/</p>
Treatment design			
Road narrowing concerns & suggestions	80	<ul style="list-style-type: none"> Will cause traffic build-up <ul style="list-style-type: none"> – increases noise – frustrates drivers Dangerous for cyclists <ul style="list-style-type: none"> – forces in them in front of cars – drivers won't give way to cyclists Mid-block tables should be two-way Mid-block tables should have bike bypasses 	<p>Thanks for your comments.</p> <p>As we are installing speed tables and not speed humps, noise is not likely to be an issue. Speed table ramps have a gentle slope and a flat top, which allows vehicles to move smoothly up, across and down.</p> <p>Speed tables are designed to be driven over comfortably and steep enough to slow traffic.</p> <p>We have undertaken further investigations following this public consultation. An independent road safety audit was carried out that suggested widening the proposed mid-block speed table width to 6m from the originally proposed 4.5m. This would allow for safer two-way traffic</p>

Theme	Number of submitters	Feedback points included in theme	AT response
			<p>movement for people on bikes, motorists and doesn't affect traffic operations.</p> <p>6m wide mid-block speed tables will still slow traffic and provide safety to cyclists.</p> <p>Provision for bike bypasses have been discounted due to safety risks over high cyclist speeds and potential conflict points for cyclists re-entering traffic and also the cycle by-passes will require more parking removals adjacent to the proposed speed tables to satisfy sight visibility requirement.</p>
Change Mid-block treatments	48	<ul style="list-style-type: none"> • Remove Mid-block speed tables on Lawrence / Hamilton <ul style="list-style-type: none"> – unnecessary – Lawrence too narrow – Hamilton wide and has low traffic volumes – need parking • Remove one or both Mid-block speed tables on Hamilton / Sentinel / Lawrence <ul style="list-style-type: none"> – unnecessary – cars don't speed here – cyclists don't go down here – minimise parking loss (especially on Hamilton) • Remove all Mid-block speed tables 	<p>We are unable to remove mid-block speed tables at these locations because they are fundamental to the project objective of creating a safe environment for people on bikes and people walking. This creates a safer environment by reducing speeds and discouraging non-residential traffic.</p> <p>Removing some treatments or increasing the spacing between them would reduce their effectiveness at slowing traffic speeds.</p> <p>Proposed traffic calming treatment locations have been identified after carefully considering driveways along streets, sight lines, trees and storm water catch pits. We need to maintain spacing between speed tables (typically 80m to 120m).</p>
		<ul style="list-style-type: none"> • Make Mid-block tables two-way (<i>suggested by 17 submitters</i>) 	<p>Thanks for your comments.</p> <p>We have undertaken further investigations post public consultation. An independent road safety audit was carried out that resulted in widening the proposed mid-block speed table width to 6m from the originally proposed 4.5m. This would allow for safer two-way traffic movement for people on bikes, motorists and doesn't affect traffic flow / operations.</p>

Theme	Number of submitters	Feedback points included in theme	AT response
Change Boundary treatments	28	<ul style="list-style-type: none"> • Don't put Boundary tables directly at intersection / push them into side streets by one car length: <ul style="list-style-type: none"> – dangerous for cars crossing Curran/Jervois – already too hard to get on and off Jervois Road – already too hard to cross Curran St • Don't narrow side street entrances <ul style="list-style-type: none"> – need two lanes for cars exiting side streets (one left, one right turn) onto Jervois, otherwise will create congestion – cars exiting side streets onto Jervois Rd will block entry – proposed tables too narrow to fit one car in each direction • Used to have table at Hamilton/Jervois but road was built up around it 	<p>Function of a boundary speed table is to make motorists aware that they are moving from an arterial road to a local residential street which a lower speed zone. Boundary treatments are designed to allow vehicles in each direction. Vehicle tracking has been carried out which confirms safe movement of vehicles. Boundary treatment provides crossing point for pedestrians and has to be located along pedestrian desire lines i.e. where pedestrian movement is maximum. Thus boundary speed tables will stay at the intersection and will not be pushed into side streets by one car length.</p> <p>Road narrowing helps to reduce walking distance for pedestrians and makes it safer to cross the road. All proposed speed table treatments (cross-intersection, T-intersection and boundary treatment) has a pedestrian crossing facility except for mid-block speed tables</p> <p>Widening the side streets to accommodate two exit lanes is not in keeping with the project objectives and doesn't cater for pedestrian and cycle safety.</p> <p>Table at Hamilton/ Jervois Rd intersection still exists. This will be replaced with proposed boundary speed table.</p>
Change Cross-, T-, or all intersection treatments	28	<ul style="list-style-type: none"> • Remove T-intersection speed tables at Salisbury, Masefield & Saratoga cul-de-sacs <ul style="list-style-type: none"> – unnecessary – Saratoga Ave annoying during school time – need to be able to turn around in entry to Salisbury St 	<p>Speed table at the intersection Salisbury Road and Jervois Road is a boundary treatment and not a T-intersection speed table.</p> <p>T-intersection at Masefield Ave and Saratoga Ave cul-de-sacs function is not to slow traffic. They provide crossing facility for pedestrians.</p>

Theme	Number of submitters	Feedback points included in theme	AT response
		<ul style="list-style-type: none"> • Remove all tables except along Argyle / Sarsfield • Reduce / remove tables along Sarsfield • Remove all T-intersection tables (unnecessary) 	<p>Removing some treatments or increasing the spacing between them would reduce their effectiveness at slowing traffic speeds. Inclusion of speed tables is fundamental to the project objective of creating a safe environment for people on bikes and people walking. This creates a safer environment by reducing speeds and discouraging non-residential traffic.</p>
Speed table height or length concerns	22	<ul style="list-style-type: none"> • T-intersection speed tables along Sarsfield may block driveway access 	<p>The T-intersection treatment at Sarsfield Street has been designed to accommodate driveway access.</p>
Visibility concerns	10	<ul style="list-style-type: none"> • Don't make speed tables too high or abrupt: <ul style="list-style-type: none"> – make lower than usual to keep noise down – minimise damage to cars/drivers/cyclists – exacerbation of driver injuries – enable drivers in low cars to travel at legal speed • Make high enough (to ensure cars reduce speed sufficiently) • Prefer short speed tables to reduce parking loss • Suggest less steep on outer edges of speed tables so less harsh on cyclists • Suggest mountable kerbs at Boundary treatments so easier to drive in and out of side streets 	<p>Speed tables are designed to be driven over comfortably and steep enough to slow traffic.</p> <p>Speed tables will be 100mm high with gentle side ramps, except for boundary speed tables which will be 50mm high with gentle side ramps. This complies with the Auckland Transport Code of Practice guidelines.</p> <p>Kerb details will be investigated at detailed design stage.</p> <p>Suggestion on the gradient are noted. Gradient details will be investigated at detailed design stage.</p>
		<ul style="list-style-type: none"> • Visibility poor along Sarsfield St <ul style="list-style-type: none"> – when exiting driveways – when turning into Sarsfield St from side streets – narrow with parked cars either side – due to existing speed treatments at Wallace St intersection • Poor visibility when exiting driveways in area due to cars parked too close • Concern that proposed speed tables will block sightlines at driveways / intersections 	<p>Sightline assessments will be carried out during the detailed design phase to ensure the proposal does not limit visibility at key locations, including driveways and intersections.</p> <p>Our proposal design will ensure that we meet the sightline requirements.</p>

Theme	Number of submitters	Feedback points included in theme	AT response
Alternative treatments			
Lower speed limit	45	<ul style="list-style-type: none"> • Reduce speed limit in addition to proposed treatments <ul style="list-style-type: none"> – to 30/40kph – treatments won't be effective without speed limit – reinforce slow speed environment – current speed limit too fast • Reduce speed limit instead of proposed treatments <ul style="list-style-type: none"> – combine with police car / speed camera (more effective, cheaper, doesn't impact on parking, looks better) • Prefer speed cameras and/or police car <ul style="list-style-type: none"> – general / at Sarsfield St / Masefield Ave • Suggest 40km/h speed limit along Jervois Road/Sarsfield St/Hamilton Rd 	<p>Changes to speed limits across a wide area would need approval at a national level; however, in many cases a reduction in speed can be achieved through design, and this is generally more effective than a simple speed limit change. The general approach for local residential streets on the proposed network will be to reduce speed by designing a slow speed environment rather than introducing a speed limit in isolation.</p> <p>With regard to speed cameras this is a programme funded by NZTA and run by the Police. We have only limited input in reviewing the sites they select. The speed camera programme for static camera sites is prioritised nationwide based primarily on speed related crash risk. Mobile speed camera enforcement is prioritised by the police at district level and while they have greater discretion on where to deploy the cameras this is still generally targeted to where there is a combination of speed related crash risk and poor compliance with the posted limits.</p>
Suggest alternative treatments	40	<ul style="list-style-type: none"> • Prefer speed humps / judder bars <ul style="list-style-type: none"> – don't reduce parking – cheaper – better looking – temporary speed humps would be immediate • Prefer chicanes <ul style="list-style-type: none"> – use chicanes and less of them / on Sarsfield / Wallace – use existing islands on Sarsfield to make chicanes 	<p>Various traffic calming options were considered during project investigation stage before agreeing on the preferred speed table option. Multi criteria assessment was carried out between these various options to confirm the preferred option.</p> <p>Other Traffic Calming options were discounted during multi criteria assessment process due to various reasons – for example: road safety issues, considerations on</p>

Theme	Number of submitters	Feedback points included in theme	AT response
		<ul style="list-style-type: none"> - don't reduce parking - less noisy - Ardmore Rd chicanes good because more comfortable, greener • Prefer pedestrian refuges - don't reduce parking - slow traffic - make easier to cross • Prefer signage e.g. "Elderly crossing", "Slow down", "Children crossing" - on Sarsfield St, especially close to Curran St intersection - more effective, less parking loss, look better, cheaper • Prefer road closures / restricted access - on Sarsfield St at Curran St end / somewhere in the middle - at end of Lawrence St / Sentinel Rd / Hamilton Rd - suggest diagonal diverter Sarsfield St/Hamilton Rd intersection - suggest Hamilton Rd into Sarsfield St left turn only and, Lawrence St into Sarsfield St right turn only - shift right of way from straight along Sarsfield St to cars turning out of Hamilton and Sentinel Rds (shift stop signs to Sarsfield St) - prohibit right turns from Jervois Rd into side streets between 7-9am - Suggest cycle-only entry to some streets Hamilton Rd or another north-south street ("filtered permeability") - Improve access to Wallace St by adding a right turn arrow from Jervois onto Wallace so residents don't have to loop around block through other side streets - Make Curran St one way northbound, Shelley Beach Road one way southbound • Prefer change in roading colour / material only at area boundaries - as per existing Jervois/Sentinel Rd intersection 	<p>minimising parking removals, impacts on traffic operations and others.</p> <p>Speed humps result in more noise and greater maintenance.</p> <p>Chicanes remove a considerable amount of parking, can create a race track for certain drivers and driveways need consideration.</p> <p>Signage requirements will be considered at detailed design stage. Please note that signage alone is not effective as physical measures such as these speed tables.</p> <p>We think our current proposal will achieve its objectives of traffic calming on several residential streets so road closures or restricted access won't be necessary. If necessary then we would consider future treatments.</p> <p>Your suggestion regarding roading material has been noted. Final road surfacing details including colouring will be taken into account at detailed design phase.</p>

Theme	Number of submitters	Feedback points included in theme	AT response
Other treatment design concerns & suggestions	23	<ul style="list-style-type: none"> • Stack/Cremorne St stop sign issues <ul style="list-style-type: none"> – drivers not stopping – suggest replace with stop sign at intersection of Cremorne/Argyle Streets – cut fence at corner – paint midline on Cremorne St 	<p>Thanks for your comments.</p> <p>Implementing stop/give-way control requires consultation and resolving. The safety aspects of this intersection do not suggest a stop control as there have been no crashes at this location and so we would recommend a give-way control is introduced instead. For AT to install a give-way control here we would have to first consult on a proposal.</p> <p>As the give-way control is legally enforceable it needs to be consulted upon and resolved. We may be able to propose a give-way control after further investigation and the investigation can be initiated by one person's request.</p> <p>They can raise the issue for investigation by emailing info@at.govt.nz with the details of the issue.</p> <p>Regarding fence, if it is on private land the owner of the property will have to be asked.</p> <p>Regarding painting midline on Cremorne Street, AT only installs centre lines on arterial/principal and collector roads carrying substantial volumes of non-local traffic.</p>
		<ul style="list-style-type: none"> • Add pedestrian/mobility scooter crossings <ul style="list-style-type: none"> – to all modified intersections – at Mid-block tables – to Clifton/Jervois Rd intersection 	<p>Pedestrian crossing facility is provided at the T, cross and boundary treatment intersections. The proposal will provide a safer and better crossing facility for pedestrians and people on mobility scooters.</p> <p>No pedestrian crossing facility will be provided at the mid-block speed table treatment due to safety and sight visibility concerns.</p>

Theme	Number of submitters	Feedback points included in theme	AT response
		<ul style="list-style-type: none"> • Give Clifton Rd traffic priority over Argyle St traffic 	<p>This would encourage rat-running through these streets. Discouraging through traffic is a key objective of this project.</p>
		<ul style="list-style-type: none"> • Suggest signage <ul style="list-style-type: none"> – at intersections (slow down etc.) – at speed tables, yellow 20 signs similar to John St – at Mid-block tables as in Vermont St – giving bikes and pedestrians priority 	<p>Thanks for your comments. Signage will be developed during detailed design stage.</p>
		<ul style="list-style-type: none"> • Remove white midline on Sarsfield St 	<p>Thanks for your feedback. Line markings will be investigated during detailed design stage.</p>
		<ul style="list-style-type: none"> • Sarsfield too busy to be a cycle route 	<p>Speed tables will help to reduce traffic speeds and volumes. This would create a safer route for cyclists.</p>
		<ul style="list-style-type: none"> • Leave space for wheelie bins on kerb 	<p>Thanks for your comments. We will ensure that there is sufficient space to collect bins from the kerb.</p>
		<ul style="list-style-type: none"> • Speed tables on intersection should have right angle corners (not curves) to minimise parking loss 	<p>At the corners of existing intersections, there are “no stopping broken yellow line” markings which do not allow any parking. Thus, parking losses at intersection corners are not required.</p>
		<ul style="list-style-type: none"> • Ensure streets swept properly after treatments 	<p>Thanks for your comments. This will be a part of the construction contract requirements.</p>

Theme	Number of submitters	Feedback points included in theme	AT response
Cycling			
Suggest dedicated cycleways	45	<ul style="list-style-type: none"> • Put in cycle lanes <ul style="list-style-type: none"> – general / on Sarsfield / along Sarsfield, Argyle & Clifton/on Wallace St/on main roads – physically separated lanes – painted cycle lanes – shared path along Sarsfield – separation only way to improve safety – would mean children could cycle to school • Make space for cycle lanes by: <ul style="list-style-type: none"> – removing parking – narrowing traffic lanes – narrowing footpaths & grass verges – swapping speed tables & plantings for temporary speed bumps 	<p>An area wide public consultation was carried out in March 2016 on <i>AT's proposed network of cycling routes</i> within Pt Chevalier to city fringe area.</p> <p>AT received a high level of feedback, including from the Herne Bay Resident Association expressing concerns about speeding and rat running.</p> <p>AT had identified a cycle network connection between Jervois Road and Westhaven. Our initial approach was to provide the connection via Clifton Road, Argyle Street and Sarsfield Street.</p> <p>However, taking on board consultation feedback, AT had investigated implementing traffic calming treatments on several streets rather than a cycle lane on a particular street. This would address both cycling route and local community issues around speeding and rat running.</p> <p>The proposal is aiming to achieve two objectives:</p> <ol style="list-style-type: none"> 1. Make the area safer for pedestrian and people on bikes by reducing traffic speeds and volumes in the neighbourhood. 2. Address local residents' concerns over "rat-running" issues during peak period <p>Following investigation, the most effective treatment to achieve these 2 main objectives is a local area</p>

Theme	Number of submitters	Feedback points included in theme	AT response
			<p>management traffic (LATM) treatment because a dedicated cycleway along a single route will not address the "rat running" issues in the parallel residential streets. And, it also requires significant parking removals to make space for the dedicated cycle lanes.</p>
<p>Suggest bike bypasses through treatments</p>	<p>26</p>	<ul style="list-style-type: none"> • Put street-level bike bypasses <ul style="list-style-type: none"> – 1.3m wide – at Mid-block tables – at Mid-block, Boundary, and along the top portion of the "T" at T-intersection tables – where wide enough – at all tables – avoid bumps for cyclists • Make kerb build-outs mountable for cyclists • Current design unsafe <ul style="list-style-type: none"> – means cars can't legally pass cyclists on tables – forces cyclists in front of cars – discourages use of route for cyclists 	<p>Thanks for your feedback. Post feedback analysis an independent road safety audit process was carried out, which proposed that mid-block speed table width to be widened to 6m from previous 4.5m.</p> <p>Suggestion for bike bypasses have been discounted due to safety risks over high cyclist speeds and potential conflict points for cyclists re-entering traffic and also the cycle by-passes will require more parking removals adjacent to the proposed speed tables to satisfy sight visibility requirement.</p> <p>Local residents want minimum car park loss.</p>
<p>Won't improve cycling</p>	<p>26</p>	<ul style="list-style-type: none"> • Tables create dangerous pinch points <ul style="list-style-type: none"> – Mid-block / all – increases competition between cars and bikes • Bumps unpleasant / difficult to ride over • Treatments won't benefit cyclists <ul style="list-style-type: none"> – bad for the recreational and sports cyclists who currently use route – cyclists will still have to weave in between parked cars to avoid drivers 	<p>Thanks for your comments.</p> <p>AT has undertaken further investigations post public consultation. An independent road safety audit was carried that resulted in widening the proposed mid-block speed table width to 6m from previous 4.5m. This would allow for safer two-way traffic movement and won't create pinch points.</p> <p>As we are installing speed tables and not speed humps, it won't be unpleasant. Speed table ramps have a gentle</p>

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			<p>slope and a flat top, which allows vehicles to move smoothly up, across and down.</p> <p>Speed tables are designed to be driven over comfortably and steep enough to slow traffic.</p> <p>Proposed treatments would benefit people on bikes, pedestrians and motorists. People on bikes can take any residential street that has been traffic calmed.</p>
Will improve cycling	7	<ul style="list-style-type: none"> • Makes cycling safer <ul style="list-style-type: none"> – in general / on Sarsfield – provides alternatives – better than nothing 	Thanks for your comments.
Other cycling suggestions	25	<ul style="list-style-type: none"> • Paint sharrows <ul style="list-style-type: none"> – in combination with reduced speed limit – make clear to motorists that need to share 	Thanks for comments. Road markings will be considered during Detail Design stage.
		<ul style="list-style-type: none"> • Want way-finding signage • Want share the road signage 	Signage will be considered during Detailed Design stage.
		<ul style="list-style-type: none"> • Remove parking <ul style="list-style-type: none"> – general / on Wallace St – on one side of street to widen both (shared) lanes – on both sides of road to make space for cycle lanes 	Our proposal focuses on Local Area Traffic Management (LATM) through speed calming treatments which requires minimum car park removal. Local residents are not supportive of car park removal along streets (only where it is necessary).
		<ul style="list-style-type: none"> • Clifton Rd inappropriate for cyclists <ul style="list-style-type: none"> – cyclists don't and shouldn't use Clifton Rd – too steep – dangerous with school children and school bus build-up – Masons Ave a better option 	<p>Thanks for your comments.</p> <p>An area wide public consultation was carried out in March 2016 on AT's <i>proposed network of cycling routes</i> within Pt Chevalier to city fringe area. Clifton Rd was identified as a preferred cycling route.</p> <p>AT had identified a cycle network connection between Jervois Road and Westhaven. Our initial approach was</p>

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			<p>to provide the connection via Clifton Road, Argyle Street and Sarsfield Street.</p> <p>Consultation feedback raised local residents concerns regarding “rat running” within the residential streets. AT has investigated implementing traffic calming treatments on several streets rather than a cycle lane on a particular street. Local Area Traffic Management (LATM) will help to achieve these concerns and meet needs of people on bikes, pedestrians and motorists.</p>
		<ul style="list-style-type: none"> • Need to compensate residents for loss of amenities used for cycling 	<p>The proposed improvements will bring benefits to all pedestrians, people on bikes and motorists. We want to create a slower speed environment so people on bikes and motorists can share the road safely. This will also create a safer and more enjoyable environment for pedestrians and children.</p>
<p>Improve cycling in other areas</p>	<p>26</p>	<ul style="list-style-type: none"> • Support proposed Pt Chev to city fringe cycleways / want ASAP • Install cycleways: <ul style="list-style-type: none"> – along Jervois Road (remove parking / use footpath, don't remove parking) – along east end of Curran St (ideally using footpath on park (northern) side) – along Shelly Beach Road (easiest way to Herne Bay from Westhaven) – along Curran St – along Hamilton and John – down College Hill Rd, along Ponsonby Rd – connecting proposed Greenways Grammar path with Skypath • Curran St to Westhaven walk/cycleway <ul style="list-style-type: none"> – make downhill cyclists use road (not enough space for bi-directional) 	<p>Thanks for your comments.</p> <p>Based on public consultation feedback on AT's <i>proposed network of cycling routes</i> - completed in March 2016, AT have noted the preferred cycling routes within the Pt Chev to city fringe area. At this stage, there are several cycling projects that fall under the Urban Cycle Fund 2015 -18 programme and currently have funding available. Other cycling routes that are currently unfunded will be considered as part of future cycle projects scoped for 2018 – 23.</p> <p>Please refer to Pt Chevalier to City Fringe revised cycle network map</p> <p>We have another cycling project 'Westhaven to CBD' adjacent to this project which will connect Curran St North to Westhaven then to CBD.</p>

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		<ul style="list-style-type: none"> - introduce cycling speed limit • Cycleway usage <ul style="list-style-type: none"> - encourage cyclists to use Westhaven bridge - force to use cycleways where they exist • All shared paths should have separate sides for cyclists and pedestrians • Oppose cycleway along Jervois Rd 	<p>People on bikes actively use cycleways. There are some parts within their journey where they need to merge with road traffic to get to their final destination. Each cycle journey is different depending on the route that cyclist takes.</p> <p>In most situations, we try separating people on bikes and pedestrians using shared paths. In some situations, it is not feasible due to limited space available.</p> <p>Jervois Rd is currently unfunded for investigation and construction 2019 and beyond. Please refer to Pt Chevalier to City Fringe revised cycle network map</p>
Parking			
Parking availability concerns	79	<ul style="list-style-type: none"> • Don't want to lose parking <ul style="list-style-type: none"> - oppose treatments due to parking removal - appreciate minimal parking removal - suggest minimise parking removal - suggest make more parking - proposal will exacerbate existing parking issues • Prefer restricted parking on Sarsfield <ul style="list-style-type: none"> - to one side - move centre line over to create room for cyclists 	<p>Thanks for your comments.</p> <p>The current proposal aims to minimise car park removals while meeting project objectives. During early investigation, an option to put in a dedicated cycleway along a preferred route has been discounted since it will not meet the project objectives and will result in significant parking removals along the preferred route.</p> <p>Our Local Area Traffic Management (LATM) approach for Herne Bay residential streets requires minimum car park removal.</p> <p>The proposed mid-block speed table treatments requires loss of two car park at each location (18 car park removal). However, additional parking removal will be required close to mid-block speed tables to meet sightline requirements for motorists.</p>

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			We will try our best to keep as much parking as possible and meet project objectives.
Illegal parking concerns	18	<ul style="list-style-type: none"> • Prevent parking too close to / over driveways: <ul style="list-style-type: none"> – general / near Herne Bay beach / on Sarsfield St / along Shelly Beach Rd / at southern end Hamilton Rd – yellow lines already painted on Curran St but cars still park over • Prevent parking close to intersections: <ul style="list-style-type: none"> – general / on Jervois Rd / at Argyle St/Clifton Rd / at corner Stack & Cremorne – leave 2-3 car width space – paint yellow lines • Prevent illegal parking at Mid-block speed tables • Cars currently parking illegally in communal driveways • Concern about double parking around Bayfield School 	<p>Thanks for your comments. Sightline assessments will be carried out during detailed design to ensure the proposal does not limit visibility at key locations i.e. driveways and intersections.</p> <p>These concerns will be forwarded to our Parking Compliance team for their ongoing monitoring and action.</p> <p>Changes to road marking to be considered during detailed design stage.</p>
Commuter parking concerns & suggestions	16	<ul style="list-style-type: none"> • Commuter parking concerns: <ul style="list-style-type: none"> – general / on Curran St / Hamilton Rd / Sentinel Rd / Sarsfield St – suggest Residential Parking Zone (RPZ) – suggest time limits • Long-term parking issues ("street garaging") 	<p>Thanks for your comments.</p> <p>Demand for parking in the fringe suburbs around central Auckland has increased over the last 5 years and Auckland Transport has received a considerable and increasing number of complaints from residents regarding the lack of parking availability on their streets.</p> <p>In response to this AT has developed an approach to managing this issue which positively prioritises residents and short term parking through the establishment of 2 hour parking zones for which eligible applicants can apply for an annual permit or daily coupon which exempts them from the restriction. This approach was set out in the Auckland Transport Parking Strategy which was widely consulted on.</p>

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			<p>Unfortunately the volume of requests Auckland Transport receives on this subject is such that it is impossible to respond to them all immediately. Instead we have a work programme which allows us to prioritise our resources.</p> <p>We have added Herne Bay to this programme. AT is currently completing a proposal for Ponsonby and Parnell and will soon be consulting on a scheme for Grey Lynn and Grafton. At this stage we cannot give you a date when we will be able to consider a proposal for Herne Bay as our programme is very dependent on the delivery of the preceding proposals.</p>
Other parking concerns & suggestions	14	<ul style="list-style-type: none"> Ban large vans/trucks on narrow roads (Sentinel) 	<p>Thanks for your comments.</p> <p>Truck volumes need to exceed 10% for a Heavy Goods Vehicles (HGV) ban on a road. It can be difficult to enforce bans due to limited police time and resources and so there needs to be evidence to support such a ban.</p>
		<ul style="list-style-type: none"> Concern about tradesmen/developers taking up parking 	<p>Thanks for your comments. Please note that on street parking is for everyone including tradesmen/developers so we can't limit it local residents only.</p>
		<ul style="list-style-type: none"> Emergency vehicle access concerns 	<p>The proposed treatments will not compromise emergency vehicle access.</p>

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		<ul style="list-style-type: none"> Suggest angle parking to avoid opening door hazard with cyclists 	<p>Angle parking creates safety issues for cyclists and it makes it difficult for vehicle manoeuvring. Cyclists to use same lane as vehicles and on some sections we will paint Sharrow's for people on bikes.</p>
Aesthetics			
Like treatment aesthetics	25	<ul style="list-style-type: none"> Like look of treatments <ul style="list-style-type: none"> narrowing of street environment will improve streetscape feels safer Like plants <ul style="list-style-type: none"> greener look appealing safer environment 	<p>Thanks for your support and feedback on our proposal.</p>
Vegetation suggestions	24	<ul style="list-style-type: none"> Don't remove any trees <ul style="list-style-type: none"> general / in Sentinel Rd Suggest more trees, shrubs in general Don't want plantings on Sarsfield St <ul style="list-style-type: none"> combination of new and existing plantings excessive Species for plantings <ul style="list-style-type: none"> want native plants, suggest small native flax need to be suitable for dry, coastal environment, low maintenance don't put gum trees (dislike those on Kelmarna Ave) keep consistent throughout neighbourhood Height of plantings <ul style="list-style-type: none"> keep plantings low (maintain visibility for exiting driveways, intersections) 	<p>No trees will be removed as a part of this proposal. We will be adding low level planting at the proposed treatment locations. This will create a greener environment and enhance look and feel of local streets in the Herne Bay area.</p> <p>We will not be adding any trees as a part of this proposal.</p> <p>Auckland Council arborist will be consulted on low level plant species that will form a part of planted kerb build-outs and speed tables. This will be determined during detailed design stage. Planting will be maintained by Auckland Council.</p>

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		<ul style="list-style-type: none"> - don't put trees as reducing sightlines dangerous - add trees to plantings to reduce sightlines & slow people further • Plantings need to be maintained - council should look after - concerned that because no longer maintain berms, won't maintain plantings - suggest teenager planting programme • Don't like plantings - ugly - dangerous because reduce visibility of pedestrians <p>already hard enough to reverse out of driveways</p>	
Dislike treatment aesthetics	15	<ul style="list-style-type: none"> • Treatments unattractive - don't like pink/red colour - will ruin wide streets - will reduce property values - speed tables should be same colour as roads 	<p>Thanks for your comments.</p> <p>Your suggestion regarding roading /speed table material has been noted. Final road surfacing details including colouring will be taken into consideration during detailed design stage. We will comply with Auckland Transport standards.</p>
Other aesthetics suggestions	6	<ul style="list-style-type: none"> • Increase pavement size and plantings and reduce parking to make more pedestrian-friendly 	<p>This is a traffic calming treatments project aiming to achieve two objectives:</p> <ol style="list-style-type: none"> 1) Make the area safer for pedestrians and people on bikes by reducing traffic speeds and volumes in the neighbourhood. 2) Address local resident's concerns over rat-running issues during peak period. <p>Residents don't support removal of car parks. Footpath extension and planting is a part of proposed speed tables that narrow road with planted kerb build-outs.</p>
		<ul style="list-style-type: none"> • Underground power and fix footpaths 	<p>This is outside scope of the project. We will pass this onto Road Corridor Maintenance team that looks after footpaths.</p>

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		<ul style="list-style-type: none"> • Maintain neighbourhood look 	This is the intention and was a key consideration following earlier public feedback.
		<ul style="list-style-type: none"> • Don't paint ugly cycle lanes, bus lanes, don't install ugly signs 	Signage design will be developed during Detail Design stage. Signage strategy will comply with AT Code of Practice standard guidelines.
Behaviour and other			
Behaviour & enforcement concerns	31	<ul style="list-style-type: none"> • Motorist behaviour issues (need to change behaviour, enforce road rules) <ul style="list-style-type: none"> – drivers rat-running – drivers racing in area (concern speed treatments will encourage) – need to enforce speed limits – drivers ignoring stop and give way signs in general / at Stack & Cremorne St – drivers neglectful / inconsiderate – educate drivers about safe driving habits – drivers going wrong way up Curran/Marina [Westhaven Drive], suggest make one-way sign more visible at night – red light running at Jerois/Curran • Motorist behaviour not an issue <ul style="list-style-type: none"> – proposal penalises "reasonable drivers" – speeding not an issue, less than used to be • Cyclist behaviour/enforcement <ul style="list-style-type: none"> – loud cycle groups along Sarsfield in early morning – inconsiderate cycling, 2-3 abreast, can't pass – ignoring stop and give way signs – educate cyclists on courtesy toward pedestrians • Teach cyclists <ul style="list-style-type: none"> – basic courtesy 	<p>Thanks for your comments.</p> <p>Feedback points under this theme relates to either education of cyclists, motorists, or pedestrians, regarding safety or consideration of others. Both the NZ Transport Agency and AT carry out education campaigns to promote cycling and encourage considerate behaviour between people walking, cycling and in cars. These suggestions will be forwarded to AT's Campaigns team for consideration with public awareness campaigns.</p> <p>This proposal will help to traffic calm local residential streets and reduce speeding, rat running. Motorists, people on bikes and pedestrians will all have to be more aware and be respectful of each other.</p>

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		<ul style="list-style-type: none"> – to use existing cycleways – to be quiet (early morning cycle gangs along Sarsfield) 	
Other suggestions	28	<ul style="list-style-type: none"> • Public transport <ul style="list-style-type: none"> – install underground trains / light rail – install buses along Sarsfield / Jervois (permanent / during peak hours) • Jervois Road <ul style="list-style-type: none"> – improve pavements, particularly on northern side (difficult for elderly) – prohibit right turns out of side streets along southern side Jervois Rd (dangerous, pedestrian died recently) – sync west & eastbound traffic lights at Jervois/Kelmarna intersection (dangerous for eastbound cars turning right into Kelmarna) • Install parking building on Ponsonby Road (reduce congestion) • Harbour Bridge access: <ul style="list-style-type: none"> – install second harbour crossing – remove lights at access onto bridge • Implement similar treatments in St Marys Bay / in Grey Lynn side streets along Great North Rd • Sweep roads after sealing (Emmett St, Argyle St) <ul style="list-style-type: none"> – loose stones damaging property / noisy • Implement alcohol ban in Herne Bay / on beach 	<p>Other comments made which are outside of the scope of this consultation, or the projects which will follow, have been or will be forwarded to the appropriate departments within Auckland Transport.</p> <p>Thanks for your comments. This will be a part of the construction contract requirements.</p> <p>Please contact Auckland Council directly regarding Alcohol Ban in Herne Bay or beach areas.</p>