

Your feedback on Swanson Road safety improvements



Total submissions = 225

Contents

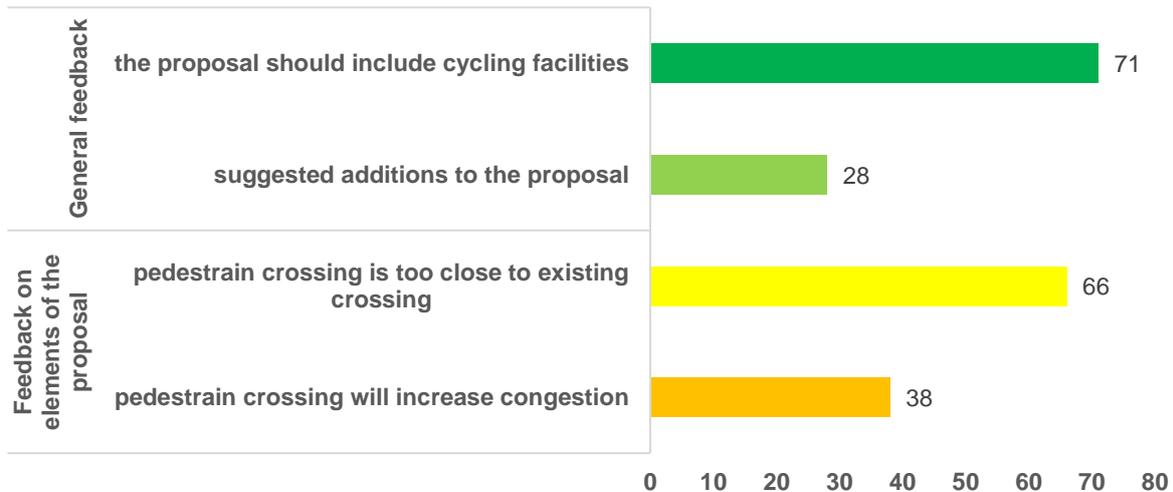
Summary	1
Key themes in feedback.....	1
Next steps	2
More Information	2
Background.....	3
What are we seeking feedback on?.....	3
Project overview.....	3
Project details.....	4
Objectives	5
How this will benefit your neighbourhood	6
Tell us what you think	6
Consultation.....	7
What we asked you.....	7
Activities to raise awareness.....	7
How people provided feedback.....	7
Your feedback	8
Overview	8
Key themes in Feedback	8
General feedback themes.....	8
.....	8
Feedback on themes	12
.....	12
What best describes your interest in this proposal?	16
How did you hear about this project?.....	16
Other submissions.....	17
Fire and Emergency.....	17
Living Streets Aotearoa.....	17
Swanson Transport Ltd.....	17
Design suggestions in feedback and AT responses	20

Summary

Auckland Transport (AT) are proposing safety improvements to Swanson Road between Universal Drive and Airdrie Road, through Ranui town centre, to make it safer and easier for people to get around.

We consulted on this proposal from 5 March to 19 March 2021 and received 225 submissions.

Key themes in feedback



Submissions may be counted in more than one theme

- The proposal should include cycling facilities:** This was the biggest theme from the feedback we received. These people felt that it was important that the proposal include safe cycling facilities on Swanson Road. They felt that Swanson Road is particularly dangerous for people on bikes and were frustrated that the design does not include cycle lanes that would improve cyclist safety.
- Suggested additions to the proposal:** These people suggested other safety measures that they thought could be added to the project to improve safety on Swanson Road. Pedestrian crossings were a popular suggestion especially near Swanson Primary School.
- The pedestrian crossing is too close to the existing crossing:** This was the second largest theme in the feedback we received. These people felt that the proposed pedestrian crossing was too close to the signalized crossing about 90 meters East down Swanson Road.
- The pedestrian crossing will increase congestion:** These people suggested that the proposed pedestrian crossing would cause more congestion on Swanson Road. Mostly these people are people who regularly drive down Swanson Road and were frustrated that they might have to stop at the pedestrian crossing and the traffic lights on their journey.

Next steps

Listening to what you have to say is important to us. Your local knowledge can help us make better decisions, so together we can achieve the best outcomes for your neighbourhood.

After we receive your feedback

We'll take all the feedback into consideration and decide the best way to move forward.

- If you provided your email or address with your feedback, we will share the outcome with you.
- Should the proposal go ahead, it will likely start construction early next year.

More Information

The safety improvements will be partly funded by the regional fuel tax. The regional fuel tax is estimated to raise \$1.5 billion over 10 years which will be invested in more public transport and cycling infrastructure, improving road safety, increasing network capacity and performance, and in roading infrastructure. This investment will reduce death and serious injuries on our roads, provide more public transport and cycling options which in turn will reduce congestion.

Background

What are we seeking feedback on?

Auckland Transport (AT) are proposing safety improvements to Swanson Road through Rānui town centre to make it safer and easier for people to get around.

Project extent

The drawing below show the extent of the project area, Swanson Road – from Universal Drive to Airdrie Road.





Project overview

Aucklanders have told us that moving around our region safely and easily is important to them. We are proposing some improvements to Swanson Road through Ranui town centre to make it safer and easier for people to get around. Safety improvements are needed as Swanson Road is a high-risk road with a history of crashes. Changes need to be made to protect people and enable a safer future for everyone walking, biking, or driving in this area.

Project details

The proposed improvements include:

- 1 new raised pedestrian crossing outside Fresh Choice to replace the existing pedestrian refuge island. To make space for the new crossing we would need to remove 3 car parks.
- 6 new pedestrian refuge islands on Swanson Road to make it easier and safer for people to cross the road near the bus stops.
- New pedestrian refuge islands on Airdrie Road, Marinich Drive and Waitemata Drive, (where it intersects with Swanson Road) to make it safer and easier for people to cross these roads.
- New 'slow' road markings and 'Welcome to Ranui' signs upon entrance to the town centre.

- New electronic speed signs to notify drivers what speed they are going in the lead up to the town centre.
- No parking 'broken yellow lines' painted on the road before and after the bus stops and pedestrian refuge islands on Swanson Road. This will provide more space for buses to manoeuvre safely and enable people crossing the road to be more easily seen by drivers. Parking surveys have shown demand for car parks at these locations is very low so it will still be easy to find a park nearby.
- 5 bus stops on Swanson Road will be shifted slightly to make sure they are in the safest locations for people to cross the road.
The bus stop changes include:
 - Moving the bus stop from outside 529 to 525 Swanson Road and adding a bus shelter.
 - Moving the bus stops and shelters from outside 381 and 526 to 379 and 540 Swanson Road.
 - Moving the bus stops from outside 297 and 352 to 295 and 354 Swanson Road and adding a concrete standing area.

Objectives

As a Vision Zero organisation, we are committed to making the roads around Auckland safer and reducing the risk of death or serious injuries on our roads. Swanson Road is a high-risk road where over 50 crashes have taken place and 3 lives have sadly been lost here between 2013 and 2017.

Changes need to be made to improve road safety through Ranui and protect people who are walking, biking, and driving. Every Aucklander deserves a safe transport network where no death or serious injury is acceptable.

We have worked closely with Henderson-Massey Local Board to look at these initiatives in partnership with the local community. The project will be partly funded by the regional fuel tax.

Detailed design plans of proposed safety improvements

Proposed location of the safety-improvements are shown in detailed plans. (This is the original proposal that was out for public consultation)

- [Download the detailed design plans and locations of the proposed safety improvements \(PDF 2.1MB\)](#)

How this will benefit your neighbourhood

As a Vision Zero organisation, we are committed to making the roads around Auckland safer and reducing the risk of death or serious injuries on our roads. Swanson Road is a high-risk road where over 50 crashes have taken place and 3 lives have sadly been lost here between 2013 and 2017.

Changes need to be made to improve road safety through Ranui and protect people who are walking, biking, and driving.

Every Aucklander deserves a safe transport network where no death or serious injury is acceptable.

We have worked closely with Henderson-Massey Local Board to look at these initiatives in partnership with the local community.

Tell us what you think

You can play a role in shaping the way we make this happen. Here's how you can have your say:



Online Survey: www.at.govt.nz - search for: **Swanson Road safety improvements**



Post: Fill out the enclosed freepost feedback form

Consultation

We consulted on the proposed Swanson Road Safety Improvements from 5 March 2021 to the 19 March 2021.

What we asked you

We asked;

- Do you have any feedback on the safety improvements proposed?

Activities to raise awareness

To let you know about our consultation, we:

- mailed brochures to 1964 addresses near the project area
- set up a project webpage and an online feedback form on our website

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 brochure. See <https://at.govt.nz/projects-roadworks/swanson-road-safety-improvements/#feedback> at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received public feedback on the Swanson Road Safety Improvements proposal from 225 submissions, 202 submissions on-line and 23 submissions on the hard-copy feedback forms.

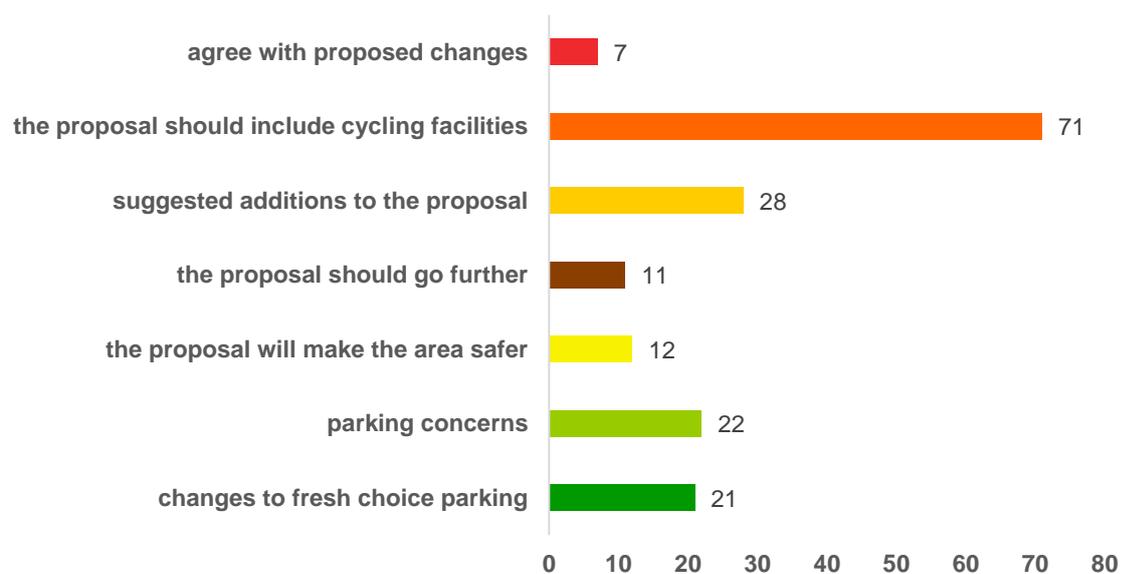
Key themes in Feedback

We received 225 submissions with feedback, of which 137 submissions described their interest in the proposal as either, I live or own property on or near Swanson Road (61.4%).



Submissions may be counted in more than one theme

General feedback themes



Agree with the proposed changes

These people felt gave feedback that they supported the proposal but provided little more detail.

“I think what is put forward sounds good to me. It should help with way we do things.”

The proposal should include cycling facilities

This was the biggest theme from the feedback we received. These people felt that it was important that the proposal include safe cycling facilities on Swanson Road. They felt that Swanson Road is particularly dangerous for people on bikes and were frustrated that the design does not include cycle lanes that would improve cyclist safety.

“Where are the cycle lanes, or even consideration of future cycle lanes? I cycle along Swanson Road every day on my way to work. Once I get to Central Park Drive it's great, but the stretch along Swanson Road and Universal Drive is nerve-wracking.”

Some people pointed out that Swanson Road is earmarked for cycle lanes in the Henderson-Massey Local Board's Connections plan and felt that not supporting safe cycling on the route went against Climate Change Plan and NZTA's focus on a transport system that improves the wellbeing and liveability.

The Swanson Road project has a budget of approximately \$1 million and is part of a targeted road safety programme focussed on high risk corridors. The specific interventions will consist of a number of corridor improvements that will make the overall route safer for all users, in particularly for pedestrians. There is also urgency to move quickly on this project to address the history of loss of control and pedestrian crashes. The focus of these Swanson Road improvements is to provide better crossing facilities for pedestrians and create a safer road environment for this residential and township area.

We understand feedback was clear from cyclists that they feel this stretch of road could be improved with cycle safety infrastructure and acknowledge there are deficiencies for people on bikes across the entire region. With limited funding for cycling investment, we need to prioritise delivery of safe cycling facilities in certain areas. In west Auckland, Henderson was an initial priority area and AT is currently investigating a proposed network of cycle routes in this area. However, this does not include this section of Swanson Road west of Universal Drive. Adding significant cycling facilities to the project is not affordable within the project budget and would therefore put the funding of the current project at risk. It is expected that the measures proposed will help to reduce the speeding issues and address the loss of control crashes and will in turn make it safer for all road users including cyclists.

Suggested additions to the proposal

These people suggested things that they thought could be added to the project to improve safety on Swanson Road. Pedestrian crossings were a popular suggestion especially near Swanson Primary School. (Please note this crossing is outside the project area.)

“I would like to recommend that consideration be given to adding an additional raised crossing outside Swanson Primary school which is down the road as part of this project.”

The school has been asking for a raised crossing for a number of years, and the development of Ranui could feed into improved safety for schools in the area as well.”

Other frequent suggestions were aimed at speed calming, such as speed humps, traffic lights, narrowing the road or installing speed cameras. One popular suggestion was to reduce the turning radius or corners to force traffic to slow down before turning.

“Wish this plan included a splitter island at the end of Arney Road. There is a significant amount of traffic who want to avoid the lights and turn down Arney and race through to Ranui station road.”

The proposal should go further

These people felt that the proposal was not ambitious enough and wanted more substantial safety improvements on Swanson Road. Many of these people wanted Swanson Road to prioritize people walking and people on bikes more.

“This project does not go nearly far enough to deliver safety. 1. All of the new pedestrian refuge islands should instead be full zebra crossings. This is the only way to ensure people can cross-roads safely. Refuges are an unsafe compromise. 2. The upgrade should include safe, separated cycle lanes along its entire length.”

The proposal will make the area safer

These people were happy with the proposed changes as they believed they would improve safety on Swanson Road.

“Yes. It looks good with a big focus on safety”

Parking concerns

These people were anxious about changes to parking spaces on Swanson Road. Most of these people felt that the loss of 4 parking spaces near the proposed pedestrian crossing was not justified. They felt that the parking was useful and well used.

“I think it is a bad idea to remove even a small number of car parks now when there is low demand as the demand for car parks is going to rise dramatically very soon.”

Some people felt that the angled parking in the same area should be replaced with parallel parking as they felt the angled parking is dangerous especially during peak times.

“The existing angled parking spaces in front of the shops are a problem as people have to reverse out into the traffic lane, with poor visibility.”

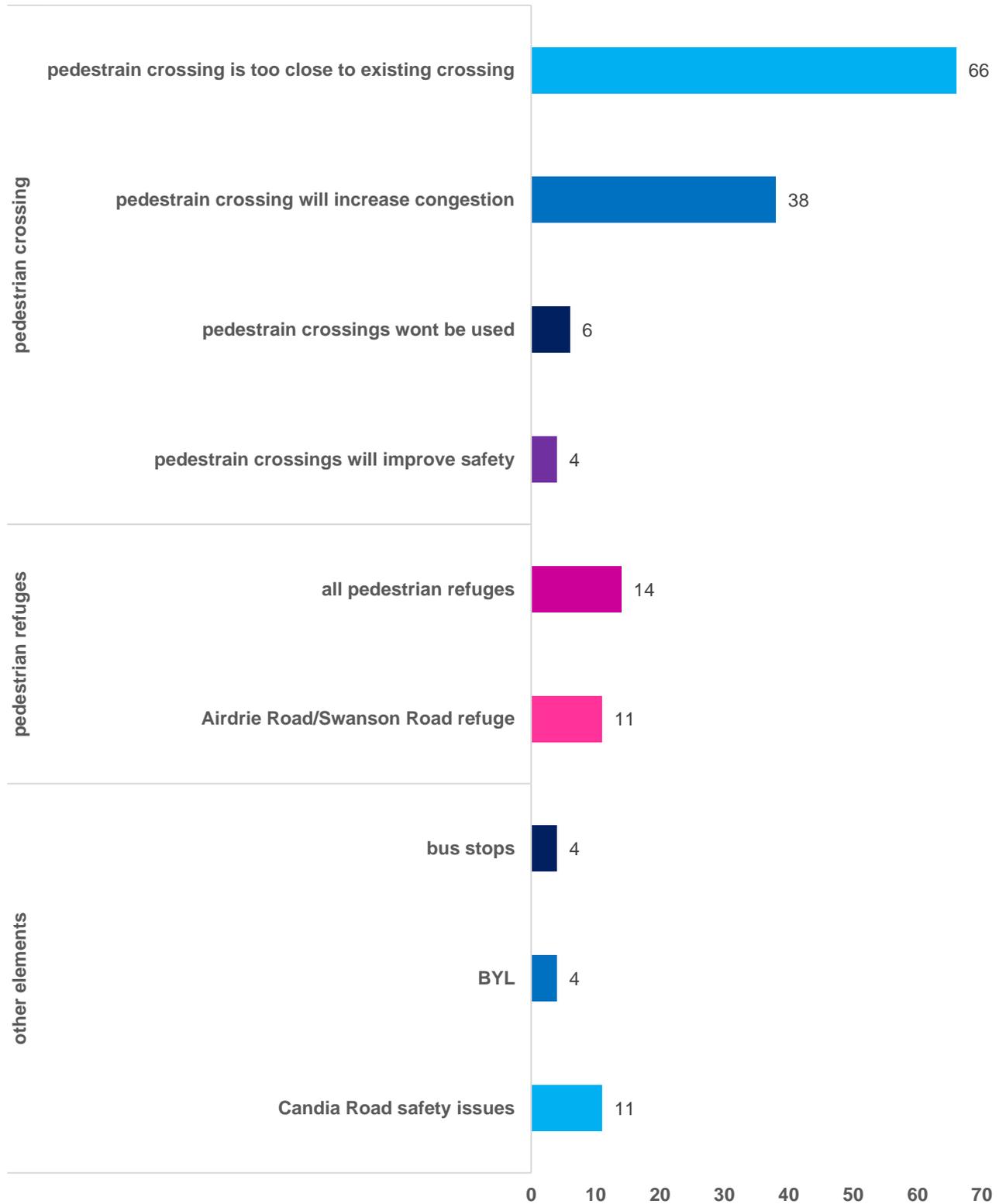
Changes to Fresh Choice parking

This group of people gave feedback that there is frequently conflict between vehicles on Swanson road and vehicles pulling out of the Fresh Choice carpark and made suggestions

about how this could be addressed. The most popular suggestion was to make side of the carpark entrance-only and to make vehicles exit onto Armada Drive.

“Fresh Choice would make it easier for cars to turn into the carpark rather than blocking the road. Make Fresh Choice carpark a one-way system, enter on Swanson Road and exit onto Armada Road”

Feedback on themes



Pedestrian crossings

The pedestrian crossing is too close to the existing crossing

This was the second largest theme in the feedback we received. These people felt that the proposed pedestrian crossing was too close to the signalized crossing about 90 meters East down Swanson Road. People suggested that having a place to cross safely so close by made the proposed pedestrian crossing unnecessary, with some accusing anyone who is unwilling to walk to the existing signalized crossing of being lazy.

“There is a traffic light just a few meters up the road. What is the point of having a pedestrian-crossing?”

The pedestrian crossing will increase congestion

These people suggested that the proposed pedestrian crossing would cause more congestion on Swanson Road. Mostly these people are people who regularly drive down Swanson Road and were frustrated that they might have to stop at the pedestrian crossing and the traffic lights on their journey. They pointed out that this section of road already experiences congestion at peak times and they were worried that the pedestrian crossing would exacerbate this issue.

“As someone who drives through here every morning and afternoon, I can see that this would cause even more delays in getting through the traffic lights just a few meters up.”

People won't use the pedestrian crossing

A small-group of people, compared to the previous two groups suggested that the proposed pedestrian crossing wouldn't be used much if constructed. As evidence some of these people pointed out that they rarely see people trying to cross Swanson Road at the location of the proposed pedestrian crossing.

“The current pedestrian refuge island nor the traffic lights 10 or so meters away outside the library are currently not used by people crossing the road. People run across the road at various locations across Swanson Road and adding in another regulated place to cross is highly unlikely to have any uptake.”

The pedestrian crossing will improve safety

These people felt positively about the proposed pedestrian crossing as they felt that it would make people, especially children and elderly people, safer when crossing Swanson Road.

"I like the crossing at Fresh Choice. My children and I cross at the ped refuge there almost daily. Removal of car parking outside fresh choice would be good for visibility."

Replace the refuge islands with pedestrian crossings

These people felt that the proposed pedestrian refuge islands were not enough to make crossing Swanson Road safe and suggested that pedestrian crossings be installed instead.

"All of the new pedestrian refuge islands should instead be full zebra crossings. This is the only way to ensure people can cross-roads safely. Refuges are an unsafe compromise."

The refuge islands will make crossing safer

These people felt that the proposed pedestrian refuge islands would make it safer for people to cross Swanson Road.

"The yellow dotted lines will be a huge improvement as will the road island and the improvements around Fresh Choice."

The refuge islands should be removed

These people felt that the proposed pedestrian refuge islands should be removed as they are not necessary or will pose a danger to cyclists.

"Islands in the middle will make it life threatening traps for cyclists and cars trying to push through. This is already happening just after Knox road and motor camp."

Airdrie Road/Swanson Road refuge

These people pointed out that there a number of businesses operating on Airdrie Road that regularly need to move extremely large loads, such as houses and huge concrete beam, onto Swanson Road via Airdrie Road. Fulton Hogan, Mobile Screening & Crushing Ltd, Pipeline & Civil Limited and a house transporting company all felt that the proposed pedestrian islands at the entrance of Airdrie Road would make it impossible to move these large loads around the corner. These businesses had chosen their locations at least partially because of the accessibility for these vehicles and their loads.

"This road was originally designed to accommodate the heavy wide loads that operate out of our factory yards. Fulton Hogan precast factory "Stahlton" is constantly supplying products to "roads of national significance" projects. The bridge beams we produce, commonly exceed 60 tons and can be up to 35m long, giving an overall truck length in excess of 40m. Any narrowing of the intersection or raising of the road surface by introducing a curb could cause the load to become unstable when turning into Swanson Rd"

Bus stops

These people gave feedback urging AT not to move the bus stops as proposed for a number of reasons.

“Not sure it's worth shifting the bus stops as our bus services in Ranui are pathetic so very few buses travel along Swanson Rd so don't think this is warranted, especially as the new transport plans from AT don't include Ranui”

Broken Yellow Lines

These people wanted broken yellow lines to be added to specific areas on Swanson Road either to improve visibility or to improve traffic flows.

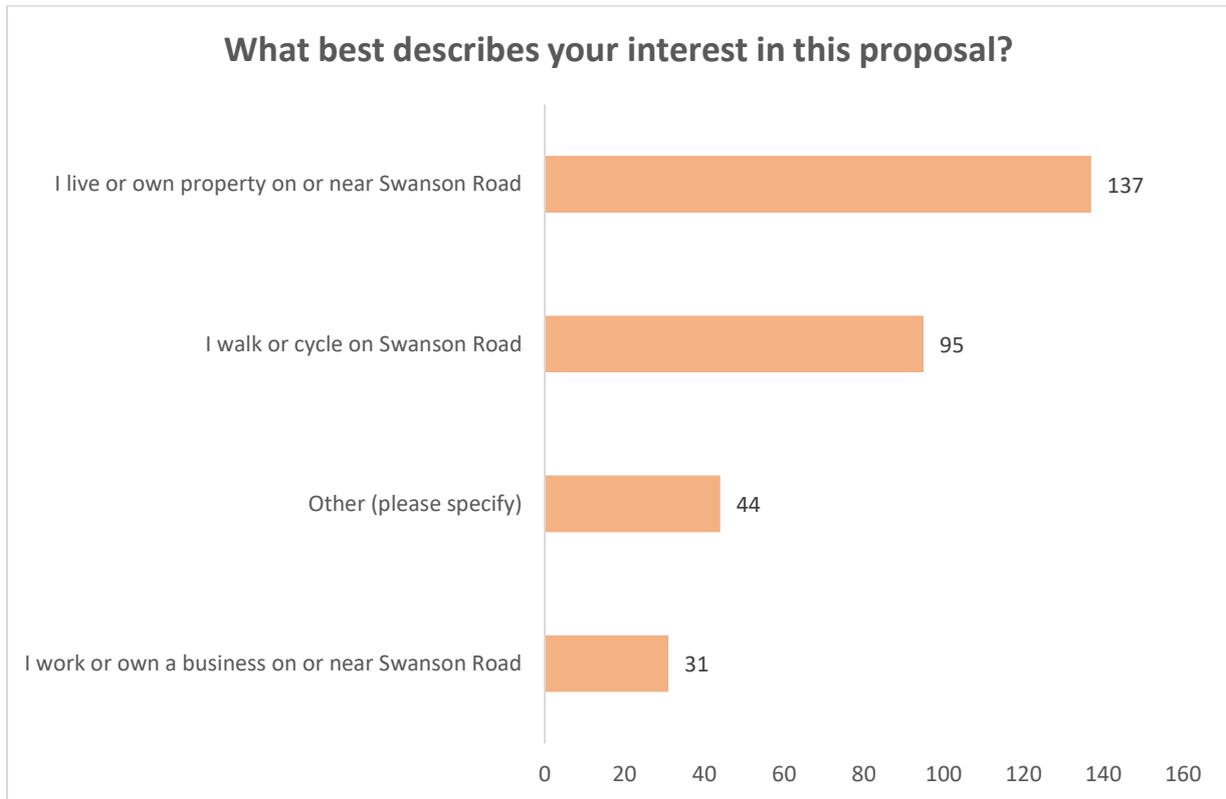
No parking 'broken yellow lines' painted on the road before and after the bus stops and pedestrian refuge islands on Swanson Road. This will provide more space for buses to manoeuvre safely and enable people crossing the road to be more easily seen by drivers.

Candia Road safety issues

This group of people gave feedback about how dangerous Candia Road is. The two major issues they pointed out were issues with cars taking risks to pull out from Candia Road onto Swanson Road in peak traffic, and vehicles speeding on Candia Road. Some of these people felt that a roundabout at the intersection would address these issues.

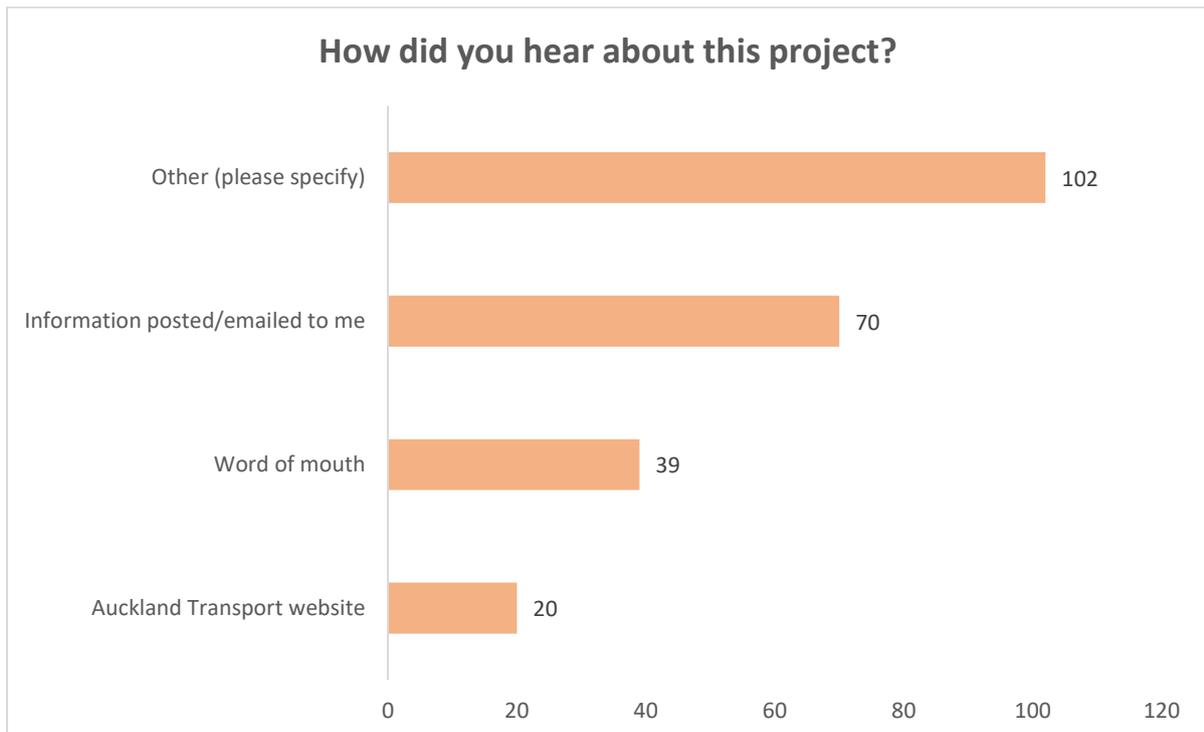
“Just need to make Candia Road safer now and there are safety improvements needed corner of Candia Road and Swanson Road. Ideally a roundabout is needed here. So many crashes at that intersection.”

What best describes your interest in this proposal?



Submissions included more than one theme

How did you hear about this project?



Other submissions

In addition to public feedback, we also received submissions from:

Fire and Emergency

Local Fire, Police and Emergency services were invited to review the plans in a joint meeting.

Each service voiced support of the plans from a road safety perspective. St John Ambulance service representative endorsed the pedestrian safety improvements from their own records of the number of pedestrian related casualties they have responded to.

Police will manage the tables in an emergency in their cars.

Fire trucks of course can be more difficult to get over tables smoothly, but the preference would be for a ramped exit from the table to reduce jolting.

Referred to the example of the speed table on Edmonton Road, on the school crossing as a table that the team cross frequently, and feel it is a good standard. Supported infrastructure to reduce speed in the area.

Living Streets Aotearoa

The entrance to the Fresh Choice carpark. This needs more marking's so vehicles do not ignore people walking on the footpath. See New World Victoria Park. Stop lines for cars. Signs. Even painting the footpath like a zebra crossing.

Swanson Transport Ltd

Some of the raised pedestrian refuge islands are placed very close to the bus stop. My concern is that it will make it difficult for large vehicles (Trucks, Truck and Trailers, Artic units etc) to pass the parked bus due to the small gap that would be between the rear corner of the bus and the edge of the raised refuge island.

Post consultation changes to the proposal

A copy of the post consultation drawing is also available on the website.

<https://at.govt.nz/projects-roadworks/swanson-road-safety-improvements/>

Loss of parking

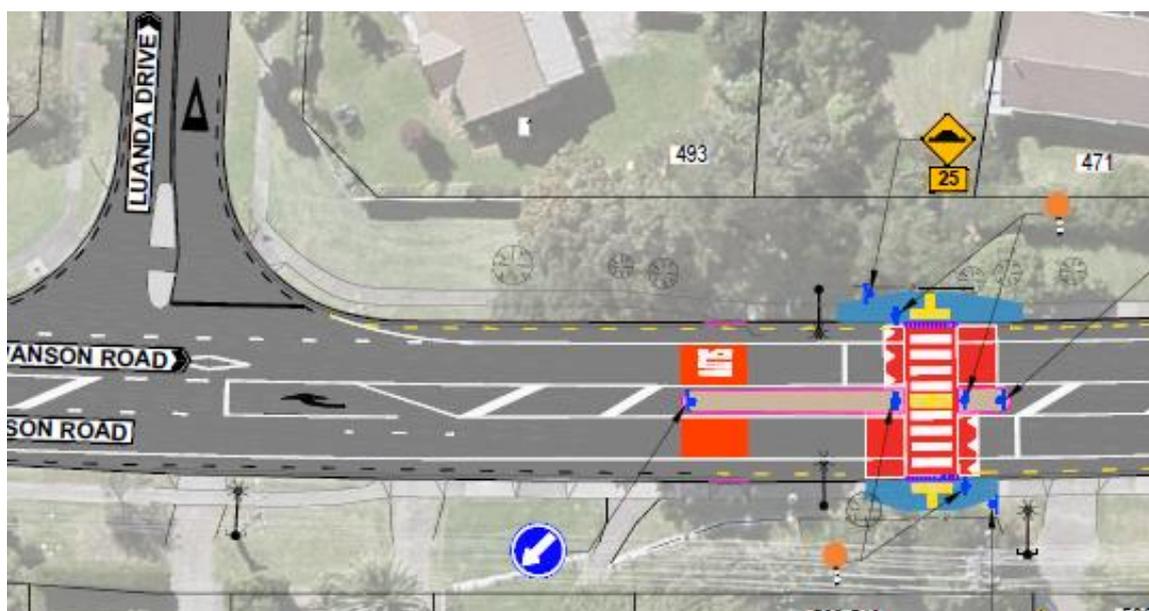
Feedback was considered around the loss of on street parking directly outside Fresh Choice. Some locals found that these car parks were useful and well used. An alteration to the design retains one of the four car parks that were originally proposed to be removed.

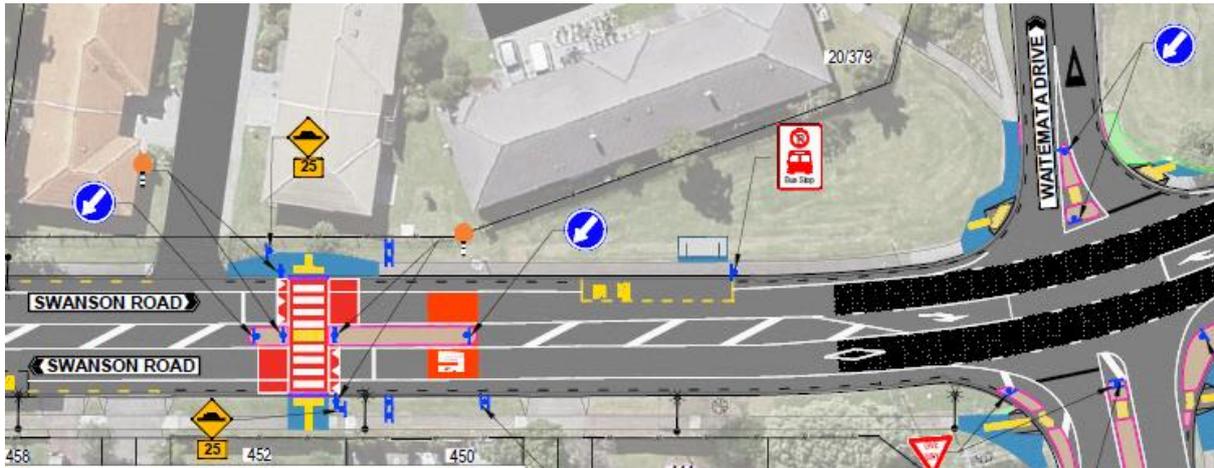
Two additional raised pedestrian crossings

Feedback was received that this proposal could do more to slow traffic and increase pedestrian safety was considered in alignment with Auckland Transport's Vision Zero Strategy, by increasing the number of proposed pedestrian crossings.

Pedestrian crossings such as zebra crossings are ideally put on top of raised tables to also slow approaching vehicles to a more survivable speed if a pedestrian were to be hit. Two additional raised zebra crossings on Swanson Rd have also been proposed at 508-510 and 452 (one at each end of the Ranui Town Centre) as a result of the external consultation, as per below drawings. There are currently pedestrian refuge facilities at each of these locations.

It is important to note these additional proposed crossings were included in consultation discussions with the emergency services.





Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by themes.

Design suggestion in feedback	AT response
Cycling facilities	
<p>The proposal should include cycling facilities</p> <ul style="list-style-type: none"> • The stretch along Swanson Road and Universal Drive is nerve-wracking when cycling • The upgrade should include safe, separated cycle lanes along its entire length. • Swanson Rd is listed as part of the express network in the Henderson-Massey Local Board's Connections Plan. • The proposal fails to address safety issues for cyclists • All roading "improvements" should address safety for ALL users, promote active transport and be compliant with New Zealand's obligations to reduce carbon emissions. • The proposal should include a dedicated cycle lane for cyclists through the main intersection, to improve the connection of the Waitakere Ranges to the Northwestern cycleway. • Removing the angled parking would make room for a cycle lane and would improve safety, and traffic flow. • We have a climate emergency and this project does not support modal shift from cars to bikes. • The proposal says it will "protect people who are walking, biking, and driving" but doesn't provide anything for cyclists. 	<p>The Swanson Road project has a budget of roughly \$1 million and is part of a targeted road safety programme focussed on high risk corridors. The specific interventions will consist of a number of corridor improvements that will make the overall route safer for all users, in particularly for pedestrians. There is also urgency to move quickly on this project to address the history of loss of control and pedestrian crashes.</p> <p>This section of Swanson Road between Airdrie Road and Universal Drive has a reported crash history of 52 crashes over a past 5 year period (2013 - 2017 inclusive). Of these 52 crashes a number of them are attributed to loss of control (speeding) and have involved vulnerable road users (crossing pedestrians etc.).</p> <p>The focus of these Swanson Road improvements is to provide better crossing facilities for pedestrians and create a more appropriate road/speed environment for this residential/township area. This project has a particular focus on addressing the loss of control and pedestrian type crashes caused by speeding</p> <p>We understand feedback was clear how unsafe this area is for people on bikes and acknowledge there are deficiencies for people on bikes across the entire region.</p>

Design suggestion in feedback	AT response
	<p>With limited funding for cycling investment, we need to prioritise delivery of safe cycling facilities in certain areas. In west Auckland, Henderson was an initial priority area and AT is currently investigating a proposed network of cycle routes in this area. However, this does not include this section of Swanson Road west of Universal Drive.</p> <p>Adding significant cycling facilities to the project is not affordable within the project budget and would therefore put the funding of the current project at risk.</p> <p>In addition, the installation of the cycle lane will require the removal of parking on both sides of Swanson Road, including the existing angle parking within the town centre. That means that this will affect the total 251 of parking spaces in the area. While the parking demand is not high outside the town centre, it has been observed to be very high within the town centre.</p> <p>Considering the feedback, further speed calming features have been incorporated the design to encourage drivers to adjust their driving behaviours which makes it safer for both pedestrians and cyclists. Additional raised table crossing will be implemented at the new gateway treatments proposed at 508-510 and 452.</p> <p>The current design also proposes a narrower flush median which will allow for a wider road shoulder (delineated by an edge line) to future proof this space for allocation of a future cycle facility along the entire section of this corridor.</p> <p><u>“Henderson-Massey Local Board’s Connections Plan”</u></p>

Design suggestion in feedback	AT response
	<ul style="list-style-type: none"> With limited funding for cycling investment, we need to prioritise delivery of safe cycling facilities in certain areas. In west Auckland, Henderson was an initial priority area and AT is currently investigating a proposed network of cycle routes in this area. This includes routes or sections of routes identified in the Henderson-Massey Local Board’s Connection Plan. Unfortunately, this does not include this section of Swanson Road, west of Universal Dr. <p>It is expected that this project will improve the safety for all road users by reducing the speed of the general traffic. It is also important to note that the proposed interim measures will not preclude any future changes as part of the Henderson-Massey connections plan but to help to transition Swanson Road from the current state to the future state as per outlined in the Connections plan.</p>
<p>This proposal will make it more unsafe for cyclists.</p> <ul style="list-style-type: none"> Swanson Road is frequently used by many cyclists, and groups of cyclists, including road cyclists that do the Scenic Drive loop. Swanson Road is also cycled along by many kids getting to school, including at Ranui Primary and Swanson Primary. Installing a pedestrian crossing acts as a pinch point for cyclists and creates an unsafe intersection to cycle through as they will be forced to stop and wait at the pedestrian crossing near to where cars are turning in and out of Fresh Choice. Proposed setup for pedestrian crossings creates dangerous pinch points for people on bicycles and forces them to ride in the middle of the lane with fast moving traffic. If any improvements are made through this intersection (and along the rest of Swanson Rd towards the motorway), it should be to a dedicated cycle lane for cyclists through this intersection, to improve the connection of the Waitakere Ranges to the Northwestern cycleway The information supplied with the proposal indicates 50 crashes and 3 deaths have occurred along Swanson Road between 2013 and 2017. It would be interesting to analyse how many of these were related to cycling, as well as how many serious injuries occurred from cycling crashes with cars along this stretch of road. From memory, most of the headlines recently involving Swanson Road refer to cyclists being injured rather than car crashes. Remove angle parking in the road as it is dangerous for cyclists 	<ul style="list-style-type: none"> Same response as “Cycling Facilities” section above. Pinch points are created when the available width of road/lane passing a refuge island is between 3.2m and 4.2m. In this case the refuge island pedestrian crossings as well as the proposed raised zebra crossings have an available width of over 4.2m which can safely accommodate both a vehicle and cyclist to pass at the same time. As above (pinch points). Same response as “Cycling Facilities” section above. Of the 3 fatal crashes one has involved a cyclist who was intoxicated and riding without a

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Still prioritises fast driving, big open seeping turn into side street 	<p>helmet. There have been no reported serious cyclist crashes during that period but there are 2 reported minor injury crashes.</p> <ul style="list-style-type: none"> The angled parking located outside of the Ranui shops are well utilised and removal of these spaces may have an impact on these local businesses. Although we do acknowledge the risk here, it is important that we strike a balance at this location accommodating parking demand and cycling safety. <p>Through the Town Centre we expect a slower speed environment which will be enforced by the proposed speed tables at either end of the town centre and outside Fresh Choice. Visibility of cyclists travelling past these parked vehicles is not impeded and we therefore, expect vehicles reversing out to give way to them as they would do to other vehicles. Furthermore, there have been no reported crashes in this area involving the angled parked vehicles and cyclists.</p> <p>The reported crash history for the last 5 years for side streets along this route suggests they are operating relatively safely. Further improvements at these intersections cannot be currently justified. However, the larger intersections of Airdrie Rd and Marinich Dr have been narrowed as much as possible to reduce the crossing distance for pedestrians but also still provide appropriate access for the vehicle types entering these streets.</p>

Design suggestion in feedback	AT response
Additions to the proposal	
<p>Additional crossings</p> <ul style="list-style-type: none"> • A safety crossing should be added to North Candia Road where it joins Swanson Rd. It is nearly impossible to cross there. Traffic is becoming very heavy and for people with disabilities of any sort they find it impossible to cross. • More pedestrian crossings, especially at the entrances to side streets. • An additional raised crossing outside Swanson Primary school which is down the road as part of this project. Despite being a posted 50km/h area, speeds are often higher outside the school with a large volume of heavy traffic that heads out to Waitakere and through the back roads to Kumeu. The school has been asking for a raised crossing for a number of years, and the development of Ranui could feed into improved safety for schools in the area as well. As a traffic-engineer I'm constantly concerned at driver behaviour down Swanson Road, particularly outside the schools. • A pedestrian crossing on at the Fresh Choice carpark entrance. • between the Metcalfe Rd/Swanson Rd intersection • at the nightmare roundabout at Swanson/Universal/Don Buck 	<ul style="list-style-type: none"> • North Candia Road it outside the project limits and therefore has not been specifically looked at by this project. However, this intersection has been identified for safety improvements and has added to Auckland Transport's Minor Improvement Programme. This intersection project will be subject to prioritisation against other projects on the programme which means we currently cannot provide any specific timeframes regarding investigation or delivery • The reported crash history for the last 5 years for side streets along this route suggests they are operating relatively safely. Further improvements at these intersections cannot be currently justified. However, the larger intersections of Airdrie Rd and Marinich Dr have been narrowed as much as possible to reduce the crossing distance for pedestrians but also still provide appropriate access for the vehicle types entering these streets. <p>Two additional raised zebra crossings on Swanson Rd have also been proposed at 508-510 and 452 as a result of the external consultation.</p> <ul style="list-style-type: none"> • The at-grade zebra crossing outside Swanson Primary School is an existing project on AT's Mass action pedestrian intervention programme which looks to raise existing crossings. This crossing is still in the early stages of

Design suggestion in feedback	AT response
	<p>investigation and at this stage we are unable to provide any specific dates of delivery.</p> <ul style="list-style-type: none"> • A formal pedestrian crossing across the Fresh Choice carpark entrance is not necessary as pedestrians have the right of way over vehicles across vehicle crossings. • This area falls outside of this project's limits. However, AT is currently in the early stages on investigating improvements to the intersection of Swanson Road and Universal Drive. Consideration of safe pedestrian connectivity will be included as part of this project. • Same as last point, there is a current AT project at this intersection.
<p>The following changes were suggested for the Don Buck Road/Universal Drive roundabout</p> <ul style="list-style-type: none"> • Change the intersection to traffic lights • School children need somewhere safe to cross • It can become very congested in peak travel times and will only get worse in the future as more of the Swanson area is developed • needs to be re marked/zoned 	<ul style="list-style-type: none"> • This area falls outside of this project's limits. However, AT is currently in the early stages on investigating improvements to the intersection of Swanson Road and Universal Drive. Consideration of safe pedestrian connectivity will be included as part of this project.
<p>Other suggestions people made for inclusion in the proposal included</p> <ul style="list-style-type: none"> • CCTV cameras should be installed on the route • Speed cameras should be installed on the route • Speed humps should be installed on the route • a splitter island at the end of Arney Road. There is a significant amount of traffic who want to avoid the lights and turn down Arney and race through to Ranui station road. Arney has 36 new homes built/being built on it. Reducing speed would be ideal. • Speed calming on Waitemata Drive • Markings at the entrance of Fresh choice 	<ul style="list-style-type: none"> • We can confirm the following sites have been identified for new CCTV camera installation following the securing of in-site fibre for best performance. <ul style="list-style-type: none"> ○ Universal/ Swanson/ Don Buck (Roundabout) ○ Swanson/ Larnoch Rd ○ Swanson/ Ranui Station Rd <p>The police in conjunction with the New Zealand Transport Agency's (NZTA) Safety Team and an</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Broken Yellow Lines along the new part of Crows Road so it is passable, as currently parked cars narrow the road so it is essentially one way. 	<p>independent transportation consultant, have a methodology for choosing sites which are suitable for Speed/ Safety cameras. Generally, Safety Cameras are placed in areas</p> <ul style="list-style-type: none"> Where there is a problem with excessive speed and there is a proven crash risk or research shows a history of crashes causing death and/or serious injuries. <p>A link to the police website with information about how sites are selected and where the cameras are being sited, can be found here: http://www.police.govt.nz/advice/driving-and-road-safety/speed-limits-cameras-and-enforcement/safe-speed-cameras/safe-speed</p> <ul style="list-style-type: none"> Arney Rd does not have any reported pedestrian related crashes in the last 5 years which would suggest that this intersection is operating relatively safely. Further improvements beyond what is currently proposed (tactile pavers and additional parking restrictions to improve sight distance) cannot currently be justified. <p>We are currently working to a plan to reduce speeds on Auckland's roads. This plan targets the highest priority areas based on the level of safety risk measured for each road on our network. The initial roll out of speed reduction is focused on approximately 10 per cent of our road network, including residential areas.</p> <p>To address traffic speeds in residential areas we have adopted an area-based focus for 2019 onwards. This recognises that traffic-calming</p>

Design suggestion in feedback	AT response
	<p>changes on one street have a flow-on effect on the surrounding neighbourhood. This plan will support all drivers to travel at the appropriate speed and to the road conditions.</p> <p>This programme focuses delivery to areas that have been prioritised for changes to reduce the incidence and impact of crashes. This is based on several factors, including the number of crashes, safety risk, traffic speed, land use and concerns raised by local residents and their elected representatives.</p> <p>While we do appreciate your concerns, Roads/Streets within this area have not been identified in the first group of areas within our Residential Speed Management programme as other areas in the region are experiencing higher speeds and safety risk. We have added your comments to our database to indicate support for safer speeds in your residential area. More information, including the residential areas that will be prioritised for further investigation can be viewed on the Residential Speed Management Programme page on our website.</p> <p>https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/#upcoming</p> <ul style="list-style-type: none"> • Additional markings across the Fresh Choice carpark entrance is not necessary as

Design suggestion in feedback	AT response
	<p>pedestrians have the right of way over vehicles across vehicle crossings.</p> <ul style="list-style-type: none"> • Crows Road is classified as a local road and although parked vehicles may restrict sections down to one way it also slows vehicle speeds down. Parking removal will most likely lead to increased operating speeds and as Crows Road has an existing history of loss of control crashes this would not be in our best interest.
The area needs to further improvements	
<p>This project does not go nearly far enough to deliver safety</p> <ul style="list-style-type: none"> • All of the new pedestrian refuge islands should instead be full zebra crossings • The proposal fails to address safety issues for cyclists and does not fully address safety issues for other active transport users. • AT must become better and bolder at reallocating road space, removing parking to prioritise other modes • The proposal does not do enough to meet NZ's obligations to reduce carbon emissions by making public transport, walking and cycling more attractive 	<ul style="list-style-type: none"> • To align with Auckland Transport's Vision Zero policy pedestrian prioritised crossings such as zebra crossings are generally put on top of raised tables to also slow approaching vehicles to a more survivable speed if a pedestrian were to be hit. <p>Converting the proposed refuge island crossings to raised zebra crossings was considered however, with Swanson Rd being an arterial and classified as a category 1 lifeline route (for emergency vehicles) further vertical speed calming infrastructure could not be justified and would not suit the context of this road outside of the Ranui Town Centre.</p> <p>Two additional raised zebra crossings on Swanson Rd have also been proposed at 508-510 and 452 (one at each end of the Ranui Town Centre) as a result of the external consultation.</p>

Design suggestion in feedback	AT response
	<ul style="list-style-type: none"> • Same response as “Cycling Facilities” section above. • Same response as “Cycling Facilities” section above. • Same response as “Cycling Facilities” section above. Safe crossing facilities have been proposed along this route which include crossings located at bus stops. These crossings along with narrowed lane widths and raised tables will encourage walking and use of the local public transport.
Parking	
<p>The angled parking in front of the shops cause issues</p> <ul style="list-style-type: none"> • People have to reverse out into the traffic lane, with poor visibility. The traffic lane is often full of traffic queueing at the lights and if someone is courteous and waits while a car reverses out then the number of cars that can get through the crossing on a change of lights is limited. • The angled parks have poor visibility to the road, especially for cyclists 	<ul style="list-style-type: none"> • Although we do agree that these angled parks in front of the Ranui shops do present a risk we also have to consider the potential impact this could have on the local businesses. In this case there has been 1 reported non-injury crash at this location in the last 5 years which suggests that these parks are operating relatively safely. We therefore cannot currently justify their removal. In light of the feedback, more speed tables have been added for the town centre to encourage a slower speed along this section of road.
<p>The proposal should not remove any existing parking</p> <ul style="list-style-type: none"> • Three less Carpark’s is not good for encouraging local business • Even if there is low demand for the carparks now demand will rise sharply very soon • These car parks are in an excellent place due to the ease of pulling back into traffic • The carparks are more useful than the proposed pedestrian crossing • These carparks are used a lot 	<ul style="list-style-type: none"> • The parking removal at this location is required to provide the required sight lines for pedestrians to cross at the new raised zebra crossing safely. We have however, reviewed this again and can confirm that we will be able to maintain the required sight distance and retain 1 of the 3 parks we have proposed to remove.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> It's difficult enough already to find a park 	<ul style="list-style-type: none"> The current parking survey we have carried out shows that the overall parking spaces available on this section of Swanson Rd are underutilised. The number we are proposing to remove will not affect the current demand and will also cater to a small increase in the current demand. The proposed car park spaces we are removing are required for the sight lines needed for the new crossings proposed and also for bus stops for accessibility reasons. Our parking survey has shown that these car park spaces are underutilised and will not have an effect on the current parking demand. By providing these new safe crossing locations we are encouraging more active modes of transport As above. As above.
<p>On street parking should be removed</p> <ul style="list-style-type: none"> By keeping it in place you're spending taxpayer money for providing free car storage room for those who don't want to park in their own driveways and garages. Instead you could repurpose that space for wider footpaths and protected bike lanes that can be used by a lot more people, including those who currently use that free parking. Take the car parks out on Armada in front of Library. They block the view from the exit from Fresh Choice. The parking between 457 and Malachy Church is hazardous. There are 32 houses and even more cars and bicycles on one drive-way. The parking is the right-hand side of the road. It is impossible to see drivers safely attempt the drive towards Swanson. Parking should be removed between Universal Drive to about 299 Swanson Road. There are visibility issues on this stretch of road 	<ul style="list-style-type: none"> The proposed car park spaces we are removing are required for the sight lines needed for the new crossings proposed and also for bus stops for accessibility reasons. Removal of all remaining parks cannot be justified and can be utilised by any member of the public. Same response as "Cycling Facilities" section above. There have been no reported crashes at this location in the last 5 years. This suggests that there are no visibility issues at this location. We therefore, cannot currently justify parking removal here.

Design suggestion in feedback	AT response
	<ul style="list-style-type: none"> We have proposed a new informal pedestrian crossing at this location with its associated parking removal on the northern and southern side of Swanson Road. We have proposed parking removal at this location associated with the proposed crossing facility and bus stops. Further removal of parking along this section will also most likely lead to high vehicle speeds as parked vehicles provide side friction. Furthermore, in the last 5 years there have been reported crashes at this location relating to poor visibility.
Turning radius of corners	
<p>The turning radius of the corners should be reduced</p> <ul style="list-style-type: none"> This will slow down vehicles and make it safer for pedestrians to cross Turning radiuses are extremely wide, and we know that they allow drivers to turn without slowing down and putting vulnerable road users in danger 	<ul style="list-style-type: none"> The reported crash history for the last 5 years for side streets along this route suggests they are operating relatively safely. Further improvements at these intersections cannot be currently justified. However, the larger intersections of Airdrie Rd and Marinich Dr have been narrowed as much as possible to reduce the crossing distance for pedestrians but also still provide appropriate access for the vehicle types entering these streets.
The proposal is not necessary	
<p>There is nothing wrong with Swanson Road</p> <ul style="list-style-type: none"> Swanson Road already works better than most roads in the area Other areas, like Don Buck Road, are more in need of improvements The project is a waste of money 	<ul style="list-style-type: none"> Reiterate project background/genesis. The Swanson Road project has a budget of roughly \$1 million and is part of a targeted road safety programme focussed on high risk corridors. The specific interventions will consist of a number of corridor improvements that will make the overall route safer for all users. There is also urgency to move quickly on this project to address the history of crashes.

Design suggestion in feedback	AT response
	<ul style="list-style-type: none"> • This section of Swanson Road between Airdrie Road and Universal Drive has a reported crash history of 52 crashes over a past 5 year period (2013 - 2017 inclusive). Of these 52 crashes a number of them are attributed to loss of control (speeding) and have involved vulnerable road users (crossing pedestrians etc.). • The focus of these Swanson Road improvements is to provide better facilities for vulnerable road users and create a more appropriate road/speed environment for this residential/township area.
Fresh Choice carpark	
<p>The Fresh Choice driveway and carpark are dangerous</p> <ul style="list-style-type: none"> • Cars often enter Fresh Choice from Swanson Road with great speed. • There have been several near misses with large vehicles pulling out to turn right. • The Carpark is too small • There is limited visibility for cars turning onto Swanson Road out of the carpark because of the cars parked around the entrance. • Cars routinely block the footpath when trying to exit the carpark onto Swanson Road • There is an issues with congestion on Swanson Road caused by cars turning out of the carpark • Cars turning out of the carpark don't give way • The footpath near the entrance doesn't look like a footpath so cars think they have the right of way 	<ul style="list-style-type: none"> • With the proposed raised zebra crossing outside Fresh Choice, driver feedback signs and additional raised crossings at the entrances into Ranui the speeds through the town centre will reduced. • As above. • Auckland Transport cannot impose any changes to the size of the Fresh Choice carpark as it is privately owned. • Crash history, parking removal. • Over vehicle crossings pedestrians have the right of way over vehicles. Cars should be leaving sufficient space for pedestrians and not block their access as per the road user rules. • With the introduction of safe crossing facilities and speed calming devices across this section of Swanson Rd we are encouraging the use of active modes (eg walking) to access the local

Design suggestion in feedback	AT response
	<p>shops rather than driving. This should help alleviate the congestion in the area.</p> <ul style="list-style-type: none"> • Cars exiting a driveway must give way to vehicles on the road way as per the road user rules. • Over vehicle crossings/driveways, pedestrians have the right of way over vehicles. Cars should be leaving sufficient space for pedestrians and not block their access as per the road user rules.
<p>The Fresh Choice carpark should be one-way</p> <ul style="list-style-type: none"> • Make in one way and you go in from Swanson road and out the back • If this was done, the Armada exit would need to be widened. It is currently inadequate in width. 	<ul style="list-style-type: none"> • Auckland Transport cannot impose any changes to the Fresh Choice carpark as it is privately owned.
Pedestrian crossings	
The pedestrian crossing is too close to the existing crossing	
<p>The proposed pedestrian crossing is unnecessary</p> <ul style="list-style-type: none"> • There is already a safe crossing at the lights on the corner. • People should just use the existing crossing. • There was a pedestrian crossing where the lights are now on the corner and there were so many accidents that it was then turned into traffic lights. • It is a waste of money, since the existing crossing is adequate. • Maybe move the pedestrian crossing closer to Arney Road. • You're better off putting one further down the road by the eco-village or church for people walking up that way. • The current pedestrian refuge is adequate. 	<ul style="list-style-type: none"> • Although the signalised intersection within the Ranui Town Centre (Swanson Rd, Ranui Station Rd and Luanda Dr) does provide a formal pedestrian crossing point, pedestrian surveys have shown there are pedestrian desire lines outside of this intersection. By proposing the additional raised zebra crossing and refuge islands we are not only providing additional safe crossing points to accommodate these desire lines but we also reducing overall speeds on this section of Swanson Rd and through the town centre benefiting all road users. Across this section of Swanson Rd, we are wanting to promote and provide a safer road environment

Design suggestion in feedback	AT response
	<p>for pedestrians, especially within the Town Centre.</p> <p>Two additional raised zebra crossings on Swanson Rd have also been proposed at 508-510 and 452 as a result of the external consultation.</p> <ul style="list-style-type: none"> • As above. • As above. • As above. • The location of the raised zebra crossing close to Arney Rd has been selected based off current pedestrian desire lines and the fact that there is an existing refuge island at this location. • We have proposed a safe crossing facility at this location in the form of a refuge island. • Although the refuge does provide an informal location for pedestrians to cross it does not give priority to pedestrians or manage vehicle speeds which is a significant factor in the outcome of a crash if one were to occur. By replacing the refuge islands with a raised zebra crossing we are addressing both issues.
The proposed pedestrian crossing will cause more congestion	
<p>The proposed pedestrian crossing will cause more congestion</p> <ul style="list-style-type: none"> • It will bring traffic moving through a green light to another halt if someone crosses the road, • Cars could end stopped in the middle of the intersection. • The entrance to Fresh Choice is busy and having a pedestrian crossing right outside the entrance/exit will make the intersection much more complex. • The small turning bay to turn into Fresh Choice will fill up quickly, backing up to the main road and forcing everyone to wait until the turning vehicles can move. • Frustrated motorists take silly risks. 	<ul style="list-style-type: none"> • By replacing the refuge islands with a raised zebra crossing we are both prioritising pedestrians and managing speeds. Across this section of Swanson Rd, we are wanting to promote and provide a safer road environment for pedestrians, especially within the Town Centre.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • The new housing developments in this area will mean Swanson Road will be even busier • The lack of public transport in the area means people don't have a good alternative to driving 	<ul style="list-style-type: none"> • Stopping within an intersection is illegal behaviour which is clearly outlined in the road user rules. We expect licensed drivers to adhere to these rules. • By replacing the refuge islands with a raised zebra crossing we are both prioritising pedestrians and managing speeds. Across this section of Swanson Rd, we are wanting to promote and provide a safer road environment for pedestrians, especially within the Town Centre. • Across this section of Swanson Rd, we are wanting to promote and provide a safer road environment for pedestrians, especially within the Town Centre. It may cause increases in travel time through the town centre however the priority here is the safety of the vulnerable road users. • Across this section of Swanson Rd, we are wanting to promote and provide a safer road environment for pedestrians, especially within the Town Centre. It may cause increases in travel time through the town centre however the priority here is the safety of the vulnerable road users. • The infrastructure we have proposed although mainly accommodates pedestrian movements along this corridor also has benefits in making public transport more accessible. Walking to the local Ranui train station will be safer and new crossings and bus stop layouts will make catching a bus more attractive. This will help to

Design suggestion in feedback	AT response
	<p>provide transport alternatives now and in the future.</p> <ul style="list-style-type: none"> As above.
The proposed pedestrian crossing won't be used	
<p>The proposed pedestrian crossing won't be used</p> <ul style="list-style-type: none"> The current pedestrian refuge island nor the traffic lights 10 or so metres away outside the library are currently not used by people crossing the road. People run across the road at various locations across Swanson Road and adding in another regulated place to cross is highly unlikely to have any uptake. By removing the three carparks who would be using the crossing? I rarely ever see pedestrians crossing the road at Fresh Choice 	<ul style="list-style-type: none"> Although the signalised intersection within the Ranui Town Centre (Swanson Rd, Ranui Station Rd and Luanda Dr) does provide a formal pedestrian crossing point, pedestrian surveys have shown there are pedestrian desire lines outside of this intersection. By proposing this additional raised zebra crossing and refuge islands we are not only providing additional safe crossing points to accommodate these desire lines but we also reducing overall speeds on this section of Swanson Rd and through the town centre benefiting all road users. Across this section of Swanson Rd we are wanting to promote and provide a safer road environment for pedestrians, especially within the Town Centre. Two additional raised zebra crossings on Swanson Rd have also been proposed at 508-510 and 452 as a result of the external consultation We are expecting the crossing to be used by local residents who would now feel safe to walk to their local supermarket with the additional safe crossing points and speed calming devices proposed on this route. Removal of these spaces are required to ensure vehicles approaching this crossing have

Design suggestion in feedback	AT response
	<p>sufficient visibility of pedestrians waiting to cross and give way to them in a safe manner. We have however, reviewed this again and can confirm that we will be able to maintain the required sight distance and retain 1 of the 3 parks we have proposed to remove.</p> <ul style="list-style-type: none"> • Same as first bullet point in this section.
Other suggestions relating to the proposed pedestrian crossing	
<ul style="list-style-type: none"> • Install barriers along the kerb to force pedestrians to cross at the pedestrian crossing that already exists. • The pedestrian crossing should not include a speed table as people should have slowed down for the pedestrian crossing anyway. • Can you make the bumps flatter as you come up to it? Other speed bumps are too harsh on the trucks. • Raised crossings are ineffective. Speed humps before the crossing slow the traffic before they hit the crossing. • Raised crossings are too wide for school patrol lollipops and as someone who man's such a crossing, it does not make me feel the kids are safer. Poor bang for buck. • Raised crossing have a narrow gap in the drain where leaves collect and water pools 	<ul style="list-style-type: none"> • In general barriers or fences are not specifically used for the purpose of directing pedestrians or limiting where they can cross. Auckland Transport's current policy on the installation of road safety barriers is that they are only erected in urban areas if there is a significant drop. Barriers and fences can be at times create a new hazard if used in the wrong context as children can climb them and creates difficulty for a pedestrian to get to safety if caught between them. • The distance between a west bound vehicles from a stationary west bound vehicle at the signalised intersection to the proposed raised crossing is about 100m, this is a sufficient distance for a vehicle to gain speed. By raising the crossing we are managing vehicle speeds to a level where if a crash were to occur with a pedestrian the likely hood of it resulting in a death or serious injury are low. • The proposed raised tables are Swedish type which provide a gentler exiting ramp. The entry

Design suggestion in feedback	AT response
	<p>ramps will also be gentler compared to other existing tables on the network. Specs are as follows:</p> <ul style="list-style-type: none"> • Speed table at No. 471 Swanson Road 1:20 entry ramp, 1:40 exit ramp, 75 mm high • Speed table outside Fresh Choice 1:15 entry ramp, 1:40 exit ramp, 75 mm high • Speed table outside No. 452 Swanson Road 1:20 entry ramp, 1:40 exit ramp. 75 mm high • The proposed raised table crossings will have the above specifications and advisory speeds of 25km/h (outside Fresh Choice) and 30km/h (at the gateway treatments) in order to traverse this table comfortably. If a resulting crash were to occur at this speed with a pedestrian the probability of it resulting a death or serious injury is still relatively low. • The proposed raised table outside Fresh Choice will not be patrolled by a local school. Pedestrians will always have priority at this crossing and can be done in two stages with pedestrians having the option to wait between the central refuge islands also. • If any blockages occur, they can be reported to AT to address. Furthermore, regular maintenance will be carried out to minimise blockage occurrence.

Design suggestion in feedback	AT response
Pedestrian refuges	
General suggestions about pedestrian refuges	
<p>The pedestrian refuges are not needed</p> <ul style="list-style-type: none"> • Crossing the road even at peak times is not an issue. • Adding islands in will not help the idiots who will still choose to cross the roads wherever they want and however they chose. 	<ul style="list-style-type: none"> • The proposed pedestrian refuge islands serve as additional safe crossing facilities close to pedestrian generators such as to bus stops or local shops. These also provide facilities for parents pushing prams or less able-bodied users such wheel chair users.
<p>The proposed pedestrian refuges should be replaced with full pedestrian crossings</p> <ul style="list-style-type: none"> • This is the only way to ensure people can cross roads safely. • Refuges are an unsafe compromise. • Pedestrian refuge islands are insufficient for people with disabilities or who take a long time to cross the road. • Refuge islands do not usually stop people from using the flush median as many people will not be bothered walking if it functions nearly the same. • Using the pedestrian refuge islands to cross the road with kids in tow is really hard. You end up stuck in the middle as cars zoom past you at high speeds. 	<ul style="list-style-type: none"> • To align with Auckland Transport's Vision Zero policy pedestrian prioritised crossings such as zebra crossings are generally put on top of raised tables to also slow approaching vehicles to a more survivable speed if a pedestrian were to be hit. • Converting the proposed refuge island crossings to raised zebra crossings was considered however, with Swanson Rd being an arterial and classified as a category 1 lifeline route (for emergency vehicles) further vertical speed calming infrastructure could not be justified and would not suit the context of this road outside of the Ranui Town Centre. • Two additional raised zebra crossings on Swanson Rd have also been proposed at 508-510 and 452 (one at each end of the Ranui Town Centre) as a result of the external consultation.
<p>The proposed pedestrian refuge islands are dangerous</p> <ul style="list-style-type: none"> • Islands in the middle will make life threatening traps for cyclists and cars trying to push through 	<ul style="list-style-type: none"> • Pinch points are created when the available width of road/lane passing a refuge island is between 3.2m and 4.2m. In this case the refuge

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Pedestrian refuge islands leading into roads make it harder for larger vehicles to safely clear whilst in their turn. I have witnessed many vehicles driving over these especially when there's one in the middle of the road preventing larger vehicles from taking a wider turning arc away from the curb to safely clear the corner. 	<p>island pedestrian crossings as well as the proposed raised zebra crossings have an available width of over 4.2m which can safely accommodate both a vehicle and cyclist to pass at the same time.</p> <ul style="list-style-type: none"> Tracking has been checked for the appropriate vehicles entering these side roads to ensure access is maintained.
Proposed Airdrie Road/Swanson Road refuge island	
<p>The proposed island will block the large trucks that Fulton Hogan use to transport large concrete beams</p> <ul style="list-style-type: none"> Stahlon - Fulton Hogan make large concrete infrastructure road beams on Airdrie Road. There is a house removal company on Airdrie Road. There is a heavy machinery company on Airdrie Road. The large trucks used to move the houses heavy machinery and concrete beams need all the road available to take that corner. 	<ul style="list-style-type: none"> Appropriate tracking and required consultation have been done to ensure access to these businesses can be maintained.
Other aspects of the proposal	
Electronic Speed Signs	
<p>The proposed electronic speed signs are not necessary</p> <ul style="list-style-type: none"> They don't work properly, telling you to slow down when you're not even doing 50 & are frustrating. No one slows down for the signs that tell you how fast you're going. 	<ul style="list-style-type: none"> Signs will be installed and calibrated properly to ensure accuracy and warn drivers who are travelling above the posted speed limit. These signs are here to complement the new crossing points and speed calming devices (raised table crossings) proposed in this scheme.
Broken Yellow Lines	
<p>Additional BYL should be added to the proposal</p> <ul style="list-style-type: none"> Around where 340 to 346 Swanson road houses are, where there are 2 lanes and they merge on the hill, there needs to be yellow lines as there are numerous cars parked on that bend which will lead to a major accident 	<ul style="list-style-type: none"> Additional parking restrictions at this location have been included in this proposal.

Design suggestion in feedback	AT response
Bus Stops	
<p>The bus stops should not be moved</p> <ul style="list-style-type: none"> • The proposed bus stop changes will cause havoc. Busses bypass Swanson Road and drive down Arney Road where there are no bus stops at all, they do this already, despite there being people waiting for their bus on Swanson Road and there being several construction sites on Arney Rd. • Moving bus stop outside of 354 Swanson Road is not a good idea as this is a dangerous spot. Vehicles merge here and cars come up the hill very fast without giving way to each other. • This is also a popular place for children and elderly people to cross and vehicles can't see people waiting to cross on the median. 	<ul style="list-style-type: none"> • Auckland Transport buses don't run in service on Arney Road unless perhaps they've been put on a diversion. 146 services do leave Swanson Rd for a short stretch, to serve Luanda Dr and Armada Dr. These streets do have bus stops. The part of Swanson Rd that isn't served is about 375m long. • Merging of the two lanes west bound are proposed to begin earlier outside 334. Currently lanes merge outside 348. Vehicles approaching the new proposed stop will be in a single lane. • Close to this location outside 350 we are proposing a new central pedestrian refuge island to provide a safe crossing location.
<p>Changing the bus stops is unnecessary</p> <ul style="list-style-type: none"> • The bus stops are routinely vandalised, so AT should not bother moving them as they will need repairs very soon • Don't add shelters as people use them for other purposes and dump their rubbish • The bus service is here is pathetic and very few buses travel along Swanson Road 	<ul style="list-style-type: none"> • Existing shelters are being relocated with their associated stops to maintain the protection they provide for waiting patrons. Vandalised stops should be reported to AT for out maintenance team to address. • As above. • The western half of Swanson Rd is served by the 146 Waitakere Village – Ranui – Lincoln – Henderson. The 146 runs every 30 minutes all day Monday to Friday and every 60 minutes all day at weekends. On weekdays the first bus on the service starts at Henderson at 5:06am and the last bus finishes at Waitakere Village at 12:15am. • The southern half of Swanson Rd is served by the 120 Constellation Station – Hobsonville – Westgate – Henderson. Services run every 30 minutes during the day and every 60 minutes in

Design suggestion in feedback	AT response
	<p>the evening. Weekdays, the first bus in service starts at Henderson at 5:15am while the last bus leaves Henderson at 11pm.</p> <ul style="list-style-type: none"> • If Auckland Transport secures funding for bus service improvements, route 120 will be one of the very highest priorities. In the short term we aspire to run more services during weekday peak hours, and during evenings on all days of the week. In the medium term we aspire to make this a proper frequent service, with buses at least every 15 minutes between 7am and 7pm, 7 days a week.
<p>The bus stops should be improved</p> <ul style="list-style-type: none"> • Build shelters as heaps of old people catch bus here. 	<ul style="list-style-type: none"> • Existing shelters are being relocated with their associated stops. However, costs associated with providing new shelters for all existing stops are beyond the allocated funding for this project which has a focus on providing infrastructure to improve the overall safety of this high risk corridor.

