

# Your feedback on Mount Roskill

## Britton Avenue to Monte Cecilia Park cycling and walking improvements



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## Summary

Auckland Transport (AT) sought public feedback on the Mount Roskill project – Britton Avenue to Monte Cecilia Park cycling and walking improvements.

We consulted on the proposed walking and cycling improvements from Monday 1 July to Friday 26 July 2019. In total, 36 feedback responses were received: 24 via the online survey and 12 by freepost feedback forms.

Submitters were asked;

- Do you have any issues or suggested changes regarding the specific measures used and/or locations of the measures?
- Do you have any other comments or suggestions on improving walking and cycling connections in Mount Roskill?

### **As a result of the feedback received on the proposal AT:**

- Will make minor adjustments to the positions of the speed humps/side islands.
- Acknowledge the request for fewer speed humps. However, this suggestion cannot be accommodated in this instance because the speed humps need to be a certain distance apart to be effective in speed calming.
- Acknowledge the request for a wider footpath leading from the laneway to the raised crossing on Hayr Rd and note that this is already part of the proposed design.

## Next Steps

The next steps to be taken following this feedback report is are:

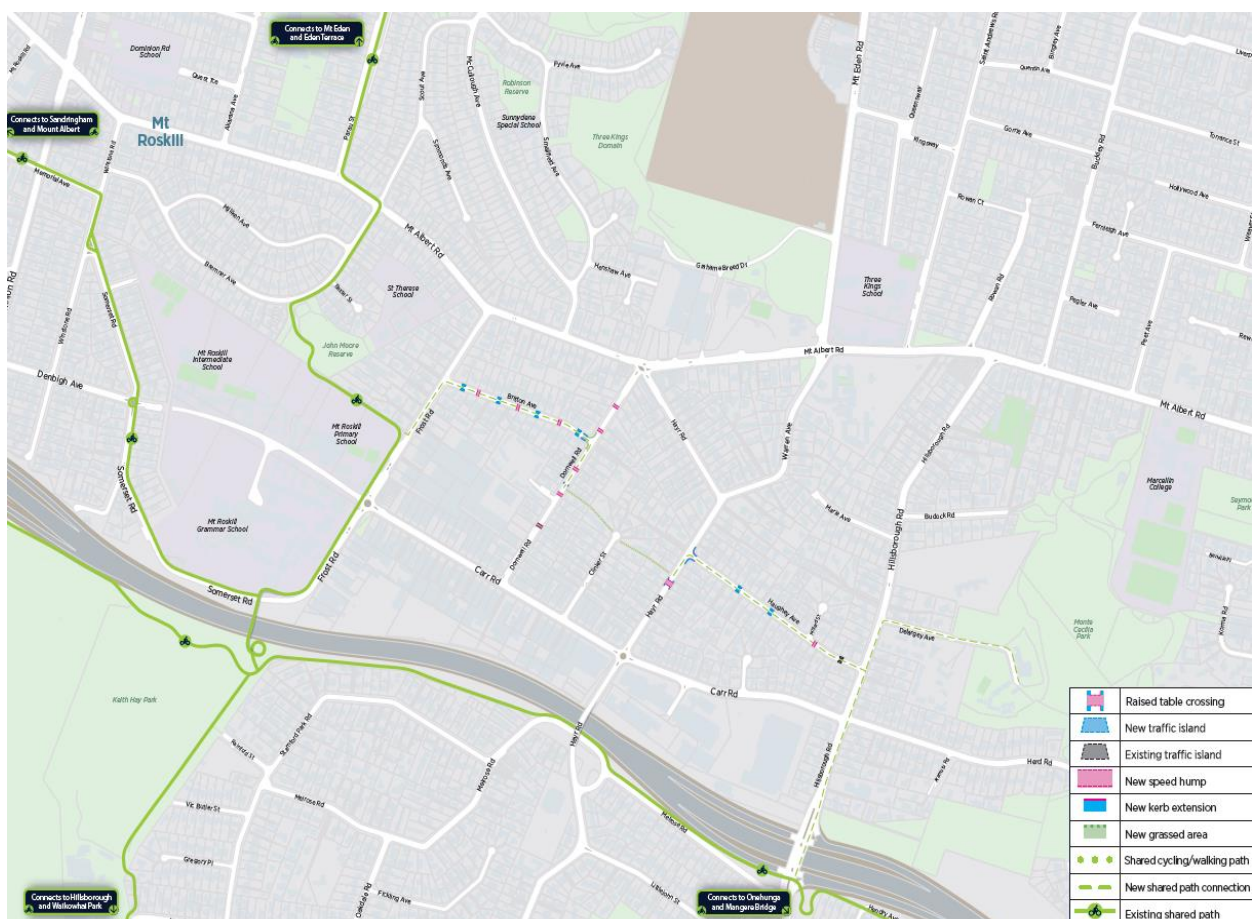
- Creating detailed designs
- Further discussions with directly affected residents and property owners
- Construction is scheduled for first half of 2020 pending Puketepapa Local Board approval

# Background

Auckland Transport and Puketāpapa Local Board are working towards creating greater walking and cycling connections in Mount Roskill to provide a safer environment for all road users.

The focus of this project is to create good walking and cycling access between Monte Cecilia Park and to the Mt Roskill School Campus. This will connect to the end of the Eastern Dominion Rd Safe Route which joins Frost Rd on the northern edge of the Mt Roskill Primary School playing field.

The project, led by the Puketāpapa Local Board, aims to add to the existing SH20 cycleway, parks and coastal walkways within the area. It will enhance the area through new measures such as improved paths, speed humps, planting, safe crossings and safety measures. No trees will be removed; however, some street parking spaces will need to be removed where traffic islands and speed humps are installed.



## Key facts

The new paths are designed to make it easier for the community to access community spaces and facilities. Children will also be able to use the paths to walk or cycle to schools in the area. The project links to AT’s wider strategy to provide people with more travel choices, creating greater and safer connections across Auckland’s transport network.



## Proposed changes

Our transportation engineers have selected a variety of measures including traffic islands, speed humps, a raised table crossing, kerb extensions and a shared path to help facilitate better and safer walking and cycling in the area.

See the map for proposed locations of the measures.



The type and location of each proposed safety measure is based on a variety of criteria. These include:

- Proximity to schools or other locations where there are a higher number of people walking or on bikes
- International best practise guidelines for positioning measures to reduce speed in residential areas
- Space available between driveways and/or bus stops
- Whether roads and bus routes

## What we were seeking feedback on?

We wanted your feedback to help us improve our plans for the area. Local knowledge helps give us a better understanding of the community, your needs and any improvements that can be made to the design.

Submitters were asked:

- Do you have any issues or suggested changes regarding the specific measures used and/or locations of the measures?
- Do you have any other comments or suggestions on improving walking and cycling connections in Mount Roskill?

## Consultation

We consulted on the proposed walking and cycling improvements from Monday 1 July to Friday 26 July 2019.

Activities to raise awareness of the consultation included:

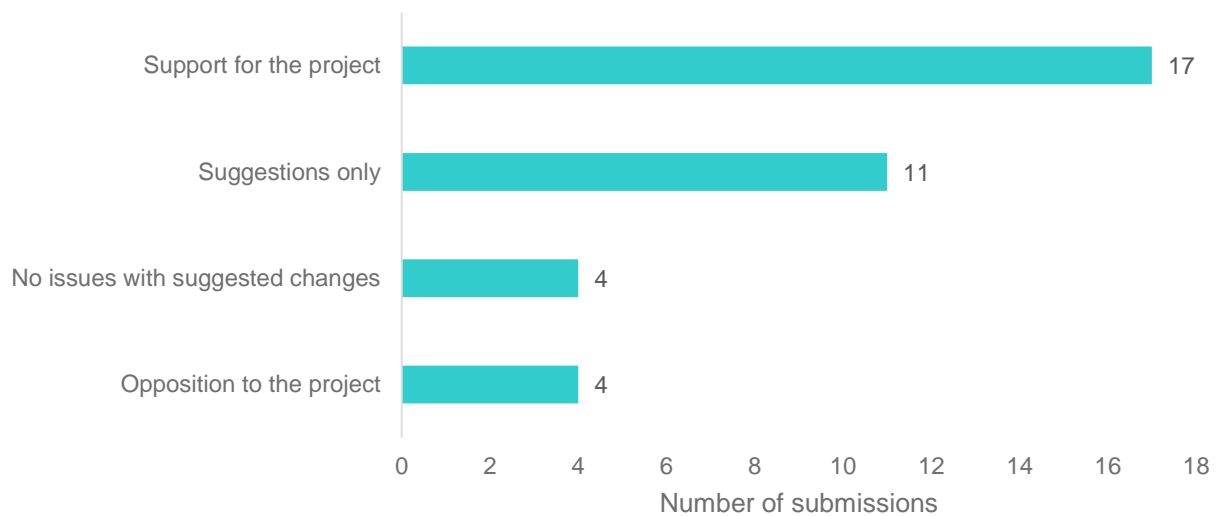
- A total of 1017 letters and brochures with freepost feedback forms were sent to residents, property owners and other interest groups within the project area.
- Targeted social media posts were made on Facebook and Neighbourly, directed at residents in the project area
- Brochures were distributed to the Mount Roskill Library, Puketāpapa Local Board office and Pah Homestead
- Bike Auckland posted a piece about the project:  
<https://www.bikeauckland.org.nz/more-local-links-and-safe-school-routes-for-mt-roskill/>
- A project webpage and an online feedback form were set up at:  
<https://at.govt.nz/projects-roadworks/mount-roskill-britton-avenue-to-monte-cecilia-park-cycling-and-walking-improvements/>
- The online feedback form was mentioned in the physical brochure and letter as an alternative option for the freepost feedback form.



## Summary of feedback

We received 36 submissions on the project: 24 people submitted feedback online and 12 people submitted using the freepost feedback form included with a letter mailed to residents and owners.

### Overview of opinion



From the 36 submissions received, 17 people supported the proposed project, 11 people provided suggestions, 4 people had no issues & 4 people were opposed to the proposed walking & cycling improvements project on Britton Avenue to Monte Cecilia Park.

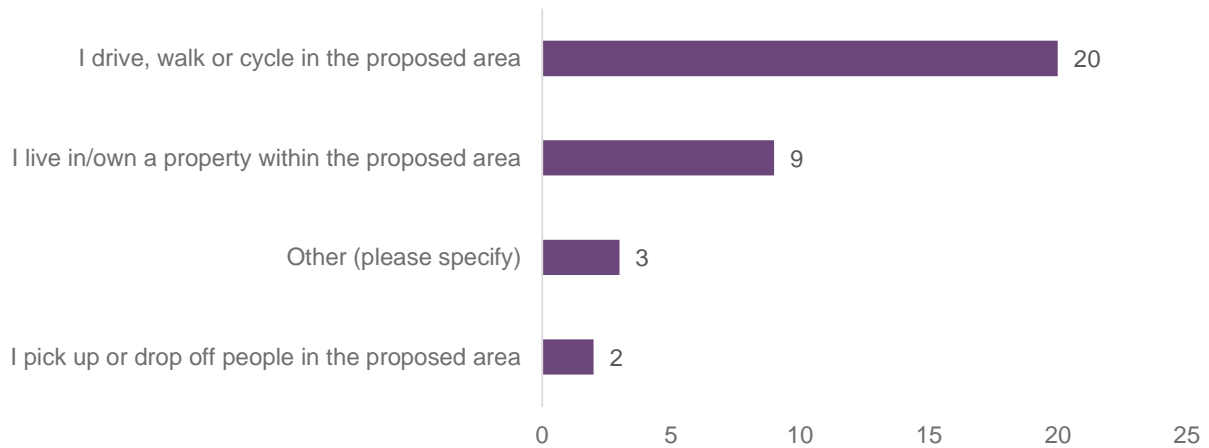
*“The project is good to ensure safety for the children going to Mount Roskill school by providing walk and bicycle lanes plus avoiding speeding vehicles in Briton Avenue.”*

*“I like the idea of the walking/cycling to Monte Cecilia Park but once you arrive at the park there is minimum paving.”*

*“We commend the Local Board for their initiative to improve active modes in the area. We would like to see the project connected onwards to Monte Cecilia Park as soon as possible.”*

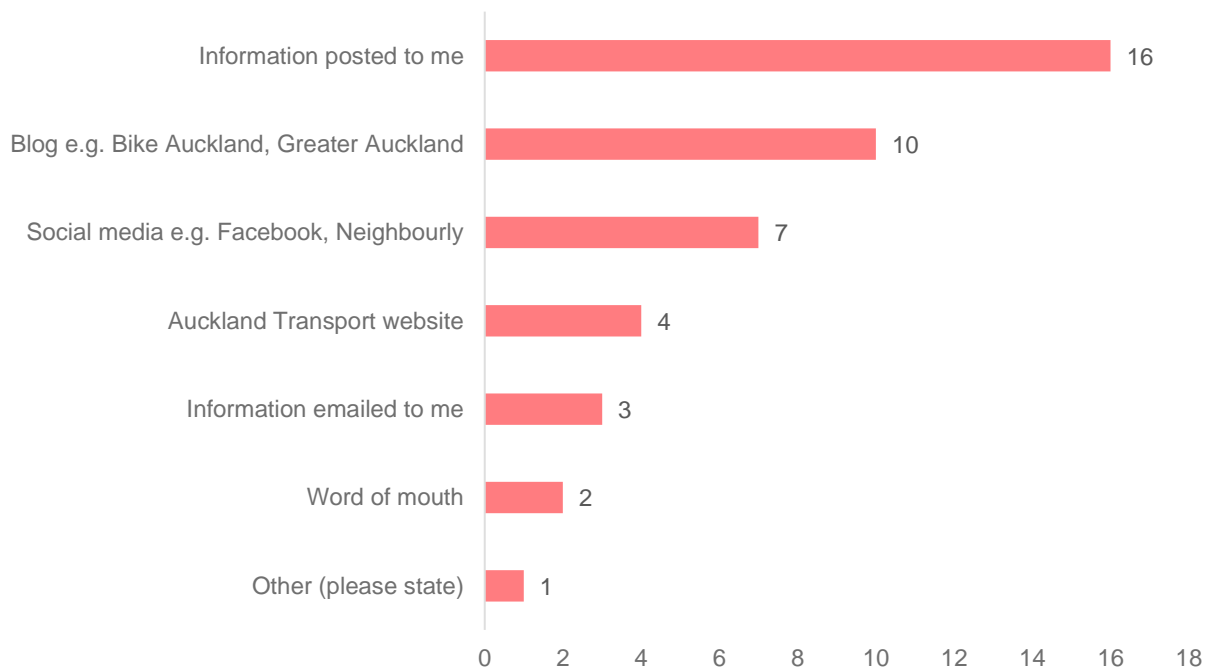
*“I support the use of the raised table and laneways, really great initiative.”*

## What describes your interest in this project?



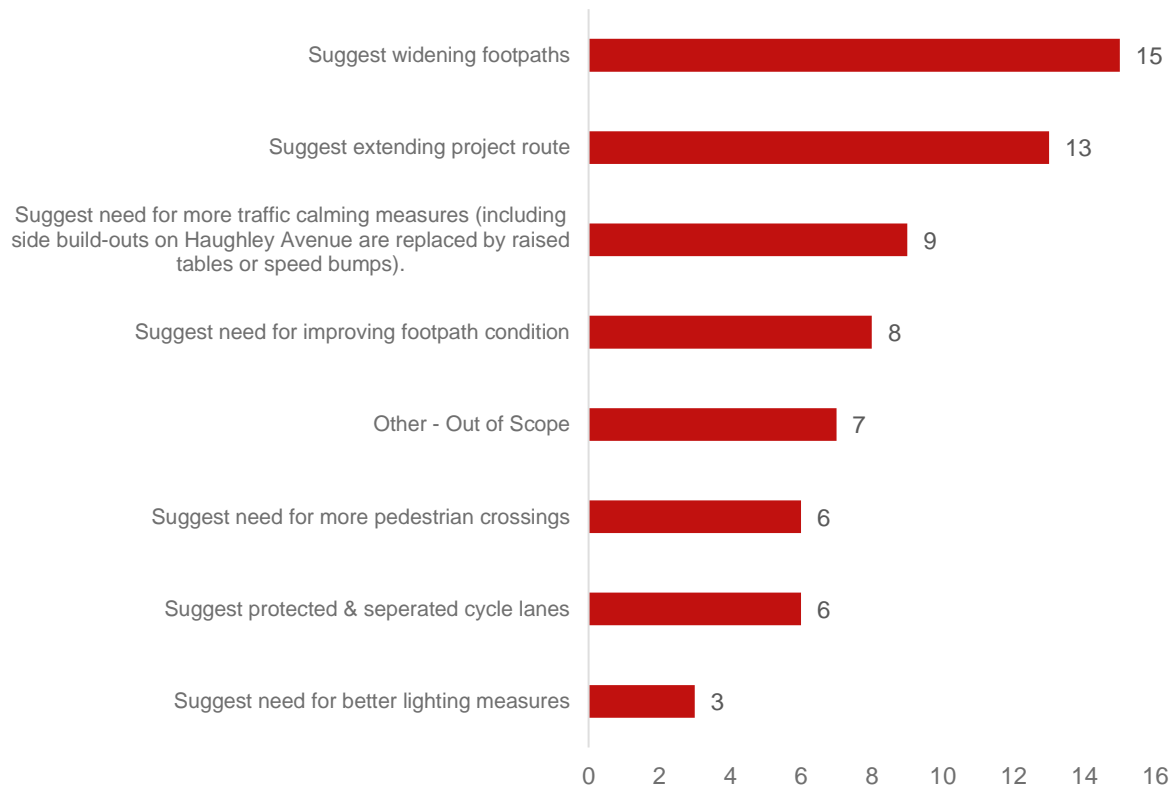
This is based on those who answered the question & submissions may be counted in more than one theme.

## How did you hear about this proposed project?



This is based on those who answered the question & submissions may be counted in more than one theme.

## Suggestions for the proposed project



Submissions may be counted in more than one theme.

Suggestions for the project included; widening the footpaths, extending the project further, more traffic calming measures including that the side build-outs proposed on Haughey Ave are replaced by raised tables or speed bumps, improvements to the footpaths condition, an increase in the number of pedestrian crossings and separated and protected cycleways.

*“Wider footpaths could help encourage more walking in Britton Ave- Monte Cecilia Park.”*

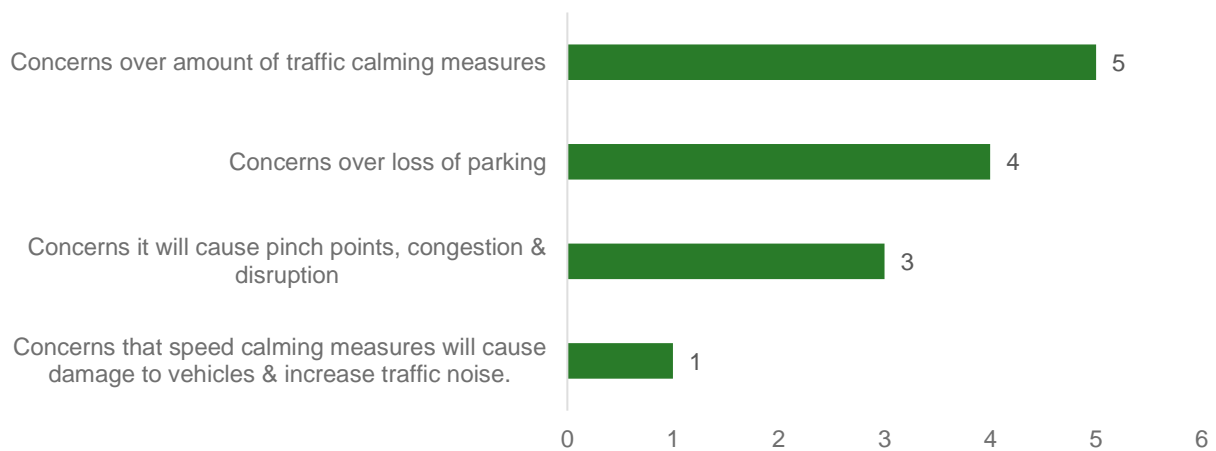
*“Extending bike lanes up Sandringham road extension to Mount Albert road.”*

*“Extend the route onward to Hillsborough Road and Monte Cecilia Park in a future project soon!”*

*“Is it possible to somehow link Monte Cecilia park to entrance to Cornwall Park, either Manukau road or Campbell road?”*

*“The footpaths are narrow and often blocked with leaf matter and the road is wide and extremely busy. Footpath widening, more pedestrian crossings and traffic calming would make it easier for people to walk down this road.”*

## Concerns about the proposed project



Submissions may be counted in more than one theme.

Concerns raised about the project included; the amount of traffic calming measures, concerns over loss of parking, concerns the project will cause pinch points, congestion & disruption and concerns that the speed calming measures would cause damage to vehicles & increase traffic noise.

*“I don't think Dornwell road needs that many speed bumps as the car parking each side of the road slows the traffic down and it is already one lane during the working week”.*

*“Looks good but all these roads are full of parked cars, day and night. If you take parking spaces away, you need to create them elsewhere”.*

*“The project needs to measure properly and needs to consider that Mount Eden Road is very busy already. It might create further delay for people using public transportation.”*

*“Speed humps in Britton Avenue and Dornwell Road are not necessary. They also will cause damage to vehicles, increase emergency response time and increase traffic noise.”*

*“Ask that the side build-outs proposed on Haughey Ave are replaced by raised tables or speed bumps”*

## Stakeholder submission

### **Bike Auckland**

*Bike Auckland supports the overall project. We particularly support improving the laneway links, adding a raised crossing over Hayr Road and slowing down excessive speeds.*

*We would like the designers to make sure that footpaths on Hayr Road be widened for at least a short distance – to create a shared path between the laneway entrance, the raised crossing, and Haughey Ave. If this is not done, people on bikes riding this link will not be able to safely share with pedestrians (and people on bikes should not be expected to ride on-road on Hayr Road when using this new link between Haughey Ave and the laneways).*

*We also ask that the side build-outs proposed on Haughey Ave are replaced by raised tables or speed bumps. The current design risks forcing riders into conflict with overtaking vehicle traffic. The narrowings - unless they are single lane - are also less likely to actually slow traffic down compared to raised tables. In particular, we ask for a speed table at the entrance to Haughey Ave from Hayr Road, to slow people down when entering into the side street.*

*We commend the Local Board for their initiative to improve active modes in the area. We would like to see the project connected onwards to Monte Cecilia Park as soon as possible.*

### **AT response**

Thank you for the support.

The footpaths on Hayr Road will indeed be widened for at least a short distance. This is proposed as part of this project. Our apologies if this was not clear on the drawings provided.

The proposed design on Haughey Ave sees a mixture of two devices rather than just speed humps. The side islands narrow the road and also allows planting to soften the road environment. A raised speed table cannot be accommodated as requested because there is an existing speed hump located 60m from the intersection with Hayr Rd.

# Feedback and AT responses

Feedback	AT Responses
<b>Concerns over loss of parking</b>	
<p>These roads are full of parked cars, day and night. If you take parking spaces away, you need to create them elsewhere.</p>	<p>The proposed design uses devices that are located to minimise the loss of parking and achieve its overall objective of creating a safe and slow speed environment.</p>
<b>Concerns it will cause congestion &amp; Disruption</b>	
<p>Mount Eden Road is very busy already. It might create further delay for people using public transportation.</p>	<p>This is a broader transport issue and has been referred to AT's Metro team for consideration and a response.</p>
<p>My observation, especially on weekends, there is hardly any cyclists or pedestrians using it, however, there is a huge struggle with traffic congestions and parking around the area.</p>	<p>Auckland overall cycling and walking numbers are increasing. AT conducts monthly automatic counts of people cycling at 26 sites in the city, which show significant growth over recent years, including in Mount Roskill. For the year June 2018-2019 there was an increase of 8.9% over the previous year. You can find out more on our monitoring page here: <a href="https://at.govt.nz/cycling-walking/research-monitoring/monthly-cycle-monitoring/">https://at.govt.nz/cycling-walking/research-monitoring/monthly-cycle-monitoring/</a></p>
<b>Suggestions for extending route for better connectivity</b>	
<p>Consider a shared cycle/walking path over the Hayr Rd bridge to join the new project to the existing SH20 cycle path.</p>	<p>There is a link to SH20, a shared path at the end of Sandringham Road Extension at Ernie Pinches Bridge and there is another pedestrian and cycle bridge at Somerset Road that links to the SH20 pathway.</p>
<p>Is it possible to somehow link Monte Cecilia park to entrance to Cornwall Park , either Manukau road or Campbell road?</p>	<p>This is an aspiration in the Puketapapa Local Board's Greenways plan. Connection C: A connection between Monte Cecilia Park and One Tree Hill Domain.</p>



Feedback	AT Responses
Extend the route onward to Hillsborough Road and Monte Cecilia Park	The Puketapapa Local Board is investing in a pedestrian refuge on Hillsborough Road to provide better pedestrian access to Monte Cecilia Park entrance. In the future, the Board may look at ways of improving conditions for cyclists and pedestrians on Hillsborough Road
The existing park should be considered to link with that project first, because the park next to Hillsborough Road (Monte Cecilia Park) not busy most of the time	It is unclear what Park the respondent is referring to.
Extend bike lanes up Sandringham Road extension to Mount Albert road.	Extending the route along Sandringham Road to Mt Albert Road has been considered in the past by the Board, however budget constraints stopped any further consideration for this. A link to Mt Albert Road can be provided by utilising the cycle path through Walmsey Park to Beagle Avenue and using that quieter street to gain access to Mt Albert Road. This avoids the busy intersection of Sandringham Rd/Mt Albert Road.
There should be a bike path along Mount Albert Road as well so that residents in Mount Roskill have some options to get into the city.	This has been referred to AT's Transport Planners for consideration around the regional cycle network.
Connect further to Te Auaunga, soon to be upgraded Freeland Ave Reserve.	<p>A connection exists from this new pathway to Te Auaunga as part of the Mt Roskill Safe Routes scheme. There is an existing shared path along Somerset Road and Memorial Avenue that links to War Memorial Park and then to Te Auaunga.</p> <p>Connecting Freeland Reserve to Winstone Park to SH20 pathway is a good linkage and would provide access to Te Auaunga. This may be happening with the HLC Roskill south redevelopment of the Freeland area</p>
<b>Suggestions for more traffic calming measures</b>	

Feedback	AT Responses
Ask that the side build-outs proposed on Haughey Ave are replaced by raised tables or speed bumps	The proposed design has opted for a mixture of the two devices rather than just speed humps. The side islands narrow the road and also allows planting to soften the road environment.
Right turn from Frost into Britton, cyclists will be going uphill and have limited capacity to keep clear of traffic with no traffic calming measures.	There is a separate project (Safer Communities) that joins this project at the Frost Rd/Britton Ave intersection. A raised pedestrian crossing is proposed on Frost Rd approx. 25m south of Britton Ave and a speed table on Britton Ave at the Frost Rd intersection. This is being constructed this financial year as part of the Community Safety Fund Project (CSF).
Right turn from Hayr into Haughey, raised table crossing downhill so getting onto the road may not be a problem but no traffic calming measures for downhill traffic.	There is no proposed speed table on Hayr Rd north of Haughey. Cyclist from the downhill side of Haughey who wish to turn right are encouraged to use the pedestrian crossing and widened footpath to access Haughey Ave.
<b>Concerns over amount of traffic calming measures</b>	
I don't think Dornwell road needs that many speed bumps as the car parking each side of the road slows the traffic down and it is already one lane during the working week.	Dornwell Rd has the minimum number of speed humps proposed to reduce the speed of traffic along this road.
Mt Roskill has so many streets with speed humps and often they are too high. Would love there to be less as if you live in the street it does become very annoying.	The proposed speed humps are the sine shaped type. They are more forgiving, provide a smoother ride and more importantly they slow the traffic down. Speed humps are located about 60-80m apart.
<b>Concerns that speed calming measures will cause damage to vehicles &amp; increase noise</b>	
Speed humps in Britton Avenue and Dornwell Road are not necessary. They also will cause damage to vehicles, increase emergency response time and increase traffic noise.	Speed humps are proposed for Britton and Dornwell to reduce traffic speeds along these two roads. This is achieved by locating each device 60-80m apart. The proposed speed humps are the sine shaped type. They are more forgiving, provide a smoother ride and more importantly they slow the traffic down. Damage to cars can occur if the speed humps are

Feedback	AT Responses
	negotiated at a higher speed. There is a slight increase in road noise and response times will be slightly longer.
<b>Suggestions for improving footpath condition</b>	
My only wish for Dornwell Road is that the pavements is really old and is need for repair or replacement on both sides of the road and right through.	This project focuses on providing facilities to improve safer walking and cycling in the area. The condition and maintenance issues regarding Dornwell Rd has been referred to AT's Road Corridor Maintenance team to investigate and respond to.
The condition of the footpaths in Haughey Ave, Three Kings needs to be first improved	The footpath condition in Haughey Ave has been referred to AT's Road Corridor Maintenance team to investigate and respond to.
I have lived on Frost Road (top end) for over 40 years and I have not seen any work done on footpath which are in very poor condition.	The footpath condition at the top end of Frost Rd has been referred to AT's Road Corridor Maintenance team to investigate and respond to.
<b>Suggestions for widening footpaths</b>	
Wider footpaths could help encourage more walking in Britton Ave-Monte Cecilia Park.	It is not this projects intention to widen every footpath along this route, however in saying that, there are certain locations along this route where this is warranted. For example Hayr Rd/Haughey Ave. The existing footpath may not be wide but it does not deter or discourage walking in this area.
I would like to see Haughey Ave have their foot paths all replaced. Made wider so cyclists and walkers can share on either side of the road.	Haughey Ave is a local road and has a footpath on both sides of the road. The existing facilities already encourages by default a shared arrangement. Unfortunately, this project does not propose to replace any of the footpaths on Haughey Ave except for a small section at the Hayr Rd intersection.

Feedback	AT Responses
I ask that the footpaths on Hayr Road be widened for at least a short distance – to create a shared path between the laneway entrance, the raised crossing, and Haughey Ave.	This is being proposed as part of this project. Our apologies if this was not clear on the drawings provided.
Right now it is really hard to walk or cycle into mount Cecilia. Especially travelling down Hillsborough road between Carr Road and Pah Homestead is unpleasant. The footpaths are narrow and often blocked with leaf matter and the road is wide and extremely busy. Footpath widening, more pedestrian crossings and traffic calming would make it easier for people to walk down this road.	Unfortunately, this area is outside of the project site. This has been referred to AT's Traffic Operations team and the Local Board for their consideration.
Footpaths desperately need upgrading, very narrow and uneven.	The footpath condition in the area has been referred to AT's Road Corridor Maintenance team to investigate and respond to.
<b>Suggestions for protected &amp; separated cycle lanes</b>	
Shared paths mean that cyclists have to slow down for walkers making it inefficient. On Carr Road, there could instead or also be a bike path along the side of the path as there is enough room for one. This would mean it an offer for everyone as each transportation group would be separated.	This does not form part of this project; however this is currently being investigated by AT's Road Safety team. This has been forwarded to them for consideration as part of their work.
<b>Suggestions for better lighting measures</b>	
the speed table and crossing on Hayr Road; the image shows the striped crossing poles directly in the path of cyclists riding up or down Hayr Road. I suggest moving them onto the footpaths. This crossing will need to be well lit. Many of the streets in this area are poorly lit.	The position of the streetlights x2 are located within the kerb build out that forms part of the footpath. They are not located in the path of cyclist. Your remark regarding the poorly lit street in your area has been referred to AT's street lighting team for their consideration.

Feedback	AT Responses
<p>At night it is very dark, only a single lamp in the middle between Hayr road and Clinker street.</p>	<p>Your response regarding the poorly lit street between Hayr Rd and Clinker St has been referred to AT's street lighting team for their consideration.</p>
<p><b>Suggestions for more pedestrian crossings</b></p>	
<p>Right now it is really hard to walk or cycle into mount Cecilia. Especially travelling down Hillsborough road between Carr Road and Pah Homestead is unpleasant. The footpaths are narrow and often blocked with leaf matter and the road is wide and extremely busy. Footpath widening, more pedestrian crossings and traffic calming would make it easier for people to walk down this road.</p>	<p>Unfortunately, this area is outside of the project site. This has been referred to AT's Traffic Operations team and the Local Board for their consideration.</p>
<p>Carr Road needs a pedestrian crossing as it is very hard to access shops on either side on foot especially with buses and heavy trucks around and local school children walking.</p>	<p>Unfortunately, Carr Rd is not covered within this project. This has been referred to AT's Traffic Operations team and the Local Board for their consideration.</p>
<p>I think there should be proper pedestrian crossings on Mt Albert Road - making easy pedestrian links</p>	<p>Unfortunately, Mt Albert Rd does not form part of this project. It is unclear from your response regarding the exact location for a pedestrian crossing. Could you please contact AT and provide a location so this can be investigated by AT's Traffic Operations team.</p>
<p>Safe connection preferably a big pedestrian/cycling crossing (as per your picture in the article) on Glynn St. From Turner Reserve to the opposite side to connect to May Rd, Stoddard Rd shops and bus stops. Connect further to Te Auaunga , soon to be upgraded Freeland Ave Reserve.</p>	<p>Unfortunately, this location is not covered by this project. This has been referred to AT's Traffic Operations team and the Local Board for their consideration.</p>