

Summary of your feedback on Mount Roskill Safer Communities (phase 3)



Total number of submissions received = 110

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Summary

- Most people who submitted (45%) are in support of the proposal. Most did not identify any areas where change was needed, or explicitly told us you wouldn't make any changes. Many people felt that was long overdue or much needed
- 30% of you had mixed feedback - some suggested changes or improvements to the design or did not expressly state if they supported the proposal or not.
- 25% of you do not support the proposed changes. This was mainly because of loss of parking for businesses and relating to concerns about vehicle access into and out of businesses as result of the grass berm/ footpath widening.
- Key themes to emerge from the feedback we received were:
 - 25 people (23% of submitters) object to/ are concerned about loss of parking for businesses and off street parking for residents and visitors
 - 24 people (22% of submitters) think the design should better provide for cyclists.
 - 16 people (15% of submitters) do not support/ have raised concerns about school drop/ off changes.
 - 14 people (13% of submitters) gave feedback on the grass verge.
 - 11 people (10% of submitters) commented on the proposed footpath widening – spilt in favour and against.
 - 10 people (9% of submitters) think that the proposed crossings are too close to roundabouts.
 - 10 people (9% of submitters) voiced support the proposed new crossings.
 - 10 people (9% of submitters) have requested more crossings and/or suggested relocations.
 - 9 people (8%) support parking removal.

Outcome of consultation

As a direct result of feedback we have made the following changes to our proposal:

Carr Road

- Widening the footpath on the southern side (even property numbers) to 1.8 metres which is less than originally proposed to enable more off-street parking to be retained for businesses.
- Instead of installing a grass berm we will install wheel stoppers and judder bars between the off-street car parking and the footpath to show clearer delineation for those walking on both sides of Carr Road
- To enable more on-street car parks to be retained, we will no longer install traffic islands and instead introduce new parking spaces outside no. 30 and no. 18-28 Carr Rd. This will enable four car parks to be added.
- We are no longer proposing raised pedestrian crossings at the Carr / Hayr roundabout. Instead there will be a mix of speed calming devices used at each approach such as raised tables and speed cushions to encourage safe vehicle speeds.

Frost Road

- We will amend the all-day angled parking outside 34 Frost Road to P30 (30 minute parking zone) and convert 2 of the parking spaces to disabled parking. This encourages improved parking turnover for local businesses.
- The school bus stops will be reallocated for use as a loading zone and a bus stop so service vehicles can also use this space.
- We will remove the side islands near the Frost / Mount Albert intersection given the concern that this would create a pinch point for cyclists
- We will no longer add a centre traffic island on Frost Road outside the school but will trial the idea using temporary traffic management and assess how it is working.
- We will extend and widen the proposed shared path on Frost Road from Britton Avenue to the over-bridge on Somerset Road. This will connect with future plans for a shared path at Britton Avenue that Puketapapa Local Board are investigating and have recently consulted on.

Next steps

Auckland Transport will be in touch with schools, residents and local businesses once we have confirmed the construction timeline which we anticipate from late 2019 to early 2020. We will work closely with the community to mitigate disruption as much as possible and ensure advance notice is given.

Background

Project overview

Auckland Transport (AT) is working alongside communities in Mount Roskill to make changes to Carr Road and Frost Road to improve accessibility and safety for pedestrians.

We have consulted with the Mount Roskill community on a safer communities proposal twice in the past year to ensure pedestrian improvements are designed in partnership with the community. The two prior phases of consultation have helped us to develop detailed designs incorporating this feedback. We sought your feedback on the third and final phase.

Project objectives

The aim of the project is to improve safety for pedestrians and help ensure walking is a desirable option for people. Pedestrian surveys have backed the need for improvements to be made given the high numbers of people including school children walking on these roads. 80% of all road deaths and serious injuries occur on 50km/h local urban roads. Nearly half of those deaths and injuries involve vulnerable road users – children, the elderly, people walking and people on bikes or motorcycles. We are committed to making the roads safer for vulnerable users and these changes will help improve safety for the many pedestrians including school children walking these routes.

Activities to raise awareness

To let you know about our consultation, we:

- Posted 1763 letters and feedback forms to the project area.
- Had meetings with Mount Roskill Primary / Intermediate / Grammar Schools as well as Puketapapa Local Board.
- Set up a project webpage and an online feedback form on our website.
- Posted information on our social media channels, including Facebook, Twitter and LinkedIn.
- Distributed a media release on the 22 November 2018.
- Sent an email to a stakeholder database including local businesses we had contact with previously.
- Held one public drop-in session on 6 December 2018, 11am - 1pm, Alisha's Café, Carr Road.

Feedback sought from you

The consultation ran from 14 November to 14 December 2018. We asked for feedback on the final proposal. You could provide feedback using an online submission form (on our [Have Your Say website](#)), via email, or by completing the hard copy feedback form that was included with the consultation letter. A copy of the feedback form may be found in [Attachment 1](#) at the back of this report.

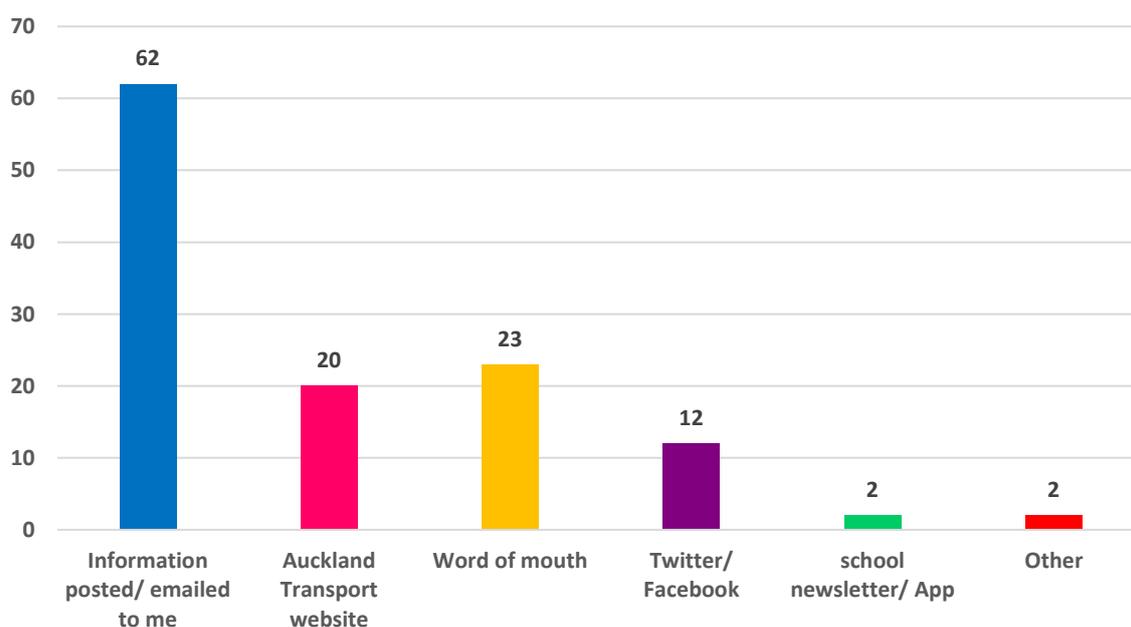
Your feedback

About you

We received feedback on the Mount Roskill Safer Communities' proposal from 110 submitters:

- 61 were completed online, 39 were submitted using the hardcopy feedback form, and 10 submissions were received by email.
- Of the 110 submitters:
 - 66 submitters (60%) live or own property in/near the project area,
 - 21 (20%) work or own a business in the area,
 - 51 (46%) walk or cycle in the area,
 - 6 (5%) have children at the local schools,
 - 5 (4%) shop in the area and 4 (3%) travel through the area/ use public transport.

How you heard about this project?



Please note: Submissions may be counted in more than once.

What you told us

Multiple answers could be given to many of the questions so the total number of responses and comments may exceed the number of submissions. Similarly, percentages should not be summed where multiple responses have been given to a question and expressed as a proportion of submitter numbers.

Overall sentiment

From all the comments we received, most of you (45%) were in support of the proposal. Most did not identify any areas where change was needed, or explicitly told us you wouldn't make any changes. Many people felt that was long overdue or much needed.

“A brilliant idea to revitalise the area and accord users the safety and improvements that is long time coming.”

“The proposed changes will help to: make the area safe for pedestrians, make the area easier to navigate for cars. Improve the appearance/ surroundings for everyone. Well done AT.”

30% of you had mixed feedback. Some suggested changes or improvements to the design or did not expressly state if you supported the proposal. The areas where you felt further consideration is required will be detailed below within each of the key themes.

“Worried about removing 39 car parking spaces from Frost Rd. The area is already full to capacity with cars parked, where are these 39 cars going to park? Can I suggest you put some more parking spaces adjacent to the motorway behind MR Grammar? to compensate for removing them from Frost Rd.”

25% of you do not support the project. This was mainly because of loss of parking for businesses and relating to concerns about vehicle access into and out of businesses.

“Please do not go ahead with changes. This needs to be put on hold until some serious and meaningful meetings are held with stakeholders - particularly businesses in the area. These changes will adversely affect businesses in the area and will make the entire area more dangerous for pedestrians.”

The following sections provide more detail of your feedback on each of the themes raised — many of which are interconnected. We have also responded to comments, questions and suggestions; our responses may be found within [our design suggestions and response table](#)

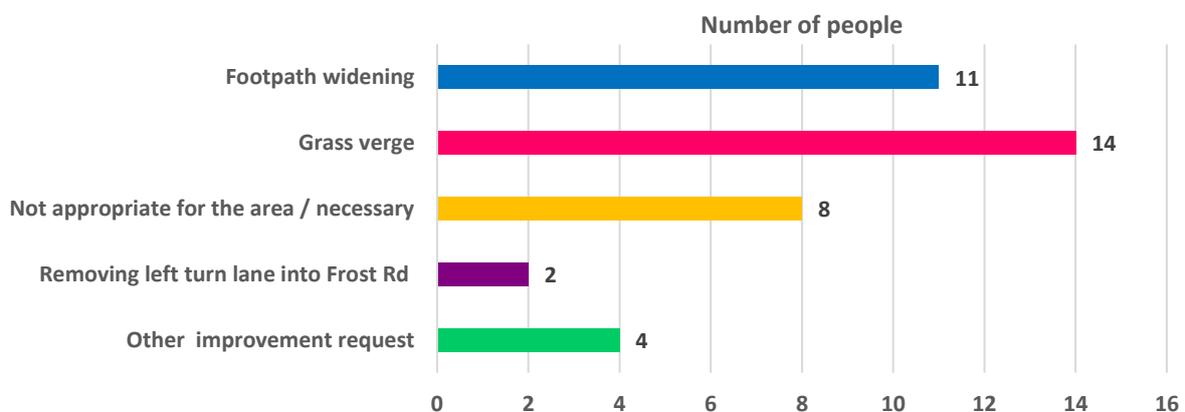
1. Carr Road

Proposed improvements on Carr Road included:

- Widening the footpaths on both sides of the road within the Auckland Transport road reserve boundary
- Creating new grass berms or low level planting to improve the delineation between property boundaries and footpaths
- Adding raised zebra crossings on multiple legs of Carr Road and Frost Road roundabout
- Combine the left turn lane on Carr Road at the Carr Road/Frost Road roundabout with the straight through lane to shorten the crossing distance
- Removing five carparks to enable the pedestrian improvements and improve visibility.

The themes to emerge from the feedback are shown in the table below. We have also responded to comments and suggestions; our responses may be found within the [design suggestions table](#).

KEY AREAS OF FEEDBACK: CARR RD PROPOSAL
(39 COMMENTS)



Please note: not all submitters gave feedback on this area. Submissions may be counted in more than one theme.

25 people objected to the proposed changes on Carr Road, mainly because of the resulting removal of car parking (both on-road and off-road as a result of the establishment of the grass berm), stating that they are essential for the survival of the businesses. Three people also voiced concerns that large truck and trailer unit deliveries and access to businesses would be adversely affected and endangers pedestrians.

Eight people also felt that the proposal is not appropriate for a light industrial area. Three of you commented that pedestrians should not be encouraged to walk here because of truck

movements, and three people also queried whether pedestrian movements on Carr Road warranted delivering the project.

“Carr Road and the lower end of Frost Road are commercial and light industrial areas and have been for many, many years. These businesses pay a very high level of rates. Their customers expect to be able to drive there either by car or commercial vehicle and park adjacent to their places of businesses. No customer would ever arrive on foot or on a bike.”

“Your proposal says 5 carparks will be lost, however we personally will be losing one staff carpark & customer carparks. This will happen to every business down the street. We are small businesses that each contribute to the economy & employ staff. This will impact the productivity of our business.”

There a mix of views on the proposed footpath widening. Eleven people commented on this topic, with roughly half in support and half objecting to the plan. Those people who disagree with the proposal questioned whether it was necessary – saying the footpath was adequately wide enough and sufficient for the volume of pedestrians – or were are concerned about the impact of vehicle access in and out of businesses, particularly truck movements. Those that support the plan felt that the existing footpath is in a very poor state and needs to be improved.

Seven people were not supportive of the new grass/planted berm/ property delineation, due to the loss of parking and impact on delivery trucks (as stated above). One person suggested that the consultation documents should be amended to quantify the exact impact of loss of private parking, and measure that alongside the 57 public parks being removed.

Nine people commented on maintenance, querying who would mow the grass. Three suggested a coloured strip might be more suitable.

“The footpaths are perfectly adequate for the volume of pedestrian traffic. Grass verges are being proposed. Who is going to keep these verges mown and tidy?”

Six people welcome the initiative, saying:

- It should be reclaimed for public amenity (3 comments)
- Will be more pleasant for pedestrians (2 comments)
- Will be safer, particularly for the numerous students walking to and from the near-by schools (1 comment)

“Carr Road delineation of property boundaries will help a lot – currently being abused and cars come around at unpredictable angles at pedestrians.”

We have responded to all comments and suggestions; our responses may be found within the [design suggestions table](#).

2. Frost Road

Three people would like to see more traffic calming on Frost Road given how busy it is and due to the number of school children using the area. One person suggested a 30km/hr zone outside the school.

Three people voiced support for the raised median, one of these people thought that there should be more median barriers and planting to further improve traffic, as well as improving environmental quality and visual amenity. One person was concerned about the median preventing customers and delivery vehicles exiting the car park at 42 Frost Rd from turning right.

One submitter queried why the loading zone was located on the school side of Frost Rd and thought it would be more appropriate on the business/shop side of the road.

“Cars speed down this street at all times of day, which is very dangerous given the number of school children about.”

2.1 School drop off and pick up

We propose trialling a new pick up/drop off location on Bremner Ave and removing the existing pick up/drop off area outside Mount Roskill schools. One of the pick-up/drop off areas outside Mount Roskill schools will change to a school bus stop.

22 people commented on this proposed arrangement. Most of these people (17) voiced some concerns.

- Ten people are concerned it would lead to double-parking/illegal parking
- Five people are concerned about where buses will park when coming to the school to collect children for field trips and that Bremner Ave may be too narrow to be suitable for buses. One person suggested that a dedicated bus zone on Frost Rd should be provided.
- Six people thought we look at the southern end of Frost Rd and Somerset Rd for new parking opportunities, as it is quieter and appears to be the space for car parking areas. Two of these people also asked that we address the illegal dumping in this area.

- Three people felt that removing the car parks would result in traffic jams
- Two people felt it could encourage parents to park in retailers car parks
- Some people felt that Bremner Ave was too far away/ inconvenient (4 comments), too narrow (2 comments), and would be a problem on wet weather days (2 comments).
- Two people felt relocating the drop off is moving the problem onto another street
- One parent felt that children should not be encouraged to walk along Carr Road as it's an industrial area.
- One person felt drop off for abled children needs to be considered, perhaps gates on the carpark drive ways for access.
- One person believes that this is positive and will encourage children to walk which would get more cars off the road.

“Have you guys seen the traffic before and after school? And see how there is no parking for people to collect their children!!! Not a good idea. Be a parent from the schools and see how you found a park!!”

“Anything that encourages walking & cycling is very good. The idea that parents need to drop children at the gate of schools needs to be seen as undesirable. Children can easily walk for 1-2 km each way & this will cause a huge drop in traffic. It needs to be safe for children to bike, walk & scoot to school. Your plans will help with this.”

We have responded to all comments and suggestions; our responses may be found within the design suggestions table.

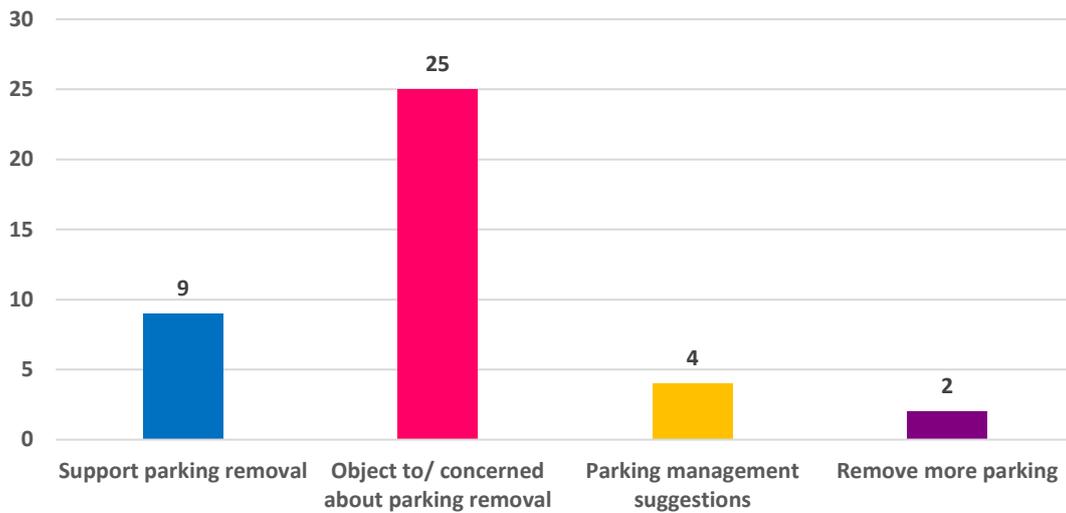
3. Parking

We proposed removing 57 public car parks to enable the pedestrian improvements and improve visibility. The proposed carpark removal locations were spread across Carr Road (5), Dornwell Road (2), Britton Road (7), Hayr Road (4) and Frost Road (39). We also proposed amending two P60 angled car parks on Frost Road (near the Carr Road roundabout) to P30 in order to improve parking turnover.

36 of you commented on parking.

The themes to emerge from the feedback are shown in the table below. We have also responded to comments and suggestions; our responses may be found within the design suggestions table.

PARKING REMOVAL



Please note: not all submitters gave feedback on this area. Submissions may be counted in more than one theme.

Nine of you welcomed the proposed parking removal, agreeing that it would improve visibility and create a safer environment for both drivers and pedestrians, and/or encourage more active modes of transport.

“I agree safety is a major issue which has not been adequately addressed for many years and I approve of the aim to improve visibility, particularly down the slope of Frost Road, where parked cars block visibility of pedestrians.”

“Removing street parking in Carr Road will be a little inconvenient but much safer, particularly for drivers as visibility will be much improved.”

25 of you are concerned about / object to parking removal and are concerned about the survival of the businesses in the area, loss of parking for local residents and their visitors.

“Why get rid of car parks. Do you not want business in that area. Should the businesses close?”

Two people requested we remove more parking; one to further improve visibility at intersections and another to facilitate rubbish collection.

Four people had parking management suggestions:

- Paid parking instead time limits to encourage turnover.
- More loading zones to support businesses.
- Move loading zone outside the school on Frost Road to the other side of the road (outside businesses).
- Create a parking area

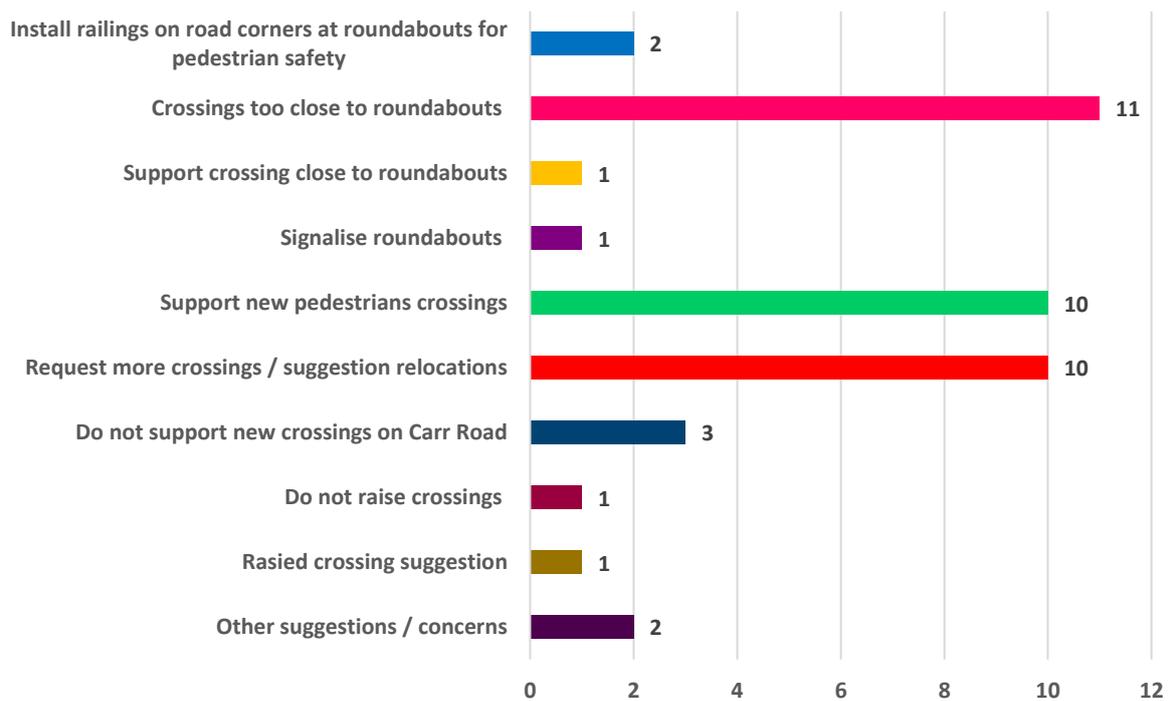
- Resident only parking zone.

4. Pedestrian amenity and pedestrian crossings

To improve safety for pedestrians and help ensure walking is a desirable option for people we are proposing installing several new pedestrian crossings – including new raised crossings and pedestrian islands - along with widening footpaths and creating a grass/planted berm along Carr Road.

We received 49 comments and/or suggestions about pedestrian amenities in the area. The themes to emerge from the feedback are shown in the table below. We have also responded to comments and suggestions; our responses may be found within the [design suggestions table](#).

Feedback about pedestrian crossings
(42 Comments)



Please note: not all submitters gave feedback on this area. Submissions may be counted in more than one theme.

Ten people voiced their support for the new crossings, particularly on Carr Road. Key reasons included:

- Cars move at high speed, which makes it difficult to cross at any point along the road (2 comments)
- There is currently nowhere safe to cross (3 comments)

- Encourage people to jay-walk less making it safer for people on foot and in cars (1 comment)

One person was concerned that the extra crossings on Frost Rd might stretch school resources by having to manage these before and after school.

“I agree with the bright & raised pedestrian crossings. For too long pedestrians have had to run across Hayr & Carr Roads due to the speeding cars.”

“I support the project. There is no pedestrian cross on Carr road. Don’t feel very safe each time to push my daughter cross the road.”

Three people do not want new crossing facilities on Carr Rd.

- One person felt they were dangerous, and another person thought that the crossings at either end of Carr Rd at the roundabouts are sufficient.
- One person thinks they will narrow the road and impede traffic flow.

11 of you commented on the positioning of crossings near the roundabouts.

- Most people (7) were concerned that it was unsafe, that drivers would be distracted and not see pedestrians in time. Several of these submitters suggested that the crossings should be positioned at least 30-50m away from a roundabout for safety. Two of you felt that that they would cause congestion, and that the crossings should be set back further to enable smoother traffic flow.
- One person supports the location of the crossings because it will assist with reducing vehicle speeds at roundabouts and another submitter felt that it might be better to signalise the intersections instead.

Two people suggested railings or fencing (without blocking visibility) on the road corners to protect pedestrians and also prevent jay-walking.

Nine people requested additional pedestrian crossings. These locations suggested were

- Opposite to Alisha's Café on Carr Rd (1).
- On Carr Rd by Mount Roskill Fresh Supermarket and Dornwell Rd. (1).
- Herd Rd (1).
- On Herd Rd by Bunnings (1).
- On all four corners of the Hayr Rd- Carr Rd intersection (3)
- At the Frost Rd - Mt Albert Rd intersection (1)
- At the Mt Albert Rd- Dornwell Ave intersection (1)

One person expressed concern about the crossing placed in front of the fast food outlet store as this might encourage students to eat fast food. Another submitter queried whether a crossing is necessary at the Clinker St/ Carr Rd intersection, and also at the Frost Rd/ Britton Ave intersection.

One person was concerned that raised crossings may damage trucks and buses, and may slow ambulances travelling from Clinker St ambulance station. Another submitter asked us

to ensure that the upstream side of all raised tables is graded strongly, i.e. 1:10, to adequately slow traffic.

We have responded to comments and suggestions; our responses may be found within the [design suggestions table](#).

5. Provision for cyclists

Four submitters are concerned that a shared path is not suitable arrangement. They felt that this arrangement was inappropriate for commuter cyclists (2) due to volumes of children using the footpaths/ around the school entrances (1). Two people felt that due to the large number of driveway crossings on Carr Road there was potential for serious collisions between vehicles and cyclists.

One person suggested that we widen northern footpath first and see if it works before undertaking work on the southern footpath. Another person suggested that the shared path be separated for safety (a line down the middle), and another submitter suggested creating a door buffer zone and raising the interfaces at driveways to lessen the potential for collision.

Three submitters like the idea of the shared path and felt that it would greatly improve the cycling experience here.

"I also like the shared path - I ride here to go to the vege shop, and the shared path will be a nice improvement."

Nine people think that a separated cycleway should be installed instead

"Separated cycleways should be present all along Carr Road. This is a busy, but very wide street. All the businesses here have their own off-street parking, and should be able to cope with losing a little bit of car parking."

Five people raised concerns about pinch points for cyclists in the designs, mostly through the use of side islands and the narrow entrances and exits at roundabouts. Most of these people provided design change suggestions to allow cyclists to negotiate the new features without having to merge in front of traffic; for example:

- Narrower concrete separator (like those used for some protected cycle lanes) or a partially mountable islands.
- Using middle-islands (also safer for pedestrians) and/or raised tables instead of side-islands,
- Avoiding signs on the road and kerb-extensions

"The planting at the red road markings at the south of Frost Rd create a terrible pinch point for cyclists riding on the road heading north, with fast moving cars coming

behind them around a curve. Very dangerous - are you nuts!? Please look at your designs and artists impressions from a cyclists point of view and tell me how safe they are and that this conforms with best practice. You really must consider cyclists you know – aren't you obliged to?!"

We have responded to all comments and suggestions; our responses may be found within the [design suggestions table](#).

6. Other matters

Information and consultation

Two people felt that not enough was done to reach people affected by the proposal, and that the consultation process was not adequate. One person commented that having both open days during the day meant not everyone could attend and that an open day in the evening would be helpful.

"I live in Mt Roskill and travel through Carr Road twice daily yet it was only due to hearing a conversation in coffee shop in Carr Rd a few weeks ago that I heard about this project. I certainly didn't see any signs in the area saying changes are planned and we want your feed back [sic]."

One person felt satisfied that feedback had been included in the final phase and that a reasonable compromise had been reached to satisfy the varied users of the area.

"Satisfied that feedback has been included in this final phase. Can't please everybody but I feel a reasonable compromise has been reached and can see where the money is being spent."

Evidence to support requirement for this project

Five people queried whether the project is necessary. They felt the number of pedestrians in the area and the fact that parents drive their children to school did not justify the requirement for the project, and asked for supporting evidence (statistics of pedestrian accidents and pedestrian survey reports).

"And secondly input sought on whether or not there is a need to change this part of the road structure. What evidence is there to support the need to change the road for safety purposes? We have been resident in the road for 26+ years and have seen very few accidents involving pedestrians."

Conversely, 50 people voiced their support for the project, many saying it was long overdue or badly needed

“A brilliant idea to revitalise the area and accord users the safety and improvements that is long time coming.”

“The proposed changes will help to: make the area safe for pedestrians, make the area easier to navigate for cars. Improve the appearance/ surroundings for everyone. Well done AT.”

We have responded to comments and suggestions; our responses may be found within the design suggestions table.

Key stakeholder submissions

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

Bike Auckland

Bike Auckland is in general support of the proposed changes, but has a number of change requests and concerns:

The use of shared paths instead of protected bike lanes is a concern, as particularly walking elderly do not appreciate bikes on footpaths - depressing walking use and making it less safe - and as school areas with lots of children walking on the shared paths also limits the usefulness of shared paths for transport cycling. The fact that existing shared paths are being linked to is in our view not an argument to retain this lesser solution.

Where shared paths are retained, please do the following:

- a) maximise their width - 3m is absolute minimum, it is not, in itself, a great width
- b) create a grass buffer between the road and the shared path for safety / door zone protection, buffer from traffic in opposite direction
- c) ensure that any driveways are graded sharply to reduce speeds of drivers crossing the path, and to ensure the path does not get "bumpy" from lots of driveways everywhere - by limiting the ramp to the first 1m or so (1:10 gradient, same as the raised tables), the rear 2m at least can be at continuous levels.

We strongly support all the proposed raised crossings. These will also assist with reducing the roundabout speeds. Please ensure that the upstream side of all raised tables is graded strongly, i.e. 1:10, to get good, consistent slow-down of traffic.

We support the proposed parking removal to implement the schemes. We support the proposed raised median islands to prevent right turns.

We oppose the "side island threshold" at the ends of the Frost Road scheme. These should be raised crossings instead (or simply a speed table) - the side islands themselves have limited speed effect but create safety risks for people on bikes on road.

On Carr Road, the reshaping of driveways should ensure (as discussed for shared paths above) that there is a less undulating footpath.

We are also concerned that no bikeways are proposed on Carr Road at all, not even a shared path.

We would like to see Frost Road around the schools be a permanent 30 kph zone.

Auckland Grey Power Association

“The congestion around the schools with parents dropping kids off makes this area one to avoid at peak school times, but with busy trucks delivering to businesses it is also very stressful to drive through the area. This means unless it is Sunday morning I would not take cycle groups down there, or even ride myself.”

Walk Auckland

“Is there room for a cycleway as they will cycle on the footpaths which is illegal.”

Design suggestions and our responses

Below is a summary of all design suggestions and concerns you raised in your feedback. We have also provided responses to key questions and issues you have raised in this phase of feedback.

Feedback suggestions	AT response
1. Carr Road	
Project not appropriate for Carr Road / necessary	
<ul style="list-style-type: none"> • Number of pedestrians on Carr Rd does not justify/warrant expenditure and resulting impact on businesses • Light industrial area not appropriate environment to encourage pedestrians • Prioritise vehicle movement, customer access and deliveries • Should be shared path (road unsafe for cyclists) 	<p>From our previous engagement with the community and the schools, there were concerns regarding lack of crossing facilities for pedestrians on Carr Road. Our observations also noted that children were seen having difficulty crossing Carr Road.</p> <p>In addition, concerns were raised regarding vehicles parking on and blocking the footpath along Carr Road.</p> <p>Our pedestrian surveys have recorded high numbers of people walking (between 150 to 200) on Carr Road during the morning and afternoon peaks. Most of the pedestrians are unaccommodated children walking to school.</p> <p>We are not able to restrict where pedestrians chose to walk to their destination. The aim of the project is to make it safe for people to walk to their destination.</p> <p>Vehicle movements including customer access and deliveries will be maintained on Carr Road.</p> <p>A shared path along Carr Road was previously considered, however due to the number of driveways and heavy vehicles travelling on Carr Road it is not possible to make it safe for cyclists to travel along</p>

Feedback suggestions	AT response
	<p>the shared path. We are hence no longer proposing a shared path on Carr Rd.</p> <p>Cyclists travelling between Hillsborough Road and Frost Road are encouraged to use the proposed Local Broad greenway running along Britton Ave, Dornwell Rd, Clinker St and Haughey Ave. This has recently been consulted on.</p>
Footpath widening	
<ul style="list-style-type: none"> • Unnecessary; sufficiently wide; how will this improve safety, adequate for the volume of pedestrian traffic. • Needs improving: the existing footpath is in a very poor state and needs to be improved, including vehicle crossings • Narrows road/Impact access/ deliveries to businesses, particularly large trucks • South side widening is major exercise - widen north side only and see how that works first. 	<p>The width of the road (kerb to kerb) will remain the same. Access to businesses including large truck access will be maintained.</p> <p>Thank you for your suggestion. We agree with the suggestion to widen the footpath on the northern side only and have since changed the proposal accordingly. The footpath on the southern side will be widened to 1.8m to meet standard practice. The footpath along the northern side will be widened up to the property boundaries. This change will minimise the reallocation of encroaching off-street parking spaces to a total of 8 spaces along the northern side. Encroaching off-street parking spaces along the southern side of Carr Road are not expected to be affected.</p> <p>On both sides of Carr road a low stand up kerb will be constructed between the footpath and the businesses to provide better delineation and keep the pedestrian path cleared of parked vehicles.</p>
Creating grass/ planted verge	

Feedback suggestions	AT response
<ul style="list-style-type: none"> Business will lose staff and customer car parking Adversely affect large truck/ trailer units deliveries and access to businesses Amend the consultation documents to quantify the exact impact of loss of private parking, and measure that alongside the 57 public parks being removed. Waste of time and money. Will not be maintained; will become muddy in winter due to having to be driven on in order to get in and out of what parking will be left. Not safe to mow Grass high maintenance, suggest - delineation by coloured strip or similar Will narrow the footpath; make all concrete instead; wider for more users 	<p>After minor changes to the proposal we were able to lower number of on-street parking removal to 48 parking spaces. We have assessed the number of off-street parking spaces affected and identified that 9 spaces will be affected. The total number of proposed parking removal is 57 spaces in the area. Our parking surveys show that parking availability in the area is still sufficient to meet current demand after removing the proposed 57 parking spaces.</p> <p>AT understands that there is concern regarding losing the encroaching off-street parking spaces along the southern side of Carr Road. Taking these comments on board, we have altered the proposal to minimise the widening along the southern side to 1.8m only. Businesses will currently be able to retain the encroaching off street parking spaces. The footpath on the northern side of Carr Road will be widened up to the property boundaries as there is a smaller number of parking encroachment issues on the northern side.</p> <p>Taking the comment regarding the grass berm on broad, the proposed grass berm has been removed from the proposal.</p> <p>On both sides of Carr road, wheel stoppers and judder bars will be installed between the footpath and the businesses to provide better delineation and keep the pedestrian path cleared of parked vehicles</p>
Object to removal of left turn lane into Frost Rd	
<ul style="list-style-type: none"> Will cause congestion Make it difficult for larger vehicles to turn 	<p>Our investigation shows that the new roundabout layout will create an average 20 second and 40 second delay per vehicle in the morning and afternoon peaks respectively.</p>

Feedback suggestions	AT response
	<p>Combining the left turn lane is required to shorten the crossing distance for pedestrians at the roundabout and improve visibility for pedestrians.</p> <p>We will ensure that heavy vehicle movements are maintained at the roundabout.</p>
Other requested improvements	
<ul style="list-style-type: none"> • Install more traffic calming measures due to the number of school children in the area. • Provision for disabled access • Can accessibility/ access be improved into: <ul style="list-style-type: none"> ○ The supermarket across from Dornwell Road ○ At Bunnings 	<p>As part of the proposal we are proposing to install two new disabled parking spaces at the corner of Carr Rd/Frost Rd roundabout.</p> <p>Due to the high number of heavy vehicles on Carr Road and relatively less crossing demand compared to Frost Road, it is proposed to only install raised zebra crossings where surveys show pedestrians are currently crossing regularly.</p> <p>The section of Carr Rd outside Bunnings is not within the scope of this project.</p>
2. Frost Road	
Traffic calming	
<ul style="list-style-type: none"> • More traffic calming needed due to volume of children and traffic in area • Create a 30km/hr zone outside the school. 	<p>We are now proposing to install five new speed tables on Frost Road to lower the average vehicle speed on Frost Road to create a safer environment for pedestrians.</p> <p>The speed calming devices will bring the average speed down to a safe and appropriate level and therefore changing the speed limit is not required.</p>

Feedback suggestions	AT response
Raised median	
<ul style="list-style-type: none"> Will prevent customers and delivery vehicles from turning right when exiting 42 Frost Rd. 	<p>We have taken this feedback on board and have altered the proposal accordingly. We will be shortening the median island to ensure vehicles are able to turn right when existing 42 Frost Road.</p>
Loading zone	
<ul style="list-style-type: none"> Relocate loading zone from school side road to the business side of the road. 	<p>Unfortunately, due to limited space on the eastern side of Frost Road, it is not possible to provide a loading zone on the business side.</p>
3. School drop off and pick up	
Congestion	
<ul style="list-style-type: none"> Will result in traffic jams, double-parking/illegal parking, encourage parents to park in retailers car parks Moves congestion onto another street 	<p>The pick-up and drop off areas outside Mt Roskill schools will be removed temporary as part of the Safe School Street Pilot.</p> <p>We have had meetings with Mount Roskill Primary / Intermediate schools to discuss starting park and walk zones. We will continue to engage with the schools and parent community as we trial these from late 2019.</p> <p>It is important to note that this is a trial and not a permanent infrastructure change, we will monitor and evaluate the changes and make refinements when and where necessary. An independent review and evaluation of any interventions implemented will be done as part of the Safe School Street Pilot. During the trial, our Community Transport Team will be working with the schools and</p>

Feedback suggestions	AT response
	<p>parents to encourage walking school bus and park and walk initiatives.</p> <p>The aim of the Safe School Street Pilot is to relieve congestion outside the schools, encourage positive behaviour change around parking choices and increase active modes especially at locations like Frost Road where there is a high number of heavy truck movements.</p>
Bremner Ave not suitable	
<ul style="list-style-type: none"> • Too far away/ inconvenient / problem on wet weather days • Too narrow 	<p>The path on Bremner Ave goes through the John Moore Reserve and is less than 5 minutes' walk to the schools from Bremner Avenue. This is considered a reasonable distance for pedestrians to walk.</p> <p>The John Moore Reserve also provides a safe place for students to wait for pick up minimising conflict with heavy vehicles.</p>
Bus parking	
<ul style="list-style-type: none"> • Where buses will park when collecting children for field trips. • Bremner Ave appears to narrow to be suitable for buses. • Provide dedicated bus zone on Frost Rd as alternative. 	<p>It is proposed to convert one of the pick up/drop off areas opposite to no. 44 Frost Road into a loading zone for both buses and delivery trucks to use.</p>
Access for differently abled children	
<ul style="list-style-type: none"> • Drop off needed close to school for differently abled children, gates on the carpark drive ways for access 	<p>This feedback will be forward to the schools for their consideration.</p>

Feedback suggestions	AT response
Provide parking on Somerset Rd	
<ul style="list-style-type: none"> • Create parking area/ drop off car park southern on Somerset Road • Address the illegal dumping in this area. 	<p>The aim of the project is to improve safety for people walking and improve connectivity between major destinations to encourage more walking trips within the community. Creating new parking is outside the scope of this project.</p> <p>We will refer the illegal dumping issue to Auckland Council.</p>
Other	
<ul style="list-style-type: none"> • Children should not be encourage to walk along Carr Road as it's an industrial area. • 	<p>Our pedestrian survey shows that there is already heavy pedestrian demand on Carr Road, therefore it is important that we ensure safe pedestrian facilities are provided on pedestrian routes.</p>
4. Parking (all areas)	
Retain parking	
<ul style="list-style-type: none"> • Essential to the survival of the businesses • Needed for residents and visitors 	<p>The proposed parking removal is required for the proposed crossing facilities and to provide adequate inter-visibility between pedestrians and motorists.</p> <p>After minor changes to the proposal we were able to lower number of on-street parking removal to 48 parking spaces. We also assess the number of off-street parking spaces affected and identified that 9 spaces will be affected. The total number of proposed parking removal is 57 spaces in the area. Our parking surveys show that parking availability in the area is still sufficient to meet current demand after removing the proposed 57 parking spaces.</p>

Feedback suggestions	AT response
	<p>After considering all the consultation feedback, we have altered the proposal to widen the footpath on the northern side and do minor widening on the southern side to minimise the number of off-street parking loss to businesses on Carr Road.</p> <p>The total number of parking spaces to be removed to enable safer walking facilities will be 57 spaces including both on-street and off-street parking spaces.</p>
Parking management	
<ul style="list-style-type: none"> • Parking should be managed with fees not time limits to encourage turnover. • Install more loading zones to support businesses • Move loading zone outside the school on Frost road to the other side of the road (outside businesses) • Protect parking for residents ('like in St Mary's Bay'). 	<p>Paid parking is one of the tools that could be considered in the area as well as time restricted parking. We will monitor the parking demand in the area as part of the Safe School Street Pilot and consider other parking initiatives as necessary.</p> <p>Thank you for your feedback. We are proposing to convert the proposed bus stop opposite to no. 44 Frost Road into a loading zone so that both buses and delivery trucks are able to use the space.</p> <p>We have considered installing a loading zone on the eastern side of Frost Road, however there is not enough space on the eastern side to provide a loading zone.</p> <p>After minor changes to the proposal we were able to lower number of on-street parking removal to 48 parking spaces. We also assess the number of off-street parking spaces affected and identified that 9 spaces will be affected. The total number of proposed parking removal is 57 spaces in the area. Our parking surveys show that parking availability in the area is still sufficient to meet current demand after removing the proposed 57 parking spaces.</p>

Feedback suggestions	AT response
Other parking suggestions	
<ul style="list-style-type: none"> Remove parking space outside 16 Britton Ave (parked cars impair rubbish collection) Remove parking near pedestrian crossing and T inter sections as they obscure visibility 	<p>Removing parking for rubbish collection is not part of the scope for this project.</p> <p>We will ensure that adequate visibility is provided at all new crossing facilities.</p>
5. Pedestrian crossings and amenities (all areas)	
Crossing located too close to roundabouts	
<ul style="list-style-type: none"> Will cause congestion Is unsafe; cars not looking for pedestrians/ attention diverted to looking for other vehicles <p>Suggestions</p> <ul style="list-style-type: none"> Signalise instead Should be set back from roundabouts (at least 30/50m) Install bumpers on approach to roundabouts to slow cars 	<p>The new crossings on at the Frost Rd/Carr Rd roundabout are one car length from the limit line, this will ensure drivers can concentrate on the roundabout and doesn't block the proposed zebra crossings.</p> <p>The proposed crossing facilities are along existing pedestrian desire lines, i.e. locations where pedestrians are already crossing. All the new crossing facilities will be on a raised table to help lower the operating speed in the area to make it safer for pedestrians.</p> <p>Setting the crossings back 30/50m away from the roundabout is not preferred as will allow vehicles to pick up speed when approaching the roundabout making it less safe for pedestrians who are crossing here anyway.</p> <p>Signalising the intersections of Frost Rd/Carr Rd and Carr Rd/Hayr Rd have been considered, however in general a roundabout will encourage a slower speed when motorists travel through an intersection therefore keeping the existing roundabouts is preferred.</p>

Feedback suggestions	AT response
	<p>Signalised pedestrian crossings can also provide a lower level of priority for pedestrians and usually generate more delay to traffic flow when placed mid-block. Traffic signals are therefore not the most appropriate crossing facility based on current traffic conditions and demands in this area.</p>
Pedestrian islands	
<ul style="list-style-type: none"> • Are dangerous • will narrow the road and impede traffic flow 	<p>All the proposed pedestrian crossings will be installed on a raised table to lower the speed at locations where pedestrians cross to provide a safe environment for all road users.</p> <p>Vehicle tracking checks will be carried out to ensure deliveries and heavy vehicles are able to access the area.</p>
Install more crossings/ comments about crossing locations	
<p>On Carr Rd:</p> <ul style="list-style-type: none"> • Opposite to Alisha's café • By Mount Roskill Fresh Supermarket and Dornwell Rd. • On all four sides of the Carr Rd / Hayr Rd roundabout <p>Other location (outside of scope)</p> <ul style="list-style-type: none"> • Herd Rd / to Bunnings • Intersection of Frost and Mt Albert Rd's (suggestion was refuge) • Intersection of Mt Albert Rd and Dornwell Rd. <p>Relocate/ remove</p>	<p>Due to physical constraints it is not possible to provide a crossing facility on Carr Road opposite Alisha's Café.</p> <p>Our pedestrian survey shows that there is minimal crossing demand directly outside Mount Roskill Fresh Supermarket. Pedestrians will be able to use the proposed crossing just west of Dornwell Road.</p> <p>We have investigated the feasibility of installing new crossing facilities on all four corners of Carr Rd/Hayr Rd roundabout, unfortunately due to physical constraints it is not feasible to install crossing facilities on all arms of the roundabout. It is proposed to install speed tables/speed cushions on all four approaches to lower</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> Do not locate in front of fast food store. Are crossings necessary at the Clinker Rd/ Carr Rd intersection, and at the Frost Rd/ Britton Ave intersection? Refuges on Carr Rd not necessary; crossings at either end of Carr Rd are sufficient. 	<p>the speed of approaching traffic to provide a safer environment for pedestrians.</p> <p>Herd Rd where Mount Roskill Bunnings is located is outside the scope of this project. We will refer this request to our Traffic Engineering Team for their consideration.</p> <p>We are currently investigating the intersections of Frost Rd/Mt Albert Rd and Mt Albert Rd/Dornwell Rd. We will be carrying out external consultation on the proposed treatments in the near future.</p> <p>All the new crossing facilities are located on existing pedestrian desire lines, i.e. location where pedestrians are already crossing. Our pedestrian survey recorded a number of pedestrians crossing Carr Road outside the fast food store throughout the day.</p> <p>Crossing facilities are proposed at the intersections of Clinker Rd/Carr Rd and Frost Rd/Britton Ave as our pedestrian survey shows a high number of students crossing the two intersections.</p>
Raised crossings	
<p>Concerns</p> <ul style="list-style-type: none"> May damage the trucks and buses Could slow ambulances travelling from Clinker Road Station. <p>Suggestions</p> <ul style="list-style-type: none"> Ensure that the upstream side of all raised tables is graded strongly, i.e. 1:10, to adequately slow traffic 	<p>All the proposed raised tables are designed to current industrial standards and we have also consulted with our internal AT Metro team as well as Heavy Haulage Association.</p> <p>While the zebra crossing may cause delay to ambulances, the delay is not expected to be substantial.</p> <p>All the new proposed speed tables will have an approach ramps (upstream) at 1:10 gradient.</p>
Other issues you raised about crossings	

Feedback suggestions	AT response
<ul style="list-style-type: none"> Ensure the safe zones around the pedestrian crossing at 42 Frost Rd does not impede the turning of trucks out of the driveways. 	<p>We have modified the proposed traffic island outside no. 42 Frost Road to ensure trucks are able to exit the driveways.</p>
6. Provisions for people on bikes	
Shared path	
<ul style="list-style-type: none"> Not appropriate for commuter cyclists Too busy with school children, especially around the school entrances. Hazardous due to number of driveway crossings Suggestions for improvement: <ul style="list-style-type: none"> Widen north side of Carr Rd footpath first and see if it works. Separate pedestrians and cyclists on the shared path Maximise the width - 3m minimum Create a grass buffer as door zone protection/ buffer from traffic Grade driveways sharply to reduce speeds of drivers crossing the path Ensure the path does is not "bumpy" from lots of driveways by limiting the ramp to the first 1m or so (1:10 gradient, same as the raised tables), the rear 2m at least can be at continuous levels. Make sure the shared paths are continuous and link to other/ future potential shared path network. 	<p>Commuter cyclists are encouraged to use the proposed Local Board Greenway connecting Hillsborough Rd and Frost Rd running along Britton Ave, Dornwell Rd, Clinker St and Haughey Ave. This has recently been consulted on.</p> <p>Speed calming devices are proposed on Frost Rd to lower the operating speed to a safe and appropriate speed for cyclists and vehicles to share the road.</p> <p>The proposed shared path on Frost Road will provide a linkage to the new Local Broad greenway on Britton Ave.</p> <p>The proposed shared path will be 3m wide where possible.</p> <p>Due to limited space it is not feasible to create a grass berm between the kerb and shared path.</p> <p>On Frost Road there will be a grass berm between property vehicle accesses and the shared path to minimise the risk of conflict between vehicles exiting driveways and cyclists travelling on the shared path.</p> <p>Any driveway reconstruction will be done as per current Auckland Transport Code of Practice standard with the kerb profile that will slow down vehicles turning into and out of driveways.</p>

Feedback suggestions	AT response
	<p>The proposed shared path on Frost Rd will be extended to connect with the existing overbridge on Somerset Road and the proposed Local Board greenway on Britton Ave.</p>
Dedicated cycleway	
<ul style="list-style-type: none"> • Install separated cycleways instead 	<p>A separated cycleway on Carr and Frost Road would require a lot more on-street parking removal. Feedback from local businesses and our parking surveys confirmed that there is high parking demand in the area and it is important to ensure that sufficient number of parking spaces are maintained.</p> <p>The Puketapapa Local Board is investigating a new greenway between Frost Rd and Hillborough Rd through Haughey Ave, Clinker St, Dornwell Rd and Britton Ave. Cyclists will be encouraged to use the new greenway cycling facility. This has recently been consulted on.</p>
Pinch points for cyclists	
<ul style="list-style-type: none"> • Side islands and narrow entrances and exits at roundabouts create pinch points • Suggest: <ul style="list-style-type: none"> ○ Narrower concrete separator (like those used for some protected cycle lanes) or partially mountable islands ○ Middle-islands (also safer for pedestrians) and/or raised tables instead of side-islands ○ Avoid signs on the road and curb-extensions 	<p>As a direct result of feedback we have decided to remove the proposed side islands on Frost Road adjacent to Frost Rd/Mt Albert Rd intersection to remove the potential pinch points.</p> <p>The proposed side islands on Carr Road are not considered a pinch points as currently there is high parking demand along Carr Road requiring cyclists to share the traffic lane with motorists.</p> <p>All the proposed new crossings at the Carr Rd/Frost Rd roundabout will be installed on a speed table, this will lower the operating speed</p>

Feedback suggestions	AT response
	<p>at the intersection to a safe speed for cyclists and motorists to share the road safely.</p> <p>Middle-islands are proposed where feasible.</p> <p>All new proposed pedestrian crossings will be on a raised table.</p>
Other suggestions / questions – cycling infrastructure	
<ul style="list-style-type: none"> • From the Britton Ave cycle way, extend through the walkway to Clinker St to moves cycle traffic away from busy industrial area to only a small part of Carr Rd. • I can't figure out the shared path on Frost Road connecting with Britton Ave – where can I get information? 	<p>The proposed Local Board greenway will run along Britton Ave, Dornwell Rd, Clinker St and Haughey Ave connecting Frost Road to Hillsborough Road and provide cyclists an alternative route from Carr Road. Cyclists currently using Carr Rd will be encouraged to use the new Local Board greenway. This has recently been consulted on.</p> <p>The proposed shared path will be running along the western side of Frost Road between the pedestrian/cyclist motorway over-bridge on the southern end of Frost Rd/Somerset Rd up to 23 Frost Rd. At 23 Frost Rd a new raised zebra crossing will be provided for cyclists/ pedestrians to cross over to the eastern side of the Frost Rd and the shared path will continue up to Britton Ave on the eastern side.</p>
7. Questions / observations and issues you have raised	
Consultation	
<ul style="list-style-type: none"> • Not enough was done to reach people affected by the proposal • Consultation process was not adequate. 	<p>We have carried out three phases of consultation to understand concerns and gather feedback from the local community before making any decisions. Local knowledge is important to us and helps</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> Open days should be in the evening as well so people who work can attend. 	<p>improve the outcome of our projects. Often, we make changes to proposals as a result.</p> <p>The first phase of consultation was to identify local issues regarding road safety and the second was to get feedback on conceptual changes. The consultation last year ran from 14 November to 14 December and was the third phase of consultation requesting feedback on the more detailed changes proposed. Letters and feedback forms were sent out to a wide area to encourage businesses and residents to have their say. Meetings with the schools and Local Board were carried out and we held a public drop in session for the community to speak to the project team directly. The consultation was also advertised on our social media pages and had a dedicated project page on the website including a survey link to receive feedback.</p> <p>Thank you for your feedback we can consider an evening drop-in session in the future.</p>
Budget	
<p><i>“There appears to be no pre-determined financial budget for this project. I asked two AT staff members at Alesha’s café what the budget was that had been allocated. In both cases it was described as being set after the proposals had been confirmed and then sent for tender pricing. In a commercial environment that would be entirely unacceptable. We find it poor governance that the local community board appears able to embark on a project such as this without understanding either priorities or constraints. If indeed there is a firm maximum budget I would be interested to receive that correction.”</i></p>	<p>The budget of the project is dependent on the proposed improvements that could only be finalised after consultation with the public. We have carried out three rounds of engagements as part of the proposal and the designs have changed significantly between engagements. Once treatments have been finalised, a cost estimate will be prepared as part of a funding application to demonstrate the benefit of the proposal.</p>
Evidence to support need for project	

Feedback suggestions	AT response
<ul style="list-style-type: none"> Provide evidence to support need for safety improvements; statistics of pedestrian accidents and pedestrian survey reports. People drive their children to school, they don't walk. 	<p>Fortunately, there has been no reported pedestrian crashes on Carr Road or Frost Rd in the last 5 years. The aim of the Safer Communities project is to proactively improve pedestrian connectivity and safety along pedestrian routes. During our previous engagements with local residents, Puketapapa Local Board and the schools they have all raised concerns regarding safety of pedestrians in the area.</p> <p>Our pedestrian surveys recorded 139 and 185 pedestrians on Carr Road between 8am to 9am and 2.45pm to 3.45pm respectively.</p> <p>Our pedestrian surveys recorded 160 and 253 pedestrians on Frost Road between 8am to 9am and 2.45pm to 3.45pm respectively.</p>
<ul style="list-style-type: none"> Evidence that removing car parking will improve safety 	<p>The majority of parking removal is for the new proposed pedestrian crossings and to provide adequate visibility between pedestrians and vehicles at the proposed crossings.</p> <p>The pickup and drop off areas outside Mt Roskill schools will be removed temporary as part of the Safe School Street Pilot. It is important to note that this is a trial and not a permanent infrastructure change, we will monitor and evaluate the changes and make refinements when necessary. An independent review and evaluation of any interventions implemented will be done as part of the Safe School Street Pilot. During the trial our Community Transport Team will be working with the schools and parents to encourage walking school bus and park and walk initiatives.</p>
<p>Managing impact on businesses / compensation</p>	

Feedback suggestions	AT response
<ul style="list-style-type: none"> • What efforts will you go to, to ensure that disruption does not harm businesses • What legal assurances are there that business will not be affected for a longer period of time than you have stated the works will take, and what compensation are people entitled to for any resulting sales damage 	<p>As mentioned above, the removal of the pick up/drop off area will be carried out as a trial as part of the Safe School Street Pilot.</p> <p>During construction of the proposed improvements on Carr Road and Frost Road, our Project Management will develop a Traffic Management Plan to minimise disruption in the area.</p> <p>One the funding application is confirmed we will liaise with Local Board, Community and Businesses to discuss construction timeframes.</p>
Bremner Ave	
<ul style="list-style-type: none"> • Please provide a graphic to show the bus drop off in Bremner Ave for buses, how will this arrangement work on this narrow street 	<p>Bremner Ave is not proposed to be used by school buses. School buses will be able to use the proposed loading zone on Frost Rd, opposite to no. 44 Frost Road.</p>
Hayr Road	
<ul style="list-style-type: none"> • How far up Hayr Rd - right side up from intersection -will the broken yellow lines be? (They are necessary prevent cars parking near the intersection) 	<p>Currently we not looking to install new broken yellow lines on Hayr Road.</p>
<ul style="list-style-type: none"> • Left turn left into Hayr Rd from Carr Rd is difficult because there is a power pole where a left turning lane should be. 	<p>We have undertaken vehicle tracking checks at the roundabout and didn't identify conflict with the existing power pole.</p>
<ul style="list-style-type: none"> • Reduce cars speeding on Hayr Rd, suggest: 50km/hr signs to remind people, speed camera. 	<p>The length of Hayr Road is not within the scope of this project. However, the proposal will naturally reduce the average vehicle speeds at the Hayr Rd/Carr Rd roundabout.</p>
Driver/ pedestrian behaviour	

Feedback suggestions	AT response
<ul style="list-style-type: none"> Prevalence of jay walking in the area, police/ ticket people 	By installing new raised zebra crossings along pedestrian desire lines, this will encourage pedestrians to cross at designated locations. Our Community Transport Team will also be working with the Mount Roskill schools to educate and promote the use of the new crossing facilities.
<ul style="list-style-type: none"> From my time on Auckland Roads anecdotally motorcyclists can do crazy things- so some education here may be necessary. 	Our Community Transport Team constantly runs safety campaigns for all types of road users including motorcycle safety.
<ul style="list-style-type: none"> People ignore the left hand only turn from Dornwell Rd into Mt Albert Rd 	We are currently investigating the intersection of Dornwell Rd/Mt Albert Rd and will be taking this concern into consideration.
<ul style="list-style-type: none"> Car park on the short kerb between 21 and 21A, blocking access into the driveways. 	We will pass this feedback to our Traffic Engineering team for consideration.
Improvements - other areas	
<ul style="list-style-type: none"> Khyber Pass/ Kingdom Street (Newmarket) intersection is dangerous 	There has been four reported pedestrian crashes at the intersection in the last 5 years related to pedestrians trying to cross Khyber Pass Road. Auckland Transport is currently installing a new signalised pedestrian crossing close to the intersection to help pedestrians to cross Khyber Pass Road safely.
<ul style="list-style-type: none"> Footpaths on Dornwell Rd need replacing 	We will pass this feedback to our Maintenance Team for their investigation.
<ul style="list-style-type: none"> Fix the footpath on Britton Ave, outside number 21, the gap in the kerb does not line up with the driveway and we also often have 	We will pass this feedback to our Maintenance Team for their investigation.
Hayr Rd- Carr Rd intersection	
<p><i>"Years ago we were in consultation with AT when the Hayr Road over-bridge and S20 motorway project was done and this very same issue was reviewed. It was decided at the time by AT that the corner area was to remain as is for articulated</i></p>	We have reviewed the proposal and confirmed that there will be minor changes to the layout at the corner. The changes include maintaining a 1.8m footpath width and a physical kerb to separate

Feedback suggestions	AT response
<p><i>trucks onto the site rather than remove part of the building (and compensate Bovado Properties) for changes to the road and sidewalks. Both AT and Bovado Properties did extensive traffic reports at the time to support this decision. The proposed new changes as outlined by AT will mean this decision is over-ridden now. As this is a proposal at this stage it may mean the 8-10 Carr Road site turning circle into the property will largely be unaffected. However, we will need to see more detailed plans to this effect”.</i></p>	<p>the footpath with the circulation lanes at the south western corner of the Hayr Rd/Carr Rd intersection.</p> <p>It is not believed the above changes will affect the operation of articulated trucks servicing property no. 8-10 Carr Road. Please refer to our website for the update drawings and feel free to contact us if you have further concerns.</p>
<p>Cycling</p>	
<ul style="list-style-type: none"> • Why are cycling lanes being put on Britton Ave and where can I find information about this project? 	<p>The proposed greenway on Britton Ave is a Puketapapa Local Board project, this has recently been consulted on.</p>
<ul style="list-style-type: none"> • Is there a ramp for cyclists heading south on Frost Rd to exit the shared path at the pedestrian crossing and return to the road? 	<p>We will take this into consideration when carrying out detailed design.</p>
<p>Place making</p>	
<ul style="list-style-type: none"> • More space activation/ planting so people can enjoy walking. • Provide seating/tables for students on Wilson Corner. 	<p>We will investigate the opportunity to provide landscaping and plantings in the project area.</p>
<p>Public transport</p>	
<p><i>I am not sure if this is included in this current consultation, however crossing Hayr Road at peak evening times after getting off at the bus stops up the hill can be difficult. Could the bus stop on the east side of the road be moved down the hill where the road is wider?</i></p>	<p>This is outside the project area of this proposal, however as part of the Local Board Greenway proposal to link Hillsborough Rd with Frost Road it is proposed to upgrade the existing refuge island outside 48 Hayr Rd into a raised zebra crossing. We will get the team to consider moving the bus stop on the eastern side to south of the refuge island.</p>

Feedback suggestions	AT response
<i>In the recent bus route changes, wasn't a new bus route routed down on Carr Road/ Frost Road/ Somerset Road? If safety of vulnerable users is an issue why was this done? It is a contradictory decision</i>	Part of the proposal is to provide a safe crossing facility linking bus stops, the Mt Roskill schools and local businesses to encourage the use of bus services.
Reduce speed limit	
<ul style="list-style-type: none"> • Reduce the speed limit to 30km/hr in the area 	The proposed improvements will lower the average vehicle speed in the area and therefore a speed limit change is not required.
Signage and road marking	
<ul style="list-style-type: none"> • Trim trees obscuring signs • Apply road markings to signify traffic lights, roundabout, pedestrian crossings approaching. • Pedestrian flash lights on the road • White lines on the road are hard to see in wet weather/ if there is glare. Cat's eye/ reflectors are also missing in most places 	We will take these suggestions into account during our detailed design phase.
Stormwater	
	Upgrading the stormwater system is not part of this project, however we will ensure that the proposal doesn't introduce any stormwater issues.

Attachment 1: Feedback Form

Feedback form

Mount Roskill – Safer Communities



Please complete this freepost form and return it to us by **Friday 14 December 2018**.

Alternatively, you can provide feedback online at AT.govt.nz/haveyoursay

If you have difficulty completing the form, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

If your comment relates to a specific location, please be sure to state where. You are welcome to attach additional pages (or feedback online) if you need more space to provide feedback.

Do you have any feedback on these proposed changes?

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PERSONAL INFORMATION

Name

Business/Organisation

Street address

Suburb

City/Town Post code

Email address Phone number

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

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

What best describes your interest in this proposal?

(please tick all that apply)

- I live or own property in Mount Roskill
- I work or own a business in Mount Roskill
- I walk or cycle in Mount Roskill
- Other *(please specify)*

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How did you first hear about this project?

(please tick all that apply)

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

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