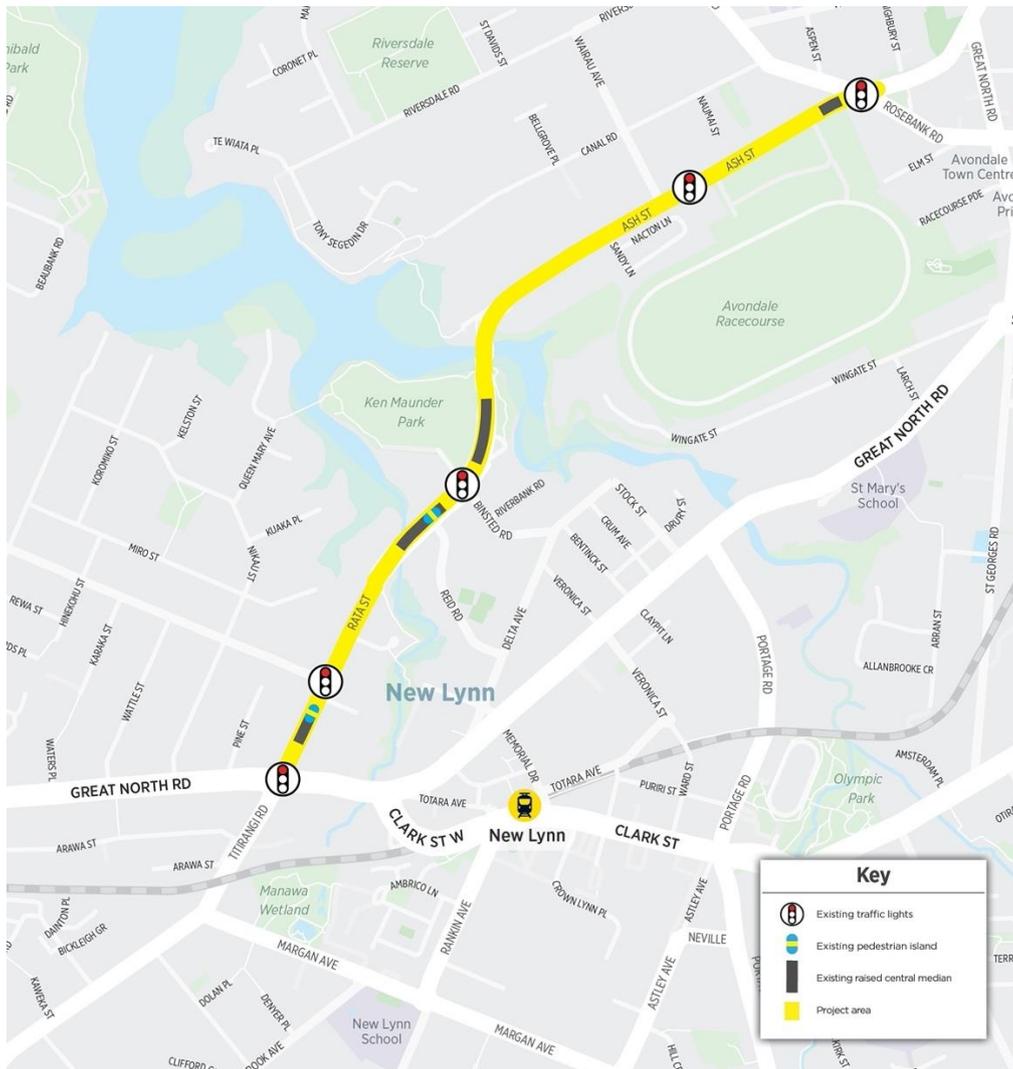


Summary of your feedback on the Ash Street and Rata Street safety improvements



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Acknowledgement

Thank you!

We'd like to thank everyone who took the time to provide feedback and speak to us in person at our drop-in sessions.

We are incredibly grateful to you for playing an important part in shaping the future of our city.

Summary

Auckland Transport (AT) is proposing a number of safety improvements along Ash Street and Rata Street in the suburbs of Avondale and New Lynn. We consulted on this proposal from 18 October to 14 November 2021 and received 141 submissions.

AT has taken time to carefully consider all feedback and work on some solutions to the concerns raised. Taking the time to get this right is important to us and we thank you for your patience while we worked through this investigative process.

Consultation Outcome

Based on the feedback we received, subject to funding AT will proceed with the following safety changes to Ash and Rata Streets:

- New signalised crossing on Ash Street next to Highbury Street and a raised table in the eastbound lanes
- Raised safety tables at the intersection of Ash Street and Rosebank Road
- Signalising the intersection of Ash Street and Wairau Avenue and adding a raised table
- Raised safety tables at intersection of Rata St and Great North Road
- Electronic driver feedback signs along Ash Street and Rata Street
- Road marking changes on the Whau River overbridge
- Street lighting will be upgraded at the locations where changes are made

Further information about the decisions AT made regarding this project can be found on [Page 19](#).

Next steps

We are currently seeking funding from Waka Kotahi and subjected to funding It is anticipated that any construction based on the consultation will start around first half of 2022. We will be in touch with the Whau Local Board, schools, residents, and local businesses once we have confirmed the construction timeline.

We will work closely with the community to mitigate disruption as much as possible and ensure advance notice is given.

Background

Project information

- Auckland Transport and the Waka Kotahi (NZ Transport Agency) have identified the corridor consisting of Rata Street and Ash Street as high-risk corridors and being eligible for safety improvements as part of the Road to Zero Programme.
- The project will cover Rata Street and Ash Street between the Great North Road (GNR)/Titirangi Road/Rata Street intersection and the Ash Street/Rosebank Road intersection which is about 2.3km in length.
- Rata Street currently carries approximately 17,950 vehicles northbound and 18,800 vehicles southbound per day with a heavy vehicle consisting of 6%.
- Ash Street currently carries approximately 17,800 vehicles northbound and 17,100 vehicles southbound per day with a heavy vehicle consisting of 6%.
- Ash Street and Rata Street are primary walking route, major cycling and micromobility route, primary arterial, a local bus route and an important freight route. It is also an Over-dimensional and over-weight route.
- Tragically, between 2014 – 2018 there were three fatal and 11 serious injury crashes along this corridor. A further 46 people were injured in the 213 crashes that occurred.
- Within the next 5 years, there's going to be significant growth in the area with over 1000 new houses expected to be built before 2026 in the Avondale area alone. Expected population growth in Avondale and surrounding suburbs, will place additional pressure on roads and traffic congestion.

Safety improvements consulted on:

The consultation sought feedback on the following measures:

- The intersection of Great North Road, Rata Street and Titirangi Road – speed reduction measures to enhance the safety for all road users, particularly vulnerable road users and the occurrence of the red light running.
- Rata Street, near Caspian Close – a refuge crossing island to provide an improved crossing connection for pedestrian coming from the New Lynn Town Centre via the local path on Caspian Close as per requested by the community
- Near 56 Rata Street – a new traffic light controlled crossing to provide a safer crossing point for pedestrian coming from New Lynn Town Centre via the Rewarewa Reserve as per requested by the community
- Near 75 Ash Street – a refuge crossing island to provide an improved crossing connection to Sandy Lane as per requested by the community
- The intersection of Wairau Avenue and Ash Street – adding a traffic light controlled crossing and speed reduction measures to improve safety at the intersection as per requested by the community.

- The intersection of Rosebank Road and Ash Street – speed reduction measures to enhance the safety for all road users, particularly vulnerable road users and the occurrence of the red light running.
- Ash Street, near Highbury Street – a new traffic light controlled crossing to provide safe crossing especially for the school children and residents in the area.

Feedback

From 18 October to 14 November 2021 the public were invited to provide feedback on proposed safety improvements along Ash and Rata Streets. In total, **141 submissions** were received.

What we asked you

1. Do you support the proposed changes to the Great North Road, Rata Street and Titirangi Road intersection?
2. Do you support adding a refuge crossing island on Rata Street, near Caspian Close?
3. Do you support a traffic light controlled crossing being installed near 56 Rata Street?
4. Do you support adding a refuge crossing island near 75 Ash Street?
5. Do you support the proposed changes to the intersection of Wairau Avenue and Ash Street?
6. Do you support the proposed changes to the Rosebank and Ash intersection?
7. Do you support adding of a traffic light controlled crossing on Ash Street, near Highbury Street?

Activities to raise awareness

Auckland Transport had a limited range of activities to publicise the consultation due to Covid-19 and the lockdown restrictions.

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

- Distributed 10,000 postcards to residents around Avondale, New Lynn and Kelston
- Targeted social media posts
- A webinar was held where people could ask questions to the project team. A video of the webinar was later posted to the project website for people to view if they were unable to attend

How people provided feedback

We asked how supportive people were to the proposed safety improvements at each of the six locations along Ash and Rata Streets. People could provide feedback using an online submission form or a hard copy form included in the brochures.

See [Attachment 2](#) for a copy of the feedback form.

Your feedback

Overview

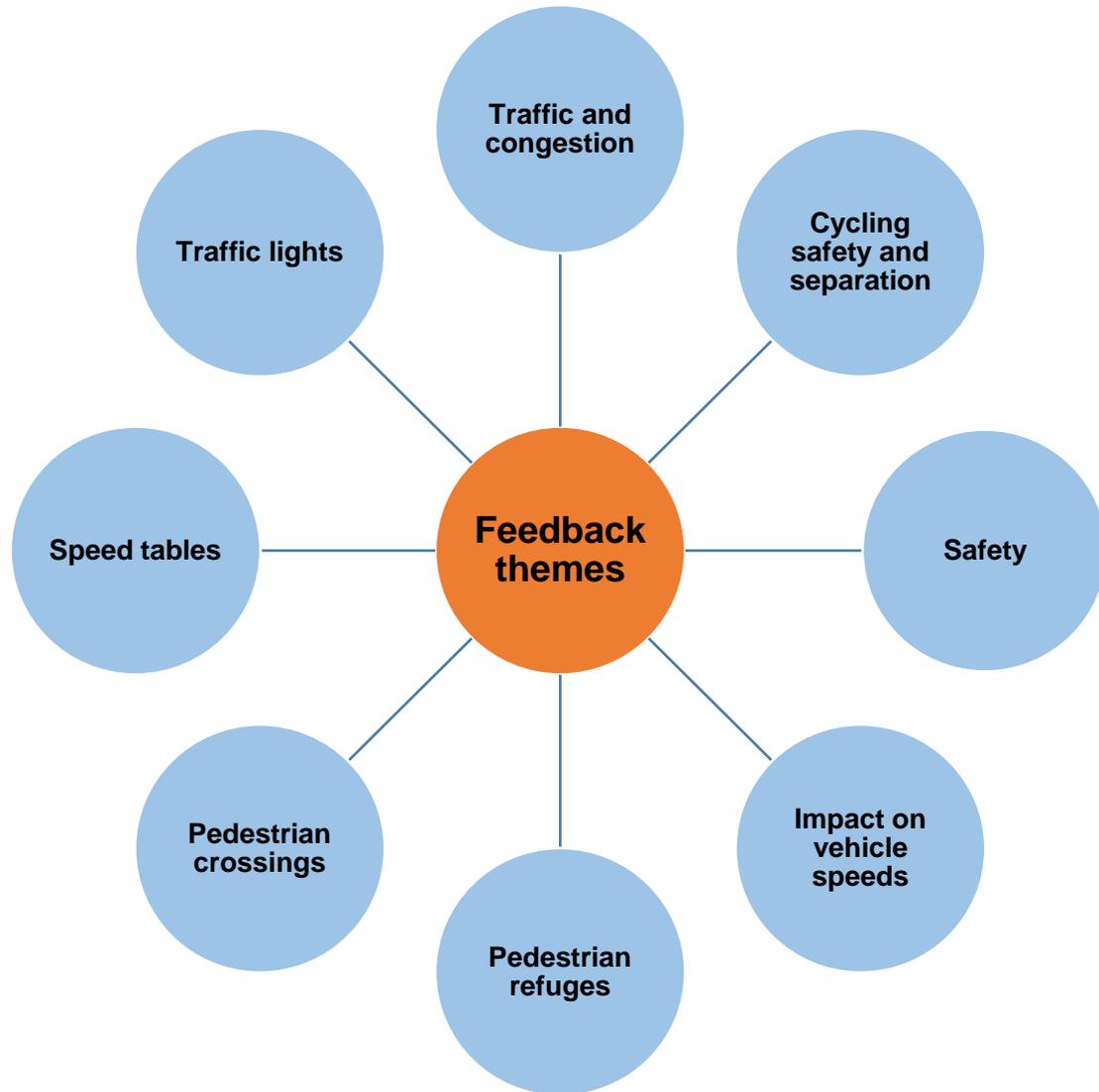
We received public feedback on the proposal from 141 online submitters.

Submissions received from key interest groups include:

- St John
- NZ Police

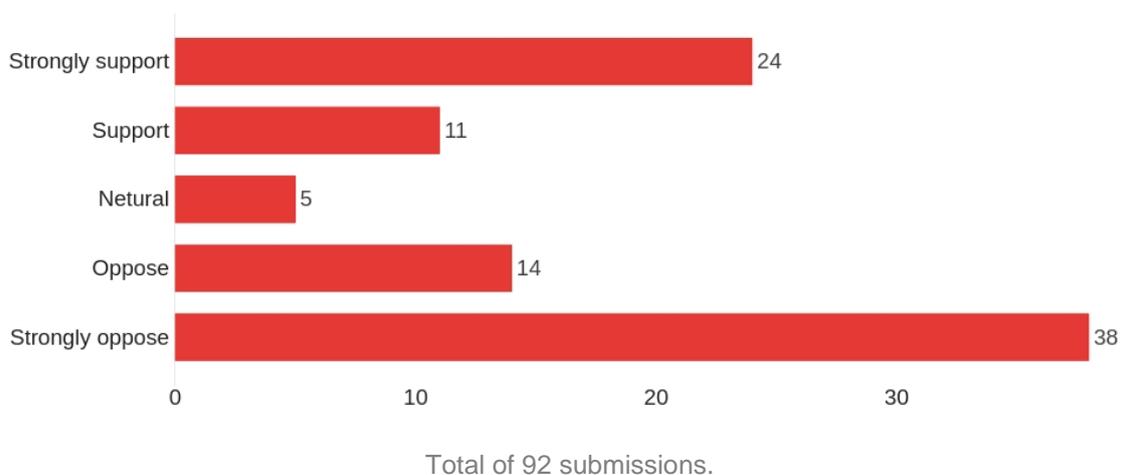
Themes in feedback

We have grouped the themes identified in your feedback as shown in the following diagram:



We have responded to all your comments and suggestions, and have included these responses, grouped by feedback theme, in the [Design suggestions in feedback and AT responses](#) section.

Support for the proposed changes to the Great North Road, Rata Street and Titirangi Road intersection



This question received 61 comments. The overall top theme in the feedback is strongly oppose the proposed changes to the Great North Road, Rata Street and Titirangi Road intersection. A total of 56.52% of people either opposed or strongly opposed the proposed changes, while 38.1% of people either strongly supported or supported the proposed changes.

The three main reasons given for opposing the safety improvements to the intersection were increased congestion (19.7%), impacts on vehicle speeds (17.4%), and speed tables (12.1%).

“Do not make that intersection even worse with causing more traffic congestion and delays due to the reduced amount of cars going thru the lights”

“This is a major arterial route where the traffic needs to flow”

“Slowing down traffic at the same time as volume is increasing will lead to greater backlogs affecting even more streets/suburbs”

“She doesn't have much to draw on as comms is a new role for her”

“The speed bumps are good”

A number of submitters commented that the impact that the changes to the intersection would reduce vehicle speeds. While most of the comments did not support the safety measures because they may reduce speeds, there were others who welcomed a reduction in vehicle speeds.

“Can't legislate for idiots- if you're not speeding and paying attention ie not texting on the phone there shouldn't be a problem”

“The proposed change will dramatically reduce the traffic handling capability and decrease the energy efficiency of vehicles by forcing them to slow to an unrealistic speed regardless of the prevailing conditions.”

“The speed limit should be reduced to no more than 30km/h”

“There should be no slip lanes. they increase speeding and deaths”

“The problem is speed, combined with illegal window washers”

Cycling and cycling infrastructure was mentioned by 5.3% of submitters.

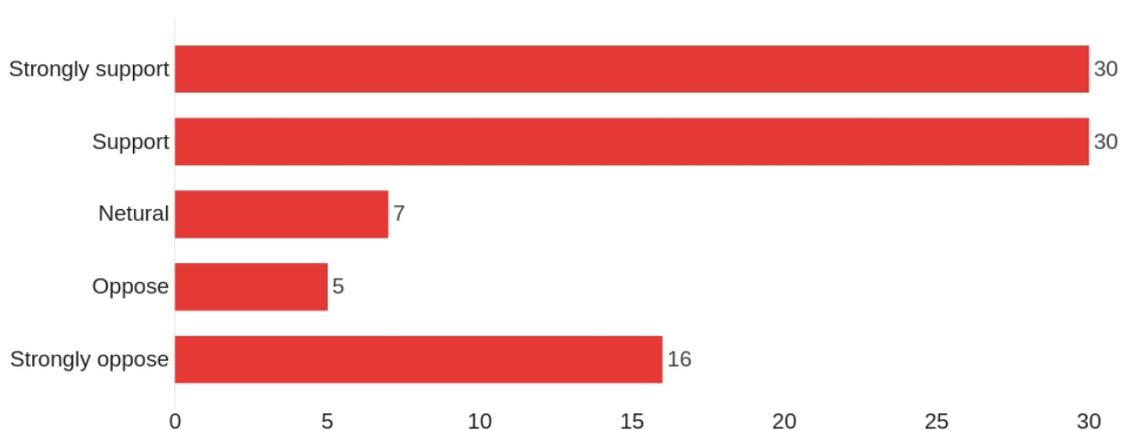
“the green cycle patch on the right before the lights on rata street (when waiting to turn right into grt nth rd)... that green patch should surely go in the middle lane (the lefthand of the right turning lanes).”

“Safe separated cycle lanes are missing, please add these.”

“It is essential to add protected bike lanes now.”

“There is currently no safe cycling infrastructure along rata street to great north rd. I ride home everyday along this via waterview”

Support for adding a refuge crossing island on Rata Street, near Caspian Close



Total of 88 submissions.

This question received 42 comments. The main focused of the comments were on the pedestrian refuge and crossing (41.2%).

“This solution seems like a safe access point for pedestrians whilst not hindering traffic.”

“I suggest an over crossing pedestrian bridge.”

“There are traffic lights that support foot traffic about 100m away from this proposed crossing? Why make turning into Rimu Street harder than it is?”

“In principle I support pedestrian refuges, but I question this particular one for two reasons. It is in close proximity to the proposed pedestrian traffic lights at 56 Rata St and the traffic lights at the Rimu St intersection so the majority of pedestrians will have already passed one of those on their way to Caspian Close. Secondly it will limit the queueing capacity for vehicles turning right at Rimu St.”

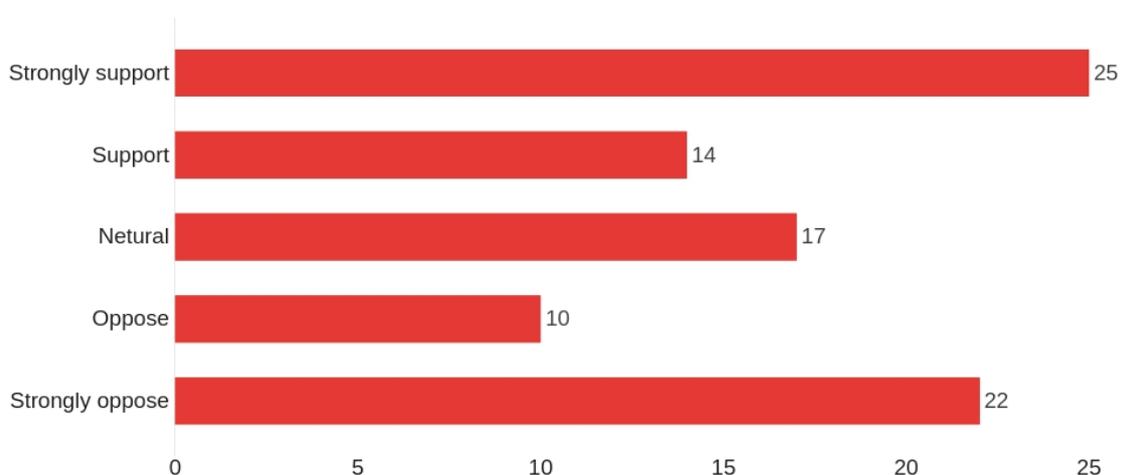
The safety and design of the refuge was also raised by some people (8.8%).

“Terrible design. This is totally unsafe. For a 4-lane road, this needs a controlled raised zebra crossing.”

“It's need to be safe as the residents that live in that area and also kids and elderly to cross over safely.”

“I strongly agree with putting pedestrian crossings. This will ensure pedestrians safety.”

Support for a traffic light controlled crossing being installed near 56 Rata Street



Total of 88 submissions.

This question received 41 comments. Comments relating to reduced vehicle speeds and congestion were the most common theme from submitters (28.1%):

“Traffic flow is super important. It's already congested in this area.”

“More just blocking the flow of traffic for no reason.”

“Traffic flow is the lowest priority, safety is top priority.”

“No, this whole road gets hit with traffic especially in the mornings as it is. This will just create more traffic. The bit of road before the Great North Road on ramp that has 3-4 lights on it is the worst because of the lights. Adding more lights to these roads is the worst for creating traffic.”

Crossing and pedestrians crossing also featured as being important (25%)

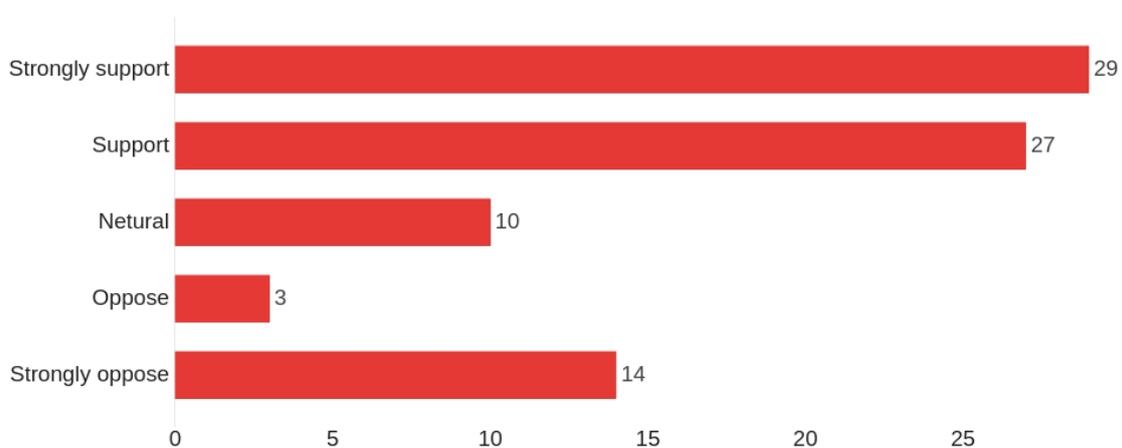
“A pedestrian refuge would have been preferable but there is no median strip to locate it in.”

“This isn't safe. It needs to be a controlled raised zebra crossing. Traffic flow is the lowest priority, safety is top priority.”

“Traffic lights will ensure cars stop for pedestrians”

“Crossing are needed , but you will need to evaluate if that is the correct spot after a curve of high speed traffic”

Support for adding a refuge crossing island near 75 Ash Street



Total of 83 submissions.

This question received 31 comments. A third of submitters mentioned the pedestrian refuge and crossing.

“Yet again, must be a controlled raised zebra crossing.”

“Traffic lights not very far away. Encourage people to use them instead of jaywalking”

“I have never seen anyone crossing at or around 75 ash street, except Sundays for the markets and they just cross anywhere, they don't even use the crossing provided.”

“A refuge crossing implies this is a place to cross the road. This will encourage more people to cross here not less.”

Other people made comments on traffic lights and parking.

“Traffic lights not very far away. Encourage people to use them instead of jaywalking”

“People should walk to the nearest traffic lights”

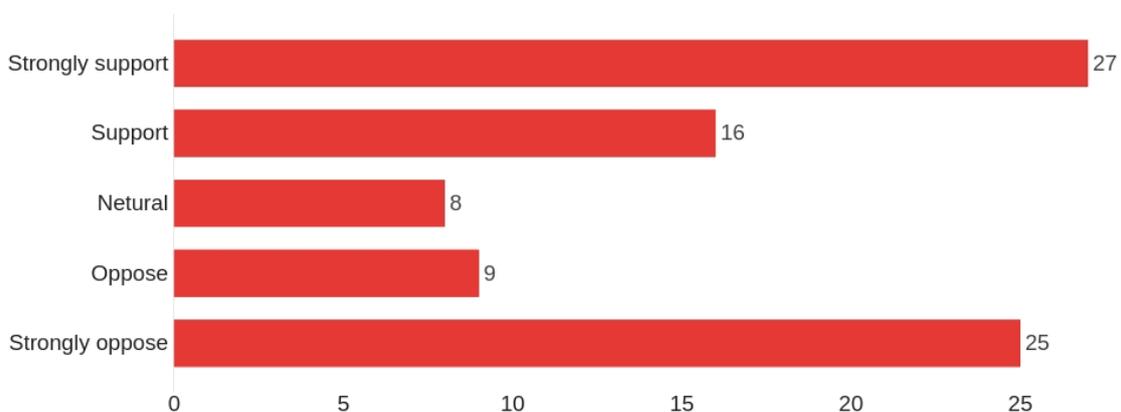
So many traffic lights and pedestrian lights.”

“If your going to put in a medium strip, you effectively narrow the road, you need to have no parking on the side of the road as the second lane will become redundant.”

“Please remove all on-street parking from Ash street, including weekends.”

“Instead, you build like for like renewals or, as here, you tinker around the edges while preserving throughput and parking for cars.”

Support for the proposed changes to the intersection of Wairau Avenue and Ash Street



Total of 85 submissions.

This question received 42 comments.

While there was support for signalling the Wairau/Ash intersection, many of the comments were opposed to the move, especially the addition of any speed tables. There were 18 comments associated with speed tables.

“WE DO NOT NEED SPEED BUMPS AT A TRAFFIC LIGHT”

“Humps again in my opinion are dangerous and will detrimentally affect traffic flow whilst lights are on green.”

“Raised table is unnecessary and annoying to motorist.”

“Yes to traffic lights but NO to the raised humps.”

“No speed bumps on Ash st, put them in wairau only”

“Raised tables damage vehicles and cause discomfort for drivers and passengers otherwise I like this idea”

The other area that received a number of comments was the introduction of traffic lights would have on the intersection (12).

“NO more traffic lights, send them up Canal Rd to Rosebank Rd”

“This will put two sets of traffic lights in a very small piece of road as there is already one set by the petrol station.”

“A traffic light directed right turn would also stop all the idiots who try to turn right without at least driving to the racecourse to do u-turn causing heaps of near misses.”

“Leave the intersection no right turn”

Cycling was mentioned by five respondents.

“Also the speed bump in this picture would be hazardous to cyclists because there is a drop into the gutter that a cyclist could risk slipping into and coming off the bike and under a car/truck”

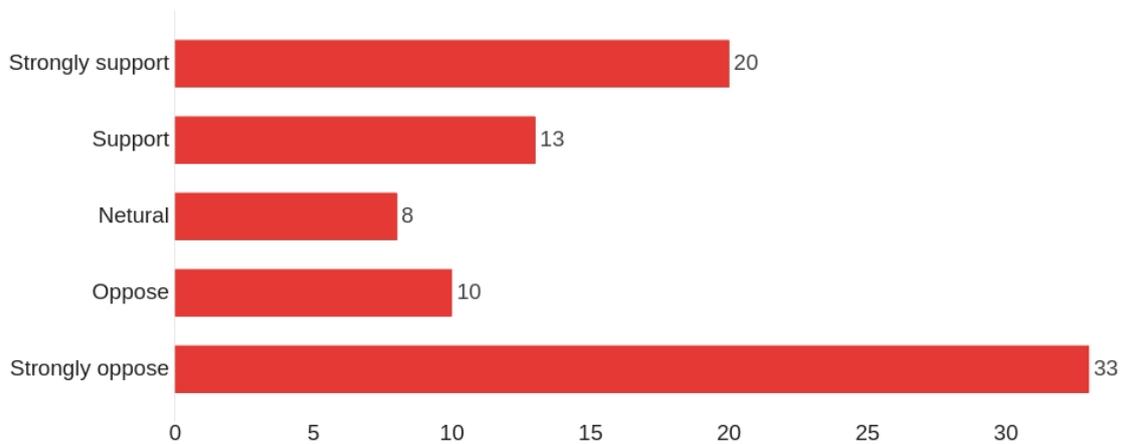
“Missing those safe separated cycle lanes.”

“It is vital to prioritise the safest and most efficient modes, which is walking and cycling”

“All of your plans and policies mandate proper provision and protection for walking and cycling, but time and time again you fail to provide it ... It is a key link in the cycle network that you know you should be building.”

“But no safety improvements for people on bikes”

Support for the proposed changes to the Rosebank and Ash intersection



Total of 84 submissions.

This question received 50 comments.

The main opposition to the proposed safety improvements was the introduction of speed tables to the Rosebank/Ash intersection (17 mentions).

"I do not support speed tables on Great North road"

"It's not a great idea to put speed humps here, but it makes far more sense how you have put them a little bit further back from the intersection rather than trying to do everything at the intersection itself (like the rata street/ great north rd proposal which is dangerous for cyclists and inappropriate)."

"Speed bumps will just create massive congestion in rush hour"

A number of submitters made comments concerned about the impact on the flow of traffic (9 mentions) and vehicle speeds (14 mentions).

"Unnecessary, maybe it's better to enforce the law in these areas rather than unnecessary speed changes due to bad drivers"

"Cars and trucks are are doing 100k at times, the noise affects peoples lives, the trucks bounce on the road abd crash back down."

"this wil result in drivers speeding up to get though the lights after the speed humps that have slowed them resulting in more nose to tail accidents."

"Have you even considered ways of getting the traffic to more???">

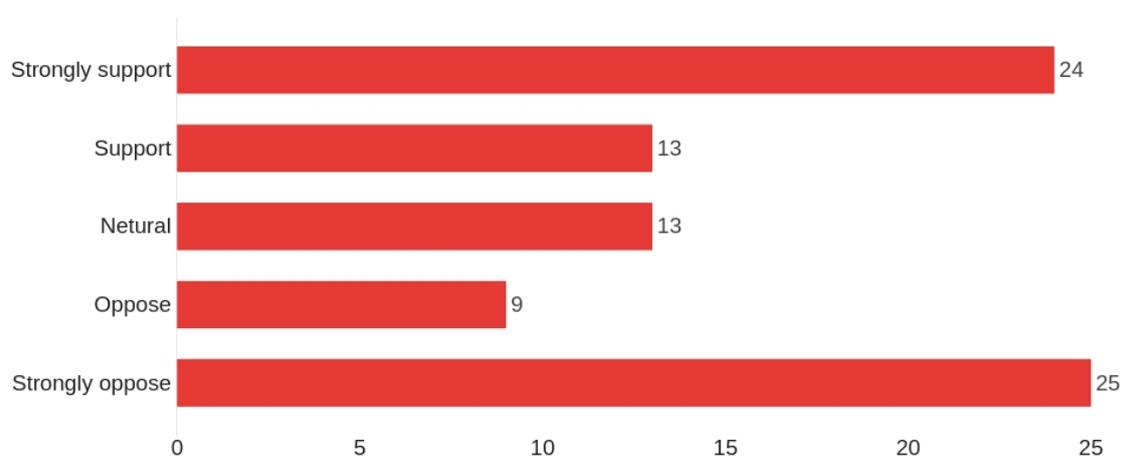
"Speed bumps will just create massive congestion in rush hour"

A smaller number (5 mentions) raised the issue of cycle safety through the intersection or separated cycle facilities.

“an added note about the rata street one is that coming downhill on great north rd and turning left onto rata would be far more dangerous on a bike if there were speed bumps there!”

“Just need to add safe separated cycle lanes.”

Support for adding of a traffic light controlled crossing on Ash Street, near Highbury Street



Total of 84 submissions.

This question received 38 comments.

Most of submitters mentioned issues related to the proposed new crossing facility in this location (28 mentions). There were suggestions about the form the crossing facility should take.

“Needs to be a controlled raised zebra crossing. Beg buttons should be replaced with automatic sensing humans.”

“Beg buttons should be replaced with automatic sensing humans.”

“On-demand signal only.”

There were a number of comments about the close proximity of a crossing at the intersection of Ash Street and Rosebank Road.

“Pedestrians can walk to very near Ash St / Rosebank Rd intersection”

“Lights and crossing are close at Ash St / Rosebank Rd”

“There is literally a crossing 100m down the road ”

“There's traffic lights within 50metres, tell those students to use them”

The other area the was the focus of attention for people making comments was the impact on traffic flow and congestion.

“There is already traffic control 100 metres away and will again clog up traffic flow ... there are already a ridiculous amount of lights on this road”

“If the lights run in time with the intersection lights so as not to slow traffic any more than it is”

“No. This will destroy traffic flow.”

Other submissions

In addition to public feedback, we also received submissions from key interest groups, summarised below. Concerns and suggestions raised by these groups is included in the design suggestions section of this report.

St John

From a St John point of view we are in support of the proposed upgrades and see it as a good step forward to prevent serious vehicle incidents.

NZ Police

We have no objections, these upgrades including the significant Rata and Ash St intersection make the areas no less accessible to travel through for emergency services urgent duty driving and if anything cause emergency vehicles to also slow down for the intersections improvement upgrades. For police it is not an issue as we have a mandatory speed limit for travelling through intersections and as there are no lane reductions planned it is unlikely to cause additional problems for transition through traffic in these areas anyway. It may see slower through flow/momentary congestion as vehicles travel through or approach these locations but I don't see this having any significant impact above its current layouts that would alter police's response abilities. Overall these upgrades seem to provide a significant number of positives for pedestrian protection and vehicle management and will hopefully lead to less road incidents at these locations that require our service as well.

Clearly it is a piece of work that is going to make a significant difference to the intersection and traffic movement through it, from our perspective the most critical thing for us is knowing the specific schedule for construction. As long as we are kept up to date as to when the construction will start and when diversions will be put in place we can advise our staff and have them coordinate alternative routes.

AT responses to the feedback

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 locations.

Q2: Do you support the proposed changes to the Great North Road, Rata Street and Titirangi Road intersection?

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the proposed changes to the Great North Road, Rata Street and Titirangi Road intersection?		
Traffic and congestion <i>(Mentions 26)</i>	<ul style="list-style-type: none"> • And they slow traffic who actually have a green light and the right to go even when there are no pedestrians. Another over kill... • This is a major arterial route handling large volumes of traffic. The proposed change will dramatically reduce the traffic handling capability and decrease the energy efficiency of vehicles by forcing them to slow to an unrealistic speed regardless of the prevailing conditions. • That is a huge intersection to put a speed bump over and will increase traffic congestion • By using speed bumps you will be slowing traffic into the city increasing cues from Titirangi to motorway. • Do not make that intersection even worse with causing more traffic congestion and delays due to the reduced amount of cars going thru the lights • This is a major arterial route where the traffic needs to flow, • Slowing down traffic at the same time as volume is increasing will lead to greater backlogs affecting even more streets/suburbs 	<p>AT has adopted safe system design principles with the aim of reducing death and serious injuries even when a crash happens. Raised safety platforms improve safety at intersections by encouraging safer speeds. They reduce travel speeds, giving drivers more time to react to changes on the road. They are designed to help keep impact speeds lower and more likely to be survivable. We thrive to create a safe corridor as efficient as possible for everyone including people walking and cycling, not just for traffic.</p> <p>The proposed raised safety platforms (RSP) for this project are designed differently from the raised intersection we used at the Glen Eden Town Centre project. The RSPs will be at a gentler gradient and at a lower height. As the intersection layout and lane configuration remain the same and with an appropriately designed raised safety platform along</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the proposed changes to the Great North Road, Rata Street and Titirangi Road intersection?		
	<ul style="list-style-type: none"> • If you looked at how many incidents there are there versus the huge volume of traffic it will be minimal. You are going to create huge traffic snarl ups, more vehicle damage and more hatred for your organization • Only install it for the traffic turning left into Great North Road, not those turning right at the lights, it will cause heavier traffic jams even if the amount of cars are reduced. • Too invasive on traffic flow at a busy intersection. • Too restrictive on traffic flow. • This will disrupt traffic flow • These certainly will make more traffic jam at rush hours. • This will create traffic mayhem. I use that intersection daily. This has not been thought through at all • This is a major intersection and will cause havoc. The same idea has been totally overused in Glen Eden winch has resulted in traffic chaos • this will cause massive congestion on this intersection and you will find drivers taking more risks • Good idea, shouldn't stop traffic too much, but will lower speed • This intersection is one of the busiest in West Auckland and is a major element in the traffic build up in the surrounding areas. • This is the dumbest thing I've ever heard. It will create more traffic, especially during peak hours. • It will cause more congestion and aggression on the roads. 	<p>with a gentler gradient, it is not expected to reduce the capacity at this intersection significantly.</p> <p>The design of the table is very similar to the ones in New Lynn town centre.</p> <p>The proposed RSPs are designed to allow vehicles to travel through the RSP at a speed of 30km/h.</p> <p>The purpose of the RSPs are to discourage red light running at this busy intersection and to ensure that if a crash happen it will happen at a speed that the people involved in the crash could walk away un-harm or with minor injury.</p> <p>We understand that people makes mistake, either as a driver or road users outside vehicle, the RSP will ensure that the mistake doesn't turn into a serious or fatal crash.</p> <p>We knowledge that there is an existing safety camera at this intersection, however since the installation of the camera in 2018 while we observed a reduction in numbers, we have continued to see red light running incidents at this intersection.</p> <p>The RSPs are installed as close to the limit line as possible to give as much protection to pedestrians as possible.</p> <p>We also mindful that this is an extremely busy arterials which buses and a freight route – the</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the proposed changes to the Great North Road, Rata Street and Titirangi Road intersection?		
		design used have been confirmed suitable for these types of corridors, using the current best practice.
Adding speed tables <i>(Mentions 17)</i>	<ul style="list-style-type: none"> • Having speed humps right at the intersection does not make sense in terms of traffic flow or cycling. • The speed bumps are good. • That is a huge intersection to put a speed bump over and will increase traffic congestion • There are a million speed bumps in new Lynn and Kelston do we really need more? • By using speed bumps you will be slowing traffic into the city • Putting extremely sharp speed bumps which are not designed at a safe angle for cars croasing slows down traffic too much. Because of these hideous speed bumps, only 2 or 3 cars can get through the lights. • Ridiculous idea to put speedbumps at traffic lights. • This is a stupid idea! There are already so many lights in this area, people are already driving slow so the speed bumps will be useless • The raised speed humps only make a very slow intersection at peek hours even slower. Meaning more drivers trying to get though the intersection on orange/red lights • Can't fix stupidity by putting speed bumps in. • Raised speed humps are horrible to drive over and will have minimal effect on reducing injuries because they seldom occur at properly controlled crossings like this anyway, but rather more by people crossing the road at places other than crossings. • After you "fixed" Glen Eden with similar speed bumps the place has become a complete traffic dead zone. DO NOT put in more speed bumps. • Consider moving the bumps 20-50m before lights if you must 	<p>The proposed raised safety platforms (RSP) for this project are designed differently from the raised intersection we used at the Glen Eden Town Centre project. The RSPs will be at a gentler gradient and at a lower height, and similar to the ones in New Lynn Town centre. As the intersection layout and lane configuration remain the same and with an appropriately designed raised safety platform along with a gentler gradient, it is not expected to reduce the capacity at this intersection significantly.</p> <p>The design of the speed table in Glen Eden Town Centre is to achieve much slower speed environment throughout the town centre area and where there are a lot more people walking and crossing within the area, a different design is adopted here.</p> <p>The purpose of the RSPs are to discourage red light running at this busy intersection and to ensure that if a crash happen it will happen at a speed that the people involved in the crash could walk away un-harm or with minor injury.</p> <p>We understand that people makes mistake, either as a driver or road users outside vehicle, the RSP will ensure that the mistake doesn't turn into a serious or fatal crash.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the proposed changes to the Great North Road, Rata Street and Titirangi Road intersection?		
	<ul style="list-style-type: none"> • speed bumps create chaos, road rage and serious delays • These speed bumps / platforms have already ruined traffic through Glen Eden with the recent changes there. • There are already so many lights in this area, people are already driving slow so the speed bumps will be useless and a waste of taxpayer money • This is a ridiculous idea, unless you're prepared to pay for the unnecessary damage caused to peoples shocks in their cars because they are forced to keep going up and over these stupid bumps! 	<p>We know that there is an existing safety camera at this intersection, however since the installation of the camera in 2018 we have continued to see red light running incidents at this intersection.</p> <p>The RSPs are installed as close to the limit line as possible to give as much protection to pedestrians as possible.</p> <p>We also mind that this is an extremely busy arterial which buses and a freight route – the design used have been confirmed suitable for these types of corridors, using the current best practice.</p>
<p>Pedestrian crossings <i>(Mentions 12)</i></p>	<ul style="list-style-type: none"> • Raised pedestrian crossing is not the solution here and neither is multiple sets of lights as also proposed. • Raised speed humps are horrible to drive over and will have minimal effect on reducing injuries because they seldom occur at properly controlled crossings like this anyway, but rather more by people crossing the road at places other than crossings. • Add more street furniture and trees to reduce speed and create awareness of drivers around crossing areas • I'm all for a raised crossing at the left turn section of the intersection but the main flowing section of the road creates more hazard for the vehicles having to slow and go again at a major intersection. • It is essential to add protected bike lanes now. This would further protect pedestrians 	<p>The raised pedestrian crossings and raised safety platforms (RSP) are designed to lower the speed of vehicles at locations with higher risk such as high pedestrian movement area. We understand that people make mistakes, either as a driver or road user outside vehicle, the RSP will ensure that a mistake doesn't turn into a serious or fatal crash.</p> <p>The proposed raised safety platforms (RSP) for this project are designed differently from the raised intersection we used at the Glen Eden Town Centre project. The RSPs will be at a gentler gradient and at a lower height. As the intersection layout and lane configuration remain the same and with an appropriately designed raised safety platform along with a gentler gradient, it is not expected to reduce the capacity at this intersection significantly.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the proposed changes to the Great North Road, Rata Street and Titirangi Road intersection?		
	<ul style="list-style-type: none"> • A better solution would be to separate pedestrian and vehicular traffic. Put in some underpass or overbridge pedestrian accessways • I've worked in emergency services for 15 years and can't recall attending or hearing of any fatal pedestrian accidents at this intersection. How many of the pedestrian injuries or MVA are as a result of the unpoliced window washers and beggars who trawl this intersection for money often running across the traffic to fetch their next coin. • What about the pedestrians that don't wait for the green walk sign - what will you do to stop that! 	<p>Fortunately there hasn't been any fatal crash at this section in the last 5 years (between 2015-2019). However there have been 9 reported injury crashes at this intersection between the same periods and two of those injury crashes involved pedestrians.</p>
<p>Impact on vehicle speeds <i>(Mentions 26)</i></p>	<ul style="list-style-type: none"> • Can't legislate for idiots- if you're not speeding and paying attention ie not texting on the phone there shouldn't be a problem • The proposed change will dramatically reduce the traffic handling capability and decrease the energy efficiency of vehicles by forcing them to slow to an unrealistic speed regardless of the prevailing conditions. • The speed limit should be reduced to no more than 30km/h • There should be no slip lanes. they increase speeding and deaths • The problem is speed, combined with illegal window washers • Needs reduced speed limits in certain areas • Just get rid of the beggars at the intersection. This is probably the number one reason people speed through this particular intersection • The speed camera near the warehouse, it has to be removed, everytime me and anyone I know drove through it, we feel as though we have to constantly be staring at our speedometer to insure we don't speed and get ticketed, instead of watching the road • Good idea, shouldn't stop traffic too much, but will lower speed 	<p>The raised pedestrian crossings and raised safety platforms (RSP) are designed to lower the speed of vehicles at locations with higher risk such as high pedestrian movement area.</p> <p>We understand that people makes mistake, either as a driver or road users outside vehicle, the RSP will ensure that the mistake doesn't turn into a serious or fatal crash.</p> <p>We knowlege that there is an existing safety camera at this intersection, however since the installation of the camera in 2018 we have continued to see red light running incidents at this intersection.</p> <p>Speed limit change on Ash Street and Rata Street is not within the scope of this project, however can be considered as part of upcoming Auckland Transport's Safe Speed Programme under the new speed management rule.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the proposed changes to the Great North Road, Rata Street and Titirangi Road intersection?		
	<ul style="list-style-type: none"> • Surely the speed camera on that intersection already serves to control speedsters? • Add more street furniture and trees to reduce speed • Also become a problem for loaded. 1 axel trailers coming in and out of Bunnings were you really need speed to cross 4 lanes across from the trade exit into ash rd to city. 	<p>A number electronic driver feedback signs will be installed along Ash Street and Rata Street. The electronic signs will display the speed of approaching vehicles and remind drivers of the 50km/h speed limit.</p>
<p>Cycling (Mentions 9)</p>	<ul style="list-style-type: none"> • Having speed humps right at the intersection does not make sense in terms of traffic flow or cycling. I cycle through that intersection on my way to work. I turn right out of rata street into great nth rd. I have to pedal hard to get through the lights as it is. It would be really unsafe if i have to indicate with my hand to get into the middle lane, go over a bump with one hand still out, while trying to pedal fast. • the green cycle patch on the right before the lights on rata street (when waiting to turn right into grt nth rd)... that green patch should surely go in the middle lane (the lefthand of the right turning lanes). • Safe separated cycle lanes are missing, please add these. • It is essential to add protected bike lanes now. • All of your plans and policies mandate proper provision and protection for walking and cycling, but time and time again you fail to provide it. • There is currently no safe cycling infrastructure along rata street to great north rd. I ride home everyday along this via waterview • The least safe and most deficient mode in the area is cycling. • Not including safety for people on bikes is negligent and not compatible with AT's strategic direction. • what about a bike path • Yes but they also need a suitable space for bicycles 	<p>For the Ash Street / Rata Street project we did seek funding for safe cycling facilities as part of the original project scoping. However, there are no cycle projects programmed for this area as part of our current programme, which we could bring forward for a 'dig once' opportunity. There is overlap with a Connected Communities corridor at the intersection of Rosebank Road and Ash Street. As such, this intersection is excluded from the Ash Street / Rata Street project.</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. 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 the New Lynn and Avondale areas.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the proposed changes to the Great North Road, Rata Street and Titirangi Road intersection?		
	<ul style="list-style-type: none"> Is there any protection going in for cyclists here? 	
<p>Safety <i>(Mentions 4)</i></p>	<ul style="list-style-type: none"> The amount of car washers makes the area feel dangerous too, I'm not only worried about hitting them but also them attacking me. We have a road safety crisis. This section of road is wholly unsafe. Auckland Transport, as a vision zero organisation, needs to provide safety for ALL road users. Not including safety for people on bikes is negligent and not compatible with AT's strategic direction. What a stupid idea your "safety changes" in Glen Eden have already killed thoroughfare and impacted business as well as greatly increase travel times in the surrounding areas 	<p>The intersection layout and lane configuration remain the same and with an appropriately designed raised safety platform along with a gentler gradient, it is not expected to reduce the capacity at this intersection significantly.</p> <p>We also mindful that this is an extremely busy arterials which buses and a freight route – the design used have been confirmed suitable for these types of corridors, using the current best practice.</p> <p>An important element of the Safe System approach is Safe Speed, by providing raised safety platforms at the high risk locations such as major intersection and high pedestrian area the risk of a death and serious crash is reduced.</p>
<p>Suggestions <i>(Mentions 8)</i></p>	<ul style="list-style-type: none"> the speedlimit should be reduced to no more than 30km/h, and sported by planting trees or putting up concrete barriers to narrow the lanes. Please remove all street parking from Ash street, especially during the weekend. A better solution would be to separate pedestrian and vehicular traffic. Put in some underpass or overbridge pedestrian accessways. Only install it for the traffic turning left into Great North Road, not those turning right at the lights, it will cause heavier traffic jams even if the amount of cars are reduced. Use red light cameras with heavy fines to raise money for foot bridges. Fill pot holes first and sort out the lights at tiny street to allow right hand turns! 	<p>Speed limit change on Ash Street and Rata Street is not within the scope of this project, however can be considered as part of upcoming Auckland Transport's Safe Speed Programme under the new speed limit rule.</p> <p>A number electronic driver feedback signs will be installed along Ash Street and Rata Street. The electronic signs will display the speed of approaching vehicles and remind drivers of the 50km/h speed limit.</p> <p>Underground and overbridge passage have not been considered for this project due to the cost and</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q2: Do you support the proposed changes to the Great North Road, Rata Street and Titirangi Road intersection?		
	<ul style="list-style-type: none"> • I recommend that we make a under ground passage like South Korea. • The speed camera near the warehouse, it has to be removed 	<p>pedestrian normally prefer to stay on ground level and use the most direct path to their destination.</p> <p>We knowledge that there is an existing safety camera at this intersection, however since the installation of the camera in 2018 we have reduction in numbers of incidents but continued to see red light running incidents at this intersection.</p>

Q4: Do you support adding a refuge crossing island on Rata Street, near Caspian Close?

Feedback Theme	Main Points	Auckland Transport's Responses
Q4: Do you support adding a refuge crossing island on Rata Street, near Caspian Close?		
Pedestrian refuges <i>(Mentions 28)</i>	<ul style="list-style-type: none"> • This solution seems like a safe access point for pedestrians whilst not hindering traffic • Putting one there seems a little unnecessary because of the pedestrian crossing at rimu st for those walking into new lynn past the warehouse. • Terrible design. This is totally unsafe. For a 4-lane road, this needs a controlled raised zebra crossing. • It's need to be safe as the residents that live in that area and also kids and elderly to cross over safely. • In principle I support pedestrian refuges, but I question this particular one for two reasons. It is in close proximity to the proposed pedestrian traffic 	<p>The proposed refuge island will not be progressing as part of this project due to the treatment not meeting funding criteria set out by Waka Kotahi.</p> <p>Pedestrian overbridge has not been considered as part of this project due to the cost and the large footprint of an overbridge.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q4: Do you support adding a refuge crossing island on Rata Street, near Caspian Close?		
	<p>lights at 56 Rata St and the traffic lights at the Rimu St intersection so the majority of pedestrians will have already passed one of those on their way to Caspian Close. Secondly it will limit the queueing capacity for vehicles turning right at Rimu St.</p> <ul style="list-style-type: none"> • There is a traffic light controlled crossing not far up the road. Encourage them to use that instead of jaywalking • Would prefer pedestrian crossing. Still seems unsafe to cross 2 lanes of fast moving traffic. • Please remove the flat median. Providing distance between car lanes increases speeding, and reduces pedestrian safety. • Whatever can be done to protect crossing pedestrians needs to happen • That will be highly dangerous for pedestrians as the Waiting cues create desperation. • I suggest and over crossing pedestrian bridge. • There are traffic lights that support foot traffic about 100m away from this proposed crossing? Why make turning into rimu street harder than it is? • If the people are all out for a walk like you think they will be, maybe if they walk another 10 metres to the traffic lights that control the crossing they can cross there. • I strongly agree with putting pedestrian crossings. This will ensure pedestrians safety. • This will block traffic turning right from Rata into Rimu. Pedestrians should walk a few metres further to the traffic light crossing at Rimu that was recently installed • If this is a busy location with high potential for crashes involving pedestrians, then perhaps lights would be better. 	

Feedback Theme	Main Points	Auckland Transport's Responses
Q4: Do you support adding a refuge crossing island on Rata Street, near Caspian Close?		
	<ul style="list-style-type: none"> • Pedestrian refuge islands are used where good street design fails. With multiple lanes of traffic and high vehicle speeds, a refuge like this is less than the acceptable bare minimum for pedestrian safety improvements. • This appears to give pedestrians more safety to cross road, and does not affect traffic flow • there is a lights controlled pedestrian very close to this point, people crossing at a unmarked area will cause accidents. • Needs some warning to motorists of Crossing Island placement. • Yea i don't mind this. Pedestrians are a pain when they randomly cross from somewhere, this will give an indication that people want to walk across for drivers. • If you think people won't just cross where they want anyway, and they are going to walk further to use this??? 	
<p>Safety <i>(Mentions 8)</i></p>	<ul style="list-style-type: none"> • Please remove the flat median. Providing distance between car lanes increases speeding, and reduces pedestrian safety. • That will be highly dangerous for pedestrians as the Waiting cues create desperation. • We have a road safety crisis. This section of road is wholly unsafe. • I strongly agree with putting pedestrian crossings. This will ensure pedestrians safety. • This is a good idea but as traffic turns right from that median, it will also cause a heavy jam that backs further into Ash street during peak times. There seems to be no safety issue with the current setting. • People absolutely speed along here this is a ridiculous idea • Pedestrian refuge islands are used where good street design fails. With multiple lanes of traffic and high vehicle speeds, a refuge like this is less 	<p>The proposed refuge island will not be progressing as part of this project due to the treatment not meeting funding criteria set out by Waka Kotahi.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q4: Do you support adding a refuge crossing island on Rata Street, near Caspian Close?		
	<p>than the acceptable bare minimum for pedestrian safety improvements ... This should not proceed unless it provides genuine safety for all users of the space.</p> <ul style="list-style-type: none"> • This appears to give pedestrians more safety to cross road, and does not affect traffic flow 	

Q6: Do you support a traffic light controlled crossing being installed near 56 Rata Street?

Feedback Theme	Main Points	Auckland Transport's Responses
Q6: Do you support a traffic light controlled crossing being installed near 56 Rata Street?		
<p>Pedestrians crossing (Mentions 16)</p>	<ul style="list-style-type: none"> • A pedestrian refuge would have been preferable but there is no median strip to locate it in. • This isn't safe. It needs to be a controlled raised zebra crossing. Traffic flow is the lowest priority, safety is top priority. • Traffic lights will ensure cars stop for pedestrians • Crossing are needed , but you will need to evaluate if that is the correct spot after a curve of high speed traffic • Use a pedestrian crossing with a median a bit further down the street instead • Again if the people are walking they can cross further back at the ped crossing by Mc Donalds or back at the lights at Rata st either way they will walk past one of them. • Pedestrians should walk along the road to existing crossings. 	<p>The proposed signalised crossing at 56 Rata Street will not be progressing as part of this project due to the treatment not meeting funding criteria set out by Waka Kotahi.</p> <p>Zebra crossing works well on roads with single lane in each direction of travel, however due to poor safety performance It is no longer a standard practice to install a zebra crossing on a four lane roads (i.e. multi-lanes in each direction).</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q6: Do you support a traffic light controlled crossing being installed near 56 Rata Street?		
	<ul style="list-style-type: none"> • There is an existing crossing not far away. • There is a crossing by the BP service station that they should use or there's a walkway under the bridge • It appears AT response to most things is to put additional lights in which stops flow of traffic. • dont think it is needed as I travel this road many times every day and dont see people trying to cross • My support depends on the system used for the traffic lights. If this is pedestrian-focused ONLY - i.e. it only goes red when there's a pedestrian who's pushed the button and wants to cross the road - then I'm all for it. But extra red lights on some type of crappy phasing that stops traffic randomly for no reason at all - definitely not. • Put in zebra crossing, already lots of lights along street. • Is their not a light controlled crossing less than 500m from this area already • Not a strong enough pedestrian improvement. 	
<p>Impact on traffic flow and congestion <i>(Mentions 18)</i></p>	<ul style="list-style-type: none"> • Traffic flow is the lowest priority, safety is top priority. • Better value would be gained if it also controlled traffic turning out of and into the Rata Village complex. • The whole road will be traffic lights if this goes ahead • Traffic flow is super important. It's already congested in this area • More just blocking the flow of traffic for no reason • You still want to create a solution that will minimise traffic disruptions. If there was less traffic in the first place, we wouldn't have this problem now. • A traffic light control is a reasonable feature to include. • It appears AT response to most things is to put additional lights in which stops flow of traffic. 	<p>The proposed signalised crossing at 56 Rata Street will not be progressing as part of this project due to the treatment not meeting funding criteria set out by Waka Kotahi.</p> <p>Signalising the access to the Rata Village complex is not within the scope of the project.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q6: Do you support a traffic light controlled crossing being installed near 56 Rata Street?		
	<ul style="list-style-type: none"> • Traffic is bad enough as it is. • No, this whole road gets hit with traffic especially in the mornings as it is. This will just create more traffic. The bit of road before the Great North Road on ramp that has 3-4 lights on it is the worst because of the lights. Adding more lights to these roads is the worst for creating traffic. • This will only create more prolonged congestion for traffic flow in the morning and evenings when flow is slower than a snail on speed anyway through this area. • Is that your solution = add ANOTHER set of lights. Is it your goal to create the most traffic lights in New Lynn. • As it is, there's a huge traffic jam along this stretch. Please DO NOT make it worse by making motorist stop more. More stop is equal to more jams. 	
<p>Safety <i>(Mentions 3)</i></p>	<ul style="list-style-type: none"> • This isn't safe. • Yes it will definitely make it safer • Great safety improvement 	<p>The proposed signalised crossing at 56 Rata Street will not be progressing as part of this project due to the treatment not meeting funding criteria set out by Waka Kotahi.</p>
<p>Cycling <i>(Mentions 4)</i></p>	<ul style="list-style-type: none"> • Please add barriers to protect the bike lanes on either side of the street • Where are the bike lanes? • what about a bike path • It is a key link in the cycle network that you know you should be building. 	<p>For the Ash Street / Rata Street project we did seek funding for safe cycling facilities as part of the original project scoping. However, there are no cycle projects programmed for this area as part of our current programme, which we could bring forward for a 'dig once' opportunity. There is overlap with a Connected Communities corridor at the intersection of Rosebank Road and Ash Street. As such, this intersection is excluded from the Ash Street / Rata Street project.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q6: Do you support a traffic light controlled crossing being installed near 56 Rata Street?		
		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. 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 the New Lynn and Avondale areas.

Q8: Do you support adding a refuge crossing island near 75 Ash Street?

Feedback Theme	Main Points	Auckland Transport's Responses
Q8: Do you support adding a refuge crossing island near 75 Ash Street?		
Pedestrians crossing <i>(Mentions 13)</i>	<ul style="list-style-type: none"> • Yet again, must be a controlled raised zebra crossing. • Whatever can be done to support pedestrians crossing safely needs to happen • Don't do this • Traffic lights not very far away. Encourage people to use them instead of jaywalking • I have never seen anyone crossing at or around 75 ash street, except Sundays for the markets and they just cross anywhere, they don't even use the crossing provided. 	The proposed refuge island will not be progressing as part of this project due to the treatment not meeting funding criteria set out by Waka Kotahi. Saltire Street is not within the project area and therefore not considered in this project. However, AT will add this location into the upcoming investigation programme.

Feedback Theme	Main Points	Auckland Transport's Responses
Q8: Do you support adding a refuge crossing island near 75 Ash Street?		
	<ul style="list-style-type: none"> • I agree with this proposal • A refuge crossing implies this is a place to cross the road. This will encourage more people to cross here not less. • Once again: Pedestrian refuge islands are below the bare minimum standard and provide little to nothing for disabled pedestrians, parents pushing strollers, people crossing with bikes... This is not a vision zero compliant design. • As per the other refuge crossing proposed, I don't have a problem with this idea. • Good idea • what about Saltaire Street crossing, is it ok for people to die there? • good protection for pedestrians • Not a strong enough pedestrian improvement. • Then it doesn't affect the cars greatly but gives the needed protection for pedestrians. • So many traffic lights and pedestrian lights. • This is an ok idea • So long as it isn't raised • Annoying. People won't use it 	
<p>Impact on traffic flow and congestion</p> <p><i>(Mentions 3)</i></p>	<ul style="list-style-type: none"> • Seamless to normal traffic flow. • little effect on traffic flow. • Come on. Why make it worse for motorists??? Why make jams worse? 	<p>The proposed refuge island will not be progressing as part of this project due to the treatment not meeting funding criteria set out by Waka Kotahi.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q8: Do you support adding a refuge crossing island near 75 Ash Street?		
Traffic lights <i>(Mentions 3)</i>	<ul style="list-style-type: none"> • Traffic lights not very far away. Encourage people to use them instead of jaywalking • People should walk to the nearest traffic lights • So many traffic lights and pedestrian lights. 	The proposed refuge island will not be progressing as part of this project due to the treatment not meeting funding criteria set out by Waka Kotahi.
Parking <i>(Mentions 3)</i>	<ul style="list-style-type: none"> • if your going to put in a medium strip, you effectively narrow the road, you need to have no parking on the side of the road as the second lane will become redundant. • Please remove all on-street parking from Ash street, including weekends. • Instead, you build like for like renewals or, as here, you tinker around the edges while preserving throughput and parking for cars. 	The proposed refuge island will not be progressing as part of this project due to the treatment not meeting funding criteria set out by Waka Kotahi.

Q10: Do you support the proposed changes to the intersection of Wairau Avenue and Ash Street?

Feedback Theme	Main Points	Auckland Transport's Responses
Q10: Do you support the proposed changes to the intersection of Wairau Avenue and Ash Street?		
Speed tables <i>(Mentions 19)</i>	<ul style="list-style-type: none"> • WE DO NOT NEED SPEED BUMPS AT A TRAFFIC LIGHT • Humps again in my opinion are dangerous and will detrimentally affect traffic flow whilst lights are on green. • Raised table is unnecessary and annoying to motorist. 	AT has adopted safe system design principles with the aim of reducing death and serious injuries even when a crash happens. Raised safety platforms Raised safety platforms improve safety at intersections by encouraging safer speeds. They

Feedback Theme	Main Points	Auckland Transport's Responses
Q10: Do you support the proposed changes to the intersection of Wairau Avenue and Ash Street?		
	<ul style="list-style-type: none"> • wouldn't mind if it was just the speed bump but hate the light idea. • I do not support any speed tables through here. In glen eden these have been poorly designed • The traffic lights are a good idea, but as noted in my comments for the Rata St/Gt Nth Rd/Titirangi Rd intersection, the raised tables are totally inappropriate for this main arterial route. • Yes to traffic lights but NO to the raised humps. • No speed bumps on Ash st, put them in wairau only • Raised tables damage vehicles and cause discomfort for drivers and passengers otherwise I like this idea • No more humps please! They simply divert the problems elsewhere • These type of speed bumps cause road rage and chaos. Drivers scrape their cars on them and do damage. Also, considering this is a major route of commute, these bumps will slow down traffic too much and create backlog and blockage of roads. • Raised table is unnecessary and annoying to motorist. • These raised tables are ridiculous and completely unnecessary ... There is absolutely no need for the raised tables and would make this interection far worse than it currently is. • Humps again in my opinion are dangerous and will detrimentally affect traffic flow whilst lights are on green. Why can you not install cameras? And then automatically fine rule breakers? • No raised tables. • What is with the need of those ridiculous stupid bumps, they do nothing but damage cars shocks as they are put everywhere!! NO • If this is to be installed as lights system do we really need the speed bumps as well. Again more speed bumps causing excessive wear and tear in our vehicles and no rebate on vehicle registration or ruc for the vehicles. 	<p>reduce travel speeds, giving drivers more time to react to changes on the road. They are designed to help keep impact speeds lower and more likely to be survivable. We thrive to create a safe corridor as efficient as possible for everyone including people walking and cycling, not just for traffic.</p> <p>The proposed raised safety platforms (RSP) for this project are designed differently from the raised intersection we used at the Glen Eden Town Centre project. The RSPs will be at a gentler gradient and at a lower height. Our traffic modelling shows that the raised safety platforms are not expected to create significant delay to traffic flow.</p> <p>The design of the table is very similar to the ones in New Lynn town centre.</p> <p>The proposed RSPs are designed to allow vehicles to travel through the RSP at a speed of 30km/h.</p> <p>The purpose of the RSPs are to discourage red light running at this busy intersection and to ensure that if a crash happen it will happen at a speed that the people involved in the crash could walk away un-harm or with minor injury.</p> <p>We understand that people makes mistake, either as a driver or road users outside vehicle, the RSP will ensure that the mistake doesn't turn into a serious or fatal crash.</p> <p>The raised safety platforms will also act as a gateway treatment before the Avondale Racecourse</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q10: Do you support the proposed changes to the intersection of Wairau Avenue and Ash Street?		
	<ul style="list-style-type: none"> • Makes driving worse. The lights are one thing. Adding speed bumps are horrendous! • again slowing the traffic with judder bars is not the answer on this main route and just not thought out ... You can't just keep stopping the traffic from flowing. it can take half an hour now, with all your changes add another 10-15 mins. 	<p>to warn drivers that they are entering a high pedestrian area.</p> <p>We also mindful that this is an extremely busy arterials which buses and a freight route – the design used have been confirmed suitable for these types of corridors, using the current best practice.</p>
<p>Traffic lights <i>(Mentions 16)</i></p>	<ul style="list-style-type: none"> • NO more traffic lights, send them up Canal Rd to Rosebank Rd • This will put two sets of traffic lights in a very small piece of road as there is already one set by the petrol station. • A traffic light directed right turn would also stop all the idiots who try to turn right without at least driving to the racecourse to do u-turn causing heaps of near misses. • Leave the intersection no right turn • You can't just keep stopping the traffic from flowing. it can take half an hour now, with all your changes add another 10-15 mins. • considering this is a major route of commute, these bumps will slow down traffic too much and create backlog and blockage of roads. • Another set of traffic lights in not wanted here. • No. There are already enough traffic lights. • Again lights creates traffic, • Traffic lights yes but speed humps absolutely not • Again messing with traffic flow • The traffic lights are a good idea, but as noted in my comments for the Rata St/Gt Nth Rd/Titirangi Rd intersection, the raised tables are totally inappropriate for this main arterial route. 	<p>The signalisation of Ash Street/Wairau Avenue will provide pedestrian coming from Wairau Avenue a more direct crossing facility. It will also provide a safe movement of vehicles coming out of and into Wairau Avenue.</p> <p>The raised safety platforms (RSP) for this project are designed differently from the raised intersection we used at the Glen Eden Town Centre project. The RSPs will be at a gentler gradient and at a lower height. Our traffic modelling shows that the raised safety platforms are not expected to create significant delay to traffic flow.</p> <p>The design of the table is very similar to the ones in New Lynn town centre.</p> <p>The RSPs are designed to allow vehicles to travel through the RSP at a speed of 30km/h.</p> <p>The purpose of the RSPs are to discourage red light running at this busy intersection and to ensure that if a crash happen it will happen at a speed that the people involved in the crash could walk away un-harm or with minor injury.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q10: Do you support the proposed changes to the intersection of Wairau Avenue and Ash Street?		
	<ul style="list-style-type: none"> • Yes to traffic lights • A traffic light directed right turn would also stop all the idiots who try to turn right without at least driving to the racecourse to do u-turn causing heaps of near misses. Not to mention being able to control looking around parked cars to actually see oncoming traffic... • Too many lights over a small distance. • Would sort the traffic lights, that is all that is required. • already lights here so 1 extra turn would not have a very big impact 	<p>We understand that people makes mistake, either as a driver or road users outside vehicle, the RSP will ensure that the mistake doesn't turn into a serious or fatal crash.</p> <p>The raised safety platforms will also act as a gateway treatment before the Avondale Racecourse to warn drivers that they are entering a high pedestrian area.</p> <p>We also mindful that this is an extremely busy arterials which buses and a freight route – the design used have been confirmed suitable for these types of corridors, using the current best practice.</p>
Cycling <i>(Mentions 5)</i>	<ul style="list-style-type: none"> • Also the speed bump in this picture would be hazardous to cyclists because there is a drop into the gutter that a cyclist could risk slipping into and coming off the bike and under a car/truck • Missing those safe separated cycle lanes. • It is vital to prioritise the safest and most efficient modes, which is walking and cycling • All of your plans and policies mandate proper provision and protection for walking and cycling, but time and time again you fail to provide it ... It is a key link in the cycle network that you know you should be building. • But no safety improvements for people on bikes 	<p>For the Ash Street / Rata Street project we did seek funding for safe cycling facilities as part of the original project scoping. However, there are no cycle projects programmed for this area as part of our current programme, which we could bring forward for a 'dig once' opportunity. There is overlap with a Connected Communities corridor at the intersection of Rosebank Road and Ash Street. As such, this intersection is excluded from the Ash Street / Rata Street project.</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. With limited funding for cycling investment, we need to prioritise delivery of safe cycling facilities in certain areas. In west Auckland,</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q10: Do you support the proposed changes to the intersection of Wairau Avenue and Ash Street?		
		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 the New Lynn and Avondale areas.
Pedestrians crossing <i>(Mentions 7)</i>	<ul style="list-style-type: none"> • Please remove the flat median and the left turning slip lane. Both these features are highly dangerous for both pedestrians and cyclists • Stopping drivers making illegal turns is imperative for pedestrian & cyclist safety • Yes! 10 thousand million percent! Why didn't you do it years ago when you installed the pedestrian crossing lights there?! • There is already a set of lights by the BP service station for pedestrians another set of lights here would be so close. • Also if this crossing is installed this would make 3 intended light controlled crossings in less than 1km along this stretch of road. Again messing with traffic flow • Add more street furniture and trees to reduce speed and create awareness of drivers around crossing areas 	<p>The proposed signalisation of Ash Street/Wairau Avenue will provide pedestrian coming from Wairau Avenue a more direct crossing facility. It will also provide a safe movement of vehicles coming out of and into Wairau Avenue.</p> <p>The existing crossing outside the petrol station will be removed.</p> <p>Our traffic modelling shows that vehicles will have an additional delay of 1 minute during the morning peak and 2 minutes during the afternoon peak. Majority of the delay is due to the new signalised crossing next on Highbury Street which will only delay traffic when there are pedestrians wanting to cross Ash Street. We observed majority of the pedestrians arrive between 8-9am and 3-4pm. The new signalised crossing will have minor effect to traffic mode outside the above time periods.</p>
Changes to the intersection <i>(Mentions 10)</i>	<ul style="list-style-type: none"> • I support in part. I support having an intersection there. • The traffic lights are a good idea, but as noted in my comments for the Rata St/Gt Nth Rd/Titirangi Rd intersection, the raised tables are totally inappropriate for this main arterial route. 	The proposed signalisation of Ash Street/Wairau Avenue will provide pedestrian coming from Wairau Avenue a more direct crossing facility. It will also provide a safe movement of vehicles coming out of and into Wairau Avenue.

Feedback Theme	Main Points	Auckland Transport's Responses
Q10: Do you support the proposed changes to the intersection of Wairau Avenue and Ash Street?		
	<ul style="list-style-type: none"> • Should have been done years ago!! Allow right turn onto Ash St from Wairau. • Leave the intersection no right turn, try putting a cop on to issue tickets or a camera. • Good idea • This will definitely help. • We do not need lights at every intersection in Auckland. need more use of surveillance cameras. • Terrible idea as per usual • Yes because you can't turn right from Wairau, meaning you have to turn left, change lanes, then make a dodgy U turn • Good 	<p>The raised safety platforms (RSP) for this project are designed differently from the raised intersection we used at the Glen Eden Town Centre project. The RSPs will be at a gentler gradient and at a lower height. Our traffic modelling shows that the raised safety platforms are not expected to create significant delay to traffic flow.</p> <p>The design of the table is very similar to the ones in New Lynn town centre.</p> <p>The RSPs are designed to allow vehicles to travel through the RSP at a speed of 30km/h.</p> <p>The purpose of the RSPs are to discourage red light running at this busy intersection and to ensure that if a crash happens it will happen at a speed that the people involved in the crash could walk away un-harm or with minor injury.</p> <p>We understand that people make mistakes, either as a driver or road users outside vehicle, the RSP will ensure that the mistake doesn't turn into a serious or fatal crash.</p> <p>The raised safety platforms will also act as a gateway treatment before the Avondale Racecourse to warn drivers that they are entering a high pedestrian area.</p> <p>We also mindful that this is an extremely busy arterial which buses and a freight route – the design used have been confirmed suitable for these types of corridors, using the current best practice.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q10: Do you support the proposed changes to the intersection of Wairau Avenue and Ash Street?		
Impact on traffic flow and congestion <i>(Mentions 7)</i>	<ul style="list-style-type: none"> • Leave the intersection no right turn, try putting a cop on to issue tickets or a camera. again slowing the traffic with judder bars is not the answer on this main route and just not thought out. • You can't just keep stopping the traffic from flowing. it can take half an hour now, with all your changes add another 10-15 mins. • Also, considering this is a major route of commute, these bumps will slow down traffic too much and create backlog and blockage of roads. • Humps again in my opinion are dangerous and will detrimentally affect traffic flow whilst lights are on green. Why can you not install cameras? And then automatically fine rule breakers? • Again lights creates traffic, wouldn't mind if it was just the speed bump but hate the light idea. • Also if this crossing is installed this would make 3 intended light controlled crossings in less then 1km along this stretch of road. Again messing with traffic flow 	Our traffic modelling shows that vehicles will have an additional delay of 1 minute during the morning peak and 2 minutes during the afternoon peak. Majority of the delay is due to the new signalised crossing next on Highbury Street which will only delay traffic when there are pedestrians wanting to cross Ash Street. We observed majority of the pedestrians arrive between 8-9am and 3-4pm. The new signalised crossing will have minor effect to traffic mode outside the above time periods.

Q12: Do you support the proposed changes to the Rosebank and Ash intersection?

Feedback Theme	Main Points	Auckland Transport's Responses
Q12: Do you support the proposed changes to the Rosebank and Ash intersection?		
Speed tables <i>(Mentions 17)</i>	<ul style="list-style-type: none"> • I do not support speed tables on Great North road • It's not a great idea to put speed humps here, but it makes far more sense how you have put them a little bit further back from the intersection rather 	AT has adopted safe system design principles with the aim of reducing death and serious injuries even when a crash happens. Raised safety platforms

Feedback Theme	Main Points	Auckland Transport's Responses
Q12: Do you support the proposed changes to the Rosebank and Ash intersection?		
	<p>than trying to do everything at the intersection itself (like the rata street/ great north rd proposal which is dangerous for cyclists and inappropriate).</p> <ul style="list-style-type: none"> • Another huge intersection to put a giant speed bump in • The humps do reduce speed, which is a good thing. • STOP WITH YOUR SPEED HUMPS • Speed bumps will just create massive congestion in rush hour • No more humps!! • Terrible idea. Putting speed humps or tables on a main arterial is ridiculous. • Bumps (as in Glen Eden) are non sensical on a main artery route. It's already clogged up enough • this will result in drivers speeding up to get though the lights after the speed humps that have slowed them resulting in more nose to tail accidents • Speed bumps are going to cause more accidents and frustration than good. • Stop with all the random ass speed bumps they're really not helping anything ... We don't need more speed bumps • Surely there can be another system to achieve your goal? These types of bumps are poorly designed and the construction of it is sloppy. These bumps do not help at all. • We do not need bumps everywhere. Who is going to pay for our cars suspensions when they are messed up by all these constant bumps. • STOP with wanting to slap up all these bumps, seriously this is beyond stupid! • Do we really need humps and more lights to create congestion? Please. Wake up! 	<p>Raised safety platforms improve safety at intersections by encouraging safer speeds. They reduce travel speeds, giving drivers more time to react to changes on the road. They are designed to help keep impact speeds lower and more likely to be survivable. We thrive to create a safe corridor as efficient as possible for everyone including people walking and cycling, not just for traffic.</p> <p>The proposed raised safety platforms (RSP) for this project are designed differently from the raised intersection we used at the Glen Eden Town Centre project. The RSPs will be at a gentler gradient and at a lower height. As the intersection layout and lane configuration remain the same and with an appropriately designed raised safety platform along with a gentler gradient, it is not expected to reduce the capacity at this intersection significantly.</p> <p>The proposed RSPs are designed to allow vehicles to travel through the RSP at a speed of 30km/h.</p> <p>The design of the table is very similar to the ones in New Lynn town centre.</p> <p>The purpose of the RSPs are to discourage red light running at this busy intersection and to ensure that if a crash happen it will happen at a speed that the people involved in the crash could walk away un-harm or with minor injury.</p> <p>We understand that people makes mistake, either as a driver or road users outside vehicle, the RSP</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q12: Do you support the proposed changes to the Rosebank and Ash intersection?		
	<ul style="list-style-type: none"> • Not all cars are four wheel drives and all the judder bars are taken at different speeds by different people having them on this intersection would be a disaster. 	<p>will ensure that the mistake doesn't turn into a serious or fatal crash.</p> <p>We also mindful that this is an extremely busy arterials which buses and a freight route – the design used have been confirmed suitable for these types of corridors, using the current best practice.</p> <p>Our traffic modelling shows that vehicles will have an additional delay of 1 minute during the morning peak and 2 minutes during the afternoon peak. Majority of the delay is due to the new signalised crossing next on Highbury Street which will only delay traffic when there are pedestrians wanting to cross Ash Street. We observed majority of the pedestrians arrive between 8-9am and 3-4pm. The new signalised crossing will have minor effect to traffic mode outside the above time periods.</p>
<p>Impact on vehicle speeds <i>(Mentions 14)</i></p>	<ul style="list-style-type: none"> • Unnecessary, maybe it's better to enforce the law in these areas rather than unnecessary speed changes due to bad drivers • Cars and trucks are are doing 100k at times, the noise affects peoples lives, the trucks bounce on the road abd crash back down. • this wil result in drivers speeding up to get though the lights after the speed humps that have slowed them resulting in more nose to tail accidents. • Add more street furniture and trees to reduce speed and create awareness of drivers around crossing areas 	<p>The proposed raised safety platforms (RSP) for this project are designed differently from the raised intersection we used at the Glen Eden Town Centre project. The RSPs will be at a gentler gradient and at a lower height. As the intersection layout and lane configuration remain the same and with an appropriately designed raised safety platform along with a gentler gradient, it is not expected to reduce the capacity at this intersection significantly.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q12: Do you support the proposed changes to the Rosebank and Ash intersection?		
	<ul style="list-style-type: none"> • Install traffic cameras or increase road surface grip. • yes that may help with speeds. • Please don't just put speed bumps in as the solution to all speed everywhere. • The humps do reduce speed, which is a good thing. • Use speed cameras and red light cameras instead • Just get rid of the people who beg and bug the drivers as they are a distraction and people speed up to get thru or pay less attention to the lights in orde to avoid them. • Not all cars are four wheel drives and all the judder bars are taken at different speeds by different people having them on this intersection would be a disaster. • Enforce existing regulations-put a patrol car there for a couple of weeks, ticket the speeding trucks and tradies who think regulations don't mean them. • Alternatively red light and speed cameras operating. Something needs to change. • Heaps of speeding people 	<p>The proposed RSPs are designed to allow vehicles to travel through the RSP at a speed of 30km/h.</p> <p>The purpose of the RSPs are to discourage red light running at this busy intersection and to ensure that if a crash happen it will happen at a speed that the people involved in the crash could walk away un-harm or with minor injury.</p> <p>We understand that people makes mistake, either as a driver or road users outside vehicle, the RSP will ensure that the mistake doesn't turn into a serious or fatal crash.</p> <p>We also mindful that this is an extremely busy arterials which buses and a freight route – the design used have been confirmed suitable for these types of corridors, using the current best practice.</p> <p>Our traffic modelling shows that vehicles will have an additional delay of 1 minute during the morning peak and 2 minutes during the afternoon peak. Majority of the delay is due to the new signalised crossing next on Highbury Street which will only delay traffic when there are pedestrians wanting to cross Ash Street. We observed majority of the pedestrians arrive between 8-9am and 3-4pm. The new signalised crossing will have minor effect to traffic mode outside the above time periods.</p> <p>At this moment red light cameras and speed cameras are not installed or managed by Auckland Transport</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q12: Do you support the proposed changes to the Rosebank and Ash intersection?		
<p>Traffic and congestion <i>(Mentions 9)</i></p>	<ul style="list-style-type: none"> • Have you even considered ways of getting the traffic to more??? • Speed bumps will just create massive congestion in rush hour • I know you want Aucklanders out of there cars, but again clogging main arteries is not the answer. With the traffic that needs to go down to the major industrial area of Rosebank road again keep the traffic flowing. • One of the the reasons that this road is so busy is because al lot of traffic is avoiding the Great North Road route through New Lynn that is now riddled with traffic lights and speed tables. • Letting traffic flow smoothly is far better. It is a large open intersection so perhaps changung the timing of the light phases would help • Again, no measures to discourage traffic in the first place. • will cause congestion and increase red light runners. • The better idea is to have lights back from the Ash st intersection that run in time with the intersection lights to let school children cross as they come out of the walk way. at the moment they walk though the slowing traffic in groups of 20 plus • The jams there are sufficient to slow everyone down. Do we really need humps and more lights to create congestion? 	<p>The proposed raised safety platforms (RSP) for this project are designed differently from the raised intersection we used at the Glen Eden Town Centre project. The RSPs will be at a gentler gradient and at a lower height. As the intersection layout and lane configuration remain the same and with an appropriately designed raised safety platform along with a gentler gradient, it is not expected to reduce the capacity at this intersection significantly.</p> <p>The proposed RSPs are designed to allow vehicles to travel through the RSP at a speed of 30km/h.</p> <p>The purpose of the RSPs are to discourage red light running at this busy intersection and to ensure that if a crash happen it will happen at a speed that the people involved in the crash could walk away un-harm or with minor injury.</p> <p>We understand that people makes mistake, either as a driver or road users outside vehicle, the RSP will ensure that the mistake doesn't turn into a serious or fatal crash.</p> <p>We also mindful that this is an extremely busy arterials which buses and a freight route – the design used have been confirmed suitable for these types of corridors, using the current best practice.</p> <p>Our traffic modelling shows that vehicles will have an additional delay of 1 minute during the morning peak and 2 minutes during the afternoon peak. Majority of the delay is due to the new signalised</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q12: Do you support the proposed changes to the Rosebank and Ash intersection?		
		crossing next on Highbury Street which will only delay traffic when there are pedestrians wanting to cross Ash Street. We observed majority of the pedestrians arrive between 8-9am and 3-4pm. The new signalised crossing will have minor effect to traffic mode outside the above time periods.
Cycling <i>(Mentions 5)</i>	<ul style="list-style-type: none"> • an added note about the rata street one is that coming downhill on great north rd and turning left onto rata would be far more dangerous on a bike if there were speed bumps there! • Just need to add safe separated cycle lanes. • 6 lanes of traffic, no bike paths. Makes sense! This has to be some sort of sick joke. • No improvements of missing cycle links. • All of your plans and policies mandate proper provision and protection for walking and cycling, but time and time again you fail to provide it. 	<p>For the Ash Street / Rata Street project we did seek funding for safe cycling facilities as part of the original project scoping. However, there are no cycle projects programmed for this area as part of our current programme, which we could bring forward for a 'dig once' opportunity. There is overlap with a Connected Communities corridor at the intersection of Rosebank Road and Ash Street. As such, this intersection is excluded from the Ash Street / Rata Street project.</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. 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 the New Lynn and Avondale areas.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q12: Do you support the proposed changes to the Rosebank and Ash intersection?		
Pedestrians crossing <i>(Mentions 7)</i>	<ul style="list-style-type: none"> • Educate the school kids how to cross the road alot dont use the to cy traffic crossing they would rather cross the road 20 mtrs away from the intersection to cross earlier than their mates • The better idea is to have lights back from the Ash st intersection that run in time with the intersection lights to let school children cross as they come out of the walk way. at the moment they walk though the slowing traffic in groups of 20 plus • Drivers going too fast through this area is a huge problem and must be prevented, especially as there are children crossing • Everyone crosses fine on the crossings. • Educate the school kids how to cross the raod alot dont use the to cy traffic crossing they would rather cross the road 20 mtrs away from the intersection to cross earlier than their mates 	<p>We will be working with our Community Transport Team along with the schools to promote the use of the new crossing facilities.</p>
Safety <i>(Mentions 4)</i>	<ul style="list-style-type: none"> • Cars and trucks are are doing 100k at times, the noise affects peoples lives, the trucks bounce on the road abd crash back down. I cany go for walk i am terrified if getting hit. It is like a speed , noise tunnel. • This intersection is hideous, and experiences lots of red light running. Any improvements to safety here have to be a good thing. • Support as a temporary safety measure but this Intersection/Area needs major improvements for Safety and Bottleneck relief. • Disappointment that there is no safety upgrade for cyclists here - this is a priority for our community. 	<p>The proposed raised safety platforms (RSP) for this project are designed differently from the raised intersection we used at the Glen Eden Town Centre project. The RSPs will be at a gentler gradient and at a lower height. As the intersection layout and lane configuration remain the same and with an appropriately designed raised safety platform along with a gentler gradient, it is not expected to reduce the capacity at this intersection significantly.</p> <p>The proposed RSPs are designed to allow vehicles to travel through the RSP at a speed of 30km/h.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q12: Do you support the proposed changes to the Rosebank and Ash intersection?		
		<p>The purpose of the RSPs are to discourage red light running at this busy intersection and to ensure that if a crash happen it will happen at a speed that the people involved in the crash could walk away un-harm or with minor injury.</p> <p>We understand that people makes mistake, either as a driver or road users outside vehicle, the RSP will ensure that the mistake doesn't turn into a serious or fatal crash.</p>
<p>Traffic lights <i>(Mentions 9)</i></p>	<ul style="list-style-type: none"> • The biggest problem with the traffic lights at this intersection is that the orange phase is too short for this very long intersection. There are many times when vehicles enter the intersection with a green light, but before they have cleared the intersection the opposing traffic has a green light. That is not red light running, it is poor design of traffic light phasing. • Use speed cameras and red light cameras instead • Alternatively red light and speed cameras operating. Something needs to change. • Reinstall red light cameras with heavy fines. • Suggest put in a red light camera instead. • One of the the reasons that this road is so busy is because al lot of traffic is avoiding the Great North Road route through New Lynn that is now riddled with traffic lights and speed tables. • This intersection is hideous, and experiences lots of red light running. Any improvements to safety here have to be a good thing. • will cause congestion and increase red light runners. • You mean there are still lots of red light runners with the cameras? Increase the fines. 	<p>We will ask our traffic signal team to have a look at the orange phase at this intersection to ensure there are sufficient time for vehicles to clear the intersection</p> <p>At this moment red light cameras and speed cameras are not installed or managed by Auckland Transport</p> <p>We understand that people makes mistake, either as a driver or road users outside vehicle, the raised safety platform will ensure that the mistake doesn't turn into a serious or fatal crash.</p>

Q14: Do you support adding a traffic light controlled crossing on Ash Street, near Highbury Street?

Feedback Theme	Main Points	Auckland Transport's Responses
Q14: Do you support adding of a traffic light controlled crossing on Ash Street, near Highbury Street?		
Pedestrians crossing <i>(Mentions 28)</i>	<ul style="list-style-type: none"> • This is a good idea. It does not need a speed hump either. Lights will be sufficient enough to calm people down and for people to wait and not take so many risks when they know they will get their turn. It would work best if this set of lights is on the same sequence / timing as the pedestrian crossing 100m away. This way, all the students can cross at the same time and it will be more efficient for everyone. Obviously there will be times when one is pushed and not the other, but it can still be timed in with the intersection lights • Needs to be a controlled raised zebra crossing. Beg buttons should be replaced with automatic sensing humans. • AT considered installing a fence, but did they consider installing one that was too high/difficult to climb. The unfortunate fact is that the pedestrians probably will not wait for the lights but instead will chance the crossing without. • I used to live in Highbury and cross here every morning for years. Your refuse island is already there. Waste of time and money. Again if they wanted to use a crossing (which less & less people are doing, its easier to cross where you stand) they can walk in either direction to use a crossing. the kids will push the light and jay walk anyway its what they do. 	<p>Pedestrian will normally cross at the most convenient and direct path. The new signalised crossing will only be activated when there is a pedestrian wanting to cross Ash Street. We will install detectors at this new crossing to detect any pedestrian that cross Ash Street without waiting for the green man and the detectors will be able to cancel the call for the pedestrian phase.</p> <p>Installing fence or barrier are not preferred as pedestrian could still climb over the fence or barrier and become stuck on the traffic lanes.</p> <p>Our traffic modelling shows that vehicles will have an additional delay of 1 minute during the morning peak and 2 minutes during the afternoon peak. Majority of the delay is due to the new signalised crossing next on Highbury Street which will only delay traffic when there are pedestrians wanting to cross Ash Street. We observed majority of the pedestrians arrive between 8-9am and 3-4pm. The new signalised crossing will have minor effect to traffic mode outside the above time periods.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q14: Do you support adding of a traffic light controlled crossing on Ash Street, near Highbury Street?		
	<ul style="list-style-type: none"> • Once again not necessary, maybe a pedestrian crossing or speed camera. I have seen students of the school cross through this part rather than use the traffic lights that are very close by. • Pedestrians can walk to very near Ash St / Rosebank Rd intersection • Lights and crossing are close at Ash St / Rosebank Rd • As you've pointed out, lots of people cross across the median strip because there is such a distance between the ped crossing at Gt Nth Rd and and at Rosebank. • Why not construct physical barriers on the foot path to prevent pedestrians crossing at this point? Let remember what roads are for. • There is literally a crossing 100m down the road • HAHAHahaha you think kids will use it? Not even adults are smart enough to use them. • It's Ok if the light is only activated when someone wants to cross. • Already traffic lights so close, add street trees and furniture and raised table or zebra crossing • The little shits cross where ever they want. I went to Avondale and this will no change that they cross where ever they feel. THIS IS A TERRIBLE IDEA especially for people trying to drive to work in the morning from west • People should use the lights that are already in place at the intersection. The cost and effort to put in extra pedestrian lights less than 100 metres from lights that exist is excessive. Education such as signage and fencing would be better to try and teach people how to cross roads safely. • If people don't want to use what's there to be used, just slapping up more all over the place, doesn't solve anything but cause mayhem, is that the plan to cause mayhem?? I crossed there as a school child, I survived!! 	<p>We also mindful that this is an extremely busy arterials which buses and a freight route – the design used have been confirmed suitable for these types of corridors, using the current best practice.</p> <p>Our traffic modelling shows that vehicles will have an additional delay of 1 minute during the morning peak and 2 minutes during the afternoon peak. Majority of the delay is due to the new signalised crossing next on Highbury Street which will only delay traffic when there are pedestrians wanting to cross Ash Street.</p> <p>We will be working with our Community Transport Team along with the schools to promote the use of the new crossing facilities.</p> <p>We will ensure the proposed mid block being synchronise with the signal at Ash / Rosebank to create a greenwave and optimise the operation at these two locations .</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q14: Do you support adding of a traffic light controlled crossing on Ash Street, near Highbury Street?		
	<ul style="list-style-type: none"> • "A lot of high school students cross Ash Street from Highbury Street illegally" - crossing mid-block is not illegal. While a better crossing is supported, please don't start with such a wrong premise. • Pedestrian light is fine. • Put a fence on the footpath then? I'm an ex Avondale student, why not get cops there or something to scare the students • Put a fence up to stop them using Highbury St • There's traffic lights within 50metres, tell those students to use them • Giving pedestrians & cyclists priority and keeping them safe is an imperative • On-demand signal only. • I agree with this proposal • Yes if its going to save lives definently • Lights and crossing are close at Ash St / Rosebank Rd • This is great but it still doesn't provide for all modes. • No. This is far too close to the current intersection. 	
<p>Impact on traffic flow and congestion <i>(Mentions 10)</i></p>	<ul style="list-style-type: none"> • Cars should not have to stop because people are lazy. • Too many lights, will they be synchronised or will drivers have to stop 3 or 4 times? • Once again not necessary, maybe a pedestrian crossing or speed camera. I have seen students of the school cross through this part rather than use the traffic lights that are very close by. • You are crazy! There are traffic lights a few metres up the road. • There is already traffic control 100 metres away and will again clog up traffic flow ... there are already a ridiculous amount of lights on this road • this would just make traffic even worse 	<p>Pedestrian will normally cross at the most convenient and direct path. The new signalised crossing will only be activated when there is a pedestrian wanting to cross Ash Street. We will install detectors at this new crossing to detect any pedestrian that cross Ash Street without waiting for the green man and the detectors will be able to cancel the call for the pedestrian phase.</p> <p>Our traffic modelling shows that vehicles will have an additional delay of 1 minute during the morning peak and 2 minutes during the afternoon peak.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q14: Do you support adding of a traffic light controlled crossing on Ash Street, near Highbury Street?		
	<ul style="list-style-type: none"> • If the lights run in time with the intersection lights so as not to slow traffic any more than it is • No. This will destroy traffic flow. • Just because there is intensification doesn't automatically mean more traffic lights. • But please don't make it compulsory lights otherwise the jams are worse 	<p>Majority of the delay is due to the new signalised crossing next on Highbury Street which will only delay traffic when there are pedestrians wanting to cross Ash Street. We observed majority of the pedestrians arrive between 8-9am and 3-4pm. The new signalised crossing will have minor effect to traffic mode outside the above time periods.</p>
<p>Cycling (Mentions 4)</p>	<ul style="list-style-type: none"> • Missing those cycle lanes again, need to add them. • This is great, but I don't see anything to protect cyclists at all. Please add a proper Netherlands style protected crossing • Giving pedestrians & cyclists priority and keeping them safe is an imperative • It is a key link in the cycle network that you know you should be building. 	<p>For the Ash Street / Rata Street project we did seek funding for safe cycling facilities as part of the original project scoping. However, there are no cycle projects programmed for this area as part of our current programme, which we could bring forward for a 'dig once' opportunity. There is overlap with a Connected Communities corridor at the intersection of Rosebank Road and Ash Street. As such, this intersection is excluded from the Ash Street / Rata Street project.</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. 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 the New Lynn and Avondale areas.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Q14: Do you support adding of a traffic light controlled crossing on Ash Street, near Highbury Street?		
Fence <i>(Mentions 4)</i>	<ul style="list-style-type: none"> • AT considered installing a fence, but did they consider installing one that was too high/difficult to climb. The unfortunate fact is that the pedestrians probably will not wait for the lights but instead will chance the crossing without. • Cars should not have to stop because people are lazy. Put up a fence that is too high for people to climb. • Put a fence on the footpath then? I'm an ex Avondale student, why not get cops there or something to scare the students • Put a fence up to stop them using Highbury St 	<p>Pedestrian will normally cross at the most convenient and direct path. The new signalised crossing will only be activated when there is a pedestrian wanting to cross Ash Street. We will install detectors at this new crossing to detect any pedestrian that cross Ash Street without waiting for the green man and the detectors will be able to cancel the call for the pedestrian phase.</p> <p>Installing fence or barrier are not preferred as pedestrian could still climb over the fence or barrier and become stuck on the traffic lanes.</p>

Attachment 1: Postcard

Ash St and Rata St safety improvements

Kōrero mai - Have your say

The Stats
From 2014 - 2019

213 CRASHES

46 PEOPLE HURT OR SERIOUSLY INJURED

3 DEATHS



Why safety is important:

One of Auckland's busiest roads Peak hour average traffic no's. Ash Street • 36,000 vehicles/day • 2,760 per hour Rata Street • 32,915 vehicles/day • 2,716 per hour	Our children walking to and from school	People walking & crossing roads or driving in our communities	Our elderly and disabled crossing the road	Our health & wellbeing to enjoy the outdoors in our neighbourhood	No loss of life or limb on our roads

Feedback is due by 14 November 2021

Ash St and Rata St safety improvements

He aha ou whakaaro? Share your thoughts

Between 18 Oct - 14 Nov there are 4 ways to tell us what you think



1. Scan QR code and complete our consultation form
2. Email us on ATengagement@AT.govt.nz to send you a copy digitally
3. Pickup printed copies near you. See [AT.govt.nz/AshRata](https://www.at.govt.nz/AshRata) for details
4. Visit us in the community once COVID-19 Alert Levels allow. See [AT.govt.nz/AshRata](https://www.at.govt.nz/AshRata) for details or check AT Facebook Events <https://www.facebook.com/akltransport/>

Have a question?

[AT.govt.nz/AshRata](https://www.at.govt.nz/AshRata)

09 355 3553

ATengagement@AT.govt.nz

Let's go there

AKL07462_27/08/21

Attachment 2: Brochure

Which category below includes your age?

- 16 or younger
- 17-20
- 21-25
- 26-35
- 36-50
- 51-64
- 65-75
- 76 or older

What suburb do you live in?

- Avondale
- Kelston
- New Lynn
- Titirangi
- Other (please state)

Ngā mihi nui!

Thanks for sharing your thoughts with us

If you want to receive updates on this project, select an option and fill in the details:

- Yes email me (fill in email address)
- Yes text me (fill in mobile number)

PLEASE TAPE HERE



Consultation and Engagement Team
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Project: PROPOSED ASH AND RATA STREET SAFETY IMPROVEMENTS

FreePost Authority No. 233462

J00762_20.09.21

He aha ou whakaaro? Share your thoughts

Tell us what you think by
Sunday 14 November 2021

1. Scan QR code and complete our consultation form
2. Email us on ATengagement@AT.govt.nz to send you a copy digitally
3. Pickup printed copies near you. See [AT.govt.nz/AshRata](https://www.at.govt.nz/AshRata) for details
4. Visit us in the community once COVID-19 Alert Levels allow. See [AT.govt.nz/AshRata](https://www.at.govt.nz/AshRata) for details or check AT Facebook Events <https://www.facebook.com/akitransport/>

Have a question?

[AT.govt.nz/AshRata](https://www.at.govt.nz/AshRata)

09 355 3553

ATengagement@AT.govt.nz

Ash Street and Rata Street safety improvements

Kōrero mai

Have your say

Feedback to be received by 14 November 2021

For more information about this project, please visit [AT.govt.nz/AshRata](https://www.at.govt.nz/AshRata)

PLEASE CUT HERE

Puka Urupare Feedback form

Please complete this form and send back to us either by free return post or email ATengagement@at.govt.nz by **Sunday 14 November 2021**.

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



Why safety is important:

- 

One of Auckland's busiest roads
Peak hour average traffic no's:
Ash Street
• 36,000 vehicles/day
• 2,760 per hour
Rata Street
• 32,915 vehicles/day
• 2,716 per hour
- 

Our children walking to and from school
- 

People walking & crossing roads or driving in our communities
- 

Our elderly and disabled crossing the road
- 

Our health & wellbeing to enjoy the outdoors in our neighbourhood
- 

No loss of life or limb on our roads

The Stats from 2014 - 2019

- 

213 CRASHES
- 

46 PEOPLE HURT OR SERIOUSLY INJURED
- 

3 DEATHS

The intersection of Great North Road, Rata Street and Titirangi Road



This intersection is a high-risk crash area. There have been several incidents between people walking or crossing the road and drivers.

Proposed safety improvements:

- Installing wide flat speed humps (raised tables) that are level with the footpath, before each intersection approach

Benefits of the improvements:

- A raised intersection will alert drivers to slow on approach and that there are lots of people crossing the road here
- Raising to the level of the footpath ensures people crossing can be seen by motorists
- Slower speeds mean motorists are less likely to run red lights which also reduces crashes between vehicles
- This type of speed hump is smoother for buses and large vehicles
- Lower speeds improve the chances of a person crossing surviving if they are hit by a vehicle.

Proposed safety improvements

- A traffic light controlled (signalised) crossing is to help manage traffic on a busy road and gives priority to people on foot
- Motorists must stop at a red traffic light to allow people walking to cross. They must wait until people have crossed safely and the traffic light turns green before they can continue on their journey.
- The lights at the crossing will only stop traffic when people need to cross by pushing the button
- Timing will be optimized to allow enough time for people to cross safely but also minimise the impact on Ash Street traffic.

Benefits of the improvements:

- Traffic lights will give more people walking priority to cross a busy road safely as motorists must stop
- Crossing is more visible to motorists and more people can get to Avondale town centre or the opposite side of Ash Street faster and safer
- Reduction in harm or death between motorists and people walking especially school children who are running across the road between vehicles in traffic
- Low impact on traffic flow as crossing time is only activated when someone needs to cross.

Do you support adding a traffic light controlled crossing on Ash Street, near Highbury Street?

- Strongly support
- Support
- I do not support the proposed change
- Oppose
- Strongly opposed

Please let us know your thoughts:

Gender: How do you identify?

- Man
- Woman
- Non-binary
- Prefer to self-describe below

Which ethnicity do you identify with?

- Māori
- Pākehā (NZ European)
- Samoan
- Tongan
- Cook Islands Māori
- European
- Indian
- Chinese
- South East Asian
- Korean
- Middle Eastern
- African
- Latin American
- Other (please specify)

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