

Mount Roskill Safer Communities public feedback report



Total number of public submissions received = 213

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Summary

Auckland Transport's (AT) Safer Communities programme uses a localised approach to make our roads safer and create more opportunities for active transport. For our 2018-21 programme, Mt Roskill - alongside Māngere Bridge and Papakura - is one of three communities AT will focus on to make walking safer and easier.

This phase of public consultation for the Mt Roskill Safer Communities proposal took place from 18 June to 8 July 2018, and we received feedback from 213 submitters.

The major theme in the feedback for both proposal areas is one of general support for the proposed improvements to make walking safer and easier around Frost and Carr Road and the complex Mount Albert Road/Three Kings intersection.

Submitters were supportive of upgrading pedestrian facilities along Carr and Frost Roads to improve safety for people including school children passing through this semi-industrial area. Submitters were also supportive of changes to manage vehicular entry and exit from the Plaza carpark and Hayr and Dornwell Roads to/from Mount Albert Road, improving clarity of their movements for pedestrians and other motorists alike.

Key concerns for the Carr and Frost Roads area centred around car parking availability, the introduction of planted berms, and the movement of vehicles to balance commercial activities with pedestrian and cyclist safety. For the Mount Albert Road/Three Kings intersection, a large proportion of submitters were concerned about cycling amenity, and whether nearby housing and public transport developments would be factored into the proposed improvements.

Your suggestions have been summarised and tabled for consideration as AT investigates more detailed designs. We also responded to your questions and issues raised in this phase of feedback in the final section of this report.

A third phase of consultation will commence from November 2018, seeking your feedback on formal improvement designs based on the ideas and suggestions from your feedback on this proposal and the consultation prior.

We will also work to seek funding for the projects from the New Zealand Transport Agency and Auckland Council.

Next steps

We will consider all suggestions and concerns identified in your feedback to inform formal designs for the next round of consultation which is estimated to take place in November 2018.

Key timings for the next steps in this proposal are as follows:

November 2018 - AT to present formal designs and undertake consultation with those directly affected by the proposed changes.

June 2019 – June 2020 - start and complete construction of the final changes.

June 2020 - work with people in the community to help them understand the changes and to encourage more walking, especially around schools.

Background

Project overview

In late 2017 we asked you to identify physical improvements we could make to help more people walk safely around the Mount Roskill community, and to let us know how we could improve connections to places like the recreation centre, library, schools and parks.

Using your earlier feedback, we created draft plans of the work we could do to make these types of improvements. The map below shows the two key proposal areas of focus for Mount Roskill we sought your feedback on in this phase of public consultation.



Areas of focus

The two areas of focus for the Mount Roskill Safer Communities proposal are:

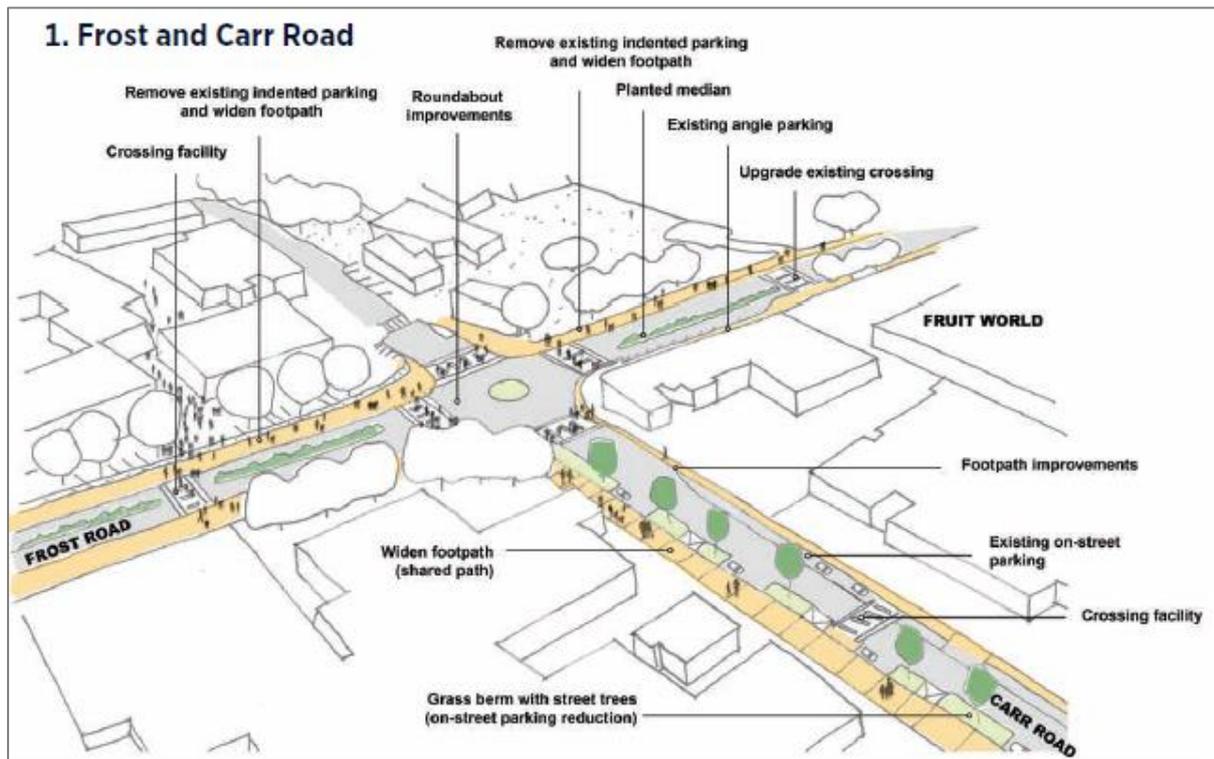
1. Frost and Carr Road.
2. Mount Albert Road/Three Kings intersection.

Conceptual drawings including some proposed changes – such as new pedestrian crossings, kerb build-outs, intersection and roundabout improvements - were developed for each area of focus to prompt your feedback in this phase of public consultation.

We sought your ideas on how these spaces could be developed to make them safer for people travelling on foot, while also considering the functionality of these roads and public spaces within the local community.

Formal designs will be developed from this feedback, and we will consult the local community and wider public on these designs from November this year.

1. Frost and Carr Road

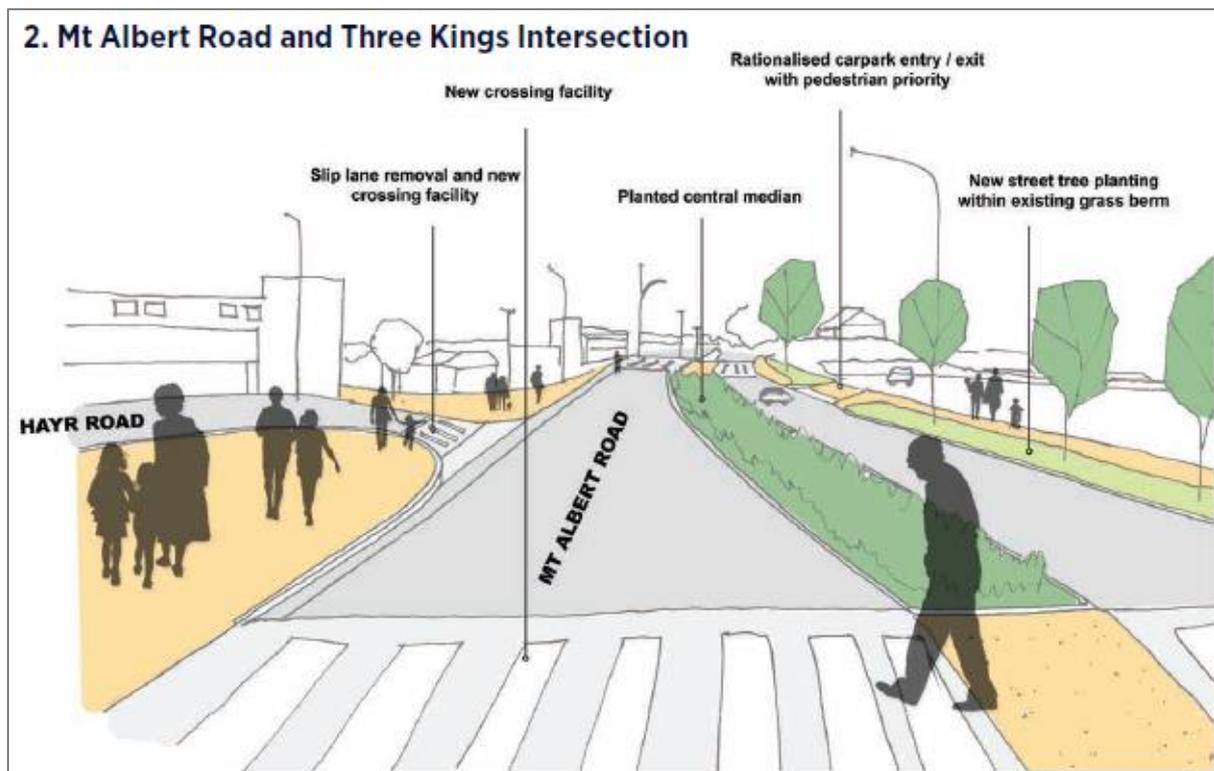


We want to improve conditions for school children and parents walking to and from the Mount Roskill schools along Frost Road and Carr Road. Traffic is heavy along these routes and the footpath is of poor quality. Design ideas include:

- widening the footpaths.
- new shared (cycle and pedestrian) paths.
- raised table zebra crossings.
- new trees and plantings.

Removal of on-street parking near the school gate and along Carr Road will also be looked at to enable the proposed improvements.

2. Mount Albert Road/Three Kings intersection



We want to make Mt Albert Road safer for people walking around the area. Special emphasis will be placed on the complex intersection of Mount Albert Road with Hayr Road and Dornwell Road opposite the Three Kings Plaza Shopping Centre. Design ideas include:

- new pedestrian crossings.
- changes to road layouts and carpark entrances.
- new trees and plantings within the existing grass berm.

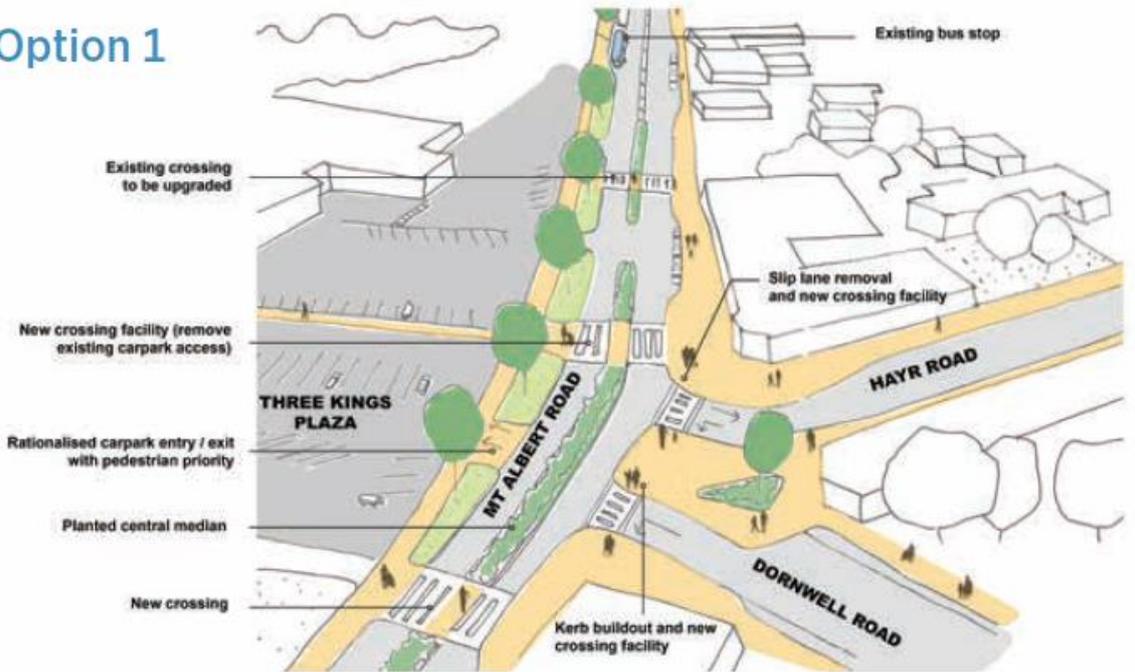
We offered two design options for this area to prompt your feedback. Under both options this proposal would not change the existing on-street parking outside the shops.

Option 1 proposed the use of planted central medians, strategically placed new crossings, changes to Hayr and Dornwell Road vehicle access to/from Mount Albert Road, and changes to vehicle access from Mount Albert Road to/from the Three Kings Plaza entry/exit to manage vehicle movements and create a safer, more pedestrian-friendly space.

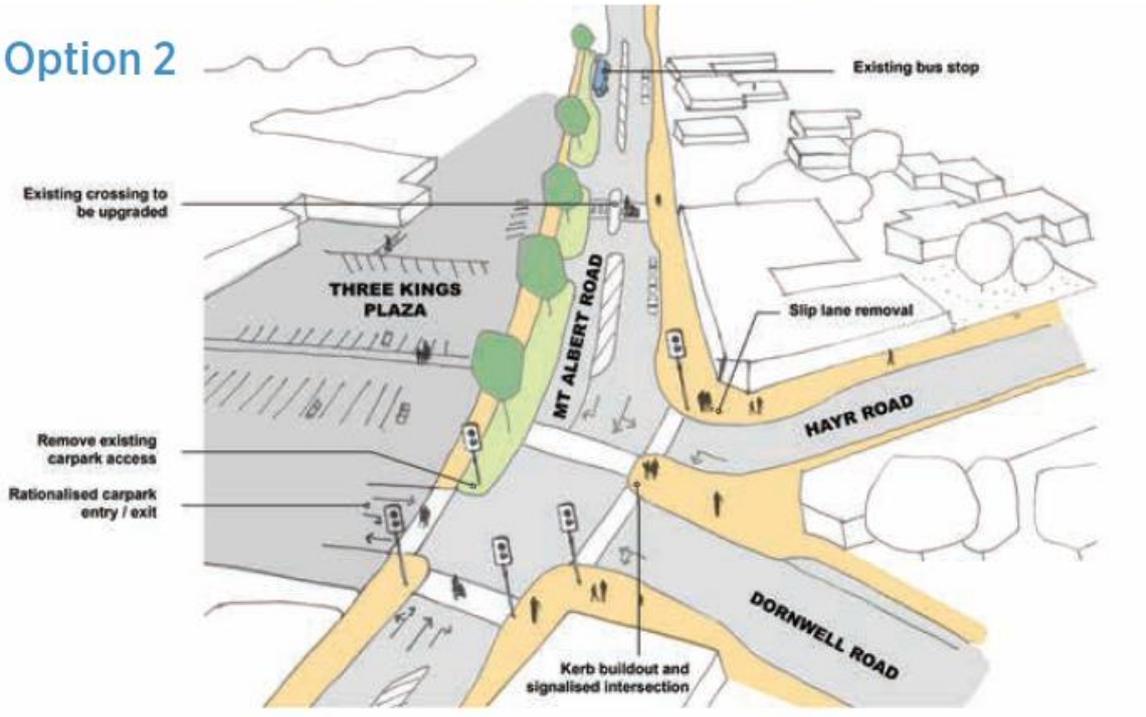
Option 2 proposed the use of traffic signals to manage both vehicle movements and new pedestrian crossings around this complex intersection, along with changes to Hayr Road vehicle access to Mount Albert Road and Dornwell Road vehicle access to/from Mount Albert Road and the Three Kings Plaza entry/exit to help create a safer, more pedestrian-friendly space.

Both options include proposed new trees and plantings, and development of the space between Hayr Road and Dornwell Road as a recreational space for people to enjoy.

Option 1



Option 2



Activities to raise awareness

AT undertook a number of activities to share this proposal with the local community and with the wider public. We sought feedback from everyone who wanted to have a say and get their views on this proposal. To publicise the consultation, we:

- posted brochures to 14,000 property owners/occupiers in the proposal area
- emailed or hand delivered brochures to key stakeholders including schools, businesses, and community centres in the area
- set up a detailed project webpage and an online feedback form on our website
- Article in Our Auckland
- emailed brochures to people who provided feedback during the first phase of consultation
- promoted the public consultation through social media channels (e.g. Facebook, Twitter)
- presented to the Puketāpapa Local Board

Your feedback

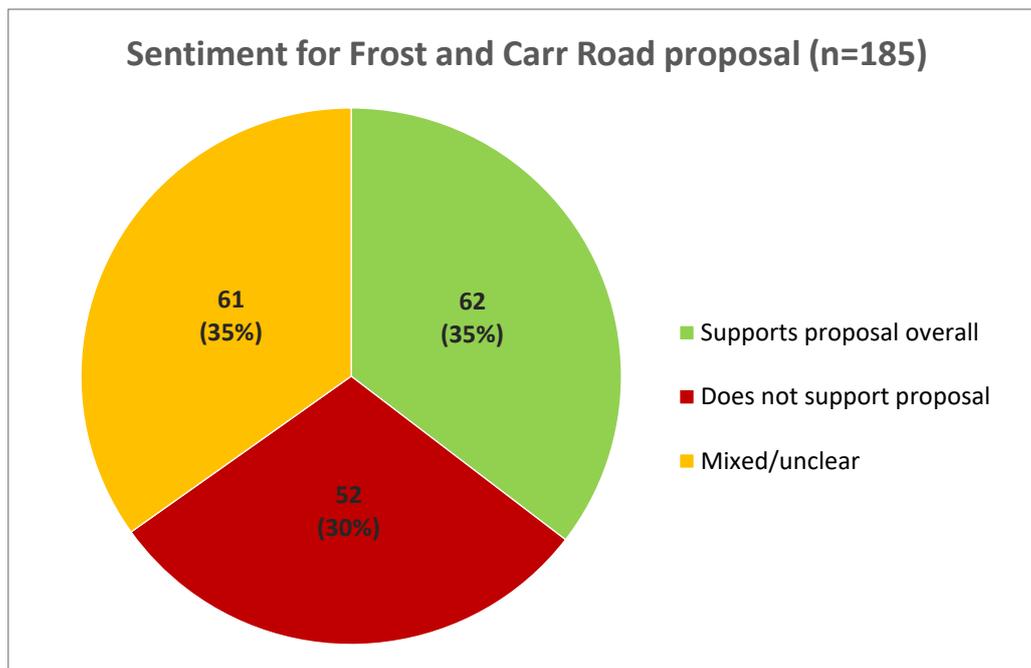
We consulted on the proposal from 18 June to 8 July 2018. We received public feedback from 213 submitters.

- 125 submissions were received via the online survey, 82 were received via the feedback form, and six submissions were received via email.

We have analysed your comments on each proposed area of focus to identify the key feedback themes. Please see the [Design suggestions table](#) for a detailed breakdown of the suggestions, and our responses to any key questions and issues raised in your feedback.

Amongst the feedback was a submission from a key interest group. This submission has been summarised in the [Other submissions](#) section.

1. Frost and Carr Road



Please note – not all submitters gave feedback on this area.

185 of all 213 respondents gave feedback on this area.

35% (62 respondents) support the proposal, saying:

- The proposed changes will create a better, safer environment and balance a variety of transport modes, including walking and cycling amenity for large volumes of school children passing through the area each day.
- It offers much-needed infrastructure to keep pedestrians and cyclists separated and safer from high volumes of traffic and heavy vehicles that pass through the area.
- It will discourage parents from driving to drop-off/pick up children while actively encouraging them and their children consider walk to and from school.

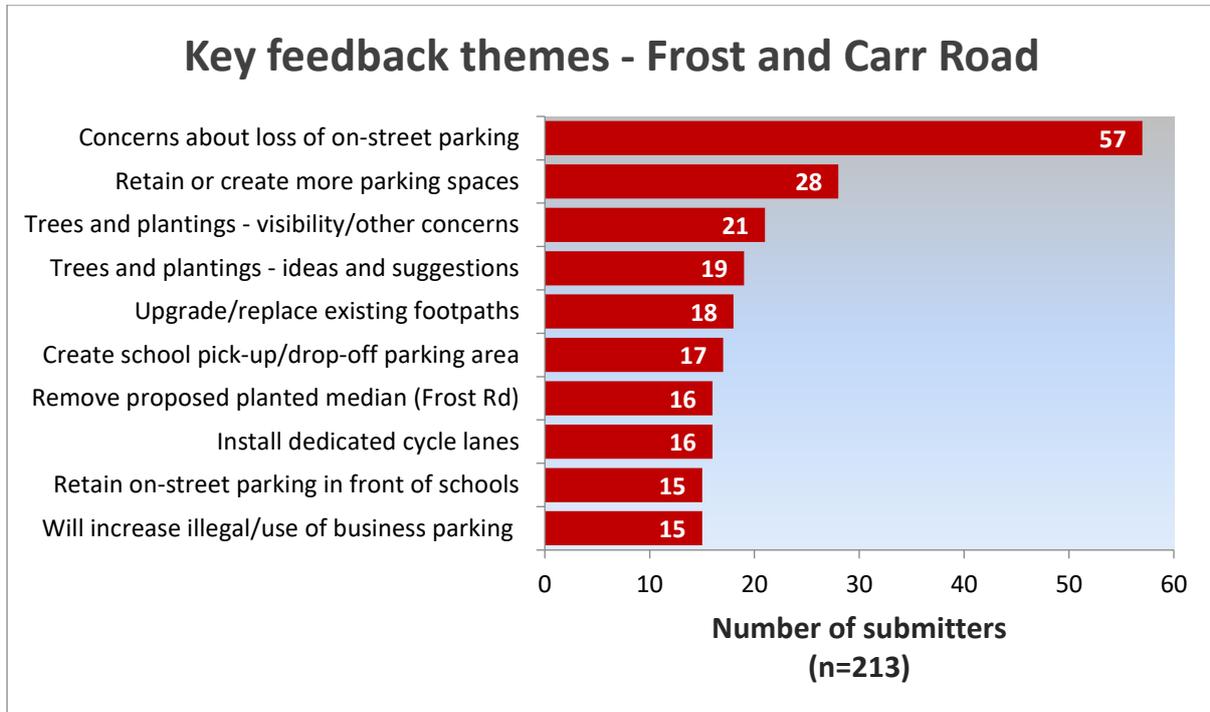
30% (52 respondents) do not support the proposal, saying:

- Removing car parking to enable these changes will negatively impact businesses and worsen traffic congestion in this area; may also prompt illegal parking behaviour putting more pedestrians at risk.
- Trees, berms, and planted medians would take away vital parking spaces, reduce visibility for drivers and pedestrians alike, and poor maintenance will cause drain blockages, unsightly streetscapes, and possible power pole interference/outages.

“I support it 100%. Zebra crossings...and wide footpaths to provide 100% safe, protected pedestrian routes to school are critical to get kids out of cars and walking to school (which of course has huge health and traffic reduction benefits)!”

“Good...Traffic in that area is a nightmare. Disincentivise parking and drop off via cars because they cause a lot of headache.”

“Don't plant (more) trees...look at the damage they did to powerlines earlier this year. There are already pedestrian crossings at this intersection. If the footpaths need doing, well do them as a separate project.”



Please note - submissions may be counted in more than one feedback theme.

Over a quarter of all respondents (57 respondents, 26.7%) expressed some concern about removing on-street parking to enable the proposed improvements. Some concerns were raised by local businesses who felt on-street parking should be retained wherever possible, but most were raised by parents with children attending schools nearby.

28 submitters wanted all on-street parking retained or more parking created so parents, potential customers, and users of local community facilities can continue to find car parking

A large proportion of respondents gave feedback on proposed trees and plantings for this area. 21 people expressed concerns that trees and plantings may obstruct drivers' visibility of pedestrians and other vehicles, and therefore pose a safety hazard to all users of this road space. 19 respondents suggested types and location of trees and plantings to make this space more attractive for people to walk through.

“Work on car park between Miro & Church [Roads] would be good. Clearer parking & better pedestrian. Car park for library from church - still remaining I hope.”

“I like trees but they get in the way at certain heights...I would prefer low planting. Swapping planted trees for low maintenance shrubs or plants.”

18 respondents support upgrading of existing footpaths to make walking safer and easier, however some thought this should be the only change needed in the proposal area. 17 submitters requested a car drop-off/pick-up zone for schools to be included in the improvements, to enable school traffic to continue to find parking in the area. 15 people wanted the existing car parks in front of the schools to be retained in the final design.

16 submitters thought the proposed planted median prior to and west of the roundabout on Frost Road should be removed, saying it will prevent loading trucks and private vehicles from turning right out of and in to local businesses. Some also held concerns that school children would use the median as an informal and unsafe place to cross the road.

16 people also thought dedicated cycle lanes should be included in the improvements to provide a safer option for both cyclists and pedestrians than the proposed shared path. 15 more respondents were worried that the proposed removal of on-street parking would increase incidences of illegal parking and the unauthorised use of customer parking provided by local businesses.

“Leave it alone, maybe if anything re-do the footpaths as they are quite uneven in some places.”

“A planted median in Frost Rd will dramatically hinder the entry and exit into all businesses in this road. Most businesses have deliveries by truck and trailer units...and having impeded access will cause serious safety issues.”

“We currently put up with school traffic frequently parking illegally and often within our premises during school pick up and drop off...Removing additional parking outside the school...will only increase this issue.”

While these were top ten individual feedback themes for this area, we received a wide variety of suggestions – including the above top individual feedback themes – across the following broad feedback themes:

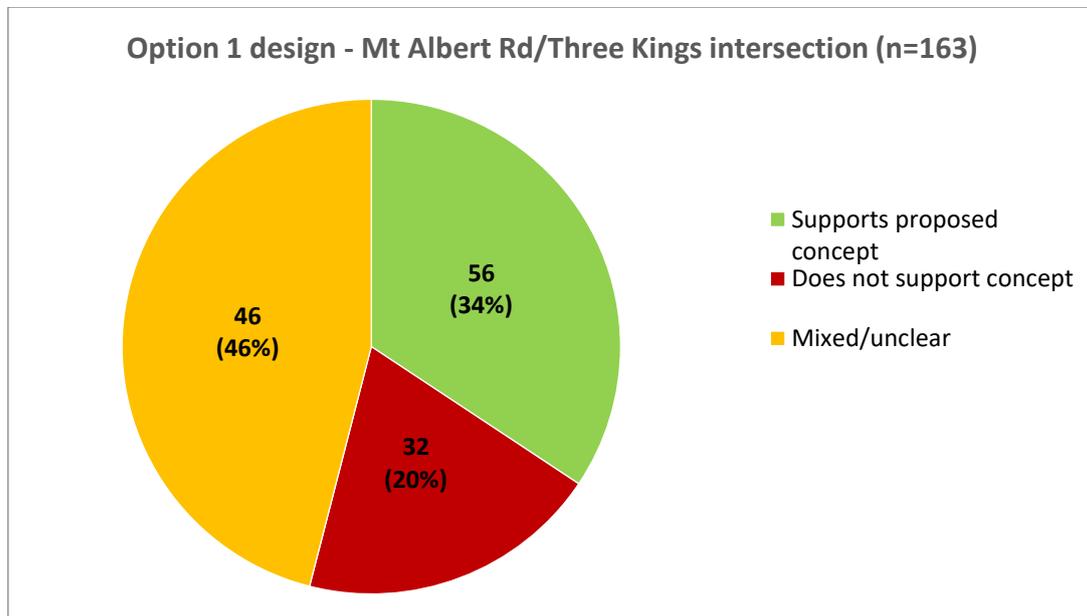
- Car parking – 145 total suggestions across 12 themes
- Crossings, pedestrian and cycling amenity – 110 total suggestions across 23 themes.
- Road, road user and traffic calming – 74 total suggestions across 19 themes.
- Placemaking, street furniture, trees/plantings, lighting/security – 51 total suggestions across five themes.

All suggestions received in your feedback are grouped by these feedback themes in section one of our [Design suggestions table](#). They will inform proposed designs for construction in the next phase of public consultation.

2. Mount Albert Road/Three Kings intersection

163 of all 213 respondents gave feedback on the Mount Albert Road/Three Kings intersection proposal. Respondents were also asked to give feedback on conceptual

drawings Option 1 and Option 2, each depicting different design ideas including new pedestrian crossings, changes to road layouts and the entrances to the Plaza carpark. Each design option looked at trees and plantings within the existing berms.



Please note – not all submitters gave feedback on this area or option.

34% of those who gave feedback on this area (56 respondents) said they support Option 1 as a proposed design to improve walking around this intersection, saying:

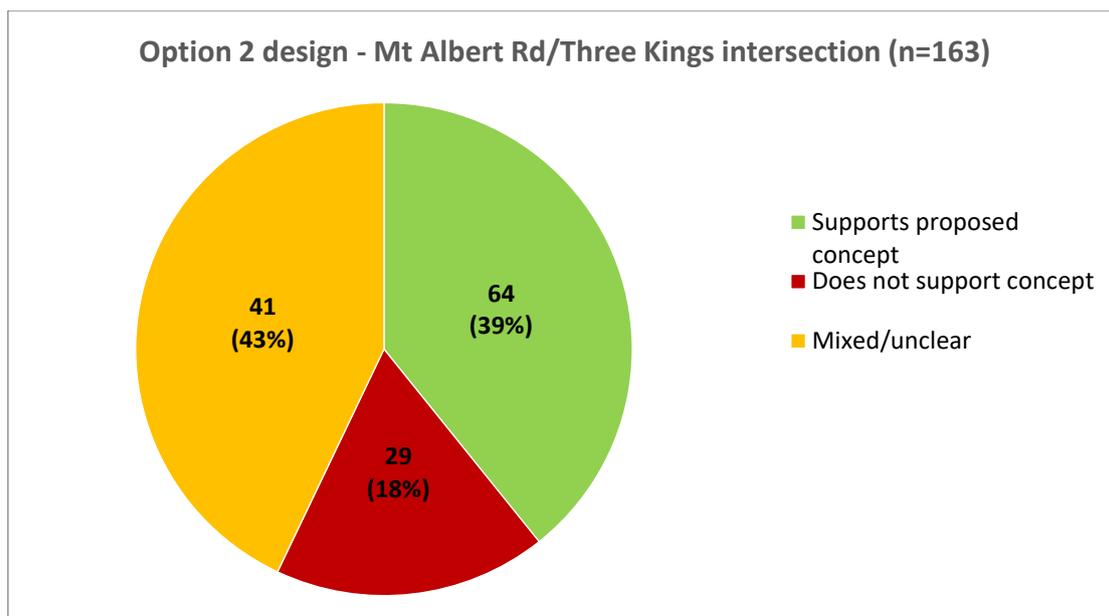
- It improves pedestrian connectivity across the busy roads in scope for this proposal area while slowing down traffic, aligning with AT's new safety focus.
- The planted median combined with the proposed new crossings will give priority to pedestrians to access the Plaza and surrounding streets safely.
- Signalised crossings as proposed in Option 2 will increase the risk of pedestrian/car incidents, and therefore they oppose traffic lights to manage this intersection.

20% (32 respondents) do not support the Option 2 proposal, saying that:

- The planted median would put too many restrictions on car movements to/from the Plaza entrance/exit and side streets to/from Mt Albert Rd.
- The planted median would also reduce drivers' visibility of other vehicles and people leading into the pedestrian crossings and the Plaza carpark entry/exit.
- It would impose unnecessary changes that will complicate and slow this area down for drivers.

"I prefer Option 1 as a median will stop the chance of any dangerous driving actions...traffic lights still allow for 'red-light' jumping and the chance of accidents!"

"Having too many zebra crossings in and around a busy road like Mt Albert Road is dangerous for pedestrians and inconvenient for motorists."



Please note – not all submitters gave feedback on this area or option.

39% of those who gave feedback (64 respondents) support Option 2 as a proposed design to improve walking and safety in this area, saying:

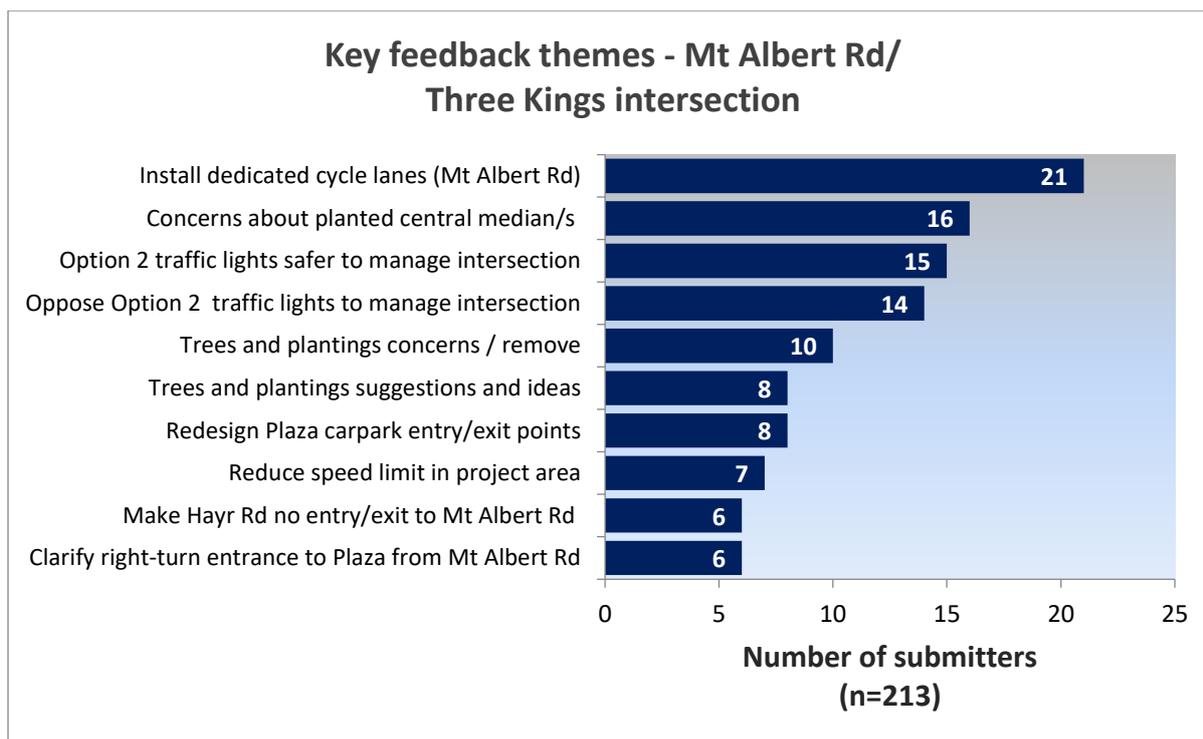
- Traffic lights will effectively manage traffic travelling in all directions, and will enable both entry and exit between the Plaza carpark and Dornwell Rd.
- Signalised crossings may be safer as they force cars to stop and give pedestrians priority to cross the road.
- This option is a less restrictive way of managing this intersection than Option 1's planted median strip; retains visibility and clarity of traffic movements.

18% (29 respondents) do not support the improvements proposed in Option 2, saying:

- The proposed crossings and their locations will frustrate drivers by slowing down traffic, creating or worsening congestion along this busy area.
- Kerb build-outs, trees and other similar treatments that restrict road widths and visibility are unsafe for both drivers and pedestrians.

“Option 2 works best. Lights will clearly indicate the right of way for pedestrians and cars and allow cars a set amount of time to pass through. Otherwise, unlit pedestrian crossings (with a steady stream of people) will make it impossible for cars to pass.”

“Traffic lights on this option would slow down the flow of traffic between Dominion Rd & Mt Eden Rd intersections. 4 sets of lights in total if this goes ahead. This option is not as safe as Option 1.”



Please note submissions may be counted in more than one theme.

The largest proportion of respondents (21 respondents, 10%) said that dedicated cycling lanes should be considered in the final design to improve all active modes of transport along this busy route. Many felt this would otherwise be a missed opportunity to link a key arterial route to the regional cycleway network and encourage more people to cycle rather than drive around the local community, and further afield commuting to work and other suburbs.

16 respondents expressed concerns that the proposed planted central median shown in the Option 1 design would pose a safety risk, impeding driver visibility of other traffic and pedestrians. Others also disliked the median's proposed placement which would prevent right-turning traffic between the Plaza carpark and Mount Albert Road, and from Dornwell Road into Mount Albert Road.

Ten people shared their concerns about trees and plantings impeding visibility along this area or posing safety hazard due to poor maintenance; some felt no additional trees or plantings were appropriate at this location. Eight submitters gave ideas about the types of trees or plantings they would prefer, for ease of maintenance and to ensure visibility is not hindered in any way.

"Please further enhance the design to add protected cycle lanes as well as the improved pedestrian amenity and traffic-slowing measures... This is a major cross-town route which is currently highly dangerous for cycling."

"I don't like planted median strips as I think it can cut down visibility, create more upkeep work and people trample through it."

"Creating a barrier in the middle of the road with plants invariably becomes a hazard if the plants aren't maintained to a minimal height causing obstruction of view...they are...never maintained and end up looking messy."

15 submitters thought the proposed traffic lights shown in Option 2 would present the safest way to manage the movements of traffic and people through this complex intersection. However, 14 respondents opposed the proposed traffic lights saying they would create more safety hazards for people and congest traffic along this busy route.

Eight submitters called for a complete redesign of the Plaza carpark entry and exit points to make it simpler and clearer for all users; six wanted clarification on whether the right-turn from Mount Albert Road into the Plaza carpark would be retained in the final design.

Seven respondents suggested reducing the speed limit in the project area to 40 or 30km/h to further improve the safety of this road space for those travelling on foot. Six people thought it would be safer to reduce or remove drivers' ability to access Mount Albert Road via Hayr Road and vice versa, saying this juncture puts pedestrians at the greatest risk of harm.

"A traffic light would make it the safest and clearest option for both cars and pedestrians. We also use Dornwell Rd to get to Countdown across the road."

"...traffic lights are less convenient for pedestrians (crossing delays, cars speed through at green lights, and running of red lights is dangerous)."

The above top ten individual feedback themes form just some of the key suggestions you shared. Many more ideas and concerns were also shared across the following broad feedback themes:

Road, road user and traffic calming – 116 total suggestions across 31 themes.

Crossings, pedestrian and cycling amenity – 51 total suggestions across 17 themes.

Street furniture, trees/plantings, lighting/security – 25 total suggestions across five themes.

Car parking – one suggestion.

All suggestions received in your feedback to improve the Mount Albert Road/Three Kings intersection are grouped by these feedback themes in section two of our [Design suggestions table](#). They will inform proposed designs for construction in the next round of public consultation.

Other submissions

In addition to public feedback, we also received a written submission from the following key interest group. Their feedback is summarised below, and their suggestions or concerns included in the [design suggestions table](#).

Bike Auckland

- Supports the proposed Carr Road / Frost Road improvements, including the removal of on-street parking.
- However, has concerns about the continued use of shared paths (especially near schools) due to the conflicts they pose between pedestrians and cyclists; particular e-bikes moving at high speeds.
- Would like to see protected bike lanes installed instead of a shared path; believe separated facilities are safer for everyone, including pedestrians.
- Should cycling facilities be included in the Frost Road/Carr Road scheme, Bike Auckland would like them to extend into the gap between the SH20 bike/pedestrian overbridge at the southern end of Frost Road and link to new facilities on Carr Road.
- Alternatively, install new cycle lanes the several hundred metres along Frost Road to create a new link between two key formal sections of bike infrastructure.

Design suggestions and our responses

Below is a summary of all design suggestions and concerns you raised in your feedback on the two Mount Roskill Safer Communities consultation areas of focus. Please note that, for this consultation, the designs and ideas shown were concepts only based on key issues raised by the public in earlier consultation. This feedback will be used to create formal designs for the next round of public consultation later this year. We have also provided responses to key questions and issues you have raised in the latter portion of this table.

Feedback suggestions	AT response
1. Carr and Frost Road	
1.1 Road and road users	
<p>Intersection</p> <ul style="list-style-type: none"> • Install traffic lights to replace the roundabout at Carr/Frost Rd intersection <ul style="list-style-type: none"> - Better/more control over traffic flows - Enable signalised and controlled crossings for school children/pedestrians. <p>Raise the roundabout to calm traffic at the intersection.</p>	<p>The project will retain the existing roundabout at the intersection of Carr Road and Frost Road. A roundabout is considered to be a better speed calming treatment over traffic signals.</p> <p>AT are proposing to install raised zebra crossings on all legs of the roundabout to provide better pedestrian facilities and encourage a slower speed at the intersection. Research has shown that if a person is hit by a vehicle travelling at 50km/h, there is an 80 per cent chance of them dying. If the speed is 30km/h, the risk of death is 10 per cent.</p>
<p>Road changes</p> <ul style="list-style-type: none"> • Remove proposed planted medians along Frost Road at both entry points to the roundabout, and south along Carr Road <ul style="list-style-type: none"> - Will impede entry/exit to/from local businesses across from MRGS that require inward/outbound deliveries via trucks and other larger vehicles, in both directions; also restricts access to and right-turning exit from Fruitworld carpark - Could be used as a pedestrian refuge and informal crossing area, putting pedestrians, school children and motorists at more risk - Poses a visibility hazard for motorists and pedestrians alike heading into the roundabout and crossings; concerns plantings on the median would not be maintained appropriately - Believe it unnecessary to 'dress up' this vital and busy road space 	<p>The purpose of the centre median is to restrict unsafe U-turn movements happening outside the schools.</p> <p>We will work with businesses to ensure access for delivery trucks is maintained.</p> <p>Given there is two driveways at Fruit World, there is the option for vehicles to still use the northern driveway, therefore the proposed median island will not affect the operation of the car park.</p> <p>Our observations suggest that some pedestrians are already using the existing flush median to cross Frost Road. By restricting the unsafe U-turn movements this will create a safer environment for pedestrians to cross Frost Road even if they don't use the zebra crossings provided.</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> - Prefer existing painted medians be used instead, to enable free movement of local trade traffic. • Redesign entry and exit points (driveways and road space) for local businesses for safe vehicle operations and pedestrian movement <ul style="list-style-type: none"> - Especially at the BP where vehicle/pedestrian conflicts are common. - Ensure there is enough road and driveway space for buses, trucks, and other large vehicles common on this industrial area to move safely enter/exit the road and local businesses. • One-way Carr Road to make it safer for pedestrians/school children. • Apply all proposed road changes for Frost Road but not to Carr Road. • Widen both roads to improve traffic flows. • Support to narrow the roads further to balance transport modes used in this area. • Requests to upgrade and maintain drains in the area; to reduce flooding keep gutters and drain gratings clear of leaves and rubbish. • General concerns that proposed road changes will increase car congestion in the project area <ul style="list-style-type: none"> - Narrowing of roads to enable wider/shared paths will slow traffic and increase build ups - Removal of on-street parking will increase illegal/double parking and/or time cars will spend driving around looking for safe/available spaces to park - Crossings will add to congestion as pedestrians will have priority over cars in multiple locations - May spread congestion and parking issues to other nearby streets. 	<p>Our Community Transport Team will work with the Mt Roskill school to educate students and promote the use of zebra crossings. Thank you for your feedback. It remains to be determined if the proposed centre traffic island would be planted or not.</p> <p>AT agrees that currently there is a lack of delineation between footpaths, driveways and private car parks. The proposal will look at ways to provide better delineation between footpaths and private car parks and where possible tighten wide driveways to provide a safer environment for pedestrians walking along Carr Road. We will work with businesses to ensure access for delivery trucks is maintained with any driveway changes.</p> <p>Making Carr Road one-way is not preferable as this will result in more heavy vehicles needing to use Frost Rd or Dornwell Rd when exiting or entering the area. As Frost Rd and Dornwell Rd are mainly residential areas, any increase in heavy vehicle traffic is undesirable.</p> <p>Widening Carr Road and Frost Road to create more traffic lanes is not preferable as there is currently not enough road carriage width and will either involve removing all on-street parking spaces or moving the kerb reducing pedestrian amenity. We understand from our engagement that on-street parking is very important to the local community given the nature of businesses operating here, therefore removing all on-street parking is not preferable. Moving the kerb to widen the road will mean less space for pedestrians and given the high pedestrian movements in the area it would result in an unfavourable outcome.</p> <p>Fixing any existing drainage issues are not part of this project due to scope and budget restraints, however we will ensure any new construction doesn't cause drainage issues and where possible we will fix any existing issues within the areas we work on.</p>

Feedback suggestions	AT response
	<p>While the proposal will require some removal of parking spaces in the area, the project will create a safer walking environment for pedestrians especially students walking to and from schools.</p> <p>We understand from the feedback received that there are concerns from the local community regarding removal of on-street parking spaces on Carr Road and Frost Road. Our parking demand survey tells us that parking on Carr Road is close to capacity. The parking surveys also tell us that there is spare capacity for car parks on Frost Road. Due to the above, we are looking to retain road width and as much on-street parking spaces on Carr Road as possible.</p> <p>Some car park loss will be required in order to install new crossing facilities and provide the required improved visibility for pedestrians. AT are proposing to remove approximately 57 car parks as part of this project to ensure the optimal and safest outcome for pedestrians. The location of car parks proposed to be removed are: 5 on Carr Road, 2 on Dornwell Road, 7 on Britton Road, 4 on Hayr Road and 39 on Frost Road. Some of the parking loss on Frost Road is to accommodate 2 school bus stops (loss of 6 parking spaces) for the Mount Roskill schools and 1 loading bay (loss of 1 parking space) for the local shops at the corner of Frost/Carr Road intersection.</p> <p>On Frost Road, we are looking to trial some parking loss by temporary removing the pickup - drop off area outside the school with physical devices (i.e. planter boxes) and monitor the situation before we make a final decision to keep or remove the pick up-drop off area. Our parking survey shows that there is spare parking capacity at Bremner Ave with a back entrance and an off-road concrete path to the Mt Roskill schools. We will work with the schools to encourage parents to use Bremner Ave as their pick up and drop off point.</p>

Feedback suggestions	AT response
	<p>The proposal will slow vehicles down which is desirable in a high pedestrian area. Research has shown that if a person is hit by a vehicle travelling at 50km/h, there is an 80 per cent chance of them dying. If the speed is 30km/h, the risk of death is 10 per cent.</p> <p>The zebra crossings will give pedestrians more priority which in turn will cause some delays to traffic, however the majority of the delays are expected to happen at the beginning and end of school days. Generally, a zebra crossing will introduce less delay to the traffic than a mid-block signalised crossing</p>
<p>Traffic calming</p> <ul style="list-style-type: none"> • General call to add traffic calming elements to these roads to support the proposal • Reduce speed limit in this area <ul style="list-style-type: none"> - 30km/h to make it safer for pedestrians/school zones - 40km/h at all times, plus signage to inform motorists of slower speed environment • Add speed bumps to Dornwell Rd to slow traffic heading down to this area; street narrow with parked cars and hazardous for pedestrians walking to/from schools. • Install speed cameras to deter people from driving too fast and avoid road bumps/raised tables which can damage cars. 	<p>Part of the proposal will include installing raised zebra crossings on Frost Road and Carr Road to speed calm the roads. The Puketapapa Local Board is currently investigating a greenway project on Britton Ave and Dornwell Road, the above project will involve speed calming the two roads.</p> <p>Speed tables are preferred over speed cameras as they physically require a vehicle to slow down and create a more pedestrian friendly area. Research has shown that if a person is hit by a vehicle travelling at 50km/h, there is an 80 per cent chance of them dying. If the speed is 30km/h, the risk of death is 10 per cent.</p>
1.2 Car parking	
<p>On-street parking spaces</p> <ul style="list-style-type: none"> • Biggest concern for this entire proposal was the potential loss of on-street parking spaces <ul style="list-style-type: none"> - Large proportion of submitters want all current spaces retained - Feel there is already insufficient on-street parking to enable school pick-ups and drop-offs, visit local businesses/mosque/sports and community centre - May present a two-fold negative impact on local businesses – reducing customer access to their premises’ (on-street) but also encouraging parents/non-customers to park in private business carparks (especially around school pick-up/drop-off times) 	<p>While the proposal will require some removal of parking spaces in the area, the project will create a safer walking environment for pedestrians especially students walking to and from schools.</p> <p>The proposal will slow vehicles down which is desirable in a high pedestrian area. Research has shown that if a person is hit by a vehicle travelling at 50km/h, there is an 80 per cent chance of them dying. If the speed is 30km/h, the risk of death is 10 per cent.</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> - Don't proceed with planted berms; just footpath widening so that parks can be retained - Leave parks outside schools as pick-up/drop-off zones to support parents/school children - Consider the needs of the elderly/mobility impaired and retain/designate parking for them. • Retain spaces in front of schools to support pick-ups/drop offs. • Consider retention of spaces for bus parking to support schools and nearby sports centres/clubs. • Introduce some angled parking instead along Carr Rd. • Remove more or all on-street parking <ul style="list-style-type: none"> - To eliminate the main cause of risks and visibility hazard to pedestrians in this area - To enable dedicated cycling infrastructure to be built through this area as well. 	<p>We understand from the feedback received that there are concerns from the local community regarding removal of on-street parking spaces on Carr Road and Frost Road. Our parking demand survey tells us that parking on Carr Road is close to capacity. The parking surveys also tell us that there is spare capacity for car parks on Frost Road. Due to the above, we are looking to retain road width and as much on-street parking spaces on Carr Road as possible.</p> <p>Some car park loss will be required in order to install new crossing facilities and provide improved visibility for pedestrians. AT are proposing to remove approximately 57 car parks as part of this project to ensure the best and safest outcome for pedestrians. The location of car parks proposed to be removed are: 5 on Carr Road, 2 on Dornwell Road, 7 on Britton Road, 4 on Hayr Road and 39 on Frost Road. Some of the parking loss on Frost Road is to accommodate 2 school bus stops (loss of 6 parking spaces) for the Mount Roskill schools and 1 loading bay (loss of 1 parking space) for the local shops at the corner of Frost/Carr Road intersection.</p> <p>On Frost Road, we are looking to trial some parking loss by temporary removing the pickup - drop off area outside the school with physical devices (i.e. planter boxes) and monitor the situation before we make a final decision to keep or remove the pick up-drop off area. Our parking survey shows that there is spare parking capacity at Bremner Ave with a back entrance and an off-road concrete path to the Mt Roskill schools. We will work with the schools to encourage parents to use Bremner Ave as their pick up and drop off point.</p>
<p>Create new/more car parking</p> <ul style="list-style-type: none"> • Create more off-street parking to alleviate issues the proposed footpath widening/on-street parking removals may cause for motorists 	<p>Introducing more parking spaces in the area is not preferred as this will encourage more traffic in the area and potentially more conflict between pedestrians and vehicles.</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> - Build a parking complex nearby project area; develop for nearby sports centres or investigate alongside MRGS to free up land for this purpose - Investigate underground carparking <p>Open area near SH20 motorway end of Frost Rd for public parking.</p>	
1.3 Pedestrian and cycling amenity	
<p>Crossings</p> <ul style="list-style-type: none"> • Remove or relocate the crossings away from the Carr/Frost Rd roundabout <ul style="list-style-type: none"> - Could confuse and frustrate motorists waiting to pass through the intersection, putting pedestrians at risk - Will add significantly to traffic congestion if crossings are configured this way - Believe this is an excessive number of crossings to install; imbalance of modal priority in favour of pedestrians at this bust location - Feel the existing school-managed crossings are sufficient in this area. • Install raised crossings at the proposed sites to improve pedestrian/motorist visibility; also reduces drivers speeds entering and passing over the crossings. • Signalise the crossing proposed by the Carr/Frost Rd roundabout; to give pedestrians and cars equal opportunity to pass through this area <ul style="list-style-type: none"> - Add a signalised crossing to Carr Rd • Add more crossings to this area than proposed in the following locations <ul style="list-style-type: none"> - More along Carr Rd in general - A raised crossing half way down Carr Rd - Add on Hayr Rd prior to the Carr Rd roundabout to support school walking traffic - Crossing across the Fruitworld exit. • Reduce number of crossings proposed for the area. • Add bike markings to crossings. <ul style="list-style-type: none"> - 	<p>The proposed zebra crossing locations are based on pedestrian desire lines from our pedestrian surveys.</p> <p>The proposed zebra crossings will all be raised on a speed table to reduce vehicle speed in the area and enhance the safety of road users.</p> <p>The proposal will slow vehicles down which is desirable in a high pedestrian area. Research has shown that if a person is hit by a vehicle travelling at 50km/h, there is an 80 per cent chance of them dying. If the speed is 30km/h, the risk of death is 10 per cent.</p> <p>Signalising the intersection of Carr Rd/Frost Rd was considered however is not the preferred option. Roundabouts encourage vehicles to slow down and consider other road users which offers a more favourable outcome.</p> <p>Two additional raised zebra crossings are proposed on Carr Road.</p> <p>Due to heavy vehicle movement requirements, we are currently investigating the feasibility of signalising the intersection of Carr Road/Hayr Road</p> <p>Mid-block signalised crossings have been considered on Carr Road, however zebra crossings provide more priority for pedestrians and in general introduce less delay than a signalised crossing.</p> <p>Where possible, bike markings will be considered as part of proposal.</p>
<p>Footpaths</p> <ul style="list-style-type: none"> • Upgrade or replace existing footpaths along Carr Rd and Frost Rd <ul style="list-style-type: none"> - Make existing footpaths safer for pedestrians and improve ongoing maintenance levels - Make even to remove trip hazards 	<p>AT will be improving the footpaths on Carr and Frost Road to ensure a better outcome for pedestrians.</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> - Particularly needed outside 73 - 91 Carr Road - Do only this instead of the proposed widening and berm plantings. • Support for the proposed footpath widening to prioritise waling in this area and support movement of 1000's of school children each day <ul style="list-style-type: none"> - Would like to see more deliberate links created to/between key destinations in this area i.e. bus stops, shops, schools, overbridges, cycleways. • Opposition to the proposed widening; primarily due to loss of on-street car parking to enable changes <ul style="list-style-type: none"> - Suggest using school land to widen the footpath instead of using up road reserve - Believe widening will impede traffic and cause congestion - Request to retain current footpath width outside MRGS; feel it's already quite wide. • Build overbridges to enable pedestrians to cross the road without interacting with traffic on the road; also alleviates the need to remove parking and add other infrastructure to support ped movement. • Provide cover for walkways used by school students/families. 	<p>While the proposal will require some removal of parking spaces in the area, the project will create a safer walking environment for pedestrians especially student walking to and from schools.</p> <p>The proposal will slow vehicles down which is desirable in a high pedestrian area. Research has shown that if a person is hit by a vehicle travelling at 50km/h, there is an 80 per cent chance of them dying. If the speed is 30km/h, the risk of death is 10 per cent.</p> <p>We understand from the feedback received that there are concerns from the local community regarding removal of on-street parking spaces on Carr Road and Frost Road. Our parking demand survey tells us that parking on Carr Road is close to capacity. The parking surveys also tell us that there is spare capacity for car parks on Frost Road. Due to the above, we are looking to retain road width and as much on-street parking spaces on Carr Road as possible. Some car park loss will be required in order to install new crossing facilities and provide improved visibility for pedestrians.</p> <p>On Frost Road, we are looking to trial some parking loss by temporary removing the pickup - drop off area outside the school with physical devices (i.e. planter boxes) and monitor the situation before we make a final decision to keep or remove the pick up-drop off area. Our parking survey shows that there is spare parking capacity at Bremner Ave with a back entrance and an off-road concrete path to the Mt Roskill schools. We will work with the schools to encourage parents to use Bremner Ave as their pick up and drop off point.</p> <p>Unfortunately due to budget constraints we are not proposing to install overbridges or covered walkways.</p> <p>We want to make sure pedestrian crossings are at points where pedestrians are most likely to cross. Pedestrian overbridges require pedestrians to divert from their preferred path making them less attractive to pedestrians.</p>

Feedback suggestions	AT response
<p>Shared paths</p> <ul style="list-style-type: none"> • Support for these to be installed to enable school children to walk and cycle safely to/from school. <p>Some concern expressed about the viability and safety of shared paths; potential conflicts between pedestrians and bikes moving at speed a significant hazard; would prefer separated cycle lanes.</p>	<p>The footpath upgrade on Frost road will include a shared path which will enable school children to walk and cycle to school safely.</p> <p>Separated cycling facilities are not proposed on Carr Road as part of this project given the road functions as an industrial zone with high parking demand. Providing separated cycling facilities on Carr Road will require removal of a significant amount of parking spaces. Our parking demand survey suggests that parking is at capacity on Carr Road and there is limited capacity on Dornwell Rd and Clinker St.</p> <p>The initial proposal included a shared path along the southern side of Carr Road, however after further investigation a shared path has been ruled out from the proposal due to safety concerns. The concerns arise from the high number of driveways and subsequent heavy vehicles using Carr Road and potential for conflict between turning vehicles at driveways and cyclists on the shared path. We are still investigating a shared path for Frost Road under this proposal which would connect with the Puketapapa Local Board cycling greenway plans.</p> <p>The Puketapapa Local Board is currently investigating a cycling greenway linking Frost Rd and Hillsborough Rd, running along Britton Ave, Dornwell Rd, the local paths between Hayr Rd and Dornwell Rd and then along Haughey Ave. The new greenway route will provide an alternative route from Carr Road for cyclists heading to Mount Roskill schools and linking existing greenways in the Mount Roskill area.</p> <p>Cyclists are encouraged to use the new greenway and it will be properly signed to ensure cyclists could find and access the route.</p>
<p>Cycling amenity</p> <ul style="list-style-type: none"> • Significant support and calls for separated cycle lanes to be installed in this area <ul style="list-style-type: none"> - Provide a safer environment for 100's of children cycling and scootering to school, away from cars and the risk of car doors being opened - Link to the bike/ped overbridge at the southern end of Frost Rd - Run for several hundred metres down Frost Rd to link to existing cycling infrastructure <p>Create in lieu of a shared path.</p>	<p>The footpath upgrade on Frost road will include a shared path which will enable school children to walk and cycle to school safely. The shared path would connect with the Puketapapa Local Board cycling greenway plans.</p> <p>The initial proposal included a shared path along the southern side of Carr Road, however after further investigation a shared path has been ruled out from the proposal due to safety concerns. The concerns arise from the high number of driveways and subsequent heavy vehicles using Carr Road and potential for conflict between turning vehicles at driveways and cyclists on the shared path.</p> <p>Separated cycling facilities are not proposed on Carr Road as part of this project given the road functions as an industrial zone with high parking demand. Providing separated cycling facilities on Carr Road will require</p>

Feedback suggestions	AT response
	<p>removal of a significant amount of parking spaces. Our parking demand survey suggests that parking is at capacity on Carr Road and there is limited capacity on Dornwell Rd and Clinker St.</p> <p>The initial proposal included a shared path along the southern side of Carr Road, however after further investigation a shared path has been ruled out from the proposal due to safety concerns. The concerns arise from the high number of driveways and subsequent heavy vehicles using Carr Road and potential for conflict between turning vehicles at driveways and cyclists on the shared path.</p> <p>The Puketapapa Local Board is currently investigating a cycling greenway linking Frost Rd and Hillsborough Rd, running along Britton Ave, Dornwell Rd, the local paths between Hayr Rd and Dornwell Rd and then along Haughey Ave. The new greenway route will provide an alternative route from Carr Road for cyclists heading to Mount Roskill schools and linking existing greenways in the Mount Roskill area. Cyclists are encouraged to use the new greenway and it will be properly signed to ensure cyclists could find and access the route.</p> <p>The proposal will encourage a slower speed in the area and result in an overall safer environment for all road users especially vulnerable road users.</p>
1.4 Placemaking, street furniture, trees/plantings	
<p>Trees and plantings</p> <ul style="list-style-type: none"> • Significant concern raised about proposed plantings, trees, and berms for this area due to <ul style="list-style-type: none"> - Visibility issues they may present to motorists and pedestrians alike when entering/exiting the road way, crossings, and/or driveways - Encroachment on road space and car park spaces throughout this area - Potential damage to cars or any underground services - Need for regular/ongoing maintenance; potential for leaves to block drains and make a mess - Request to remove existing trees that are overgrown on corner of Carr/Frost Rd - Not seen as suitable for this mostly industrial area. • Similar support and ideas for the proposed trees and plantings, such as <ul style="list-style-type: none"> - Planter boxes with flowers - Using trees on the proposed median for Frost Rd to prevent inconsiderate/double parking - Select evergreen trees to prevent shed leaves from blocking drains/causing flooding and mess 	<p>We have taken this feedback on board and will ensure any planting will be low level planting that doesn't require high maintenance and doesn't block visibility.</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> - Select tree types that will not grow too tall/wide and obscure road users' visibility - Ensure tree type/placements won't break up or affect quality of the footpaths <ul style="list-style-type: none"> • Replace trees with smaller/lower maintenance shrubs and plants. 	
<p>Lighting and security</p> <ul style="list-style-type: none"> • Add more/bright street lighting, esp. to Carr Rd and the intersection; industrial area is very dark and feels unsafe at night. • Ensure all crossings are well-lit for good visibility. 	<p>We will ensure all new crossing facilities have adequate street lighting. AT's street lighting team is also looking to upgrade the other street lights in the near future.</p>
<p>Street furniture and seating</p> <ul style="list-style-type: none"> • Install more street furniture and seating so people can spend more time in the area instead of just passing through. • Install rubbish bins to help keep the area tidy/neat. • Fix and paint an alleyway fence in the area that had blown down/heavily graffitied. 	<p>This project focuses on road safety and improving pedestrian facilities. We are unable to incorporate street furniture, seating, rubbish bins and graffiti removal at this stage.</p>
<p>Placemaking/recreation</p> <p>Create marketplace area on Carr Rd; an innovative hub for local and family activities.</p>	<p>This project focuses on road safety and improving pedestrian facilities. We are unable to consider a marketplace area at this stage.</p>
<h2>2. Mt Albert Road/Three Kings Plaza intersection</h2>	
<h3>2.1 Road and road users</h3>	
<p>Intersection</p> <ul style="list-style-type: none"> • Significant concerns about/calls to remove Option 1 proposed planted medians on Mt Albert Rd as a way to manage traffic around the Three Kings Plaza/Hayr Rd/Dornwell Rd intersection <ul style="list-style-type: none"> - Respondents quite supportive of Option 1 but many did not like the proposed planted medians - Believe they would narrow the road and restrict traffic flows excessively - They also impact the entry/exit points to the Plaza for cars, particularly those wanting to turn right across Mt Albert Rd from the Plaza or down to/up from Hayr Rd or Dornwell Road - Will impede drivers' visibility of other cars and pedestrians using the proposed crossings; concerns median greenery will not be maintained regularly - Risk that pedestrians will try to use the medians as an unsafe, informal crossing. • Extend proposed median all the way to Mt Eden Rd lights to prevent u-turns or other unsafe manoeuvres. 	<p>Thank you for your feedback. At this stage we are still investigating the intersection of Mt Albert Road/Hayr Road/Dornwell Road/Three Kings Plaza and will be looking to carry out consultation with directly affected parties in early 2019.</p> <p>We will consider all the feedback received from this engagement in our investigation.</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> • Create a flush/painted median instead of a planted median to help manage this intersection while maintaining visibility; no need for pruning/maintenance. • Minor concerns about Option 1 causing congestion as pedestrians would have priority over cars. • Significant support for traffic lights (as proposed in Option 2) to manage this complex and busy intersection <ul style="list-style-type: none"> - Believe signals are necessary to time and manage traffic flows as well as pedestrian movements at the proposed crossings; could give pedestrians a better sense of safety - Like that lights will enable right turns into/out of the Plaza carpark to/from Mt Albert Rd, both of which can be difficult manoeuvres due to traffic volumes and visibility - Also like that the lights appear to enable cars to access and exit the Plaza carpark straight-through to/from Dornwell Rd. • A similar but lesser level of opposition to the Option 2 traffic lights <ul style="list-style-type: none"> - Feel this would disrupt traffic too much with multiple crossing points to manage; would also add to the existing Mt Eden and Dominion Rd intersection lights along this route. - Ultimate makes crossing less safe or convenient due to heightened risk of cars running orange/red lights, and causing high-speed crashes with pedestrians - Believe traffic lights are simply unnecessary. • Suggestion to adopt Option 2 but exchange lights for a roundabout. 	
<p>Traffic calming</p> <ul style="list-style-type: none"> • Reduce the speed limit through this area to make it more pedestrian friendly; current speeds too high given the number of people and cars sharing this busy road/commercial space <ul style="list-style-type: none"> - Reduce to 30km/h to significantly reduce the risk of serious harm to pedestrians and cyclists - Continue reduced speed along Mt Albert Rd to link to Frost Rd; major school walking route. • Use general traffic calming to slow traffic down throughout this area i.e. road markings, trees, etc. • Raise proposed crossings to help slow cars down in this high pedestrian area. • Use speed bumps to calm traffic all along this route. 	<p>At the moment we are still investigating Mt Albert Road between Frost Road and Mt Eden Road. Part of the investigation will be looking at ways to reduce the operating speed along this section of Mt Albert Road to create a more pedestrian friendly environment.</p>
<p>Road changes</p> <ul style="list-style-type: none"> • Redesign the Plaza entry and exit points 	<p>Thank you for your feedback. At this stage we are still investigating the proposed treatments at the intersection of Mt Albert Road/Hayr</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> - Separate the entry and exit driveways more clearly, to deter illegal entry and exits and reduce safety issues for pedestrians and other motorists; make direction of travel in the carpark clearer - Make entry via current Mt Albert Rd location only and relocate exit beyond the library - Realign Plaza entry and exit to connect two-way with Hayr/Dornwell Rd respectively - Consider relocating exit/entry away from Mt Albert Rd altogether. <ul style="list-style-type: none"> • Enable right turns from Hayr Rd and/or Dornwell Rd into Mt Albert Road; feel it is unnecessary and inconvenient to remove this possibility from both and/or one or the other of these roads. • Clarify right turn entrance into the Plaza from Mt Albert (driving westbound). • Make make Hayr Rd no entry/exit to Mt Albert Rd; will be used as a rat-run and pose a safety risk to both pedestrians and other motorists. • Make Dornwell Rd no exit to Mt Albert Rd to improve safety at this busy intersection. • Support removal of right hand turn from Mt Albert to Hayr Rd to reduce car/people conflicts; support for the removal of the slip lane also. • Suggestion to reduce Mt Albert Rd down to one lane in each direction around this intersection. • Maintain quality of roads and streets in this area to make it safer for all users, all the time. • Install clear signage and road markings to support any changes made in this area. • Remove parking on one side of Dornwell Rd to maintain safer road widths for both drivers and pedestrians. • Make left-hand turn to Hayr Rd from Mt Albert Rd a give way. • Remove lips lanes (near 521 Mt Albert Rd) • Widen Hayr Rd to support traffic and enable safer on-street parking. 	<p>Road/Dornwell Road/Three Kings Plaza and will be looking to carryout consultation with directly affected parties in early 2019.</p> <p>We will consider all the feedback received from this engagement in our investigation.</p>
2.2 Pedestrian and cycling amenity	
<p>Crossings</p> <ul style="list-style-type: none"> • Support for crossings as part of this intersection upgrade <ul style="list-style-type: none"> - Add more crossings as well as those proposed i.e. to Warren Avenue; on Mt Albert Rd close to McCullough. - Support overall but would like total propose number of crossings reduced slightly - Raise crossings to help slow traffic; make environment safer for pedestrians - Request not to upgrade current crossing if new ones are planned to be installed (Option 2). 	<p>At the moment we are still investigating the proposed treatments on Mt Albert Road between Frost Road and Mt Eden Road, we will be looking to carry out consultation with directly affected parties in early 2019.</p> <p>The aim of this project is to improve pedestrian safety and facilities in the Mount Roskill area, especially at pedestrian generators such as bus stops, local shops and schools.</p> <p>Part of the investigation will look at potential effect to traffic flow and balancing the needs of all road users.</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> • Reduce number/not go ahead with any new crossings as part of this intersection upgrade <ul style="list-style-type: none"> - Remove crossing closest to bus stop on south side of Mt Albert Rd. - Add no new crossings in this location; believe existing options are enough and more will just congest traffic. - 	
<p>Footpaths</p> <ul style="list-style-type: none"> • Fix or upgrade existing footpaths in this area to improve pedestrian amenity/safety <ul style="list-style-type: none"> - Factor in Hayr Rd shops for any footpath upgrades to make more attractive/link to proposed improvements at the main intersection - Lift the standard of footpaths (materials, design) - Make footpath upgrades only to improve pedestrian safety/amenity in this area, and none of the other proposed improvements which will impact traffic flows. • Build overbridges instead of crossings at/near the intersection to separate pedestrians from cars. • Create well-lit tunnels instead of crossings to separate pedestrians from cars leading to/from Plaza. • Create new paths within Plaza carpark to make it safer for kids and prams to navigate between/link to shops; would encourage more people to walk through this area. <p>Add pedestrian refuges along the proposed planted median (Option 1) as well as new crossings.</p>	<p>Footpath upgrades are proposed along Frost Road and a section of Carr Road between Frost Road and Hayr Road.</p> <p>Unfortunately due to budget constraints we are not proposing to upgrade the footpath along Hayr Road as part of this project.</p> <p>Unfortunately due to budget constraints we are not proposing to install overbridges or tunnels.</p> <p>Three Kings Plaza is outside the Auckland Transport's road reserve and we have limited ability to carry out work within the car park without consents from property owners. We will be looking to engage with Three Kings Plaza to discuss the proposal and how pedestrian safety can be improved in the area.</p>
<p>Cycling amenity</p> <ul style="list-style-type: none"> • Large proportion of requests for dedicated/separated cycle lanes along Mt Albert Rd <ul style="list-style-type: none"> - Provide a safe way for cyclists to travel through this area that's currently unavailable; to support school children and enable more commuter cyclists to get to work - Make this busy cross-town route a key part of/link in the cycleway network - Future-proof cycling infrastructure now to support key housing and other developments happening nearby. 	<p>AT aren't proposing new cycling facilities along Mt Albert Road as part of this project due to the geographical limitations of the project area. We want to ensure cycling improvements are considering connectivity and are a part of a wider cycling programme. Scope and budgetary restraints mean we won't be able to prioritise and investigate the full length of Mount Albert road for cycling improvements under the current budget.</p> <p>The Puketapapa Local Board is currently investigating a cycling greenway linking Frost Rd and Hillsborough Rd, running along Britton Ave, Dornwell Rd, the local paths between Hayr Rd and Dornwell Rd and then along Haughey Ave. The new greenway route will provide an alternative route from Carr Road for cyclists heading to Mount Roskill schools and linking existing greenways in the Mount Roskill area.</p> <p>Our investigation will look at ways to lower the operating speed along Mount Albert Road between Frost Road and Mt Eden Road to 30km/h, which is a safer speed for pedestrians, cyclists and other vulnerable road users. Research has shown that if a person is hit by a vehicle travelling</p>

Feedback suggestions	AT response
	at 50km/h, there is an 80 per cent chance of them dying. If the speed is 30km/h, the risk of death is 10 per cent.
<p>Shared path</p> <ul style="list-style-type: none"> • Requests to install a shared path if not separated cycle lanes, to give cyclists a safe facility to use to travel to/from this area. 	<p>The footpath upgrade on Frost road will include a shared path which will enable school children to walk and cycle to school safely. The shared path would connect with the Puketapapa Local Board cycling greenway plans.</p> <p>The initial proposal included a shared path along the southern side of Carr Road, however after further investigation a shared path has been ruled out from the proposal due to safety concerns. The concerns arise from the high number of driveways and subsequent heavy vehicles using Carr Road and potential for conflict between turning vehicles at driveways and cyclists on the shared path.</p> <p>Our investigation will look at ways to lower the operating speed along Mount Albert Road between Frost Road and Mt Eden Road to 30km/h, which is a safer speed for pedestrians, cyclists and other vulnerable road users. Research has shown that if a person is hit by a vehicle travelling at 50km/h, there is an 80 per cent chance of them dying. If the speed is 30km/h, the risk of death is 10 per cent.</p>
2.3 Car parking	
Suggestion to remove on-street parking on Warren Avenue to enable a new pedestrian crossing.	Due to limited funding and resources we are not investigating Warren Ave, however we understand that another project is currently looking at a crossing facility on Hayr Road close to Haughey Ave.
2.4 Lighting and security	
More and brighter street lights combined with more cameras (CCTV) for safety throughout this area.	Street lightings at new pedestrian crossing facilities will be upgraded as part of this project. Unfortunately CCTV cameras are not part of this project due to budget and scope restraints.
2.5 Placemaking, trees and plantings, street furniture	
<p>Placemaking</p> <ul style="list-style-type: none"> • Develop the open space where Hayr Rd & Dornwell Rd intersect; some form of tactical/urbanism can be done/used. 	This project focuses on road safety and improving pedestrian facilities. Unfortunately due to limited funding and resources we not able to include placemaking elements in this project.

Feedback suggestions	AT response
<ul style="list-style-type: none"> Support for general focus on walking improvements and greening of this area to make it less boring/more attractive/safer for people and families to spend time in. 	
<ul style="list-style-type: none"> Support greening of this area to 'soften' and beautify this space; will make it more attractive for people to walk amongst and spend time in the area <ul style="list-style-type: none"> Consider appropriate tree sizes and placements; to maintain visibility for pedestrians'/motorists' safety Trim plants and mow any grass regularly to keep tidy and discourage dumping of litter/rubbish. 	<p>It remains to be determined if tree planting will be included as part of this proposal. We will ensure any planting will be low level planting that doesn't require high maintenance and doesn't block visibility.</p>
<ul style="list-style-type: none"> Opposition to greening of this space; believe it is unrealistic and unnecessary, and will worsen rather than improve peoples' ability to walk and cycle safely through this area <ul style="list-style-type: none"> Distrust that plants/trees will be maintained regularly and therefore will become a visibility hazard for everyone Believe trees attract vandalism and may waste resource to keep tidy/safe Feel the existing trees along the footpath are enough. 	<p>It remains to be determined if tree planting will be included as part of this proposal. We will ensure any planting will be low level planting that doesn't require high maintenance and doesn't block visibility.</p>
<p>Street furniture</p> <ul style="list-style-type: none"> Provide wayfinding signage for pedestrians and cyclists Install more seating around this area, in places other than just bus shelters <p>Look at working in with others to underground power lines at the same time.</p>	<p>We will ask our wayfinding signage team to review the area once the upgrade has been completed.</p> <p>This project focuses on road safety and improving pedestrian facilities. We are unable to incorporate street furniture at this stage. Unfortunately due to limited budget we are not able to underground the power lines.</p>
Questions	
<p>1. Carr and Frost Roads</p> <p>"Are you planning to plant mature Palm trees or wait 15 years for an Oak or similar to reach this size?"</p> <p>"We would be very interested to understand what the pedestrian count on Carr Road is, and what the standard threshold for Auckland Transport is that would require a significant investment in infrastructure, as is proposed in this feedback document...Will Auckland Transport share that?"</p>	<p>The trees shown on the engagement drawings were for illustration only. We have received mixed feedback regarding planting of new large mature trees in the area and there was concern that trees could restrict visibility from driveways. Due to the above, we are not looking to plant any large trees as part of this project. New plantings will be low level that will not restrict visibility.</p> <p>Pedestrian and traffic counts have been carried out on Carr Road and we are able to share that data on request. In summary, pedestrian counts</p>

Feedback suggestions	AT response
<p>“If those are four new crossings right on the roundabout how will it affect traffic movement?”</p> <p>“Where are the cyclists to go? Possibly, separate bike lanes rather than shared paths?”</p> <p>“I am concerned that by slowing down this route the traffic will move to Mt Albert Road and congest - what studies have been done about this impact?”</p> <p>“What about an emergency area if a problem occurred?”</p>	<p>have shown the following numbers of pedestrians walking on Carr road during morning and afternoon school peaks:</p> <p>Northern side of Carr road: 118 morning (8.30-9.30am) and 146 in the afternoon (3-4pm)</p> <p>Southern side of Carr road: 99 morning (8.30-9.30am) and 148 in the afternoon (3-4pm).</p> <p>The new crossing points are expected to have minimal effect on traffic movements at the roundabout as the majority of the pedestrian movements will happen during the start and end of school hours.</p> <p>Carr Road and Frost Road are both classified as Collector roads, whereby their main function is to provide access for local roads to connect to arterial roads (i.e. Mount Albert Rd) and should not be used as an arterial route/through route.</p> <p>The aim of the project is to improve safety for pedestrians and help ensure active modes of transport (walking and cycling), are a desirable option for people which results in less traffic on the road and less congestion.</p> <p>Due to the high parking demand on Carr Road and limited alternative on-street parking in the area for the local businesses, removing on-street parking for a separated cycling facility is not a preferred community outcome. The proposal will work to reduce the operating speed on Carr Road to 30km/h to improve safety for vulnerable road users such as pedestrians and cyclists. Research has shown that if a person is hit by a vehicle travelling at 50km/h, there is an 80 per cent chance of them dying. If the speed is 30km/h, the risk of death is 10 per cent</p> <p>We are proposing a shared path on Frost Road to cater for pedestrians and cyclists.</p>
<p>2. Mount Albert Road/Three Kings Plaza</p> <p>“More updates or a refined proposed plan for Option 2 would be good?”</p>	<p>At this stage we are still investigating the intersection of Mt Albert Road/Hayr Road/Dornwell Road/Three Kings Plaza and will be looking to carry out consultation with directly affected parties in early 2019.</p>

Feedback suggestions	AT response
Issues	
<p>1. Carr and Frost Roads</p> <p>“BP patrons’ traffic is a safety risk. They should redesign.”</p> <p>“This is primarily an industrial area of local businesses serving the local community and greater Auckland. Businesses rely on the transfer of freight and supplies. Some use large trucks which will be severely hindered if access is restricted.”</p> <p>“We are an engineering business employing 10 staff...We have trucks delivering material daily. The widened footpath and grass berm would hinder my deliveries and compromise pedestrian safety. I need the width of my driveway to allow trucks to deliver safely.”</p> <p>“...there is a bus depot off Carr Rd, a real hazard. Move bus depot.”</p> <p>“We strongly ask for either chosen scheme to include protected (raised or separated) bike lanes through the intersection...With Mt Albert Road a key bike route, a route on the Auckland Cycle Network, and with Three Kings Plaza a main destination for local bike riders...the minimal extra effort required to add bike lanes into the schemes are well worth it.”</p> <p>“The planted median barrier is impractical and will impair our ability to turn into 42 Frost Rd from either direction. It will also eliminate...[the] turn right out of our front gates. The pedestrian crossing proposed on Carr Rd is directly outside our 78 Carr Rd factory entry which is used for cars, trucks and trailers.”</p> <p>“Businesses operating in the area would be adversely affected by these changes - they use the parking for their clients and staff. School children & their parents come and go only twice a day...the proposed changes will affect businesses every day.”</p> <p>“...footpath improvements 73 - 91 Carr Road. The footpath area in front of PJ Automotive up to Keith Hay Homes between 3-3.15pm is the worst time - parking on the footpath, cars crossing and reversing in front of little kids. So improvements would be helpful.”</p>	<p>As part of the proposal we will investigate the addition of two raised pedestrian crossings at the roundabout of Carr Rd/Hayr Rd, on the eastern arm of Carr Rd and southern arm of Hayr Rd. We will also be looking at providing better delineation at property boundaries, driveways and footpaths at the corner of the BP station and along Carr Road</p> <p>We understand that it is important to maintain access to businesses along Carr Road, especially delivery trucks. We have amended the proposal and will be retaining the existing kerb line. The footpath widening will happen within the public road reserve and will not enter into private property boundaries. We will work with the businesses on Carr Road to ensure delivery trucks are able to access their property.</p> <p>Separated cycling facilities are not proposed on Carr Road as part of this project given the road functions as an industrial zone with high parking demand. Providing separated cycling facilities on Carr Road will require removal of a significant amount of parking spaces. Our parking demand survey suggests that parking is at capacity on Carr Road and there is limited capacity on Dornwell Rd and Clinker St.</p> <p>The Puketapapa Local Board is currently investigating a cycling greenway linking Frost Rd and Hillsborough Rd, running along Britton Ave, Dornwell Rd, the local paths between Hayr Rd and Dornwell Rd and then along Haughey Ave. The new greenway route will provide an alternative route from Carr Road for cyclists heading to Mount Roskill schools and linking existing greenways in the Mount Roskill area. Cyclists are encouraged to use the new greenway and it will be properly signed to ensure cyclists could find and access the route.</p> <p>The initial proposal included a shared path along the southern side of Carr Road, however after further investigation a shared path has been ruled out from the proposal due to safety concerns. The concerns arise from the high number of driveways and subsequent heavy vehicles using Carr Road and potential for conflict between turning vehicles at driveways and cyclists on the shared path. We are still investigating a</p>

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<p>“It is our submission that Auckland Transport, and its partner Auckland Council, should focus its expenditure in the area on strong preventative maintenance of existing facilities.”</p> <p>“Before the proposal is progressed further, AT must convene a meeting for interested parties and be prepared to understand the view of those most affected.”</p>	<p>shared path for Frost Road under this proposal which would connect with the Puketapapa Local Board cycling greenway plans.</p> <p>The proposal includes new raised zebra crossings on Carr Road, the new raised crossings will lower the operating speed along Carr Road and provide a safer environment for all road users</p> <p>Our investigation will look at ways to lower the operating speed along Mount Albert Road between Frost Road and Mt Eden Road to 30km/h, which is a safer speed for pedestrians, cyclists and vulnerable road users. Research has shown that if a person is hit by a vehicle travelling at 50km/h, there is an 80 per cent chance of them dying. If the speed is 30km/h, the risk of death is 10 per cent</p> <p>This project will provide better delineation at property boundaries, driveways and footpaths along Carr Road to improve safety for pedestrians walking along the footpath.</p> <p>We will be carrying out further consultation with local businesses, residents, the Puketapapa Local Board and Mt Roskill schools once we have developed concept designs based on feedback from this round of engagement.</p>
<p>2. Mount Albert Road/Three Kings Plaza intersection</p> <p>“Please also continue to work on providing a network of safe, protected cycle lanes and upgraded footpaths along the length of Mount Albert Road. This is a major cross-town route which is currently highly dangerous for cycling.”</p> <p>“If linking the civic centre area (Library, Fickling Centre), linking it to where? There seems to be no information on pedestrian flows current or expected.”</p>	<p>The footpath upgrade on Frost road will include a shared path which will enable school children to walk and cycle to school safely. The shared path would connect with the Puketapapa Local Board cycling greenway plans. The Puketapapa Local Board is currently investigating a cycling greenway linking Frost Rd and Hillsborough Rd, running along Britton Ave, Dornwell Rd, the local paths between Hayr Rd and Dornwell Rd and then along Haughey Ave. The new greenway route will provide an alternative route from Carr Road for cyclists heading to Mount Roskill schools and linking existing greenways in the Mount Roskill area. Cyclists are encouraged to use the new greenway and it will be properly signed to ensure cyclists could find and access the route.</p> <p>The initial proposal included a shared path along the southern side of Carr Road, however after further investigation a shared path has been ruled out from the proposal due to safety concerns. The concerns arise from the high number of driveways and subsequent heavy vehicles using Carr Road and potential for conflict between turning vehicles at driveways and cyclists on the shared path.</p>

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