

Public feedback report St Heliers village safety improvements



Total number of submissions received = 1731

March 2020 – St Heliers village safety improvements feedback report

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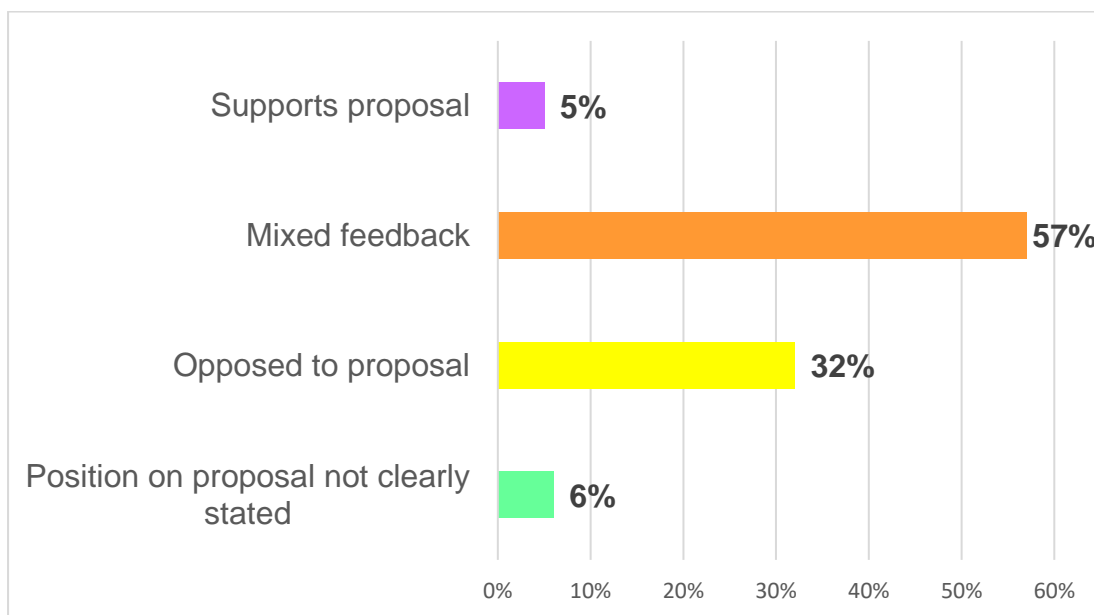
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Summary

Auckland Transport (AT) proposed changes to the roads in St Heliers village centre in order to improve safety and accessibility for all road users in the area.

AT consulted on this proposal from Monday 1 April 2019 to Tuesday 30 April 2019 and received a total of 1731 submissions.

It is noted that this report provides an overview of feedback from all submissions received during the consultation process — quotes from submissions have been selected to support the themes and subthemes content only.



5% of submitters fully supported the proposal while 32% of submitters fully opposed the proposal. 57% of submitters provided mixed feedback which indicated either partial support or partial opposition to various aspects or implications of the proposal. A further 6% of submitters made comments or suggestions but did not make statements that provided a clear indication of their sentiment toward the proposal.

Key themes in feedback

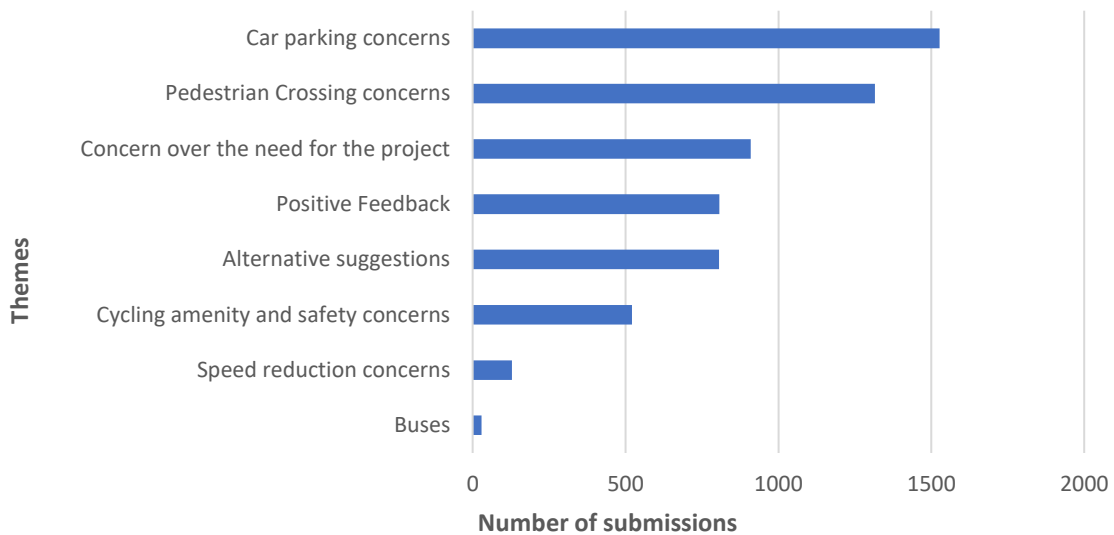
88% of submitters were concerned about the loss of car parking and the impact this could have on St Heliers.

76% of submitters were concerned around the proposed pedestrian crossing facilities; particularly around the number proposed, design, and impact the crossings could have.

53% of submitters questioned the need to make safety improvements in St Heliers.

47% of submitters suggested looking at other options than what was proposed.

47% of submitters were supportive of the proposed safety improvements in some capacity. 30% of submitters would like to see more consideration given to bike amenity both in terms of improved cycling facilities, future proofing, and safety for people on bikes.



Based on 1731 submissions. Submissions may be counted in more than one theme.

Next steps

We would like to acknowledge and thank everyone who provided feedback and helped us better understand community concern with the proposal.

We have carefully considered all feedback received after presenting this proposal to the community earlier in the year.

As a direct result of feedback with only 5% of submitters being fully in support and 57% mixed, we are no longer going ahead with the existing proposal and are instead:

- Working closely with community representatives through a working group to better understand community view and work collaboratively towards a better solution. Representatives include Ōrākei Local Board, local Councillor, Residents Association, and Business Association members.
- Commissioning an independent expert reviewer to review all evidence and problem statement as identified by AT

Any revised proposal will go back to public consultation for feedback after going through the working group.

Given this, the public feedback report doesn't have individual responses to all the feedback raised however does provide a summary of all the feedback received which will be used by AT and the working group to inform any future proposal.

Background

What are we seeking feedback on?



We proposed the following changes:

- Thirteen new raised zebra crossings within the town centre.
- New zebra crossings on the raised intersection at Tamaki Drive and Cliff Road.
- A new traffic island with zebra crossings on Tamaki Drive to the west of Goldie Street.
- Removal of the flush median and widened shared path facilities on Tamaki Drive between The Parade and Vale Road.
- Removing 40 public car park spaces on and surrounding Tamaki Drive to make room for the new pedestrian crossings.

A full set of consultation documentation is available on the [Have Your Say website](#).

Consultation

We consulted on the proposed safety improvements from 1 April to 30 April 2019.

What we asked you

We asked 'Do you have any feedback on these proposed changes?'

Activities to raise awareness

To let you know about our consultation, we:

- mailed letters alongside freepost feedback forms and maps to 2805 addresses in and around the project area
- set up a project webpage and an online feedback form on our website (see <https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/st-heliers-village-safety-improvements/> for St Heliers webpage)
- Posted information on our social media channels, including Facebook, Twitter and LinkedIn
- Ran a geo-targeted social media advertising campaign
- held one public drop in session at Orakei Community Centre on the 17th of April
- Met with Orakei Local Board , St Heliers – Glendowie Residents Association, St Heliers Business Association, and Tamaki Drive Protection Society
- Emailed our stakeholder database

How people provided feedback

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the letter addressed to potentially affected residents. See attachment 2 at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received public feedback on the proposal from 1731 submitters.

981 of these were submitted online, 624 were submitted using the freepost feedback form and 121 were submitted via email.

Additionally, six submissions were received from key interest groups including:

St Heliers – Glendowie Residents Association, St Heliers Village Business Association, Orakei Local Board, Tamaki Drive Protection Society, Bike Auckland and Bike Tamaki Drive.

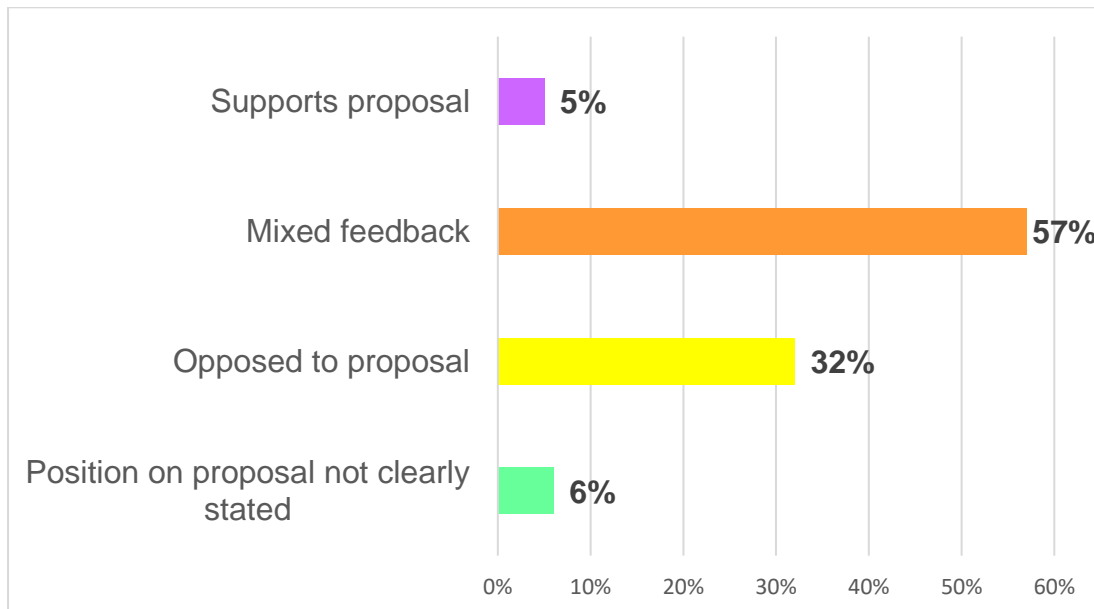
These stakeholders' submissions are summarised in the 'Key stakeholder submission' section of this report.

Percentages used in this report are relative to the total number of submissions received (1731) and have been rounded to the nearest whole number.

For the avoidance of repetition, that where a 'submission' is referred to in this report, reference is made to the content of that submission.

Direct quotes have been taken from the submissions to support the themes and subthemes analysed within this report. This aims to help the reader understand what the public thinks about the proposal from their respective submission. These quotes have been shown in green italic font.

Overall feedback on the proposal



Sentiment for the proposal was split into three categories as listed below. Each submission was accounted once against each sentiment categories.

1. **Supports the proposal**; those submissions that fully support the proposal.
2. **Mixed feedback**; those submissions that either partially supported or partially opposed the proposal.

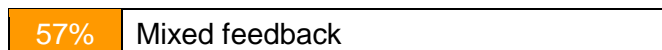
This includes submissions that did not fully support the proposal, but which have indicated support to a particular aspect of the proposal, (i.e. a submission may dislike the loss of car parking but may support the introduction of additional crossings to provide more safe areas for vulnerable users to cross).

This also includes submissions that indicated opposition to an aspect of the proposal but did not give any indication on other aspects of the proposal i.e. a submission only indicates an opposition to the loss of car parking but does not comment on other aspects of the proposal.

3. **Opposed to proposal**; those submissions that did not support the proposal and includes submissions which support making no changes to the village.
4. **Position on proposal not clearly stated**; those submissions that have not given an clear indication as to whether the proposal is supported or opposed.

For example; where a submission only comments about congestion or the need for a separate cycle way, but does not make a statement in support or in opposition to the proposal, or elements of the proposal, as such this submission would be classified under the 'Position on proposal not clearly stated' category. This approach ensures that a submission is not misrepresented, either in support or in opposition, in relation to the sentiment towards the proposal.

Mixed feedback



983 submissions indicated either support or opposition for some aspect of the proposal however did not give further indication as to their sentiment for the remaining aspects.

Where submissions indicated 'Mixed feedback', they:

- May feel some safety improvements in the area is warranted (agree with some aspects and not others).
- May agree with the intent of the proposal to improve road safety; but feel the proposal is excessive in some areas and that there are other ways to achieve the safety objectives.
- May agree with the need for safety improvements in St Heliers but considers the proposal does not provide a safer environment for all road users (i.e. considers pedestrian safety is catered for, but cycle safety is not).
- May be opposed to at least one aspect of the proposal however didn't indicate sentiment on other aspects.
- Include Bike Auckland and/or Bike Tamaki Drive statement which only comment partially in support for the proposal.

“Think the idea of more crossings is a good idea but if you need to remove parks to do this, more parks should be provided and not paid for parking such as the Wilson Park that has started operating.”

“I agree totally with reducing the speed limits and would have no issue with a few more zebra crossings by the green and Cliff Road.”

“Totally unnecessary to change the speed limit, people drive so slowly already in St Heliers we are mindful of young and old in the area and respect that people are crossing the road.”

“Re StHeliers village safety ‘improvements’ Too many zebra crossings More car parking spaces required 2 raised zebra crossings on Tamaki Drive would be sufficient to slow traffic Residents and visitors to St Heliers have caused few accidents in the past, are mostly very cautious careful drivers and currently enjoy their visits to the area. It is essential that St Heliers retailers and business owners prosper and continue to attract custom in our beautiful village.”

Position on proposal not clearly stated

6%	Position on proposal not clear or comment left blank
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111 submissions were unclear as to whether the proposal was fully supported, certain aspects were supported, or fully opposed;

“Unless these crossings are signalled, they create incredible traffic ques, as pedestrians don't 'give way'. The example is the crossing at the shops in kohi - can take 10 minutes to get past that one at the weekend. People who live out east do use Tamaki Drive to get to and from their homes too.”

“The changes fail to take account of Tamaki Drive as a main commuter route.”

Opposed to proposal

32%	Opposed <ul style="list-style-type: none">• Unnecessary• Proposal is dangerous
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548 submissions were fully opposed to the entire design as proposed. These submissions indicated the proposal was not supported for several reasons, some of which were because:

- The improvements are unnecessary (no problem exists), were overdesigned, were not justified by the statistics provided, would deter people from visiting St Heliers, would negatively affect residents and businesses of St Heliers and/or would result in major congestion during peak travel times.
- The design is flawed and would actually result in a more dangerous environment for all users, or particular users, of St Heliers.

“Totally ridiculous to lose 40 car parks in the village. Adding 13 new zebra crossings is way over the top to what is required. Go back to the drawing board!”

“I strongly disagree with this proposal. The proposed crossings are highly dangerous for pedestrians and will gridlock both the village and Tamaki Drive. Tamaki Drive is first and foremost a road and a main route to the city. That is its prime purpose. It is not a street mall. You need only look at traffic congestion through Kohi or Mission Bay to see the negative impact of pedestrian crossings. This proposal seeks to establish five significant congestion points within a distance of 400 metres. It is surprising that this concept is even being promoted by council.”

Support Proposal

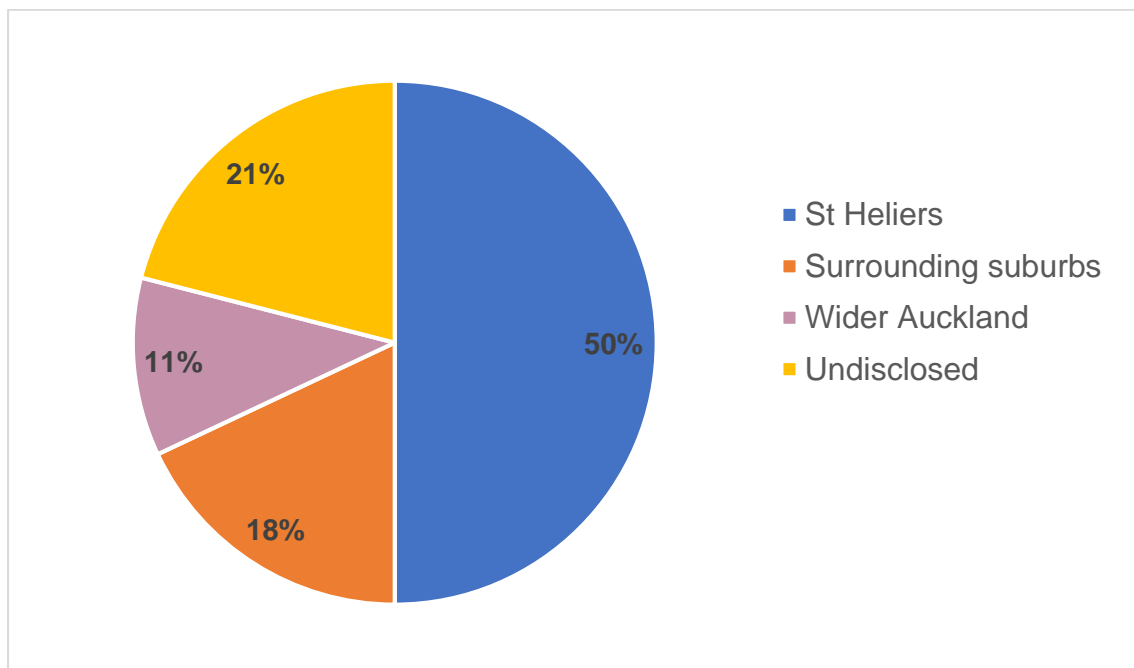
5%	Fully support the consultation design for safety improvements
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89 submissions were fully supportive of the design as proposed;

“I support the plan overall, any improvements for pedestrian and shared pathways will further increase the desirability of the town centre as a destination. It will further strengthen the area as an active designation with better pathway networks that link with Mission Bay and Kohimarama. The loss of car parking space will be easily offset with the improvement of pedestrian, bicycle and other shared path transport options.”

“Plan is a great start and I’m in favour. Personally I think it would be great to go further and also get a one lane system in place. The streets are too narrow in the village itself for two way especially when people are trying to park and it’s not great for pedestrians. Going to a one way system could enable wider footpaths, better parking and improved traffic flow imho. Thanks!”

Location of submitters



At least half of all submitters live in St Heliers, and a further 18% live in surrounding suburbs within the Ōrākei Local Board area.

11% of submitters live in the wider Auckland area and 21% of submitters didn't indicate a location in their feedback.

Themes in feedback

We have analysed the public feedback to identify the overarching theme which are listed below. It is important to note that the majority of submissions contained statements which have been categorised in more than one overarching themes.

- Car Parking Concerns
- Pedestrian Crossing Concerns
- Feedback on whether safety improvements are needed
- Positive Feedback
- Other suggestions from public feedback
- Cycling amenity and safety concerns

Note: A single submission can have multiple themes and subthemes. The number of themes and subthemes totalled (including percentages), will therefore exceed the number of individual submissions received.

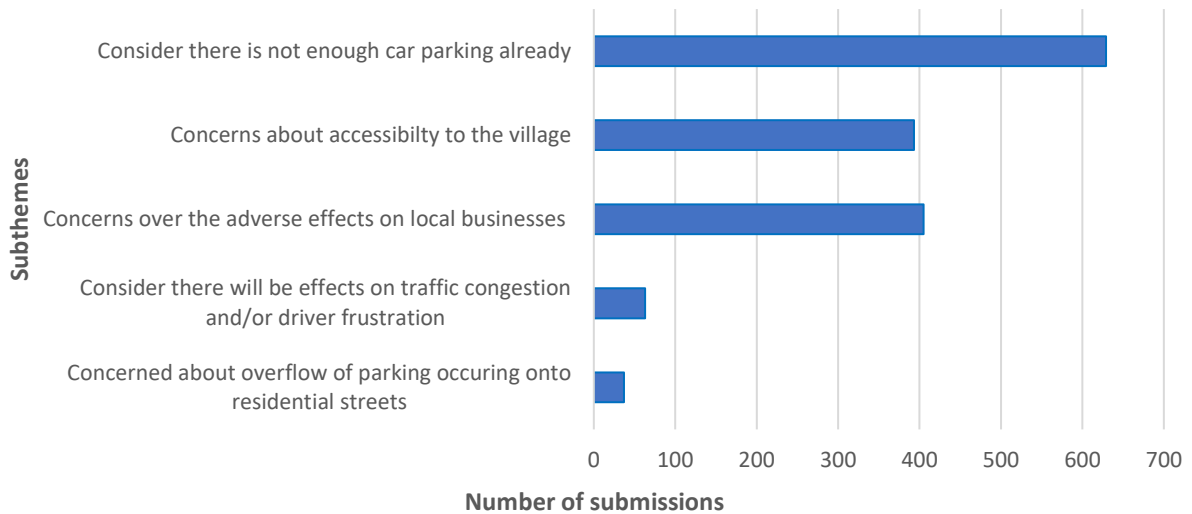
Car Parking Concerns

AT have proposed to remove 40 public car park spaces in and surrounding Tamaki Drive to make room for the proposed pedestrian crossing facilities and village gateways.

88%	1527 submissions
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1527 submissions were concerned about the loss of car parking spaces. The themes to emerge from the car parking feedback are shown in the graph below.

Subthemes - Car parking concerns



This is based on 1527 submissions. Note, not all submissions provided feedback in this area and submissions may be counted in more than one theme (approximately 88% of all the submitters).

Not enough car parking already

36%

629 submissions

629 submissions were concerned that there is not enough car parking within St Heliers village and the removal of 40 car parks will make it even more difficult to find a car park.

“However feel that the loss of public car parking spaces is a serious concern on what is already a difficult area to find parking.”

“I strongly object to the loss of the carparks as there is little enough parking currently. I take my 99 year old mother there frequently and as she is unable to walk any great distance, it is difficult on most days to find a park. There are too few mobility spaces also.”

Effects on local business

23%

405 submissions

405 submissions were concerned that the removal of any car parking in St Heliers village will have a detrimental effect on local businesses. A number of submissions were concerned that this would in turn lead to shop closures and potential negative impacts on the atmosphere and the vibrancy of St Heliers village.

“You propose removing 40 in the surrounding areas to make way for pedestrian crossings. It is currently very difficult finding a park this will become so much worse and I am sure will affect our local businesses”

Some submissions that are residents and users of St Heliers expressed similar concerns;

“The removal of 40 car parks at St Heliers Bay Village is completely unacceptable. There is a shortage of parking there already and reducing the car parks will result in less people visiting the village. I for one will not waste my time going there if your proposals go ahead.”

“It's hard to quantify how much business we are already missing out on due to lack of available parking, but the removal of 40 car parks will have an immediate and detrimental effect to our business.”

Accessibility concerns

23% 393 submissions

393 submissions were concerned that the removal of car parking will make St Heliers less accessible, particularly for those who rely on a private motor vehicle, notably the elderly and young families. Some submissions also indicated that people often visit St Heliers with a range of beach equipment (such as towels, chilly bins, parasols) and taking these items on public transport is not a viable option.

“I have lived in St Heliers for 75 years and the village is an integral part of life for the people of the area, especially the older folk but also for the young. How are people going to be able to access the shops and the library? Are the council providing replacement parking for all the parks they are taking away.”

“My wife and I are seniors using St Heliers amenities and businesses regularly. In common with many others, we use our car to access the village as public transport is not convenient. Any reduction in car parking space will affect users of this area adversely”

“Removing 40 car parks means that our access to the village will be severely limited. This poses serious difficulties to old people who cannot walk far as it does to parents of young children.”

Traffic congestion and/or driver frustration

4% 63 submissions

63 submissions were concerned that the removal of car parking spaces will contribute to traffic congestion and will lead to frustrated drivers who will undertake dangerous manoeuvres in order to access a car park space.

“St Heliers Bay already suffers from a lack of car park spaces and the proposal to remove forty will have a terrible effect. A lot of the existing traffic congestion is caused by drivers doing loops trying to find a park.”

Car parking overflow onto neighbouring residential streets

2% 37 submissions

37 submissions were concerned that the removal of further car parking in St Heliers village centre will result in an overflow of parking onto neighbouring residential streets and will contribute to people parking illegally. This in turn will make the surrounding narrow residential streets dangerous to navigate and will impact on the residents within these neighbouring streets.

“Car parking spaces are already at a premium, particularly in summer when people visit the beach. Removing 40 spaces will increase pressure on parking meaning that local residents will find it more difficult to park outside their own homes”

“Losing 40 spaces to an already problematic parking nightmare work have devastated consequences for the shops / restaurants in the village. On my street alone, there is already a large amount of overflow parking already”

Other Car parking Considerations

Alternative Suggestions

12% 200 submissions

200 submissions indicated alternative suggestions that would potentially alleviate the loss of car parking in St Heliers village centre. These suggestions include;

- 138 submissions suggested introducing alternative car parking in St Heliers. Some submissions indicated where this parking could be located.
- 40 submissions suggested introducing carparking enforcement measures, including disabled parking and time-limit parking (as is part of the proposal).
- 22 submissions suggested improving public transport to St Heliers so that people would not need to travel by car.

This is discussed in the ‘alternative suggestions’ section of this report.

Pedestrian Crossing Concerns

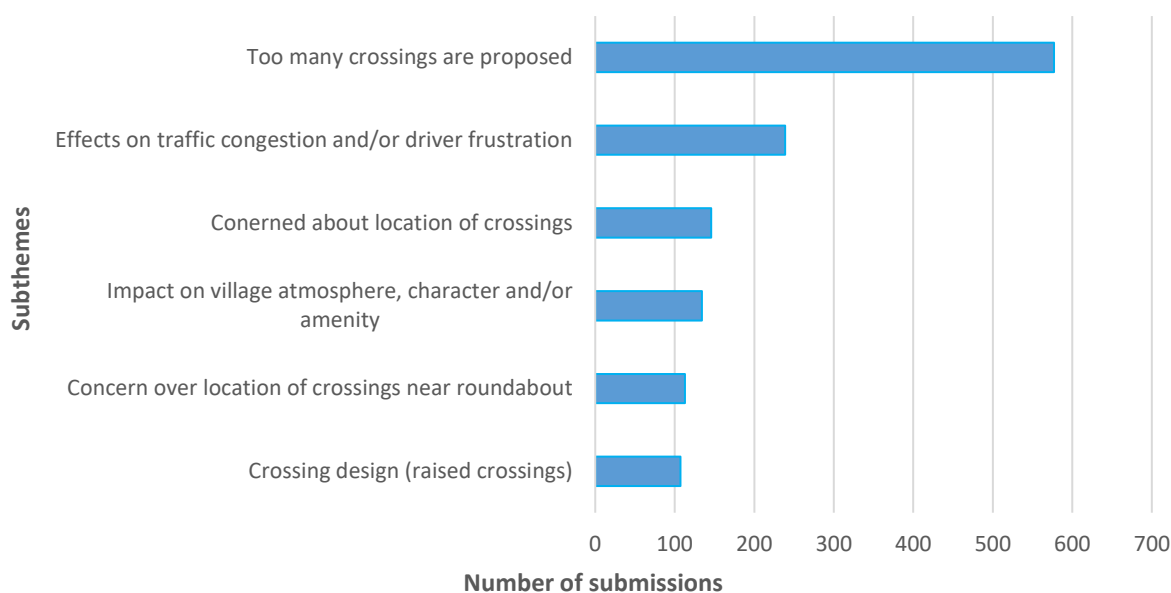
The changes proposed were 13 new raised zebra crossings as well as two new pedestrian crossings on the raised table at the Tamaki/Cliff/Vale intersection. Four of the crossings were proposed to replace existing zebra crossings and pedestrian refuges.

See Attachment 1: Proposed designs, for detailed drawings of the proposal.

76% 1316 submissions

1316 submissions were concerned about the proposed pedestrian crossings. The themes to emerge from the pedestrian crossing feedback are shown in the graph below.

Subthemes - Pedestrian Crossing Concerns



This is based on 1316 submissions. Note, not all submissions provided feedback in this area. Submissions may be counted in more than one subtheme (approximately 76% of all the submitters).

Too many crossings

33% 577 submissions

577 submissions specifically indicated that too many pedestrian crossings were proposed.

“I think you have gone overboard with the number of crossing you are proposing. I would restrict it to five.”

Traffic flow will be intolerably disrupted by the excessive numbers of zebra crossings leading to far more danger for pedestrians. These improvements are NOT improvements!

“The number of extra (new) proposed zebra crossings are unnecessary.”

Traffic congestion and/or driver frustration

14% 239 submissions

239 submissions were concerned for the introduction of new pedestrian crossings, as proposed, that they will worsen traffic congestion in St Heliers village centre and will contribute to driver frustration for vehicle users (including inhibiting emergency vehicle travel).

“Raised pedestrian crossings will hamper emergency vehicles + give extra rough ride to patients.”

“Erecting Zebra Crossings and limiting the speed to 30k/h will increase congestion and driving time, will make the driving there much more difficult. It will only impact badly on

emergency services vehicle which will be forced to slow at the crossings jeopardising human life if an ambulance has to arrive to hospital fast.”

“the use of numerous raised and additional pedestrian crossings will have an extremely adverse impact on the movement of vehicles around the area, especially during peak commuting time for no benefit.”

Concerns with crossing locations

8% 146 submissions

146 submissions indicated the proposed pedestrian crossings were located in an undesirable or dangerous location.

“Zebra crossings at the crossroads where St Heliers Bay Rd and Polygon Street intersect will cause traffic to back up in every direction and force motorists into taking undue risks merely to get through the intersection.”

“pedestrian crossing should be moved to western corner of The Parade - access to Ven-green is provided with proposal adjacent public toilets.”

Impact on atmosphere, character and/or amenity

8% 134 submissions

134 submissions were concerned the introduction of the pedestrian crossings as proposed would adversely impact on the atmosphere and character of the St Heliers village centre, therefore effecting the amenity value and enjoyability of the village area.

“St Heliers relies on people like me dropping in to get essentials and if you make it more difficult you are deliberately taking a step towards killing the town and the businesses within it. St Heliers has a unique village feel and it is important to keep this alive.”

“More crossings will not stop people from crossing the road at the wrong places. It will ruin our village and look dumb.”

Concerns with crossing location near roundabout

7% 113 submissions

113 submissions were concerned about the location of the zebra crossing within the 30 kph speed environment near the roundabout located on St Heliers Bay Rd and Polygon Road.

The

“The ridiculous amount of crossings is over the top, especially at the bottom of St Heliers bay road where you have a roundabout surrounded by crossings!”

“There seems an excess of pedestrian crossings. I don't think we need them every side of the roundabout on St Heliers Bay Rd.”

“Please leave the roundabout at the bottom of St Heliers Bay Road as it is because the turning circle just adequate as it is and buses can negotiate adequately.”

Concerns with crossing design (raised crossings)

6% 107 submissions

107 submissions were concerned about the raised design of the proposed pedestrian crossings.

“The design does not improve the existing narrow shared path along the road edge on the approach to the crossing.”

“Please don’t create new pinch points for road riders”

“So rather than simply raised table zebra crossings dropped onto the existing road, the road marking should be fundamentally different (e.g. you could remove the centreline and have periodic planted boxes to give the road a more informal feel). The scheme would then be just as much about placemaking”

Other considerations

Several submissions indicated that pedestrians often do not obey road rules and will cross where they like, which in the current 50 kph speed environment causes traffic hold ups and is dangerous for all road users.

Similarly, some submissions indicated that drivers are often distracted when travelling at the legal speed limit and may not pay attention to the users of the pedestrian crossings, resulting in more incidents.

Some submissions indicated that further training and education along with enforcement could represent a more cost-effective solution for enhanced safety in St Heliers,

“Enforcement and education relating to speed limits and Pedestrian crossing protocols must include Cyclists. There are already multiple instances of Cyclists and groups of Cyclists failing to stop at Stop signs or for Pedestrians on crossings in the St Heliers Bay Area.”

“Education, and enforcement is needed.”

Several submissions indicated that St Heliers and Mission Bay are main vehicle routes through and to the city centre for residents within the eastern suburbs area.

The introduction of pedestrian crossings, as proposed, would therefore encourage people to avoid the villages altogether during peak travel times and would result in an increase in ‘rat running’ through residential side streets, creating a dangerous environment for users of those side streets, particularly children walking to school.

“Tamaki Drive is first and foremost a road and a main route to the city. That is its prime purpose. It is not a street mall.”

262 submissions were concerned that the proposed safety improvements, particularly the raised design of pedestrian crossings in St Heliers, would affect the safety of cyclists riding through the village. This is discussed further in the ‘Cycling amenity and safety concerns’ section of this report.

Design Feedback

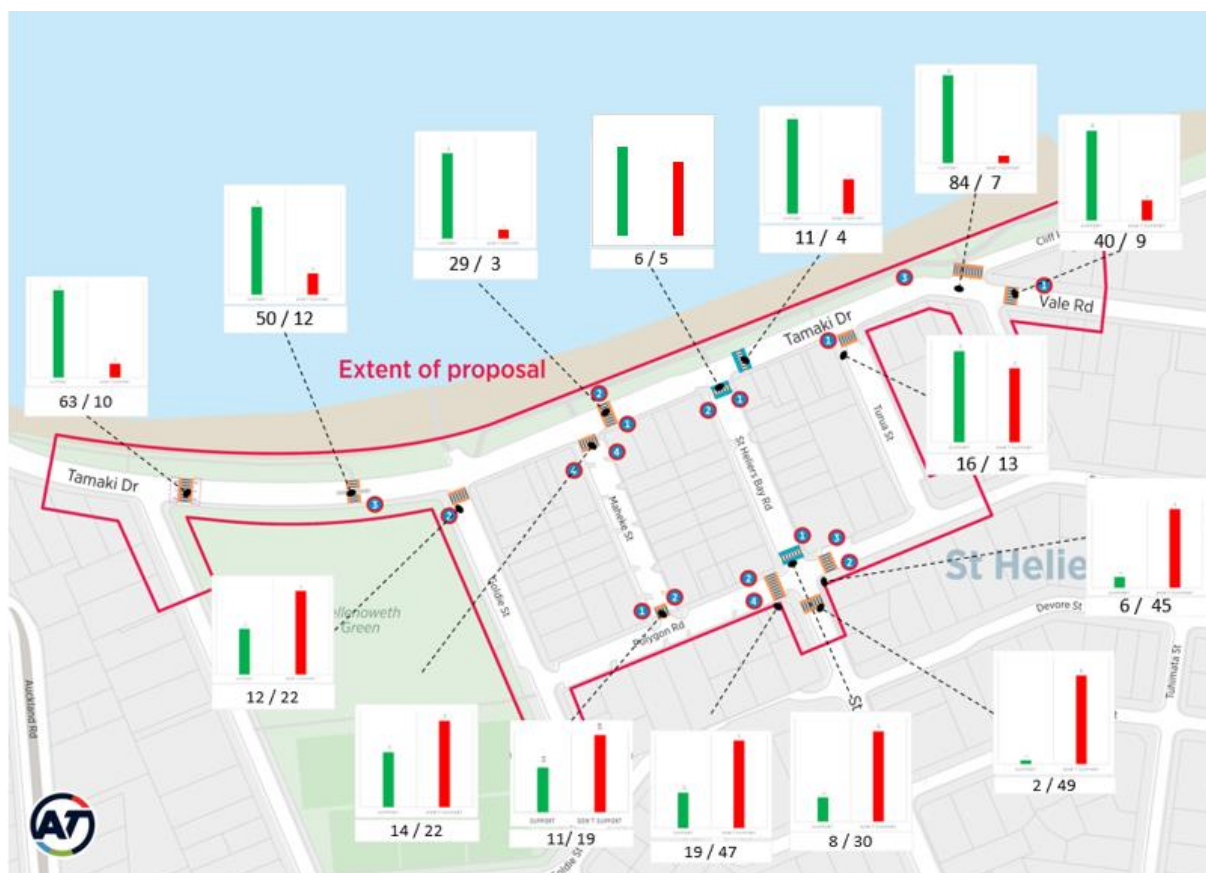
19% 326 submissions

326 submissions received provided specific feedback in relation to the pedestrian crossings as proposed. This feedback was provided in such a manner that statistics could be extracted and used to identify which crossings were 'supported' and which were 'not supported'.

Note, feedback was recorded where;

- A submission indicated 'support' or 'dislike' for a specific crossing.
- A submission made a broad reference which expressed 'support' or 'dislike' to a group of crossings (i.e. 'I like crossing 'A' and 'B' (support), Crossing 'C' and 'D' are not necessary (dislike))

The following diagram shows the number of submissions that supported or did not support each of the proposed locations in the proposal.



This is based on 326 submissions. Note, the number represents the number of submissions received in support or in opposition to the annotated crossing. Not all submissions provided feedback in this area. Submissions may be counted for more than one crossing (approximately 19% of the submitters).

Support

- 11 submissions indicated a clear support to raise the existing crossing on Tamaki Drive located between St Heliers Bay Road and Turua Street. 4 Submissions were opposed to this.

- Several submissions considered this existing crossing worked well and supported it being raised, instead of introducing new crossings as proposed, as several crossings along Tamaki Drive were not considered necessary.

“In terms of the proposed number of pedestrian crossings this is outrageous. Add some yes say at Maheke Road and Turua Street at beach end and Vale Road but no more. It will cause a major bottleneck in St Heliers and turn people off coming to the area unless you improve the car parking infrastructure as I have already stated.”

“Pedestrian crossings at Goldie, Maheke, Polygon and Turua Streets are all unnecessary as the streets are constricted by car parking resulting in very slow vehicle speeds. In addition, they are not busy streets most of the time so crossing them is never a problem. The lost car parking would be wasted.”

- 113 submissions were in support for an additional crossing along Tamaki Drive between The Parade and Goldie Street. 63 supported a new crossing at the corner of the Vellenoweth Green near The Parade intersection against 10 who did not support it. 50 submissions supported a new crossing to be located near the public toilet and changing rooms across Tamaki Drive and joining the footpath while 12 did not support it.
- 84 submission were in support of an additional crossing to be located near Cliff Road.
- A number of submissions suggested this crossing was necessary to support foot traffic towards the playground. 7 submission did not support it.
- 40 submissions supported an additional crossing at the entrance of Vale Road while 9 submissions showed no support for this crossing.
 - A number of submissions received indicated support for crossings at both ends of Tamaki Drive – near the Parade at the west end of Tamaki Drive and near Cliff Road and Vale Road at the east end of Tamaki Drive. These submissions suggested it would provide a ‘gateway effect’ into and out St Heliers, indicating to drivers they are entering a pedestrian orientated environment and therefore reinforcing that slow vehicle movement is required in this area.

“There is no need for so many raised speed tables or so many crossings, except perhaps for (1) (2) and (3) being entrances and exits to the village as marked on the plan.”

- 29 submissions indicated support for the additional crossing along Tamaki Drive near Maheke Street. 3 submissions did not support this crossing.

Not Support

141 submissions did not support the three new and additional raised crossings proposed to be installed at the intersection Polygon Road and St Heliers Bay Road while 27 submissions supported at least one of them.

30 submissions did not support for the existing crossing at the intersection of St Heliers Bay Road and Polygon Road to be raised while 8 supported it.

- Strong objections were recorded for the three new crossings due to their close proximity to the small roundabout and the presence of “Give way” signages, which already provide a safe area for pedestrians to cross. Those submissions which commented on

this crossing indicated there was a low safety concerns at this particular intersection in this area of St Heliers village. The addition of the three raised crossings at proximity of the roundabout also raised numerous concerns in leading to potentially more accidents and therefore defying the safety improvement purpose.

“The proposed roundabout with 4 raised pedestrian crossings converging onto it is an overkill spoiling the flow and the vista of the Beach and the very essence of what St Heliers Bay has to offer.”

“The three new ones surrounding the roundabout are also unneeded.”

“I can’t help but think a crossing at every road leading into the roundabout at the intersection of Polygon and St Heliers Bay Rd will cause more accidents”

“You have obviously never driven around the roundabout which is frequently congested - 4 crossings would be overkill and I fear more accidents, not less as drivers tried to move! I suggest one new crossing only outside the BNZ and not the other two.”

- 22 submissions did not support the additional crossing at the north end of Goldie Street while 12 support it.
- 22 submissions did not support the new crossing at the north end of Maheke Street while 14 support it.
- 19 submissions did not support the additional crossing at the south entrance onto Maheke Street from Polygon Road while 11 supported it.

“Pedestrian crossings at Goldie, Maheke, Polygon and Turua Streets are all unnecessary as the streets are constricted by car parking resulting in very slow vehicle speeds.”

“With regard to all the extra crossings. I don't believe you need the following. across Goldie St, both ends of Maheke St, Tamaki Dr beside Maheke.”

“Reduce the crossings at Polygon, Maheke & Goldie streets.”

Neutral

A mixed response of submission who were in support of / did not support was provided to the crossing on the northern side of Turua Street in the corner of Tamaki Drive; 16 submissions indicated support and 13 submissions did not support this crossing.

Other Crossing Considerations

Alternative Suggestions

17%	294 submissions
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254 submissions provided alternative design suggestions which differ from the raised pedestrian crossings in the locations as proposed. These were in the areas of;

- Alternative speed calming measures;
- Use of pedestrian over or under passes;
- Use of one-way only streets;
- Reduction of the speed-limit only;
- Alternative crossing locations which differ from those proposed;
- Alternative design suggestions with multiple aspects considered;

- Speed camera enforcement
- Driver education

This is discussed in the 'alternative suggestions' section of this report.

Positive Feedback

28% 486 submissions

486 submissions provided positive feedback in relation to additional pedestrian crossings, in some form, within St Heliers.

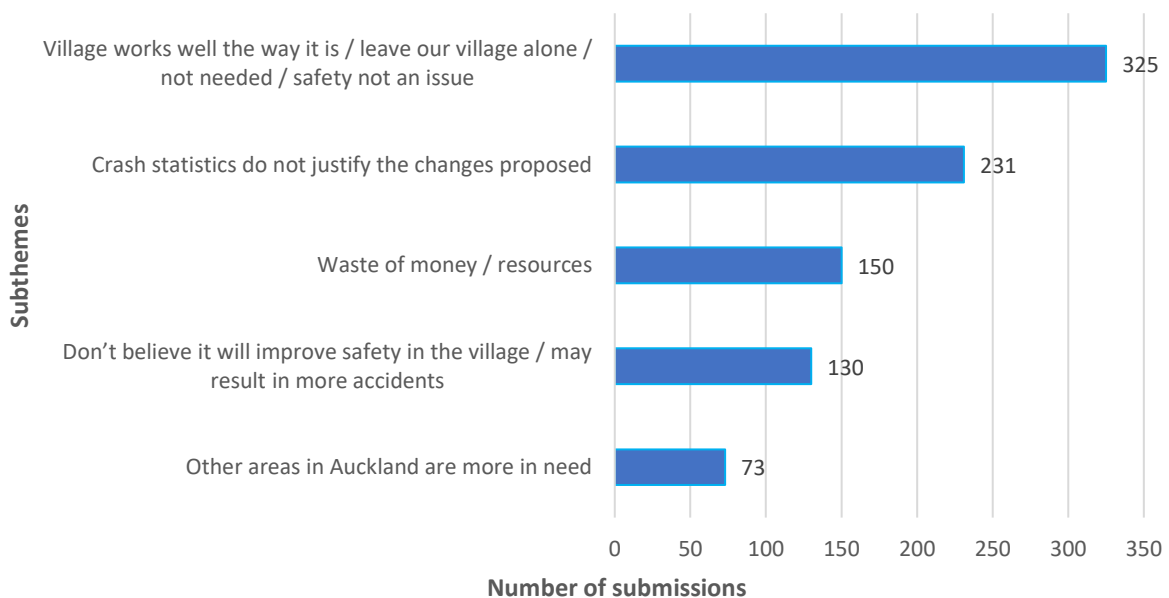
This is discussed in the 'Positive Feedback' section of this report.

Feedback on whether safety improvements are needed

53% 909 submissions

909 submissions questioned the need for the proposed safety improvements in the village. These submissions considered; the proposed design may not result in a safer environment for all vulnerable road users, that the proposal is overdesigned and a waste of tax payers money, that they are not needed as the current infrastructure is adequate that the statistics evidence used to support the need for the proposal are not justified, or, that other areas in Auckland are more in need of investment improvements.

Subthemes - Concerns over the 'need' for the proposal



This is based on 909 submissions. Note, not all submissions provided feedback in this area and submissions may be counted in more than one theme (approximately 52% of all the submitters).

Don't believe it will improve safety

8% 130 submissions

130 submissions considered the proposed changes in St Heliers would not improve safety and could result in a more dangerous environment particularly for cyclists and pedestrians. It was considered the proposal would not improve safety because;

- There are too many raised crossings which give pedestrians priority. This results in situations where pedestrians cross and assume vehicles will stop for them within the 30 kph speed environment. This may lead to an increase in accidents
 - Pedestrian crossings will not enhance safety as people will continue to jaywalk (even with the introduction of additional pedestrian crossings);
- Pedestrian crossings located near intersections endanger pedestrians and increase minor vehicle incidents. This includes the design complication of St Heliers Bay Road and Polygon Road intersection where a small roundabout is already and is used as a speed calming measure;
- The area is currently self-regulating and therefore motorists rarely travel over 30kph anyway as is proposed, therefore these changes are inhibiting traffic flow without enhancing safety;
- The raised design of crossings is dangerous for cyclists;
- The proposal reduces the length of the existing on road cycle lane who will only be able to travel at 30 kph and creates pinch points for road cyclists;
- Will lead to rat-running in 50 kph residential side streets, creating a dangerous environment for these affected areas.
- Will impact on emergency vehicles accessing these areas when needed.

“There are enough pedestrian crossings at present in St Heliers people just need to use them and not jaywalk. “

“16 pedestrian crossings in such a small area is nonsense and more likely to cause accidents through impatience than prevent them.”

“For over forty years, I walk and driven in St Heliers area contained in this proposal. I see no need for these extra pedestrian crossings.”

“Whether your proposed changes will be “improvements” is entirely subjective. I do not believe this will be the case, quite the opposite — they will potentially destroy the character and functionality of what is a wonderful village, full of amenities for the residents.”

Some submissions also considered the proposed safety improvements are:

- Not required, as the area works well the way it is, and so changes are not needed (19%, 325 submissions);
- A waste of money (9% , 150 submissions);
- Lacks specific evidence to support the safety changes proposed (13%, 231 submissions);
- That other areas of Auckland are more in more need of the safety improvement changes investment (4%, 73 submissions).

“I am so disgusted at the waste of our rate payer’s money.”

“Don’t fix St Heliers bis it isn’t broke!!! Don’t waste the money on this project!!”

“This proposal lacks scientific evidence to justify it implementation”

“Spend the money elsewhere!”

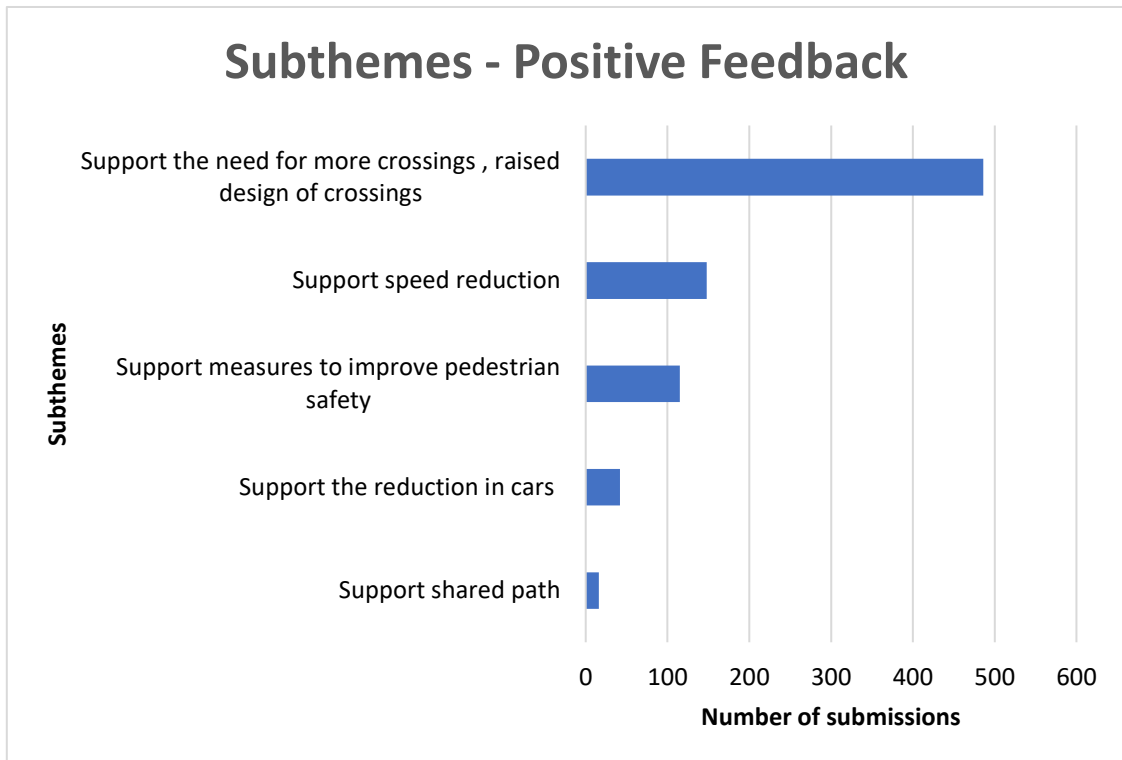
“Spend the money, better spent improving Waimarie Rd where 35000 tons of earth has to be moved by truck to make way for Oceania’s New Rest home.”

“Perhaps focus on Glen Innes which is a disaster for most of the day.”

Positive Feedback

47% 807 submissions

807 submissions received provided positive feedback about the proposed safety improvements within St Heliers village.



This is based on 807 submissions. Note, not all submissions provided feedback in this area and submissions may be counted in more than one theme (approximately 47% of all the submitters).

Positive feedback was split into categories for the purpose of analysis, as follows;

Support the need for more crossings / raised design

28% 486 submissions

Submissions supported the need for:

- More pedestrian crossings in St Heliers;
- All the pedestrian crossings, as proposed, and/or
- The raised design of crossings in St Heliers.

“A few more raised zebra crossings on Tamaki Drive are fine, as long as they are the same as the current one. They should not be as high as the ones by Sacred Heart, which are dangerous.”

“The proposed changes are extremely commendable, and exactly what is needed in St Heliers! Fantastic to see that AT is taking its mandate to ensure safety for all, particularly the most vulnerable users, seriously. The inclusion of more pedestrian crossings will mean that people won't be tempted to try and cross the road unsafely, and will have the added benefit of slowing the vehicle traffic down.”

“There is certainly a need for crossings at either end of Tamaki Drive at Cliff Rd and the Green in addition to the current one, but having another an extra two crossings will increase congestion with cars being made to stop and start along there.”

A significant proportion of the submissions which indicated support for the addition of pedestrian crossings, based their submission on Bike Auckland's design recommendation. The submission encouraged by Bike Auckland indicated support for “*new zebra crossings on raised tables for better safety*”. The Bike Auckland submission is discussed further in the 'Key stakeholder submissions' section of this report.

Support measures to improve pedestrian safety

7%	115 submissions
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115 submissions indicated clear support for safety for pedestrians. Some of the submissions prompted this to be the main reason why all of, part of, or the intent of, the proposal was supported.

“These are excellent changes and I fully support them. They will make it safer and easier to walk around the village. My only suggestion is that they don't go far enough in improving pedestrian safety in the village.”

“Thank you for putting pedestrian safety first - but please also make sure you take bikes and scooters into account.”

“The plan is good and will increase pedestrian safety. The downsides are the reduction in the number of parking spaces.”

Support the reduction in cars

2%	42 submissions
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42 submissions supported the reduction of vehicles and/or there would be restricted use of vehicles in the St Heliers village. Many of the submissions received considered the proposal will benefit local businesses, would increase active modes of travel and therefore would encourage local people to not travel to St Heliers by private vehicle.

Some submissions supported the intent of the proposal to encourage active modes of travel to the village especially for local residents, but considered the proposal is not the best way to achieve this and that it could be improved.

“My understanding is that these improvement will bring safety and a more user friendly village. I would like to suggest that the designated space (marked) for safety and well being, would be vastly improved of no motorised transport such as bikes, scooters”

“We spend a lot of time with our kids in St Heliers and welcome the proposal changes. We would even go further and as:

- *To turn the lower part of St Heliers Bay Rd into a car-free pedestrian zone;*
- *To build a multi-storey car park*
- *To narrow the roads to slow down traffic and there more space for cafes, benches and pedestrians....”*

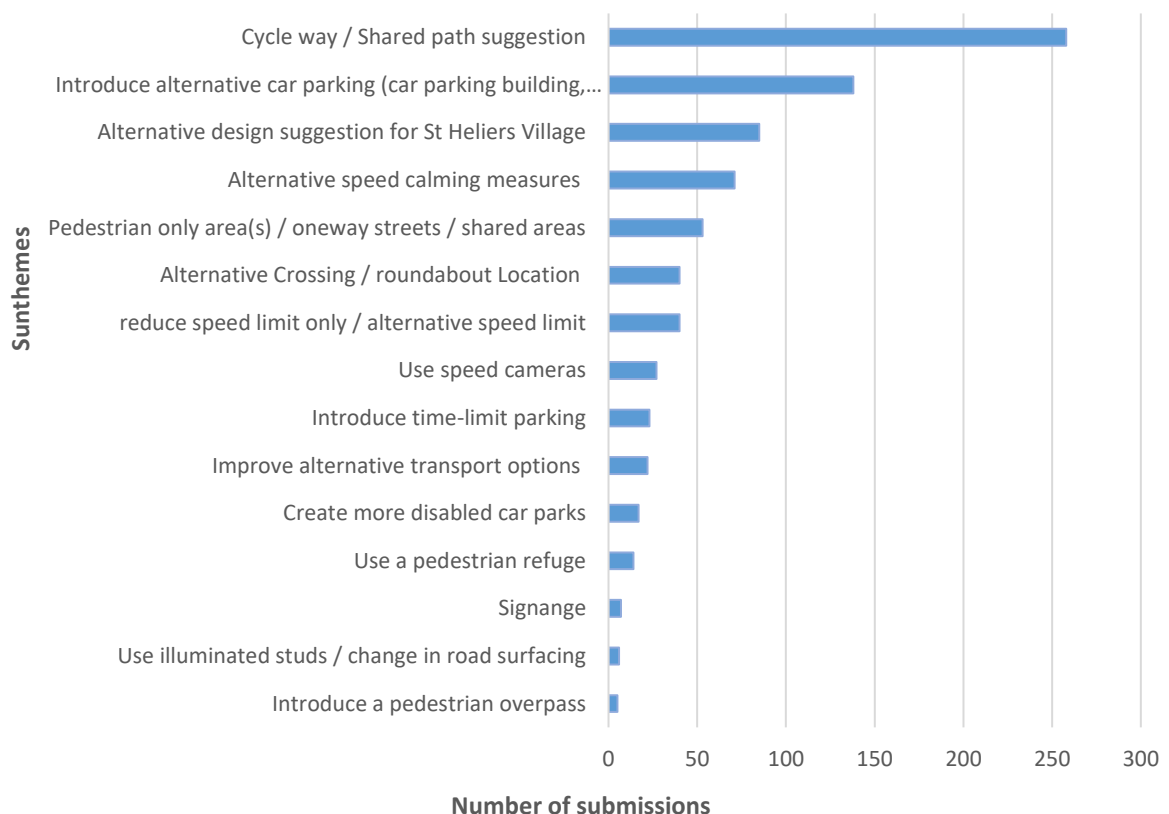
“Make the place more liveable....use traffic calming practices like mixed pedestrian and vehicle spaces which require drivers to go slower and drivers are more acutely aware of risks in such an environment, taking extra care.... like in Customs St East.”

Other suggestions from public feedback

47% 806 submissions

806 submissions suggested design alternatives which could be incorporated instead of, or in conjunction with, the proposed safety improvements.

Subthemes - Alternative Suggestions



This is based on 806 submissions. Note, not all submissions provided feedback in this area. Submissions may be counted in more than one theme (approximately 40% of all submitters)..

Cycle Lane / Improved shared path

15% 258 submissions

258 submissions suggested that a segregated cycle way through St Heliers is needed now, and/or improvements need to be made to the existing shared path facilities in St Heliers.

A significant proportion of these submissions indicated support for the Bike Auckland design proposal, as this provides for a segregated cycle path.

“We DO NOT support the changes: a continuous cycle track from the city to St Heliers is much more urgent and useful: at present there are short ‘cycle lanes’ which end abruptly and dangerously. The shared cycle / walkways are also dangerous, as pedestrians wander across the cycle lane, and driveways can be precarious.”

“I don’t understand why you don’t have separated cycle lanes. That should be standard. Why aren’t you doing that?”

“A separated cycleway is essential for the safety of all road users, and to encourage active transport as an alternative to the ever growing traffic congestion in this area. Until this can be built, commuter cyclists have no option to use the road, and I request that the proposed design takes account of this and does not introduce any additional pinch-points that endanger on-road cyclists”

It is noted that a significant proportion of the submissions which supported a separate cycle way through St Heliers, based their submission on Bike Auckland’s design recommendation. This is discussed further in the ‘Key stakeholder submissions’ section of this report.

Introduce Alternative Car Parking

8% 138 submissions

138 submissions suggested that additional parking should be provided elsewhere in St Heliers if car parking spaces are to be removed.

Some submissions indicated where and how this car parking could be provided. This included;

- Use of car parking buildings.
- Use of underground car parking.
- Changing existing parallel parking in St Heliers to angled parking.

“Is it possible for example to consider development of a public car parking facility on the Council owned land at the corner of St Heliers Bay Road and Polygon Road, or the Crown land on the opposite corner where the Police station is located, or the privately owned land at the corner of Turua Street and Polygon Road (presently utilised for private parking).”

“The buses should be removed from the shopping blocks for safety. They should be placed on blocks further out. No park and ride has been provided for this increased bus activity. More people are having to drive and park in St Heliers to catch the bus because of decreased services in suburbs behind.”

Alternative Design suggestions

5%

85 submissions

85 submissions suggested alternative designs which could be incorporated in St Heliers. Many of these submissions provided very detailed feedback in this area. The areas focused on within the design suggestions feedback provided, included all of, or a mixture of, suggestions such as;

- Creating safer environments for all road users (pedestrians, cyclists and motorists).
- Enabling a segregated cycle way to be included.
- Downgrading the dominance of private vehicles in the village.
- Allowing for continuous traffic flow.
- Reducing negative impacts on residents.
- Reducing the overall costs required to deliver the proposal.

“Love the idea of creating a world-class cycle way all the way from the city, through Mission Bay and to St Heliers, even though it's narrower in St Heliers so mixed pedestrians and cyclists is unavoidable. Would also like to see more bicycle parking bays.”

“So rather than simply raised table zebra crossings dropped onto the existing road, the road marking should be fundamentally different (e.g. you could remove the centreline and have periodic planted boxes to give the road a more informal feel). The scheme would then be just as much about placemaking, and techniques can be used to make this cost effective. You could even lose one or two of the raised table crossings to fund these other contextual elements.”

Alternative vehicle speed calming measures

As previously indicated, AT has sought consultation about the proposed engineering solutions only, in isolation of the Tamaki Drive Master Plan and urban design opportunities.

4%

71 submissions

71 submissions suggested alternative measures that could be used to calm traffic through St Heliers instead of, or in conjunction with raised pedestrian crossings.

Most of the submissions which provided feedback about alternative vehicle speed calming measures were concerned that the raised pedestrian crossings were too steep, would give pedestrians too much priority, would create traffic congestion through the village, will damage vehicles, and/or, are dangerous for cyclists. These submissions therefore considered other forms of speed calming that would be more suitable in the village.

Feedback on speed calming measures included use of;

- Planter boxes.
- Use of a 40kph speed limit.
- Raised pedestrian crossings with a reduced gradient or the use of speed bumps.
- Use of pedestrian crossings without the raised design.
- Measures that accentuate the importance pedestrian crossings, this could be done by;
 - Illuminated road studs on pedestrian crossings (and cycle lanes).
 - Change in road surfacing (and/or colouring) to accentuate a low speed area approaching.

- Use of signage, particularly gateway signage to inform motorists they are entering a pedestrian environment
- Phased traffic lights.
- Pedestrian refuges.
- Use of vehicle speed camera reinforcement.

“I wonder whether a one way traffic system could be implemented around the shopping district to get a better flow of traffic? A traffic camera on St Heliers Bay Rd could also be effective in slowing down traffic speed. I think some more creative thinking should be considered rather than the current proposed plan:

“There are other ways to change traffic patterns and perhaps these should be considered before pedestrian crossings. The street could be textured/painted etc many other ways. So no from a local employee I see no need to have these radical changes. Yes something should be done on entry to St Heliers and road treatments would be much easier with perhaps the neon speed indicators at the start of St Heliers near The Green.”

“Reducing the speed limit is probably a good idea but it should be reduced to no less than 40km per hour

Pedestrian priority zones

3%	53 submissions
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53 submissions suggested that the village should introduce areas with reduced dominance of private vehicles. These suggestions listed options such as the introduction of a partial pedestrian only areas, the introduction of one-way streets or the introduction of shared areas.

Most of these submissions also highlighted the benefits of pedestrian safety and priority resulting from the reduction in the number of car parks loss through this zoning design.

“In the long term - St Heliers could be transformed by digging an underground car park under Vellenoweth Green, and pedestrianising St Heliers Bay Road (in the village). This will further add to safety in the area, as cars won't be circling looking for a space.”

“These improvements to St Heliers Village are certainly very worthwhile but I believe do not go far enough. The opportunity should be taken to make St Heliers Bay Rd (From Tamaki Dr to intersection with Polygon Rd) pedestrian only or at least ‘Shared Space’ with no parking.”

“Any thoughts on a one way system? Would certainly streamline the traffic flow, too many crossings and a shame to lose more carparks as St Heliers Village for elderly people is not easy to reach on Public Transport.”

Alternative location for pedestrian crossing

2% 40 submissions

40 submissions suggested that the proposed crossings were in the wrong locations, and/or should be located elsewhere. Many of these submissions identified a specific location for a crossing which differs from the locations indicated within the proposal.

"I support new cross walks at the following locations: Cliff Rd; Vale Rd; Turua St; Goldie St; Maheke St at Tamaki Dr; Polygon Rd in front of BNZ; Tamaki Dr at Maheke but I would move it so it is west of Maheke Rd – I also think there should be a cross walk across Turua St next to Polygon."

"I do not agree with the recommended number and placement of crossings. I do agree that an additional crossing is required close to St Heliers Bistro end of the village, and also close to the roundabout on St Heliers Bay road, I recommend caution on the impact of the number and placement of the proposal and would like to see the analysis that NZTA has undertaken which resulted in your proposal."

Reduce speed only / Introduce an alternative speed limit

2% 40 submissions

40 submissions suggested that safety improvements in St Heliers could be achieved; through a reduction in vehicle speed only, without the need for other speed calming measures. It was suggested a reduced speed limit (other than 30kph) should be introduced, or a reduced vehicle speed limit be included in conjunction with the use of other (alternative) speed calming measures.

"In regards to decreasing the speed limit, think this is a good idea during peak times but not at others."

"A reduced speed limit during business hours would be quite sufficient. It is not necessary to have any more pedestrian crossing"

"I'm completely opposed to the entire project. The most effective solution will be to install heaps of speed cameras, and enforce a limit of 40km/hr. Simple and cheap."

Use of speed cameras

2% 27 submissions

27 submissions agreed specifically for the use of speed cameras as a speed calming measures in the village.

"PUT A CAMERA at the top of St Heliers/Riddell/Maskell intersection to catch the constant lights jumping."

"If you like to collect cash please suggest to the police to put a speed camera in the middle part of Vale Rd as it is like a racing track for some people after they come off Tamaki Drive."

Introduce time-limit parking

1% 23 submissions

23 submissions discussed the introduction of time-limit parking to mitigate the loss of car parking spaces and to mend the current lack of it. Many of these submissions suggested that a 120 to 180 minutes interval limitation be implemented.

“Introduce time-limit parking”

“The introduction of any pay parking restrictions.”

“Time limitations on parking should allow for long lingering lunches, whilst still stopping 'park & ride' commuters. e.g. 120-180 minutes Mon-Fri & 240 minutes for weekends.”

Improve alternative transport options

1% 22 submissions

22 submissions suggested that public transport options to St Heliers should be improved, in particular if car parking spaces are to be removed. Many submissions indicated that public transport was not utilised due to the lack of car parking at the locations where these services can be accessed and therefore it is more convenient to travel by car.

“It is AT's desire that people use buses. I live on Riddell Road where the buses have been reduced to one per hour and the trip to St Heliers can require changing buses and a trip of over 45 minutes which is unacceptable.”

“The money could be put to better use on transport infrastructure and encouraging people to use public transport instead of their cars, thus reducing the number of cars using Tamaki Drive.”

Prioritise car parks for family and vulnerable users

1% 17 submissions

17 submissions raised particular concerns focusing on the removal of the 40 cars parking space when some have been associated with disabled parking spaces. These submissions were mixed in their sentiment towards the 40 car parks to be removed. However, all pointed to the necessity for the allocated parking space to remain for the more vulnerable users such as young children, elderly users and users with restricted mobility.

“St Heliers has many elderly residents who rely on using cars to get to/from the shopping area. When removing the car-park spaces, please ensure the number of disability parks remains as it is, or is increased.”

“I'm getting tired of people clawing for the parking spaces, and the myth about local shops going out of business is getting old. However, I support keeping the disabled parking spots, or even adding more of them close to the shops to keep the area inclusive for all people.”

Use of Pedestrian refuge

1% 14 submissions

14 submissions suggested that a pedestrian overpass or underpass should be built instead of raised pedestrian crossings because these structures would provide safe areas for pedestrians to cross without impeding the flow of traffic through St Heliers.

“Centre islands are all that is required for safety crossings”

“Raised tables with a mid road sanctuary is a far more practical option given the already slow speeds.”

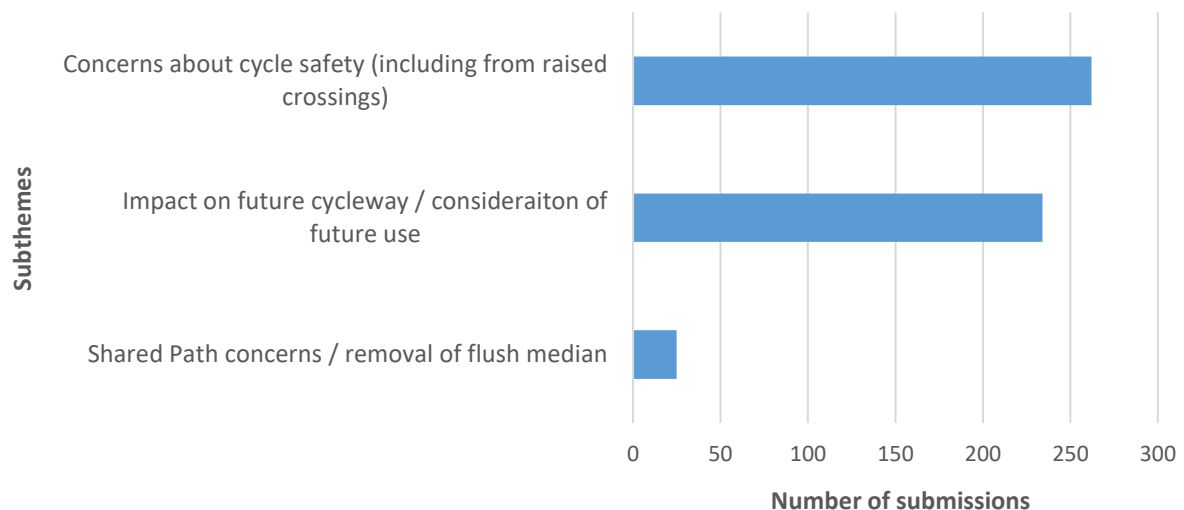
“Pedestrians now do not respect the crossing as they are, because they just walk out without regards to motorists. A crossing with pedestrian refuge work adequately now opposite The Parade and at the bottom of Cliff Road. One additional refuge opposite the toilets on the beach front is probably acceptable.”

Cycling amenity and safety concerns

30% 521 submissions

521 submissions were concerned that the proposal would impact on cycle safety. The themes to emerge from the cycling concerns feedback are shown in the graph below.

Subthemes - Cycling amenity and safety concerns



Based on 521 submissions. Note: not all submissions gave feedback in this area. Submissions may be counted in more than one subtheme.

Bike Auckland Submissions

It is noted that a significant proportion of the submissions received that indicated cycling concerns based their submission on Bike Auckland's design recommendation. This is discussed further in the 'Key stakeholder submissions' section of this report.

Concern for Cycle Safety

15%	262 submissions
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262 submissions were concerned that the proposed safety improvements will result in a dangerous environment for cyclists, and that this is particularly important given the popularity of St Heliers as a daily cycle route. Many submissions that were concerned with the impact on cycle safety indicated that a separate cycle path is needed in St Heliers to ensure safety for both cyclists and pedestrians due to the level of cycling demand. It is noted that most submissions that were concerned with cycle safety also expressed the need for a well-connected segregated cycle path through St Heliers and referred to the Tamaki Drive Master Plan for further design improvements.

Submissions indicated concern for cycle safety because;

- The proposal would create 'pinch points' for road cyclists as the proposed safety improvements narrows the road in certain areas which can force cyclists to merge with vehicle traffic in the 30kph vehicle speed environment.
- Cycle safety concerns associated with raised crossings and the effects these raised crossings will have on future running and cycle events through St Heliers.
- Concerns for road cyclists who ride in groups as well as those who train for events.
- Cycle safety concerns associated with the roundabout.

"Please don't put in those pedestrian refuges (chicanes) which can be found all over Auckland roads. They are a significant road hazard for cyclists. (1) Cyclists are forced out into traffic. (2) I personally know of three cyclists who have hit poorly sited and poorly visible chicanes - two of whom were very badly hurt."

"Concerned about narrowing of road making it more dangerous for cyclists, there are a large number of bus movements, buses also find it hard to negotiate some of the tighter roads as it is now, buses often Turua St rather bad. I often observe more than 1 bus trying to use a bus stop meaning they block up the whole road."

"As a cyclist I'm appalled that you actually think this is a safety improvement for us. Raised crossings are a ridiculous option for the safety of cyclists and vehicles"

"Medium support as I wonder how are cyclists are provided for in this design? These pedestrian crossing look good idea. Look forward to slow speed limit to support this"

"I support the introduction of safer raised pedestrian crossings in St Heliers. I would also support pedestrianisation of St Heliers Bay Rd between Tamaki Dr & Polygon, or at the very least and additional raised crossing in the middle of this section as many people cross here. I am also concerned that people on bikes have not been considered in the design of the tables, the current design introduces pinch points for on road riders."

"Yes, to the new zebra crossings and raised tables for better safety. Please don't create new pinch points for road riders. Please future-proof the works, to allow for the Tamaki Drive Master Plan"

Future Cycleway

14%	234 submissions
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234 submissions were concerned that the proposed safety improvements would prevent a segregated cycle way being built through St Heliers. A significant proportion of submissions received expressed concerns that a design for safety improvements through St Heliers should be 'future proofed' to allow a segregated cycle way to be built in future.

There was strong support that any design in St Heliers should closely align with the Tamaki Drive Master Plan. In this effect, a significant proportion of submissions considered that it made sense and would be more cost effective to install this cycle infrastructure now, rather than being a part of a separate project in the future, and that the design as proposed, was a missed opportunity.

Note: The safety improvements specifically enable a future dedicated cycleway facility on the coastal side, this has been communicated at all public engagement, however may not have been clearly outlined on the information contained on AT's [Have Your Say website](#).

"We simply cannot spend the time, effort and money to develop the roads without making cycling much safer and more enjoyable. We have 12 YEARS left to reduce emissions by 50% otherwise climate breakdown will become a runaway problem. This cycle route could be a total pleasure, iconic, bringing joy and well-being to the people of the village and on the route. Yes to the new zebra crossings and raised tables for better safety Please don't create new pinch points for road riders Please future-proof the works, to allow for the Tamaki Drive Master Plan"

"Although I live out West I cycle Tamaki Drive regularly for recreation: Yes to the new zebra crossings and raised tables for better safety Please don't create new pinch points for road riders Please future-proof the works, to allow for the Tamaki Drive Master Plan"

Most submissions which indicated a need for a cycleway through St Heliers, supported the 'Bike Auckland' submission, as posted on the Bike Auckland website;

"Yes to the new zebra crossings and raised tables for better safety. Please don't create new pinch points for road riders. Please future-proof the works, to allow for the Tamaki Drive Master Plan"

Shared path concerns

1%	25 submissions
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25 submissions were concerned about cyclists using the shared path in St Heliers. These submissions considered, given the popularity and high usage of multi-modal transport within St Heliers, that a shared path consisting of pedestrians, cyclists and e-scooters, results in many conflicts and is hazardous. Some of these submissions also raised concerns in regards of the removal of the flush median creating another pinch point for cyclists and motorists.

“However - I do feel like cyclists are being omitted here from these considered plans. Yes, of course, there are updates written in for the "shared Path" options here, however... even currently with shared paths, pedestrians, people with dogs and strollers, take no heed of cyclists in those shared paths. It then becomes quite dangerous, and with the increase in Zebra crossings, then Pedestrians take even less heed of others using alternate modes of transport.”

“With the removal of the flush painted median in Tamaki Drive, a significant amount of right turning traffic into Maheke , St Heliers Bay Road and Turua Street will cause Tamaki drive to be blocked for lengthy periods.”

“I am concerned that the removal of the flush median on Tamaki Dr and a widened shared path may create a pinch point on the road for on road cyclists putting them in danger.”

Other Cycling Considerations

Alternative Suggestions

15%	258 submissions
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258 submissions received, suggested that a segregated cycle path or an improved shared path (which differs from the safety improvements proposed), should be included in the safety improvement design for St Heliers.

As this is an alternative suggestion, it is discussed in the ‘Cycle Lane / Improved shared path’ section of this report.

Key stakeholder submissions

In addition to public feedback, we also received submissions from 6 key interest groups. Their feedback is summarised below and their concerns and suggestions have been included in the list of design suggestions.

St Heliers / Glendowie Residents Association

The submission highlighted the strong objection of the Association to the proposal. The association agrees that there is scope for improvement however categorise the proposal as going “*way beyond what is reasonable to improve safety and would probably have the opposite effect, increasing accidents*”. The submission strongly reflects on the inadequacy of the consultation process with the St Heliers community and states “*Community disagreement over these proposals could have been avoided if AT had consulted community organisations early, in the planning stages. which were not justified by the provided Police crash statistics presented.*”

The St Heliers / Glendowie Residents Association are in support of a few new pedestrian crossings in certain locations to enhance safety and slow traffic.

The St Heliers / Glendowie Residents Association also agrees the speed limit should be reduced to 30km/h around Auckland to keep in line with the objective to reduce Fatal and Serious injury (DSi).

St Heliers Village Business Association

The submission supports some of the measures proposed such as the reductions of the speed limit from 50km/h to 40km/h on Tamaki Drive, visual treatment to the entries to the Village and enforcements such as speed cameras. The submission was also in support of an additional crossing between Maheke St and Goldie Street across Tamaki Drive.

The St Heliers Village Business Association are not in support of the removal of the 40 car parking spaces, however would appreciate the removal of 3 or 4 car parking spaces for the installation of one extra pedestrian crossing on Tamaki Drive.

The St Heliers Village Business Association also suggest it would be beneficial more pedestrian education and cyclist awareness to be conducted.

Orakei Local Board

The Orakei Local Board submission indicated ‘*general support for safer streetscapes that enable residents to move around using various transport modes safely and easily*’.

The Orakei Local Board, however, expressed disappointment in the consultation process, and voiced concerns that no reference to the Tamaki Drive Master Plan had been made during the Auckland Transport consultation phase. The Orakei Local Board did not support the extent of the proposal and considered some of the proposed safety improvements

marginalised the safety of particular road users, such as the vulnerable users, by reducing safe access to the village.

The Orakei Local Board supported the following aspects of the proposal;

- The widening of the existing shared path.
- Some of the new proposed pedestrian crossings near the Parade, Cliff Road and Vale Road.

The Orakei Local Board did not support the following aspects of the proposal;

- The consultation process, believing it should be undertaken in conjunction with the vehicle speed reduction consultation (not separately).
- The loss of car parking in St Heliers; the Orakei Local Board considers too many crossings are proposed resulting in too many on street car park spaces being removed.
- The Police records of crash statistics used to support the proposed improvements.
- The measured operating speed data is to support the reduction of speed limit to 30km/h.
- The creation of 30 kph maximum speed pinch points which will present hazards for cyclists.
- Lack of alignment with the Tamaki Drive Masterplan.
- The installation of ‘pay and display’ metered parking machines in the commercial areas of St Heliers and along Tamaki Drive (which is not in the proposal but was considered in an earlier draft of the safety investigation).
- The absence of acknowledgment of the car parking space removal negative impact on the three sports clubs on St Heliers Reserve - St Heliers Bowling Club, Croquet Club, and Tennis Club.

The Orakei Local Board recommended the following;

- Greater consideration be given to the existing busway slip road; any safety improvements in the village should include this slip road.
- To maintain the one pedestrian crossing at the Polygon Rd/ St Heliers Bay Intersection as it is
- The reduction of a vehicle speed limit only, before any major permanent speed calming measures are introduced.

Tamaki Drive Protection Society Inc.

The Tamaki Drive Protection Society Inc. advised that the proposed safety improvements in St Heliers should strongly align with the Tamaki Drive Master Plan

The Tamaki Drive Protection Society advised that any plan for a section of Tamaki Drive should be part of a plan for the whole of Tamaki Drive.

The Tamaki Drive Protection Society supported some of the proposed pedestrian crossings and provided comment as to where these crossings should be located. They consider these crossings should not be raised as they create pinch points for cyclists in the proposed 30 kph environment. The Tamaki Drive Protection Society indicated that any plan for St Heliers village should integrate with plans for the wider area.

Bike Auckland

Bike Auckland provided a single submission for the Mission Bay and the St Heliers Public Consultation, however each Project was addressed separately within the submission.

The submission indicates support for many of the key safety aspects of the proposal, particularly the reduction in vehicle speeds and the inclusion of raised crossings for pedestrian safety.

However, Bike Auckland stated that ‘they were disappointed that safe cycling facilities were not incorporated in the proposal, as the design does not align with the existing cycle infrastructure along Tamaki Drive and did not consider or align with the Tamaki Drive Master Plan. This is summarised below;

- Support safety improvements.
 - Vehicle speed reduction.
 - Raised pedestrian crossings.
 - Support raised tables across all arms of the Polygon Rd/ St Heliers Bay Rd roundabout.
- Do not support the lack of cycle safety infrastructure
 - Lack of alignment with existing cycle infrastructure on Tamaki Drive
 - Lack of alignment with the Tamaki Drive Master Plan.

Bike Auckland provided a proposed design for Mission Bay and St Heliers villages at <https://www.bikeauckland.org.nz/a-better-beachfront-boulevard-mission-bay-and-st-heliers-need-you/>.

11%

187 submissions

187 submissions received, based their submission on Bike Auckland’s design for St Heliers and supported their suggested dedicated dual directional cycleway and for this to be incorporated into these safety improvement works. The Bike Auckland submission as advertised on the above website link is below;

“I support Bike Auckland’s better design for St Heliers! We need a separated bikeway here, and pedestrians need their own safe space. Yes, to the new zebra crossings on raised tables for better safety. Please don’t create new pinch points for road riders. Please future-proof the works, to allow for the Tamaki Drive Master Plan”

Bike Tamaki Drive

Bike Tamaki Drive provided a submission indicating aspects of the proposal they support, aspects they do not support, and provided an alternative scheme that would improve safety and amenity for all users of the village to be investigated by AT.

Bike Tamaki Drive supported the following;

- Introduction of a 30kph speed limit for the village with specific treatment to both entry points to the village area

- Introduction of crossings which improve pedestrian safety, however at grade for the majority of crossings. Bike Tamaki Drive support the raised table design at the St Heliers Bay Road intersection.

Bike Tamaki Drive were not in support of the following;

- The overall proposal, as in combination, it is considered to significantly diminish the amenity of Tamaki Drive and does not support active travel modes.
- Raised tables/crossings/sections on Tamaki Drive, as they are considered dangerous in the proposed 30 kph speed environment and create pinch points for cyclists.
- A design that introduces new risks and hazards at 30 kph speeds, such as pinch points, raised sections and roundabouts. Bike Tamaki Drive considers these design elements are particularly hazardous to cyclists in the 30 kph proposed speed environment.
- Any crossing points that are located closer than 20m to busy road junctions.

Bike Tamaki Drive instead suggest the following;

- Introduction of raised tables where it is proven to be easily navigable by a bicycle (at a maximum speed of 30 kph). Bike Tamaki Drive promote the Westhaven Drive tables as an example.
- Introduction of features that add amenity for active modes (cycling and walking) such as use of illuminated road studs on crossings and cycle lanes.
- Crossing point designs that support both cyclists and pedestrians (as cyclists use both 'sides of Tamaki Drive on-road & path and frequently need to cross).
- Measures that encourage motorists to drive at slow speeds, such as active speed display boards (visual and auditory) and enforcement cameras.
- A foliage maintenance programme to give uninterrupted clear views of the safety related signage and clear sightlines.
- Consistent introduction of safety measures to the other villages along Tamaki Drive i.e. Kohimarama and Okahu village / beach centres. Safety measures would focus on high risk intersections, including: Ngapipi, Kohimarama, Atkin, Averill, Solent and Watene (note - these areas are outside the St Heliers village area)

Attachment 1: Map of proposed changes



Attachment 2: Feedback form

Feedback form

St Heliers village safety improvements



Please complete this freepost form and return it to us by **Tuesday 30 April 2019**.

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 St Heliers
- I work or own a business in St Heliers
- I walk or cycle in St Heliers
- 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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