

**Your feedback on:**

# **Safety improvements for Atkinson Avenue, Ōtāhuhu**



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# 1. Summary

## Overview

From 19 October – 15 November 2020 we sought feedback on possible road safety improvements to Atkinson Avenue, between Princes Street and High Street. In total **100 submissions** were received. As not all submitters made comment on each question, the sample size is particularly small across some questions and should be taken into consideration when interpreting results.

Feedback was sought regarding how safe respondents feel while walking, cycling, or driving in the project area (Atkinson Avenue, between Princes Street and High Street). Respondents were also asked why they felt this way, and what they thought of some ideas to improve safety. Feedback from each question was grouped into themes.

The feedback results, themes, and Auckland Transport's (AT's) response to the feedback themes are outlined in the **Feedback received** section of this report. Below is a summary of the feedback.

## Top 10 feedback themes from all questions

Feedback theme	No. of mentions
 <p>Support traffic lights with a raised crossing <i>(Question – Possible improvements)</i></p>	44
 <p>Support pedestrian islands <i>(Question – Possible improvements)</i></p>	44
 <p>Support speed tables <i>(Question – Possible improvements)</i></p>	40
 <p>Support raised intersections <i>(Question – Possible improvements)</i></p>	38
 <p>The whole street needs to be improved <i>(Question – Location for improvements)</i></p>	24
 <p>Entire route is unsafe when riding a bike <i>(Question – Safety levels felt when riding a bike)</i></p>	22
 <p>Improvements are needed at intersections <i>(Question – Location for improvements)</i></p>	18
 <p>Oppose and/or concerns with traffic lights with a raised crossing <i>(Question – Possible improvements)</i></p>	17
 <p>Other suggested interventions - Improvements for people on bikes <i>(Question – Possible improvements)</i></p>	15
 <p>Too much traffic/traffic is not well controlled/traffic doesn't give way <i>(Question – Safety levels felt when walking)</i></p>	13

## 2. Background

### What did we seek feedback on?

There have been 105 crashes on Atkinson Avenue in recent years (2014-2019). Sadly, this has resulted in 20 people getting hurt, some very seriously.

Some of the crashes have involved pedestrians being hit by cars when crossing the road. Auckland Transport is taking a Vision Zero approach to road safety. This means we are striving to have zero deaths or serious injuries on our transport system by 2050. Atkinson Avenue has been identified as a high-risk road and has been prioritised for road safety improvements.

To help prevent people from getting seriously hurt or worse, we are exploring road safety improvements on Atkinson Ave, between Princes Street and High Street. Provided funding is available, the types of possible improvements could include:

- Speed tables.
- Traffic lights with a raised crossing.
- Raised intersections.
- Pedestrian islands.

For more detailed information on the proposal, please refer to [Attachment 1](#) or visit [at.govt.nz/projects-roadworks/safety-improvements-for-atkinson-avenue/#details](https://at.govt.nz/projects-roadworks/safety-improvements-for-atkinson-avenue/#details)

### What we asked you

We asked:

- How safe do you feel when travelling on Atkinson Ave and why do you feel this way? (between Princes Street and High Street)
  - While walking (incl. when using mobility aids)
  - While riding a bike
  - While driving (as a driver or passenger)
- What do you think of some of the changes we could make to help prevent people from being killed or getting hurt include e.g.
  - Speed tables
  - Traffic lights with a raised crossing
  - Raised intersections
  - Pedestrian islands
- What locations on Atkinson Avenue would you like to see improvements made?
- Do you have any other comments to make?

## 3. Consultation activities

From 19 October – 15 November 2020 the public were invited to provide feedback on possible road safety improvements to Atkinson Avenue, between Princes Street and High Street. In total **100 submissions** were received.

### Activities to raise awareness

To let you know about the opportunity to provide feedback on the project, we:

- Delivered 5,209 brochures with Freepost feedback forms to local properties.
- Sent letters and handed out brochures to businesses/organisations in the Atkinson Ave project area.
- Emailed stakeholders and interest groups.
- Set up a project webpage and an online feedback form on our website.
- Ran a geo-targeted Facebook advertising campaign.
- Posted on AT's social media pages.
- Held a public drop-in session on Thursday 5 November, 4pm - 6pm, at Ōtāhuhu Library.

### How people provided feedback

You could provide feedback using an online submission form on the project webpage or a freepost form included in the project letter. See [Attachment 2](#) for a copy of the feedback form.

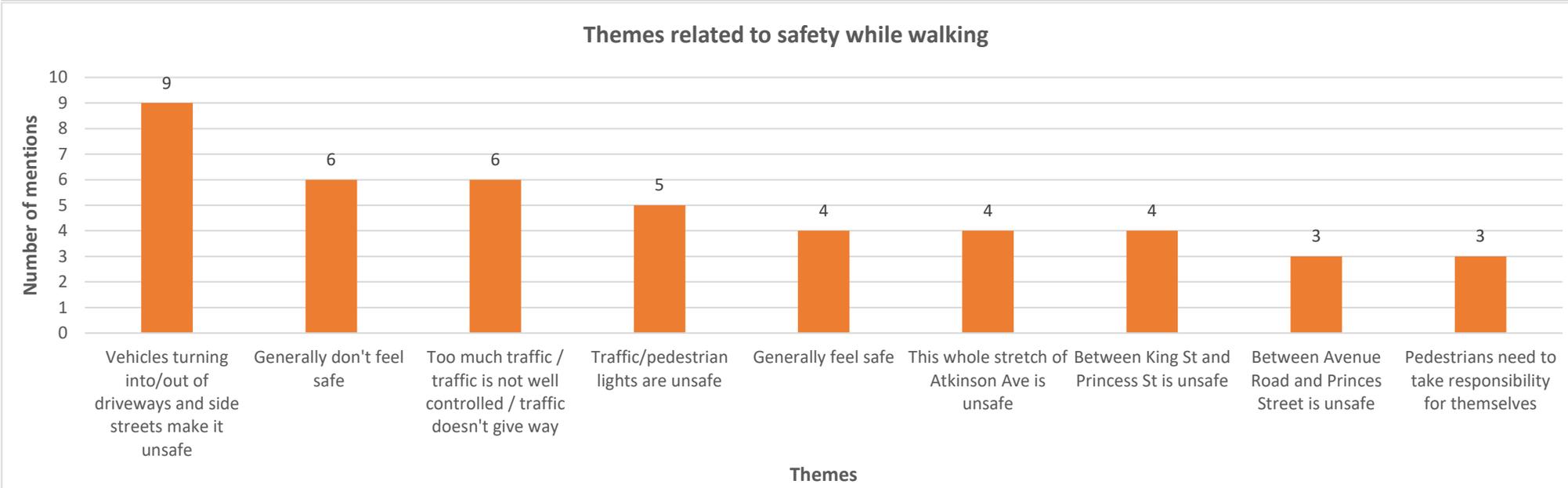
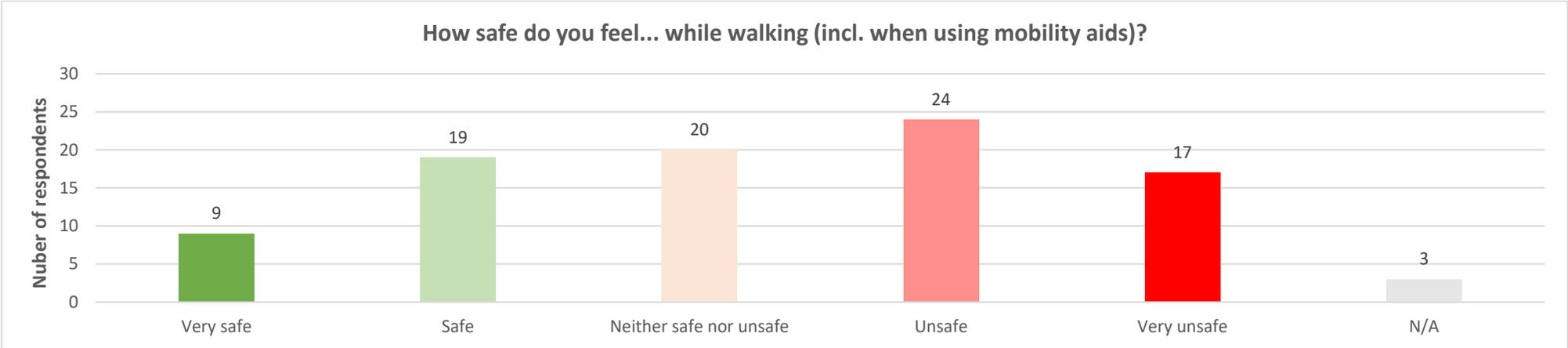
## 4. Feedback received

### Levels of safety – Tick box answers and key feedback themes

This section outlines the tick box answers and the submitters comments as to how safe they feel on Atkinson Avenue, between Princes Street and High Street. It also outlines AT's responses to the feedback themes. One person's or organisation's submission can count towards multiple topics and themes.



**Safety while walking**

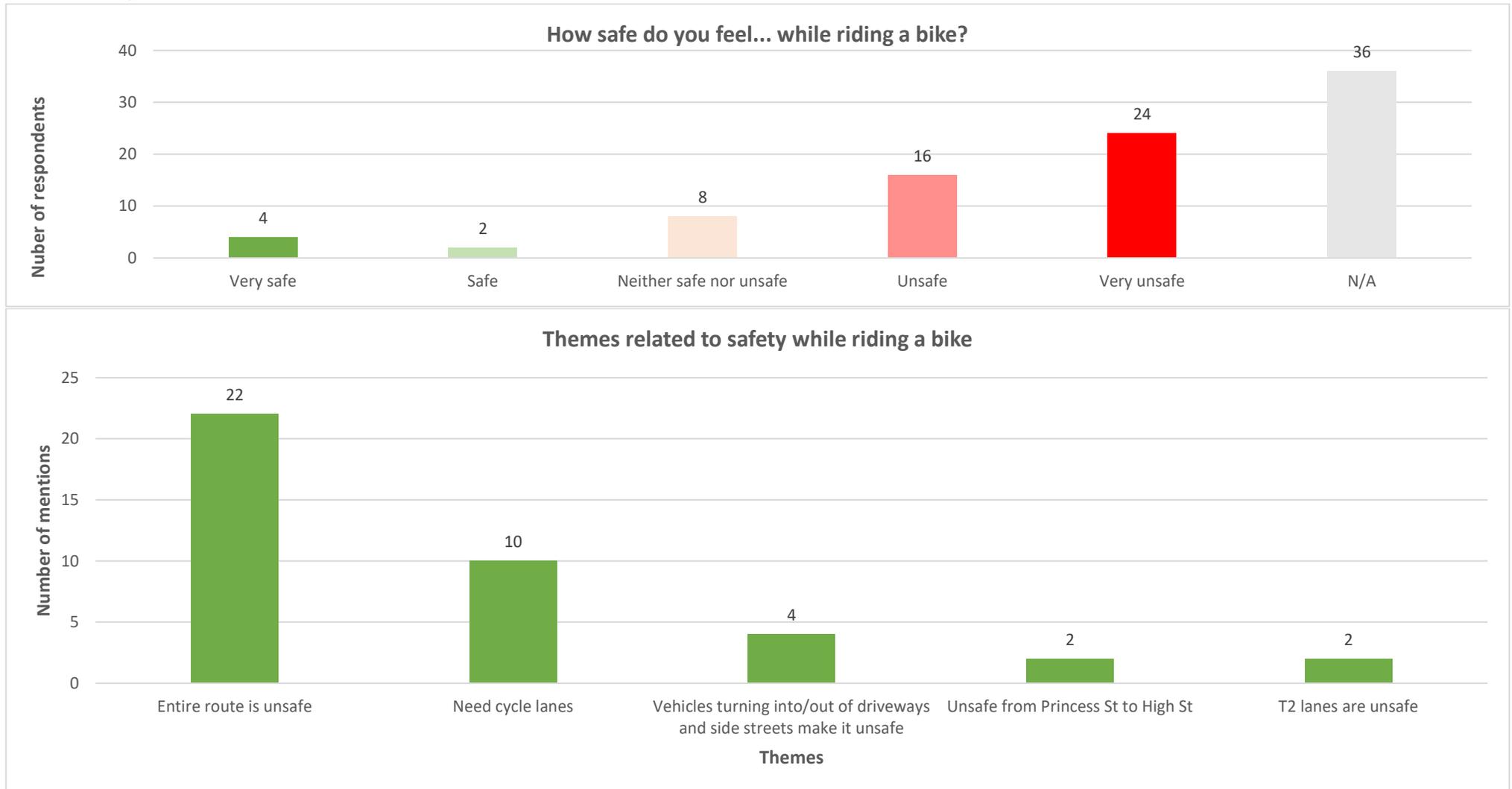


Feedback theme	Main points	Auckland Transport's responses
<p>Vehicles turning into/out of driveways and side streets make it unsafe <i>Mentions: 9</i></p>	<ul style="list-style-type: none"> <li>• Generally, people enter/exit driveways and side streets too quickly.</li> <li>• People drive quickly out of side streets and driveways to catch breaks in traffic on Atkinson Avenue.</li> <li>• People nip into side streets and driveways to avoid getting held up on Atkinson Avenue.</li> <li>• Crossing King Street is dangerous.</li> <li>• Crossing Gordon Road is dangerous.</li> <li>• Lots of traffic in and out of shops.</li> </ul>	<p>Part of the proposal will be looking at ways to slow vehicles down when they enter/exit driveways along Atkinson Avenue. Auckland Transport proposes to install judder bars at driveways along Atkinson Avenue to slow down motorists.</p> <p>Auckland Transport is proposing a raised zebra crossing on both King Street and Gordon Road to provide safe crossing points for pedestrians.</p>
<p>Too much traffic / traffic is not well controlled / traffic doesn't give way <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> <li>• Need to better control traffic in area.</li> <li>• Traffic doesn't give way to pedestrians.</li> <li>• Dangerous for pedestrians.</li> <li>• Traffic goes too slow or too fast.</li> <li>• It's a very busy road.</li> <li>• Vehicles driving on footpath make it unsafe.</li> <li>• Lower speed limits.</li> <li>• Enforce speed limits on side streets.</li> <li>• Add more red-light cameras.</li> </ul>	<p>Atkinson Avenue is a busy arterial road and carries a mixture of road users such as cyclists, pedestrians, buses, trucks and cars. It is an important bus and truck route to service the retail shops in the area. It is critical to ensure motorists are travelling in a safe and appropriate speed for all road users</p> <p>The proposal will look at providing new crossing facilities at pedestrian desire lines and engineering measures such as raised tables or intersections to create a safe and appropriate speed environment for the safety of our vulnerable road users. Speed limit changes and red-light cameras are not part of the proposal, however the engineering measures proposed will create a safe speed environment and discourage red light running.</p> <p>It is also important to maintain the function of Atkinson Avenue as an arterial route servicing buses and trucks. Additionally, it is important to ensure that traffic is not diverted onto nearby residential streets, such as Church Street.</p>
<p>Generally don't feel safe <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>• Environment isn't good.</li> <li>• Environment could be better.</li> <li>• Not safe for vehicles.</li> <li>• Crossing the road feels unsafe.</li> </ul>	<p>Thank you for sharing your experience with us. We're sorry to hear you don't feel safe travelling on Atkinson Avenue. Our investigations have found there is a high risk of people getting hurt on this stretch of Atkinson Avenue, especially people walking. We want to make Atkinson Avenue safer for everyone and the types of improvements we're proposing will help to</p>

Feedback theme	Main points	Auckland Transport's responses
		<p>slow vehicle speeds and provide safer crossing locations for people walking and on bikes.</p>
<p>Traffic/pedestrian lights are unsafe <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>• Generally unsafe to cross from Criterion Street.</li> <li>• Cars run red lights (green pedestrian phase).</li> <li>• Pedestrians don't wait for the green pedestrian signal, especially on Princes Street.</li> <li>• Traffic signals at Criterion Street are not safe.</li> </ul>	<p>The proposal will consider raising the intersection of Atkinson Avenue and Criterion Street. This will ensure vehicles are travelling through the intersection at a safe and survivable speed for pedestrian and also discourage red light running behaviour.</p>
<p>Generally feel safe <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• No incidents from school students yet.</li> <li>• King Street to Z service station feels safe.</li> <li>• Walking is safe.</li> <li>• The whole area is safe.</li> </ul>	<p>It's great to hear you feel safe on Atkinson Avenue. Unfortunately, not everyone has that experience. The feedback we received showed that, 44% of respondents felt unsafe or very unsafe while walking (including using mobility aids) compared to 30% of respondents who felt safe or very safe. Our investigations have found there is a high risk of people getting hurt on this stretch of Atkinson Ave, especially people walking or riding a bike. Between the year 2014-2019 there has been 7 reported pedestrian injury crashes along this section of Atkinson Avenue.</p> <p>Concerns have also been raised regarding the safety of the large number of school students who use Atkinson Avenue. We want to make Atkinson Ave safer for everyone and the types of improvements we're proposing will help to maintain a safe and appropriate vehicle speed and provide safer crossing locations for people walking and on bikes.</p>
<p>This whole stretch of Atkinson Ave is unsafe <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• This whole stretch of Atkinson Avenue is unsafe.</li> </ul>	<p>Thank you for sharing your experience with us. We're sorry to hear you don't feel safe travelling on Atkinson Avenue. Our investigations have found there is a high risk of people getting hurt on this stretch of Atkinson Ave, especially people walking. We want to make Atkinson Ave safer for everyone and the types of improvements we're proposing will help to maintain safe and appropriate speeds and provide safer crossing locations for people walking and on bikes.</p>

Feedback theme	Main points	Auckland Transport's responses
<p>Between King St and Princess St is unsafe <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Generally, between King Street and Princess Street is unsafe.</li> <li>• Need a pedestrian crossing outside Pacific Advance School.</li> <li>• Concern for Pacific Advance school children.</li> <li>• Crossing near King Street carpark heading towards Vietnam Café is unsafe.</li> </ul>	<p>The proposal will look at providing a new raised signalised crossing facility between the Gordon Road and King Street intersections for pedestrian wanting to cross Atkinson Avenue.</p>
<p>Between Avenue Road and Princes Street is unsafe <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Generally, between Avenue Road and Princess Street is unsafe.</li> <li>• There is only one small pedestrian island between Avenue Road and Princes Street making this stretch of road unsafe to cross.</li> </ul>	<p>The proposal will look at providing a new raised crossing facility between the Gordon Road and King Street intersections for pedestrian wanting to cross Atkinson Avenue.</p>
<p>Pedestrians need to take responsibility for themselves <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Pedestrians should take responsibility for their actions.</li> <li>• It is safe for those that look before they cross but not so much for those that don't.</li> </ul>	<p>We agree that we all have a collective responsibility to keep ourselves and others safe on our roads. We encourage everyone who uses our roads to look out for one another. That includes pedestrians looking out for cars and drivers looking out for pedestrians. What we do know though is that people make mistakes. We all do. AT is taking a Vision Zero approach to road safety. That means we are striving to have zero deaths or serious injuries on our transport system by 2050.</p> <p>To achieve this, we are putting people first. Human life and safety come above all else. This involves creating a roading environment which is forgiving of the mistakes we can all make.</p>

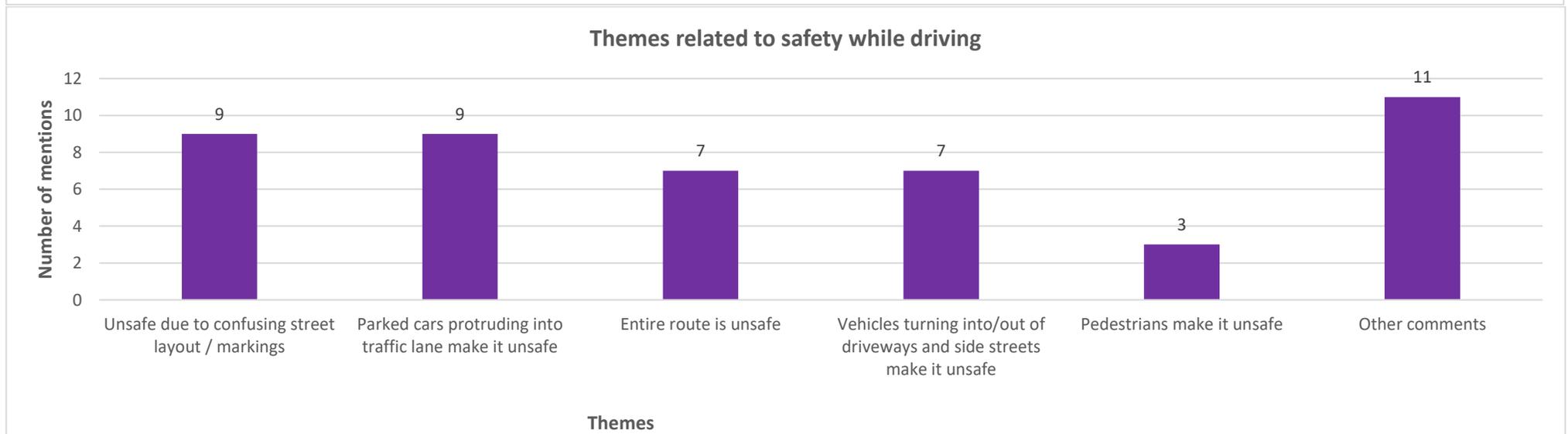
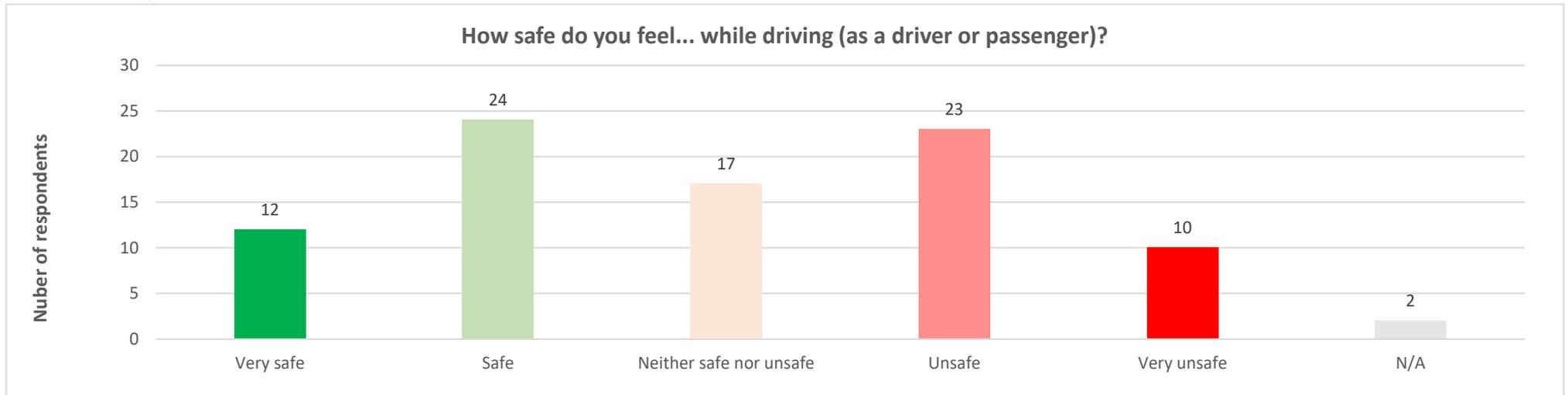
**Safety while riding a bike**



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Entire route is unsafe <i>Mentions: 22</i></p>	<ul style="list-style-type: none"> <li>• Route is unsafe due to lack of cycling infrastructure.</li> <li>• Too much traffic makes it unsafe.</li> <li>• Traffic lanes are too narrow, so not much room to pass people on bikes.</li> <li>• Dual traffic lanes mean vehicles go to fast.</li> <li>• Avoid route as unsafe.</li> <li>• Unsafe due to roadworks.</li> </ul>	<p>As part of the Southern Connections Stage 2, Auckland Transport is proposing to install cycling facilities and speed-calming treatments along Church Street and Meadow Street which are parallel to Atkinson Avenue. This mean people walking or on bikes can avoid busy arterial roads like Atkinson Avenue and Mount Wellington Highway.</p> <p>Auckland Transport considered the feasibility of providing a separated cycling facility along this section of Atkinson Avenue. Atkinson Avenue is an Over-Dimensional (OD) route and bus route. It has been observed that OD trucks use this route throughout the day and require two traffic lanes to move OD items (such as houses). Converting a traffic lane into a separated cycle lane would mean that Atkinson Avenue will not able to maintain it's function of an OD route and reliable bus route.</p> <p>The carriageway width (kerb to kerb) along Atkinson Avenue is approximately 14m wide. Unfortunately, there isn't enough space to provide safe separated cycling facility on this section of Atkinson Avenue without either taking a traffic lane or land acquisition.</p> <p>It is important that we maintain that function of the Atkinson Avenue to ensure that we don't divert traffic to the local network such as Church Street.</p> <p>In additional to the above, there are a high number to commercial driveways along Atkinson Avenue that generate a lot of turning movements. The high turning movements make it unsafe to mix traffic with cyclists along Atkinson Avenue.</p>
<p>Need cycle lanes <i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Need a cycle path/walkway from Seaside Park - Panama Road - Panmure Basin.</li> <li>• Bike lanes are needed around all main roads in Otahuhu.</li> <li>• No cycling infrastructure/facilities make it unsafe.</li> </ul>	<p>As part of the Southern Connections Stage 2, Auckland Transport is proposing to install cycling facilities and speed-calming treatments along Church Street and Meadow Street which are parallel to Atkinson Avenue. This mean people walking or on bikes can avoid busy arterial roads like Atkinson Avenue and Mount Wellington Highway.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
		Seaside Park, Panama Road and Panmure Basin are outside the scope of this project.
Vehicles turning into/out of driveways and side streets make it unsafe <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• High use vehicle entrances and side streets are unsafe.</li> <li>• Vehicles turning into driveways at high speeds make it unsafe.</li> <li>• McDonalds driveway is unsafe.</li> </ul>	<p>Part of the proposal will be looking at ways to slow vehicles down when they enter/exit driveways along Atkinson Road. Auckland Transport proposes to install judder bars at driveways along Atkinson Avenue to slow down motorists.</p> <p>We are proposing to upgrade all the intersections along Atkinson Avenue between High Street and Princes Street to create a slow speed environment.</p>
Unsafe from Princes St to High St <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Generally unsafe from Princes Street to High Street.</li> <li>• Princes Street intersection is generally unsafe.</li> </ul>	The proposal will look at the introduction of engineering measures along the project area to create a slow speed environment for all road users to share the road safely.
T2 lanes are unsafe <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Vehicles travel too fast in T2 lanes making them unsafe.</li> <li>• T2 lanes aren't cycling specific making them unsafe</li> </ul>	<p>The proposal will look at the introduction of engineering measures along the project area to create a slow speed environment for all road users to share the road safely.</p> <p>As part of the Southern Connections Stage 2, Auckland Transport is proposing to install cycling facilities and speed-calming treatments along Church Street and Meadow Street which are parallel to Atkinson Avenue. This mean people walking or on bikes can avoid busy arterial roads like Atkinson Ave and Mount Wellington Highway.</p>

**Safety while driving**

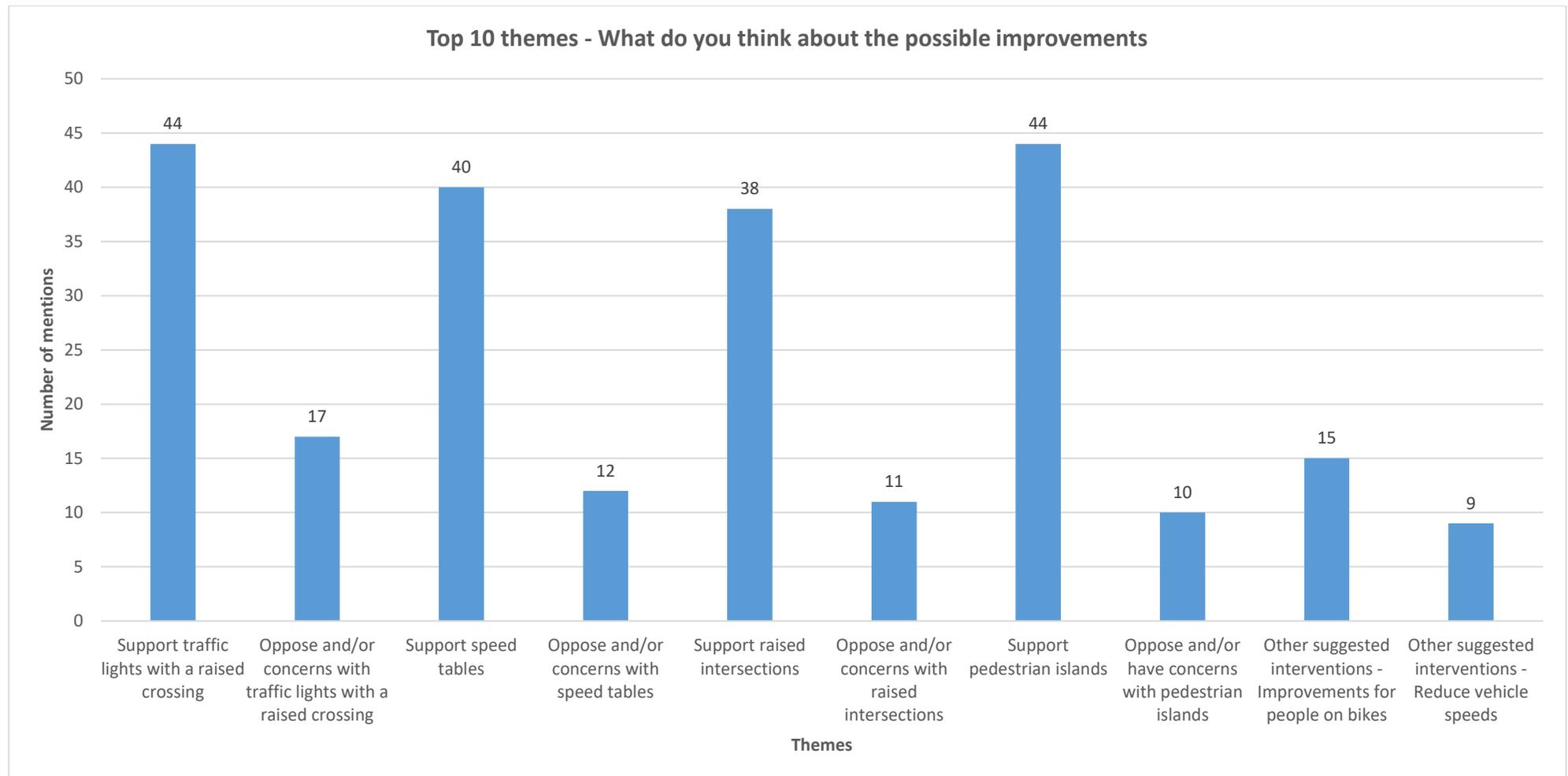


Feedback Theme	Main Points	Auckland Transport's Responses
Unsafe due to confusing street layout / markings <i>Mentions: 9</i>	<ul style="list-style-type: none"> <li>• Unsafe due to confusing street layout and markings.</li> <li>• Lanes are too narrow.</li> <li>• Unsafe due to lack of traffic control.</li> <li>• It is confusing to know what lane to be in heading north through the intersection with Princess St.</li> </ul>	We will review the road markings layout during the design stage to see if any improvements could be made.
Parked cars protruding into traffic lane make it unsafe <i>Mentions: 9</i>	<ul style="list-style-type: none"> <li>• Parked cars often protrude into the traffic lane making it unsafe as cars have to cross into the other traffic lane to pass them.</li> <li>• Parked cars and opening doors into traffic lane makes it unsafe (and slows traffic down).</li> <li>• The road narrows as you come onto Atkinson Ave past the Princes St lights. The addition of on-street parking at the shops by the corner of Atkinson and Avenue can cause accidents if a large car or if the driver hasn't parked correctly.</li> <li>• The section of Atkinson Road between Avenue Road and Princes Street is unsafe.</li> </ul>	This section of Atkinson Avenue is part of the Otahuhu town centre and Auckland Transport recognises that some businesses don't have off-street parking spaces for their customers. We are proposing to retain the on-street parking bays along Atkinson Avenue. Some parking may be removed in order to install the engineering treatments we are proposing.
Entire route is unsafe <i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>• Route is generally unsafe.</li> <li>• Route has lots of traffic.</li> <li>• Route has lots of heavy vehicles.</li> </ul>	The proposal will look at the introduction of engineering measures along the project area to create a safe and appropriate speed environment for all road users to share the road safely.
Vehicles turning into/out of driveways and side streets make it unsafe <i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>• High use vehicle entrances and side streets are unsafe.</li> <li>• Vehicles turning into driveways at high speeds make it unsafe.</li> <li>• Turning right onto road from McDonalds</li> </ul>	Part of the proposal will look at ways to slow vehicles down when they enter/exit driveways along Atkinson Avenue. Auckland Transport proposes to install judder bars at driveways along Atkinson Avenue to slow down motorists.
Pedestrians make it unsafe <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Pedestrians pop out from random spots.</li> <li>• Pedestrians do not use designated crossings.</li> </ul>	Not all the crashes that occurred on Atkinson Avenue were due to pedestrian related crashes, in fact 65% of the injury crashes were vehicular crashes.
Other comments	<ul style="list-style-type: none"> <li>• Generally bad driving habits make it unsafe.</li> </ul>	The proposal will look at the introduction of engineering measures along the project area to create a safe and

Feedback Theme	Main Points	Auckland Transport's Responses
<p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> <li>• Some days ok, some days bad.</li> <li>• AT Buses running red lights.</li> <li>• Large number of freight trucks makes it unsafe.</li> <li>• Difficult to turn right from Luke Street to Atkinson Ave due to T2 lane.</li> </ul>	<p>appropriate speed environment for all road users to share the road safely. The proposed engineering treatments such as raised intersection and raised pedestrian crossings will discourage motorists from running red light signals.</p> <p>Unfortunately, Luke Street is not part of this project scope.</p>

## Suggested improvements – Key feedback themes

This section outlines submitters comments on suggested improvements (speed tables, traffic lights with a raised crossings, raised intersections, and pedestrian islands) to Atkinson Avenue and also outlines AT’s responses to the feedback themes. One person’s or organisation’s submission can count towards multiple topics and themes.



Feedback Theme	Main Points	Auckland Transport's Responses
Accept interventions, but did not express support <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Accept interventions but did not express support.</li> <li>• Accepted, said that they may work, did not clearly express support.</li> </ul>	Thank you for your feedback
Support traffic lights with a raised crossing <i>Mentions: 44</i>	<ul style="list-style-type: none"> <li>• Generally, support signalised pedestrian crossings.</li> <li>• Support as will reduce traffic speeds.</li> <li>• Support as will make the road safer.</li> <li>• Signals need to include sufficient pedestrian priority / green time to ensure pedestrians use the crossings.</li> <li>• Provide a speed table &amp; pedestrian table between Criterion Street and High Street.</li> <li>• Provide a raised crossing outside/near Pacific Advanced School.</li> </ul>	We will take these suggestions into consideration as we progress to the design phase of the proposal.
Oppose and/or concerns with traffic lights with a raised crossing <i>Mentions: 17</i>	<ul style="list-style-type: none"> <li>• There are already enough traffic lights on this road.</li> <li>• Raised crossings are annoying to motorists / can damage vehicles.</li> <li>• Will slow traffic too much.</li> <li>• Concerned about impacts on heavy vehicles (journey times and wear/tear).</li> <li>• Concerns about noise.</li> <li>• If installed ensure gradient is right (need to be a gradient of 30 degrees max and no more than 80 millimetres in height).</li> <li>• Don't put raised crossings/speed tables to close together.</li> <li>• Prefer traffic lights without raised crossings for heavy vehicles.</li> </ul>	<p>Currently we are proposing an extra signalised crossing on a raised table on Atkinson Avenue between King Street and Gordon Road. The reason for this crossing is the Pacific Advance School, which has around 150 students. There is also a public car park on the western side which generates pedestrian demand in the area.</p> <p>We recognise that Atkinson Avenue is an important bus and freight route and we will ensure any proposed raised table and raised intersection are suitable for trucks and buses. We will also be speaking to the National Carrier Association and Heavy Haulage Association for further advices.</p> <p>The project proposes to raise the intersection of Atkinson Avenue with High Street, Criterion Street, Avenue Road and Princes Street as well as a new signalised crossing between King Street and Gordon Road. The closest spacing is 80m between Criterion Street and Avenue Road.</p> <p>The aim of the project is to encourage drivers to drive at a safe and appropriate speed along the corridor, which is used by pedestrians and cyclists.</p>
Support speed tables <i>Mentions: 40</i>	<ul style="list-style-type: none"> <li>• Generally, support speed tables.</li> <li>• Support as will make the road safer.</li> <li>• Support as will reduce traffic speeds.</li> </ul>	Thank you for the support and traffic measures to encourage drivers to drive at safe and appropriate speed.

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> <li>• Suggest adding speed tables between intersections.</li> <li>• Provide a speed table &amp; pedestrian island between Princes Street and Avenue Road.</li> <li>• Provide a speed table &amp; pedestrian table between Criterion Street and High Street.</li> </ul>	<p>We will take these suggestions into consideration as we progress to the design phase of the proposal.</p>
<p>Oppose and/or concerns with speed tables <i>Mentions: 12</i></p>	<ul style="list-style-type: none"> <li>• Generally, oppose speed tables.</li> <li>• Speed tables are annoying to motorists / can damage vehicles.</li> <li>• Will slow traffic too much.</li> <li>• Concerned about impacts on heavy vehicles.</li> <li>• Concerned about impacts on heavy vehicles (journey times and wear/tear).</li> <li>• Concerns about noise.</li> <li>• If installed ensure gradient is right (need to be a gradient of 30 degrees max and no more than 80 millimetres in height).</li> <li>• Don't put raised crossings/speed tables to close together.</li> </ul>	<p>We recognise that Atkinson Avenue is an important bus and freight route and we will ensure any proposed raised table and raised intersection are suitable for trucks and buses. We will also be speaking to the National Carrier Association and Heavy Haulage Association for further advices.</p> <p>There have been a number of raised intersections constructed in NZ previously. The appropriate profile of the raised intersections will assist in maintaining a safe and appropriate speed, whilst also being suitable for buses and freight vehicles.</p> <p>The project proposes to raise the intersection of Atkinson Avenue with High Street, Criterion Street, Avenue Road and Princes Street as well as a new signalised crossing between King Street and Gordon Road. The closest spacing is 80m between Criterion Street and Avenue Road.</p>
<p>Support raised intersections <i>Mentions: 38</i></p>	<ul style="list-style-type: none"> <li>• Generally, support raised intersections.</li> <li>• Support as will make the road safer.</li> <li>• Support as will reduce traffic speeds.</li> <li>• Include cycle lanes as part of raised intersections.</li> <li>• The intersection of Atkinson Ave and Avenue Rd intersection is a good to raise as that's the area with the most people walking around.</li> </ul>	<p>We will take these suggestions into consideration as we progress to the design phase of the proposal.</p> <p>A cycle lane has been considered as part of the preliminary study and we can confirm that a cycle lane can be accommodated if a traffic lane can be removed and/ or land acquisition. While this is not feasible at this stage, we are proposing measures to encourage drivers to drive at a safe and appropriate speed and this will enhance the safety of cyclists and pedestrians.</p> <p>As part of the Southern Connections Stage 2, Auckland Transport is proposing to install cycling facilities and speed-calming treatments along Church Street and Meadow Street which are parallel to Atkinson Avenue. This means people walking or on bikes can avoid busy arterial roads like Atkinson Ave and Mount Wellington Highway.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p>Oppose and/or concerns with raised intersections <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> <li>• Generally, oppose raised intersections.</li> <li>• Raised intersections are annoying to motorists / can damage vehicles.</li> <li>• Will slow traffic too much.</li> <li>• Concerned about impacts on heavy vehicles.</li> <li>• Concerned about impacts on heavy vehicles (journey times and wear/tear).</li> <li>• Concerns about noise.</li> <li>• If installed ensure gradient is right (need to be a gradient of 30 degrees max and no more than 80 millimetres in height).</li> <li>• Prefer traffic lights over raised intersections.</li> </ul>	<p>We recognise that Atkinson Avenue is an important bus and freight route and will ensure any proposed raised table and raised intersection are suitable for trucks and buses. We will also be speaking to the National Carrier Association and Heavy Haulage Association for further advices.</p> <p>There have been a number of raised intersections constructed in NZ previously. The appropriate profile of the raised intersections will assist in maintaining a safe and appropriate speed, whilst also suitable for buses and freight vehicles.</p> <p>The project proposes to raise the intersection of Atkinson Avenue with High Street, Criterion Street, Avenue Road and Princes Street as well as a new signalised crossing between King Street and Gordon Road. The closest spacing is 80m between Criterion Street and Avenue Road.</p>
<p>Support pedestrian islands <i>Mentions: 44</i></p>	<ul style="list-style-type: none"> <li>• Generally, support pedestrian islands.</li> <li>• Support as will make the road safer.</li> <li>• Support as will reduce traffic speeds.</li> <li>• Support as provide a safe refuge for pedestrians.</li> <li>• Support but should include a raised table.</li> <li>• Provide a speed table &amp; pedestrian island between Princes Street and Avenue Road.</li> <li>• Provide a refuge island outside/near Pacific Advanced School.</li> <li>• Provide a pedestrian island near Gordon Road.</li> <li>• Ensure they are not placed in locations that obstruct access to properties.</li> </ul>	<p>We will take these suggestions into consideration as we progress to the design phase of the proposal.</p> <p>There are concerns with pedestrian islands being pinch points for cyclists and not providing good priority for pedestrians. We will reconsider the suitability of pedestrian islands on Atkinson Avenue.</p>
<p>Oppose and/or have concerns with pedestrian islands <i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Narrow road and create dangerous pinch points for people on bikes.</li> <li>• Currently do not give pedestrians enough priority.</li> <li>• Pedestrian islands are not safe / effective on a four-lane roads.</li> </ul>	<p>We understand the concerns with pedestrian islands and will reconsider the suitability of pedestrian island on Atkinson Avenue. – as above</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> <li>Concerned about impacts on heavy vehicles.</li> </ul>	
<p>Other suggested interventions - Improvements for people on bikes <i>Mentions: 15</i></p>	<ul style="list-style-type: none"> <li>Install protected cycle lanes on Atkinson Avenue.</li> <li>Physically separate people on bikes from vehicles.</li> <li>Physically separate people on bikes from pedestrians.</li> <li>Include cycle lanes at intersections.</li> <li>Turn pathway by McDonald's, the bus station, school, and shops into a shared pathway.</li> <li>Create shared path like on Station Road.</li> </ul>	<p>As part of the Southern Connections Stage 2, Auckland Transport is proposing to install cycling facilities and speed-calming treatments along Church Street and Meadow Street which are parallel to Atkinson Avenue. This means people walking or on bikes can avoid busy arterial roads like Atkinson Avenue and Mount Wellington Highway.</p> <p>Auckland Transport considered the feasibility of providing a separated cycling facility along this section of Atkinson Avenue. Atkinson Avenue is an Over-Dimensional (OD) route, bus route and it has been observed that OD trucks use the route throughout the day and require two traffic lanes to move OD items (such as houses). Converting a traffic lane into a separated cycle lane would mean that Atkinson Avenue will not be able to maintain its function of an OD route and reliable bus route.</p> <p>The carriageway width (kerb to kerb) along Atkinson Avenue is approximately 14m wide, unfortunately there isn't enough space to provide a safe separated cycling facility on this section of Atkinson Avenue without either taking a traffic lane or land acquisition.</p> <p>It is important that we maintain that function of the Atkinson Avenue to ensure that we don't divert traffic to the local network such as Church Street.</p> <p>In addition to the above, there are many commercial driveways along Atkinson Avenue that generate a lot of turning movements. The high turning movements make it unsafe to mix traffic with cyclists along Atkinson Avenue.</p>
<p>Other suggested interventions - Reduce vehicle speeds</p>	<ul style="list-style-type: none"> <li>Generally, want speeds reduced (not specific as to how).</li> </ul>	<p>The project will be looking to achieve a safe and appropriate speed for all road users. The project will not be looking at</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> <li>• Reduce speed limit to 30km/hr or 40km/hr along Atkinson / in town centre.</li> <li>• Speed limit reduction better for heavy vehicles.</li> <li>• Improve enforcement of speed limits.</li> </ul>	<p>changing the speed limit along Atkinson Avenue as this stage. Any speed limit change requires the surrounding environment to support the change. Once the physical changes are in place, we will then determine if reducing the speed limit will be required as well.</p>
<p>Other suggest interventions - Remove car parking <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Remove car parking as people entering/exiting car parking is dangerous.</li> <li>• Remove car parking to improve visibility of people crossing the road.</li> </ul>	<p>This section of Atkinson Avenue is part of the Otahuhu town centre and Auckland Transport recognises that some businesses don't have off-street parking spaces for their customers. We are proposing to retain the on-street parking bays along Atkinson Avenue. Some parking spaces may be removed in order to install the engineering treatments we are proposing.</p>
<p>Other suggested interventions - Widen traffic lanes <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Make traffic lanes wider.</li> <li>• Make one-way with a wider traffic lane.</li> </ul>	<p>Due to the limited carriageway width there is no space to widen the traffic lanes. Furthermore, widening lane widths are likely to encourage drivers to drive at higher speeds, therefore, this is not recommended as there are already speeding issues identified on Atkinson Avenue.</p> <p>Making Atkinson Avenue one-way is not feasible as Atkinson Avenue is an Over-Dimensional (OD) route and a freight route. There is no other suitable route in the area for the OD vehicles and trucks to detour. Furthermore, there are a lot of commercial premises along this section of Atkinson Avenue and making it one way would affect the accessibility of these businesses.</p>
<p>Other suggested interventions - Narrow traffic lanes <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Generally, road / lanes are too wide on Atkinson Avenue, need to be narrowed.</li> <li>• Reduce traffic lane widths to help slow vehicles down.</li> </ul>	<p>Our site measurements suggesting that the traffic lanes are at suitable width. Due to Atkinson Avenue being a freight and bus route, narrowing the traffic lanes is not feasible.</p>
<p>Other suggested interventions - Narrow median <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Generally, narrow median on Atkinson Avenue.</li> <li>• Narrow median on Atkinson Ave to create more road space for wider footpaths and/or bike lanes.</li> </ul>	<p>The white median strip along this section of Atkinson Avenue will be retained to allow room for vehicles to wait when turning in and out of accessways.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
<p>All other suggested interventions and comments</p> <p><i>Mentions: 13</i></p>	<ul style="list-style-type: none"> <li>• Make traffic lights at intersections smarter.</li> <li>• Build a bypass from the monument around Otahuhu to Mt Richmond.</li> <li>• Bus stops cause issues along this road (did not specify issues).</li> <li>• Speed up traffic.</li> <li>• Put guard rails at traffic lights/intersections to stop people getting run over.</li> <li>• Get rid of bulky planters on east side of Atkinson Avenue.</li> <li>• Ensure interventions don't mean that vehicles (particularly oversized vehicles) can no longer use this route.</li> <li>• Not convinced the interventions will make a difference.</li> <li>• Link green phases on lights in a way that allows a consistent vehicle flow and doesn't require vehicles to rush to get through each green light.</li> <li>• Better signage at intersections required but reduce signage elsewhere along route.</li> <li>• To improve visibility of pedestrians entering/crossing the road, add uninterrupted, broken yellow lines along the north side of Atkinson Ave.</li> <li>• Create a well-signed Barnes Dance pedestrian crossing at the Atkinson Ave/Avenue Rd intersection (will encourage pedestrians to use the Barnes Dance intersection instead of the middle of the road).</li> <li>• Widen footpath on Atkinson Avenue.</li> <li>• Instead of proposed interventions, install pedestrian fences to control pedestrian movements.</li> <li>• Improve light phasing at intersection with Mason Avenue.</li> </ul>	<p>As part of the project, we will identify opportunities to optimise the operation of the signals to improve the level of services for all road users.</p> <p>Part of the proposal will be looking at ways to provide more priority for pedestrians at the signalised intersections and crossings.</p> <p>Building a bypass is outside the scope of this project.</p> <p>There are no bus stops along this section of Atkinson Avenue between Great South Road and Princes Street.</p> <p>Overseas research has suggested that installing pedestrian fencing at intersections or crossings would increase the risk of crashes and therefore not recommended.</p> <p>We are looking to relocate up to 4 palm trees on Atkinson Avenue for the new pedestrian crossings.</p> <p>We will ensure that over-dimensional vehicles will continue to be able to use Atkinson Avenue as their main route.</p> <p>The interventions proposes to reduce the risk of conflict at pedestrian desire lines. If a crash were to occur at the crossing facilities, the interventions will ensure the crash occurs at a survivable speed and reduces the risk of death and serious injury to pedestrians.</p> <p>We will ask our traffic signal team to review the phasing along Atkinson Avenue to see if the signals can be better co-ordinated.</p> <p>This section of Atkinson Avenue is part of the Otahuhu Town Centre and Auckland Transport recognises that some businesses don't have off-street parking spaces for their customers. We are proposing to retain the on-street parking bays along Atkinson Avenue. Some parking may be removed in order to install the engineering treatments we are proposing.</p> <p>We will investigate the feasibility of a Barnes Dance pedestrian crossing at the intersection of Atkinson Avenue/Avenue Road/Mason Avenue</p> <p>Due to Atkinson Avenue being a truck route and Over-dimensional route, widening the footpath, within the current</p>

Feedback Theme	Main Points	Auckland Transport's Responses
		road reserve, is not feasible along this section of Atkinson Avenue.

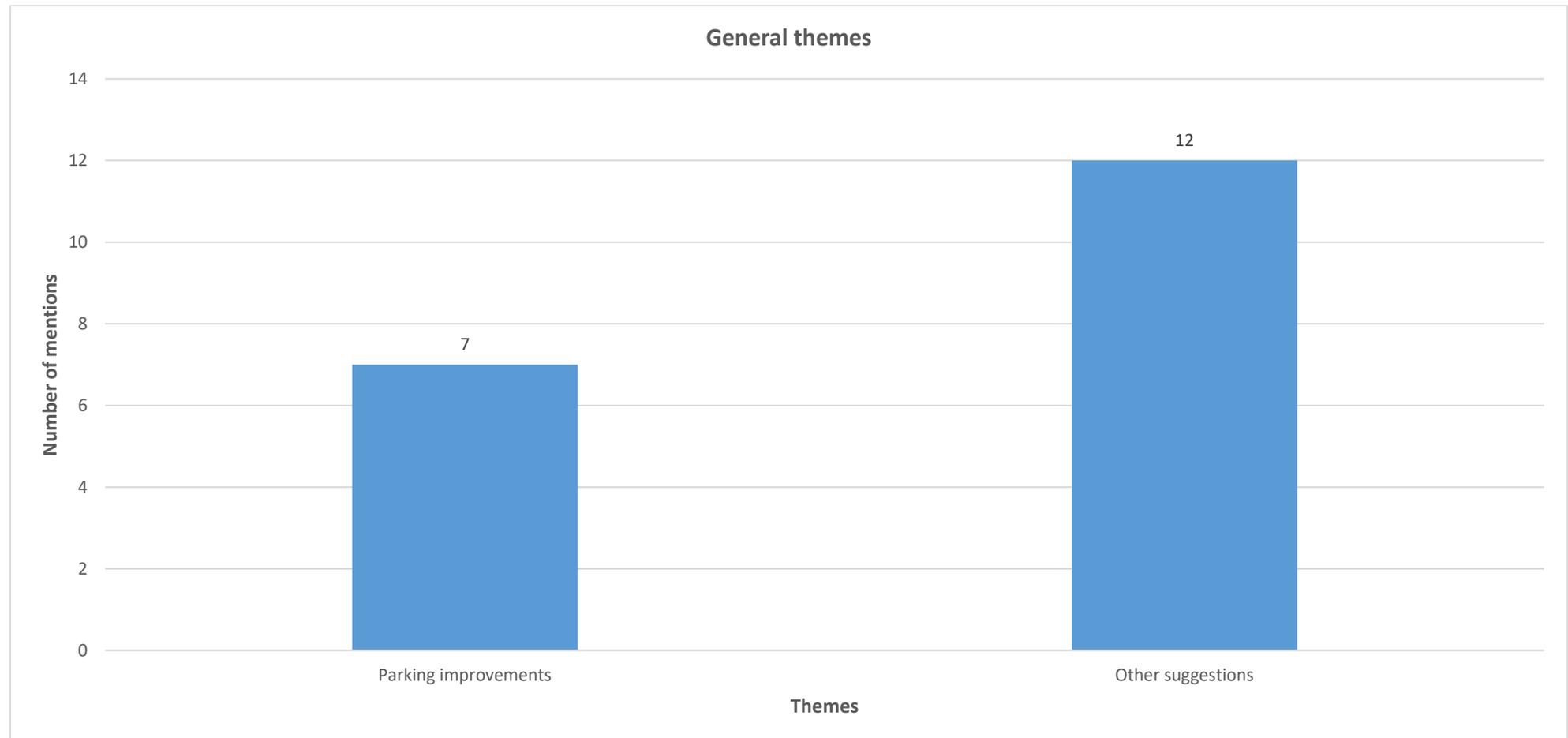
## Locations for improvements – Key feedback themes

This section outlines submitters suggested locations for improvements and associated comments, as well as AT's responses to the feedback themes. One person's or organisation's submission can count towards multiple topics and themes.



## Other comments - Key feedback themes

This section outlines themes from submitters responses to the 'Do you have any other comments to make?' question, as well as AT's responses to these feedback themes. Please note that responses gathered from this question were first themed with the feedback from the earlier survey questions and included in the themes above. The themes/comments below are the remaining comments. One person's or organisation's submission can count towards multiple topics and themes.



Feedback Theme	Main Points	Auckland Transport's Responses
Parking improvements <i>7 mentions</i>	<ul style="list-style-type: none"> <li>• Remove side street parking.</li> <li>• Need better carpark areas rather than on street parking.</li> <li>• Provide disabled car parking.</li> <li>• Don't remove any parking.</li> <li>• Remove parking bays from Atkinson Avenue.</li> <li>• Reduce lanes from three to two on Atkinson Avenue to allow more space for parking.</li> </ul>	<p>This section of Atkinson Avenue is part of the Otahuhu Town Centre and Auckland Transport recognises that some businesses don't have off-street parking spaces for their customers. We are proposing to retain the on-street parking bays along Atkinson Avenue. Some parking spaces may be removed in order to install the engineering treatments we are proposing.</p> <p>Creating more parking spaces is outside the scope of this project. As part of the design, we will look at mobility parking provisions where possible. Converting a traffic lane into parking spaces is not feasible along Atkinson Avenue. Atkinson Avenue is an over-dimensional route that occasionally requires over-dimensional vehicles to utilise two lanes of traffic to travel through the area. The scope of this project is to address safety and speeding issues on Atkinson Avenue.</p>
Other suggestions <i>12 mentions</i>	<ul style="list-style-type: none"> <li>• Keep the T2 lanes.</li> <li>• Reduce heavy vehicle traffic.</li> <li>• Remove slip lanes.</li> <li>• Need to build a bypass around Otahuhu.</li> <li>• No more traffic lights or raised surfaces.</li> <li>• Reduce number of traffic lights.</li> <li>• Road signs in Samoan, Tongan, Hindi - suggestion that these groups don't understand signage rules or instructions.</li> <li>• Pedestrian barriers to force pedestrians to cross at crossings.</li> <li>• Road needs a white median strip.</li> <li>• Pedestrian roads need improvements on Great South Road between Otahuhu and Sylvia Road.</li> <li>• Better light phasing.</li> </ul>	<p>No change will be made to the T2 Lanes.</p> <p>Atkinson Avenue is the main route leading to the motorway, a truck route and an over-dimensional route. It is preferred to maintain Atkinson Avenue as an arterial road and not divert traffic onto the residential areas such as Church Street.</p> <p>Building a bypass is outside the scope of this project.</p> <p>Signalised pedestrian crossings are proposed on pedestrian desire lines. Our observations suggest that there is a high pedestrian demand along Atkinson Avenue. Raised tables or intersections will be designed to ensure trucks and over-dimensional vehicles are still able to use Atkinson Avenue. Raised tables and intersections will ensure that, in the unfortunate event of a crash, the crash will occur at a survivable speed.</p> <p>Multi language signage is outside the scope of this project, however we will refer this to our Wayfinding Team for their consideration.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
		<p>Overseas research has suggested that installing pedestrian fencing at intersections or crossings would increase the risk of crashes and therefore is not recommended.</p> <p>The white median strip along this section of Atkinson Avenue will be retained to allow room for vehicles waiting when turning in and out of accessways.</p> <p>Great South Road between Otahuhu and Sylvia Road is outside the scope of this project.</p> <p>We will investigate the feasibility of a Barnes Dance pedestrian crossing at the intersection of Atkinson Avenue/Avenue Road/Mason Avenue.</p> <p>We will ask our traffic signal team to review the phasing along Atkinson Ave to see if the signals along Atkinson Ave can be better co-ordinated.</p>

## Key interest groups

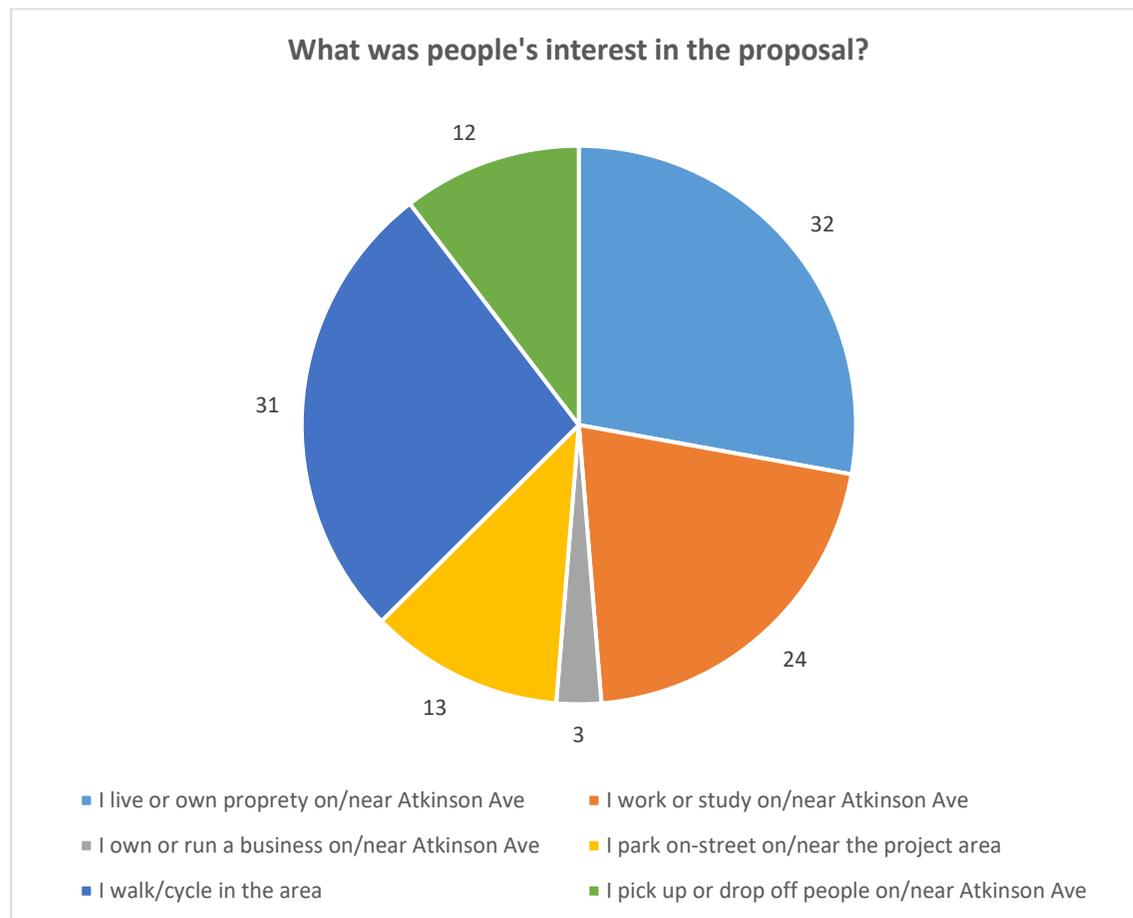
The following key interest groups/organisations provided feedback on the proposal. For a copy of their submission please refer to [Attachment 3](#). For more information on the public's interest in the proposal please refer to the section below.

- Ōtāhuhu Business Association
- Bike Auckland
- Pacific Advance Secondary School
- Mt Richmond School
- Heavy Haulage Association
- National Road Carriers Association
- NZ Police

## Peoples' interest in the proposal and feedback by interest group

We received public feedback on the proposal from 94 people and organisations.

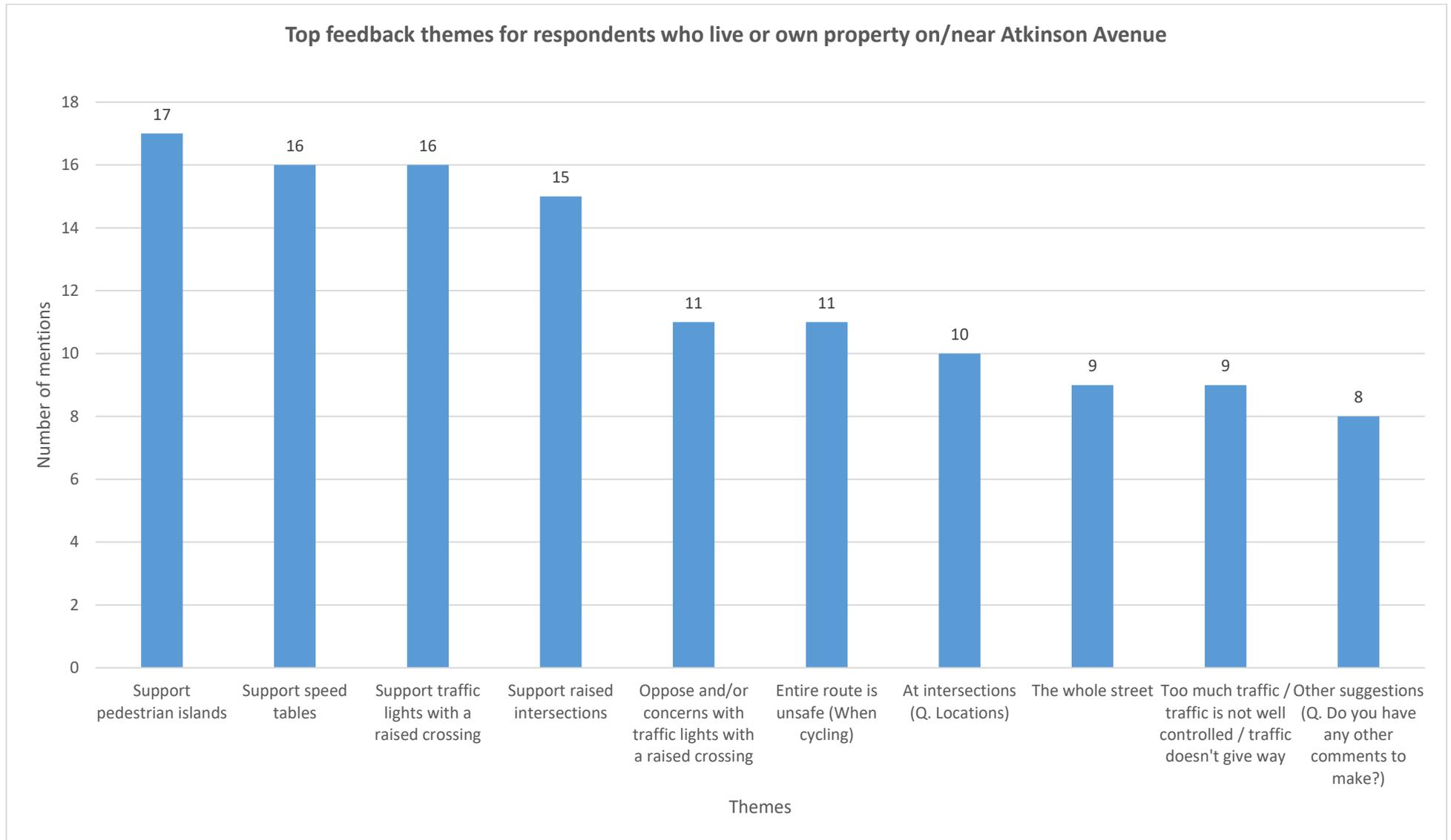
- The graph below shows peoples/submitters interest in the proposal\*.
- The graphs on the following pages show the themes that were most mentioned for each interest group\*.

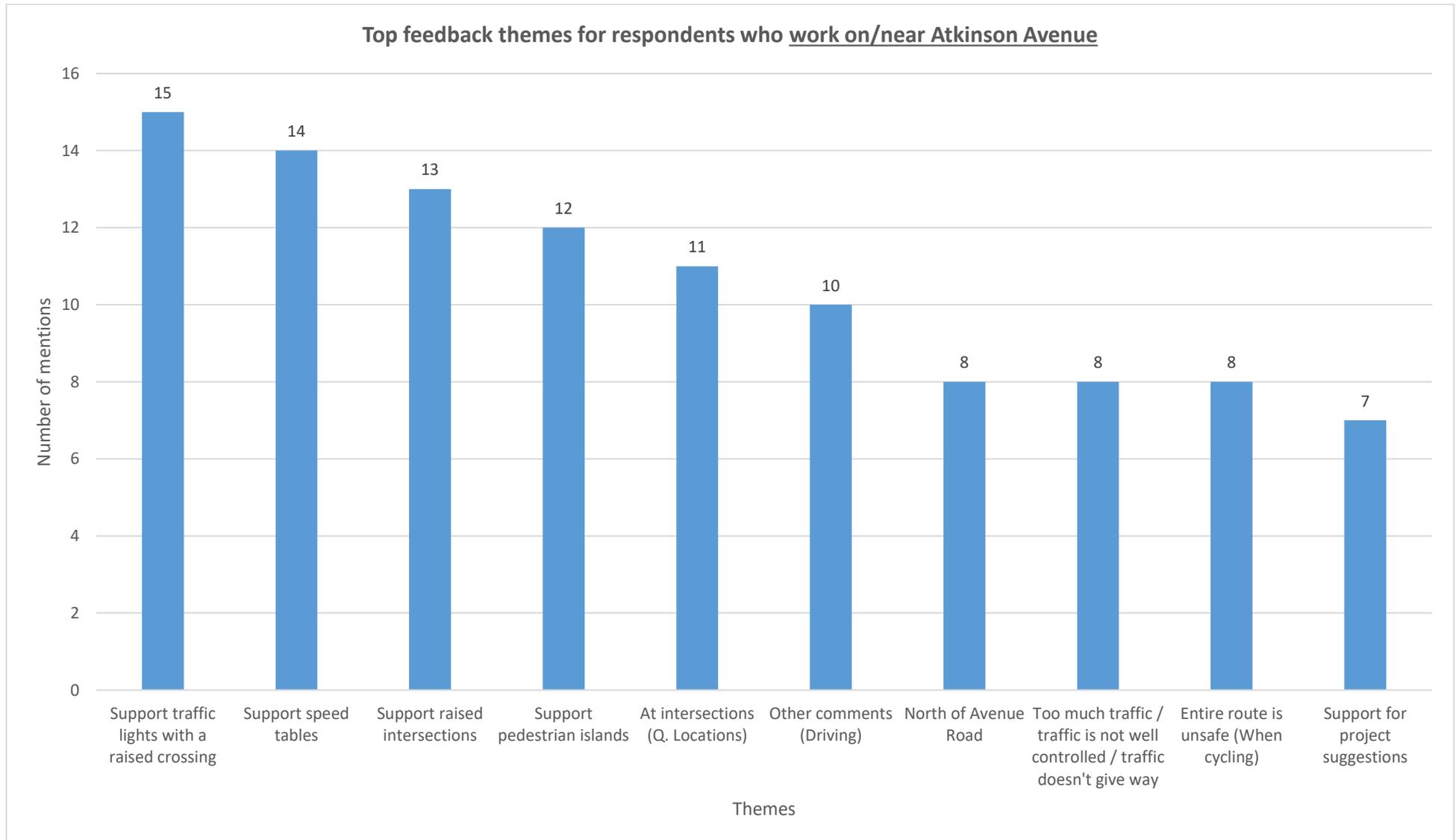


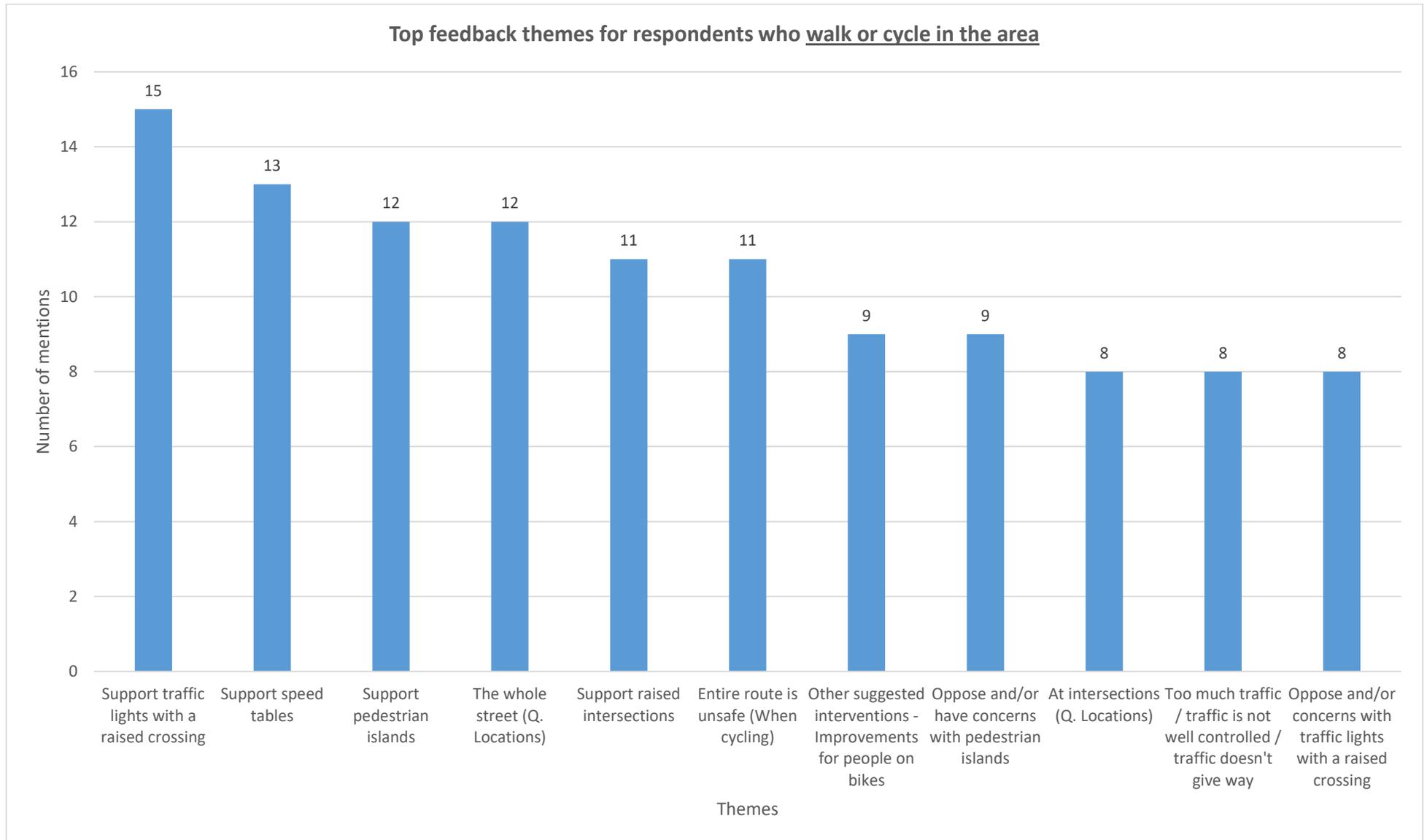
### \*Multiple Counts

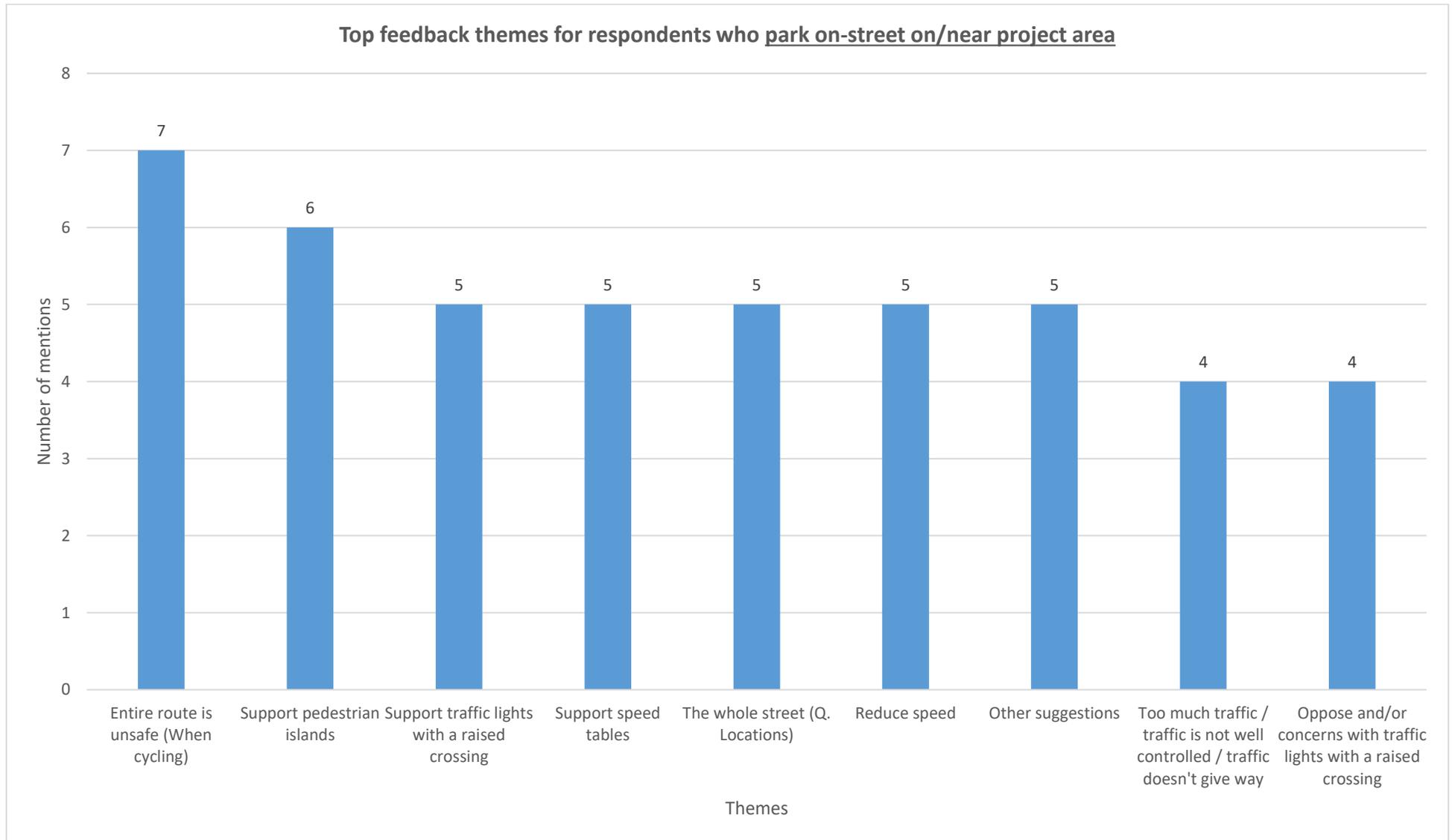
Respondents could select more than one interest in the proposal. For example, someone may have selected 'I work or own a business on Atkinson Ave' and 'I live in or own property on Atkinson Ave'. This means:

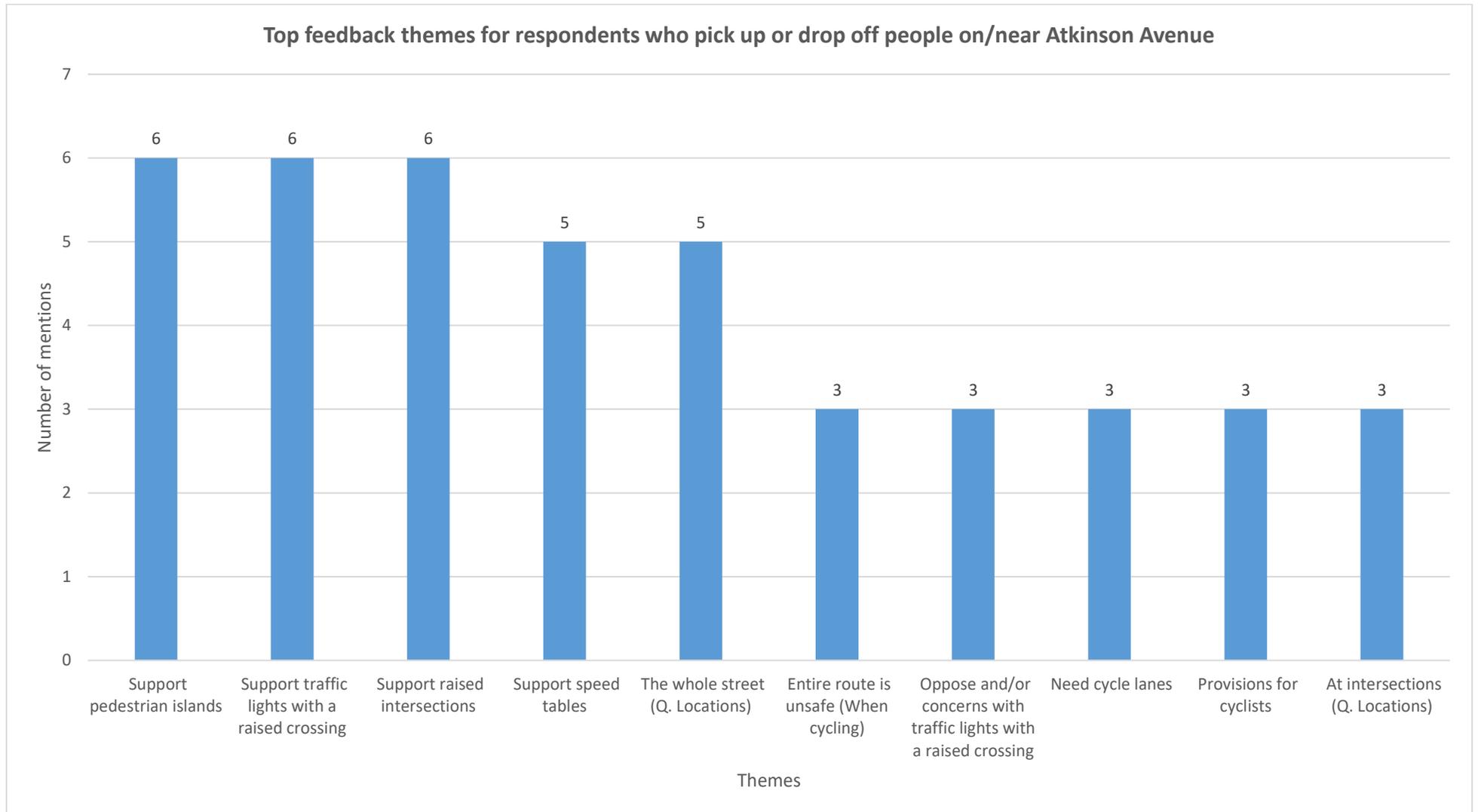
- Respondents who selected 'I work or study on Atkinson Ave' have been combined with 'I work or study near Atkinson Ave'. Similarly, for those respondents who 'run or own a business on Atkinson Ave' and 'I own or run a business near Atkinson Ave'.
- The total number for people's interest in the proposal (graph to the left) adds to more than 94.
- With regard to the graphs on the pages that follow, which show the themes that were most mentioned for each interest group. If someone selected their interest in the proposal as 'I work or own a business on/near Atkinson Ave' and 'I live in or own property on/near Atkinson Ave' then any theme this person contributed to would be counted as a mention on the graph for 'I work or own a business on/near Atkinson Ave' and 'I live in or own property on/near Atkinson Ave'.
- The multiple counts described in the bullets above only apply to this section of the report i.e. multiple counts related to interest groups do not affect the previous sections of this report.





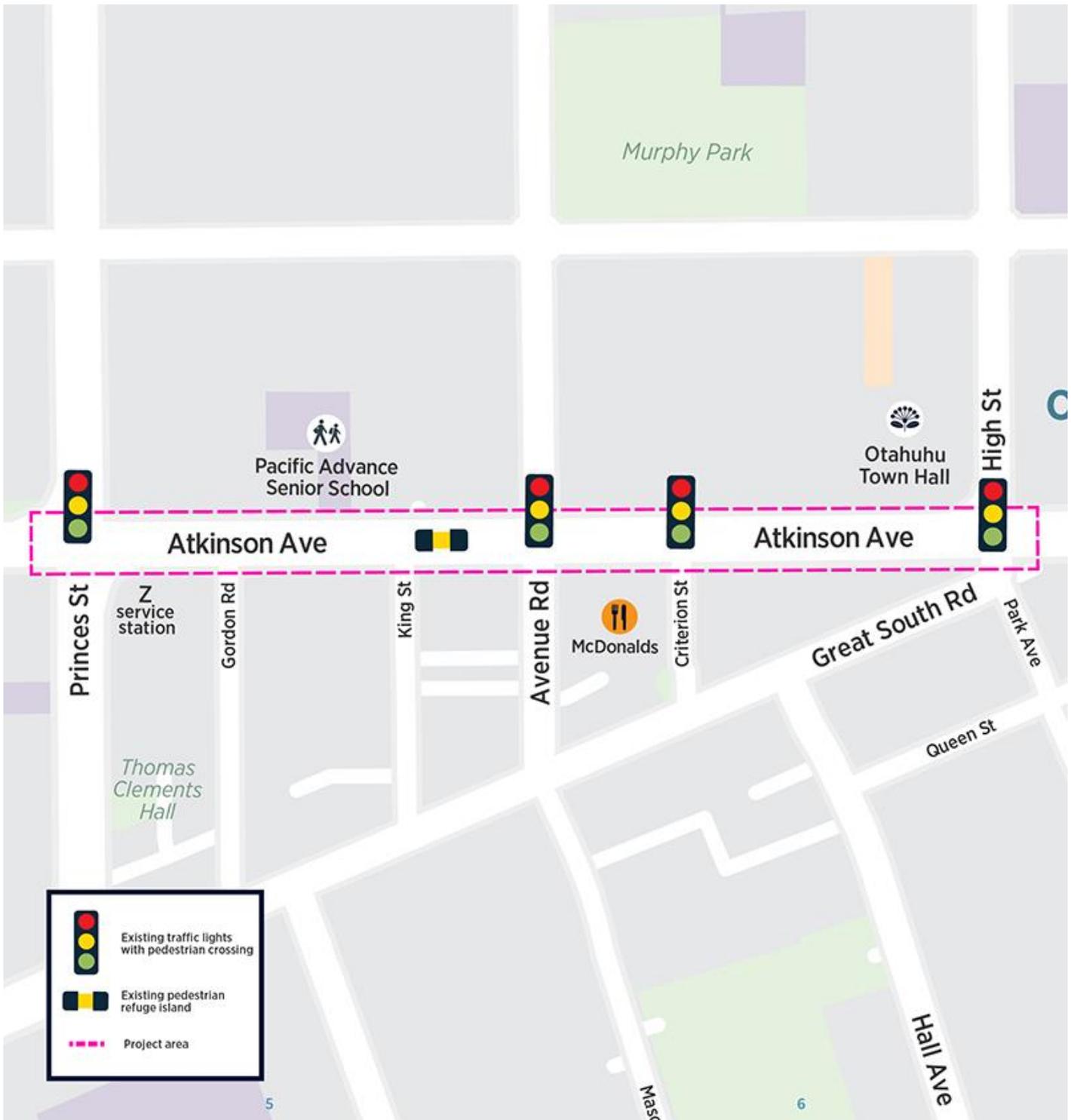






# Attachment 1: Project area

To make Atkinson Avenue safer for all road users, particularly pedestrians, we are exploring road safety improvements between Princes Street and High Street – this is where there is a high number of pedestrians.



## Attachment 2: Feedback form

- How safe do you feel when travelling on Atkinson Ave? (between Princes Street and High Street)

1.a) While walking (incl. when using mobility aids)

- |  |                                 |                           |
|--|---------------------------------|---------------------------|
| <input type="radio"/> Very unsafe            | <input type="radio"/> Unsafe    |                           |
| <input type="radio"/> Neither safe no unsafe |                                 |                           |
| <input type="radio"/> Safe                   | <input type="radio"/> Very safe | <input type="radio"/> N/A |

Comment (state specific location):

1.b) While riding a bike

- |  |                                 |                           |
|--|---------------------------------|---------------------------|
| <input type="radio"/> Very unsafe            | <input type="radio"/> Unsafe    |                           |
| <input type="radio"/> Neither safe no unsafe |                                 |                           |
| <input type="radio"/> Safe                   | <input type="radio"/> Very safe | <input type="radio"/> N/A |

Comment (state specific location):

1.c) While driving (as a driver or passenger)

- |  |                                 |                           |
|--|---------------------------------|---------------------------|
| <input type="radio"/> Very unsafe            | <input type="radio"/> Unsafe    |                           |
| <input type="radio"/> Neither safe no unsafe |                                 |                           |
| <input type="radio"/> Safe                   | <input type="radio"/> Very safe | <input type="radio"/> N/A |

Comment (state specific location):

- Some of the changes we could make to help prevent people from being killed or getting hurt include:
  - Speed tables
  - Traffic lights with a raised crossing
  - Raised intersections
  - Pedestrian islands

What do you think about these?

- What locations on Atkinson Avenue would you like to see improvements made?
- Do you have any other comments to make? If so, please share them with us below.

## Attachment 3: Feedback from key interest groups

Ōtāhuhu Business Association (Richette Rodger)	Auckland Transport's Responses
<p>Yes, we are completely supportive of the project and any measures to reduce speed and protect pedestrians on Atkinson Ave at our intersections.</p> <p>Of special point to note to the small traffic intersection at Criterion Lane. This is very dangerous as many times people driving are too busy concentrating on what is coming up ahead at Avenue Rd or what's coming out of McDonalds they completely miss the red light and crossing signal of the Criterion Lane intersection.</p> <p>Happy to support the project 😊</p>	<p>The project is proposing to raise the intersection of Atkinson Ave/Princes St, Atkinson Ave/Avenue Road and Atkinson Ave/High Street.</p> <p>We will consider additional treatments at Criterion Lane to provide advance warning to motorists</p>
Bike Auckland (Barbara Cuthbert)	
<p>Conditions aren't great (for walking). All three existing signals (Princess, Avenue and High Street are key.</p> <p>There is heavy traffic, and no cycle facilities (for cycling).</p> <p>Changes to be implemented: Bike Auckland strongly supports raised intersections. Please also include cycle lanes at intersections where these are being rebuilt.</p> <p>Locations where improvements are needed: All three existing signals (Princess, Avenue and High Street are key.</p> <p>Bike Auckland requests you to please remove slip lanes or at least place raised table zebra crossings across them.</p>	<p>The project is proposing to raise the intersection of Atkinson Ave/Princes St, Atkinson Ave/Avenue Road and Atkinson Ave/High Street.</p> <p>The existing zebra crossing on the left turn slip lanes at Atkinson Ave/Princes St intersection are proposed to be raised as part of the project.</p> <p>We are proposing to remove the existing slip lane at Atkinson Ave/High St intersection</p> <p>Unfortunately, due to physical constraints it is not feasible to provide cycle lanes at intersections. The project will look at providing advance stop boxes at intersections and signal crossings</p>
Pacific Advance Secondary School (Irene Lal)	

 <p>Without taking too long, I'd like to the straight away point a few things that I think is more user friendly.</p> <p>The lights here could become all sides at once crossing...</p>  <p>There is an Island between these two lights</p> <p>But instead if there was a zebra crossing on both sides of the island and a little closer to the school would be helpful.</p> <p>They are today's youth. They want everything ---just there---and so unfortunately, we need to keep them safe because they run between the cars to get to the car park opposite the school.</p> <p>Hope these suggestions help.</p>	<p>We are not going ahead with the barns dance / signal phasing changes as part of this project as we expect that there will be some operations and road user behaviour changes as the result of this project. Hence we would like to undertake post implementation monitoring and enable us to use the actual data to optimise and co-ordinate the signal phasing along this corridor accordingly.</p> <p>We are proposing to install a new signalised crossing outside Pacific Advance Senior School</p>
<p><b>Mt Richmond School (Kathy Dooley)</b></p> <p>Please consider the safety of staff and students at Mt Richmond Specialist School in Albion Road. The builders working in Atkinson avenue on the 54 apartment blocks park up Albion Road. Those of us with small cars cannot see if anyone is coming as we try to exit our driveway until we are well out into the road. About 3 -4 weeks ago I was creeping out in my Mazda 2 and a car came down the road quite fast (probably more than 50KPH) It swerved over to the other side of the road to miss me and I got such a fright I didn't have time to get the number plate.</p> <p>We have about 85 students onsite and many staff coming in and out as it is a base for our whole operation which includes 6 two class satellite units in our wider catchment area. We want to train</p>	<p>Unfortunately Albion Road is outside the project area.</p> <p>We have referred this comment to our Traffic Engineering Team.</p>

<p>our older students to be able to walk to the busstop to go to their work experience..they are in danger because they are intellectually disabled and are clearly not quick thinkers. Sometimes our more severely disabled students with Autism escape from their teachers and head off up the drive.</p> <p>One of our parents got hit by a truck a while ago. We need a lot more signage and maybe a raised area to make cars and trucks slow down. I hope you can reconsider your earlier decision not to engage any further with us.We want to keep our students,parents and staff safe.</p> <p>Mt Richmond Special School is at 30 Albion Rd Otahuhu. We are down a drive on the same side as the fire station- next to the Samoan Church Minister's house. You will see the church.</p> <p>The Team at AT put a sign at the end of the street but didn't want to do anything else. The dangerous situation has not changed !! I got such a fright when the second time a person swerved to miss me that I forgot to take their number !! A few weeks ago when someone came speeding down the road they had been through and gone and because of the poor visibility you can't see their number plate.</p> <p>I started raising it years ago via the community board..it was more about the signage then and the traffic wasn't as bad as it is now. I also raised it when the trucks were diverted through Albion Rd earlier in the year and I was very grateful that the diversion was changed as a result of that.</p> <p>Thanks for your consideration.. we are on a little site and probably people just whizz by and don't notice it is a school and also the students are all Intellectually Disabled which means they have limited awareness for keeping themselves safe !! We do try to stop them running out on to the road .It is a bit of a challenge at times and we have put all the access doors on to swipe cards. The tricky thing is loading them into the taxis in the afternoon as we have to take them out of the front door.</p>	
<p><b>Heavy Haulage Association</b></p>	
<p>Atkinson Ave and Ash Street / Rata Street</p> <ul style="list-style-type: none"> <li>• Would prefer no changes</li> <li>• There is no alternative route available in either of these instances, both Atkinson Ave and Ash/Rata are vital strategic routes for heavy haulage</li> <li>• Would prefer a speed limit reduction instead of physical measures</li> <li>• Speed tables and raised intersections can cause problems if they're too steep – can damage vehicles and because they can cause the front axil to react quickly, sometimes oil doesn't</li> </ul>	<p>Auckland Transport understands that Atkinson Avenue is an important over-dimensional route and will continue to work with HHA on installing speed tables and raised intersection on over dimensional route.</p> <p>The gradient of the proposed raised intersection is 1:20 at this stage at 75mm height.</p>

<p>transfer quickly enough to pump through and the vehicle can get stuck.</p> <ul style="list-style-type: none"> <li>• Speed tables will increase journey times and over the course of an entire journey across the region, this could lead to significant time delays – reduced efficiency</li> <li>• Concerns raised regarding the noise impacts of speed tables for local residents/businesses</li> <li>• If AT decides to install speed tables / raised intersection, HHA requests the gradient is 30 degrees max and no more than 80 millimetres in height.</li> <li>• Requests speed tables are not spaced really closely together</li> <li>• Instead, HHA suggests installing pedestrian fences to control pedestrian movements – for Atkinson Ave in particular</li> </ul>	<p>We are looking to raise the intersection of Atkinson Ave/Princes, Atkinson Ave/Avenue Rd and Atkinson Ave/High St. The three intersections are not closely spaced.</p> <p>Due to existing driveway locations installing pedestrian fence is not preferred.</p>
<p><b>National Road Carriers</b></p>	
<ul style="list-style-type: none"> <li>• Atkinson Avenue is part of the strategic freight network and is also used as a bypass if SH1 is closed.</li> </ul> <p>Feedback on the potential measures proposed for Atkinson Avenue and Ash St/Rata St:</p> <ul style="list-style-type: none"> <li>• Speed tables are a concern for National Road Carriers because they can cause heavy vehicles to become unstable when travelling over them. Therefore, the lower the gradient of the speed table, the safer it is for heavy vehicles.</li> <li>• National Road Carriers has concerns about raised intersections due to the impact they have on heavy vehicles in terms of stability and damage to vehicles. Traffic lights could be a better alternative as they require vehicles to stop whereas the speed at which vehicles travel over raised tables is dependent on drivers.</li> </ul>	<p>Auckland Transport understands that Atkinson Avenue is an important freight route and will continue to work with NCA on installing speed tables and raised intersection on freight route.</p> <p>The gradient of the proposed raised intersection is 1:20 at this stage at 75mm height.</p>
<p><b>NZ Police</b></p>	
<p>Road safety challenges on Atkinson Ave:</p> <ul style="list-style-type: none"> <li>• The most challenging area is between High Street and Princess Street.</li> <li>• The licensed establishments on Atkinson Ave (like Star Hotel and the liquor store) mean there are often inebriated patrons crossing the road in inappropriate locations.</li> <li>• Suggestion is to provide pedestrian barriers to direct people to the right areas to cross (Like what's been provided in Botany – the barrier down the middle near the ice skating rink and McDonalds). This would help to get people crossing in the right places.</li> <li>• Motorists are using the median strips far too early on Atkinson Ave, after the pedestrian refuge island near King St, vehicles</li> </ul>	<p>There are high number of commercial driveways along Atkinson Avenue, installing a fence along Atkinson Avenue is not feasible due as this will restrict access to those properties.</p> <p>We will refer the phasing concern at Mason Avenue to our traffic signal team for their investigation</p>

<p>are using the median to overtake then turn right onto Princess Street. This has particularly been an issue recently under level 1.</p> <ul style="list-style-type: none"> <li>• The light phasing changes on Mason Avenue has been causing issues. Can anything be done to improve the light phasing in and around Atkinson Ave.</li> <li>• Street lighting. The lighting isn't bad on Atkinson but improvements can help to improve road safety.</li> <li>• The bus lane going up towards Avenue Road, is that going to be retained? It's quite short and people often duck in and out of it, creating quick lane changes. How useful is the bus lane?</li> <li>• Lane widths, narrow in some places where there are parked cars – opening doors to oncoming traffic an issue.</li> <li>• Would support a speed limit change to 40km/h if it's well sign posted.</li> <li>• Views on raised tables and raised intersections:</li> <li>• Important to get the gradients right because if people hit them with speed they can launch their vehicle into pedestrians.</li> <li>• They can cause damage to police vehicles.</li> <li>• If we're going to provide a raised table/intersection, then the intersection of Atkinson Ave and Avenue Rd intersection is a good place as that's the area with the most people walking around.</li> </ul>	<p>The current T2 lanes along Atkinson Avenue will remain.</p> <p>Due to physical constraints we not able to widen the lane widths along Atkinson Avenue.</p> <p>Speed limit change is not proposed as part of this project, we will refer this comment to our Speed Management Team.</p> <p>The proposed raised intersections will have a gentle gradient to ensure Atkinson Ave remain as the main arterial in the area.</p> <p>We are proposing to raise the intersection of Atkinson Avenue/Avenue Road interseciton</p>
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