

Your feedback on Mt Roskill – Safer Communities (Phase Two)



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Summary

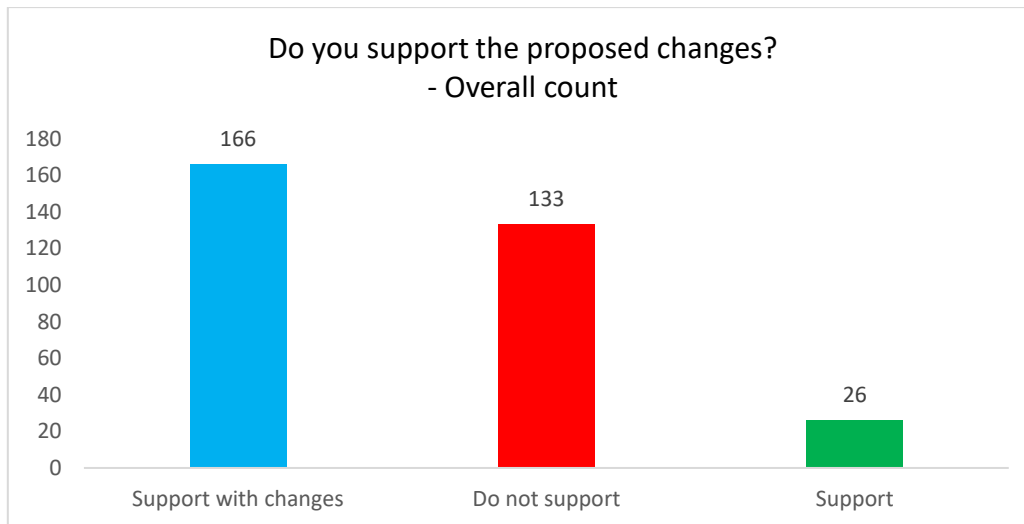
This project is the Phase Two design of the [Safer Communities Mt Roskill](#) project. The first phase, Carr Road and Frost Road were constructed and delivered in 2020. The stretch of Mt Albert Road we are planning to upgrade are two intersections at Frost Road and at Hayr Road and Dornwell Road, directly opposite the entrance to Three Kings Plaza.

We will introduce more sections of cycle lanes near the intersections and relocate several bus stops, so they are within the AT standard distances of the upgraded intersections. We consulted on this proposal from 13 August to 19 September 2021 and received a total 330 submissions by online survey (321), phone (6), and email (3).

Key themes in feedback

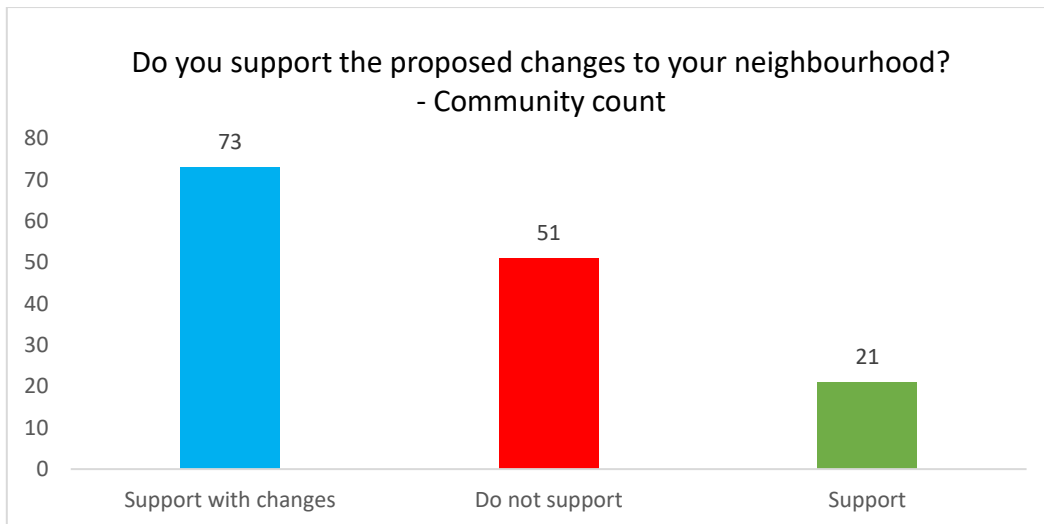
- **234 submissions express concern for a lack of dedicated cycleway infrastructure.** This is aggregated and explored further in its own section (p.14)
- **26 submissions express concern over the proposed changes to Hayr and Dornwell roads.** The inward/ outward flow of traffic and the current street parking are valued by both residents and local business.
- **21 submissions feel the design overlooks climate concerns,** with 18 submissions stating the design is too car centric.

1. Do you support the proposed changes to your neighbourhood?



Of 330 total submissions, 325 (98.5%) registered a count on this question.

- **166 submissions** – support with changes (51.1%)
- **133 submissions** – do not support (40.9%)
- **26 submissions** – support (8%)



147 submissions identified as living or owning property in the proposal location, 145 (98.6%) registered a count on this question.

- **73 submissions** – support with changes (50.3%)
- **51 submissions** – do not support (35.2%)
- **21 submissions** – support (14.5%)

2a. Submissions in support: why do you support this proposal?

Of the 26 submissions in support of this proposal, 20 (74%) gave written feedback with their response.

- **12 submissions** praised the design as increasing pedestrian safety.
- **7 submissions** felt the design improved driving conditions and traffic coordination.
- **2 submissions** felt the design increased safety for cyclists.
- **2 submissions** felt the design improved general safety on Hayr Road.

2b. Submissions in support with changes: what changes would you make to the proposal that you feel would improve its effectiveness?

166 submissions indicated that they support the proposal with changes. 165 gave written feedback with their response.

- **117 submissions** indicated the design required increased protection for cyclists including separated cycle infrastructure, with a further 16 submissions condemning the use of painted advance stop boxes.
- **20 submissions** raised concern around the proposed restricted access to and from Hayr Road and Dornwell Road from Mt Albert Road.

2c. Submissions not in support: why do you not support the proposal?

133 submissions do not support the proposed changes. 131 gave written feedback with their response.

- **112 submissions** objected to the proposal because of a lack of separate cycle facilities.
- **21 submissions** state the design overlooks climate concerns.
- **16 submissions** raised concern surrounding a lack of clarity on AT's Vision Zero approach.
- **7 submissions** feel the proposal lacks adequate bus lane and public transport provisions.
- **6 submissions** object to the proposed changes to Hayr Road and Dornwell Road.

Next steps

This report outlines the analysis of your feedback. This information assists project designers and engineers in refining the proposal. Any changes made to the proposal will be published online on the project page. If you provided your contact details when giving us feedback, we will notify you when the report is available.

Background

What are we seeking feedback on?

The aim of our Safer Communities proposal is to improve safety for pedestrians and help ensure walking is a desirable option for people. Auckland Transport is working alongside communities in Mt Roskill to make changes to Mt Albert Road and Frost Road, as well as Mt Albert Road, Hayr Road, and Dornwell Road.

We aim to improve accessibility and safety for pedestrians and improve visibility of pedestrians for motorists. Pedestrian surveys have backed the need for improvements to be made, given the high numbers of people, including school children, walking on these roads.

80% of all road deaths and serious injuries occur on 50km/h local urban roads. Nearly half of those deaths and injuries involve vulnerable road users – children, the elderly, people walking and people on bikes or motorcycles. We are committed to making the roads safer for many pedestrians including school children walking these routes.

Project details

This phase two proposal includes the following works:

Mt Albert and Frost Road:

- Install traffic lights and pedestrian controlled crossings on all three legs of the intersection.
- Install new sections of footpath at crossings and connecting to the nearby bus stops, including tactile pavers to help guide people with low vision to correct place to cross the road.
- Paint new road markings to support the changes at the intersection.
- Relocate the bus stop from #496 to #500 Mt Albert Road.
- Relocate the bus stop from #471 to #473 Mt Albert Road.
- Remove the existing crossing point traffic islands at #473.
- Paint new sections of cycle lanes and advance stop boxes for cyclists to safely wait at the front of the traffic queue for the lights to change.
- Remove 4 on street car parking spaces to help keep good visibility near the intersection.

Mt Albert and Hayr / Dornwell Road:

- Install traffic lights and pedestrian controlled crossings on all four legs of the intersection.
- Reshape the kerbs at the entrance to Hayr and Dornwell Road to create “entrance only” access for vehicles. There will be no vehicle access from Hayr and Dornwell Roads into Mt Albert Road.
- Reshape the driveway entrances into Three Kings Plaza to align with the traffic lights and make space for a new bus stop.
- Install new sections of grass verge and footpath, including tactile pavers, at the crossings and connecting to the nearby bus stops, crossing and Three Kings Plaza.
- Paint new road markings to support the changes at the intersection.
- Paint new advance stop boxes where cyclists can safely wait at the front of the traffic queue for the lights to change.
- Relocate the bus stop and shelter from #522 to in front of the car park entrance.

- Install a new bus stop and bus shelter outside #499. This will remove 3 on street carparking spaces.
- Remove the existing crossing point and traffic islands at #501.

Between Hayr / Dornwell Road and Mt Eden Road:

- Upgrade the existing crossing at #511 to a zebra crossing on a raised table level with the footpath, including side and centre islands and a gentle exit slope that is easy on buses.
- Install new signs and paint new road markings to support the new crossing.
- Relocate the bus stop and shelter from #515 to #533, so it is closer to the intersection. This will return 3 car parking spaces on the south side of the street.

Timeline for the proposal

Construction is expected start in March 2022; however, this is subject to covid alert levels.

About Safer Communities

For our 2018-21 programme, we are working with three communities to identify issues and solutions to make it safer and easier to get around by foot: Papakura, Mt Roskill, and Māngere Bridge.

In November 2017 we worked with each of the communities, talking to locals at events and at locations like train stations, libraries, schools, community centres, churches, supermarkets, and recreation centres.

We also talked to the Local Board, Police, community leaders, mana whenua and mātāwaka.

We asked people to tell us about:

- What physical improvements to the road environment would help more people walk around your local area.
- What changes we could make to improve the safety of walking around your local area.
- How we can make it easier for you to walk to important places like marae, local recreation centres, libraries, schools, and train stations.

The programme has a staged approach, we first worked with [Māngere Bridge](#), then [Mt Roskill](#) and then [Papakura](#).

Consultation

We consulted with the public on this proposal from 13 August to 19 September 2021, receiving a total 330 submissions by online survey (321), phone (6), and email (3).

What we asked you

1. Do you support the proposed changes to your neighbourhood?

- Support
- Support with changes
- Do not support

2a. Support: Why do you support this proposal?

2b. Support with changes: What changes would you make to the proposal that you feel would improve its effectiveness?

2c. Do not support: Why do you not support the proposal?

3. What best describes your interest in the proposal?

- I walk or cycle in (location)
- I live or own property in or near (location)
- I work or own a business in or near (location)
- Other (specified)

4. How did you hear about this project?

- Word of mouth
- Auckland Transport website
- Information posted to me
- Blog e.g. Bike Auckland, Greater Auckland, Reddit
- Social media e.g. Facebook, Neighbourly
- Other (specified)

Activities to raise awareness

To raise awareness and communicate information about the Mount Roskill Safer Communities project, we:

- Met with schools in the area to ensure the communities are aware of the proposal and encourage them to provide feedback.
- Dispatched two project team staff to hand deliver consultation flyers to local businesses.
- We intended to have two public drop-in sessions at the Mt Roskill Library and the Wesley Community Centre, but due to Covid-19 lockdown restrictions, we ran two online webinar sessions instead on the 13 September and 15 September 2021.
- Sent letters before the consultation closing date to remind residents to provide feedback.
- Dispatched AT Ambassadors into the community to give out flyers about the feedback.
- Met face to face with local businesses to talk them through the consultation plans and work through a best solution for them to mitigate impact on business through the build period.
- Used media release to let people know about the purpose of the project and how it is getting rolled out on other communities.
- Made information about the project available at the local schools and public library.
- Posted updates and information about the project on social media.

How people provided feedback

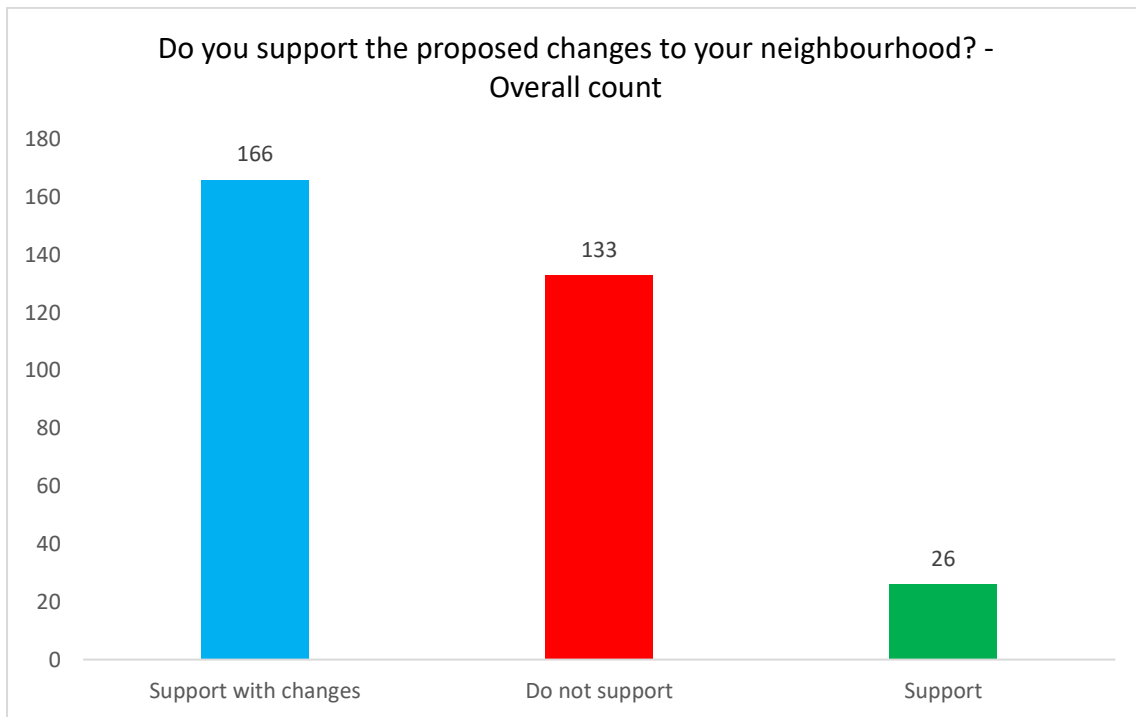
You could provide feedback using an online submission form (on our [Have Your Say website](#)), by emailing us at ATEngagement@at.govt.nz, or calling us on (09) 4487190.

Your feedback

Overview

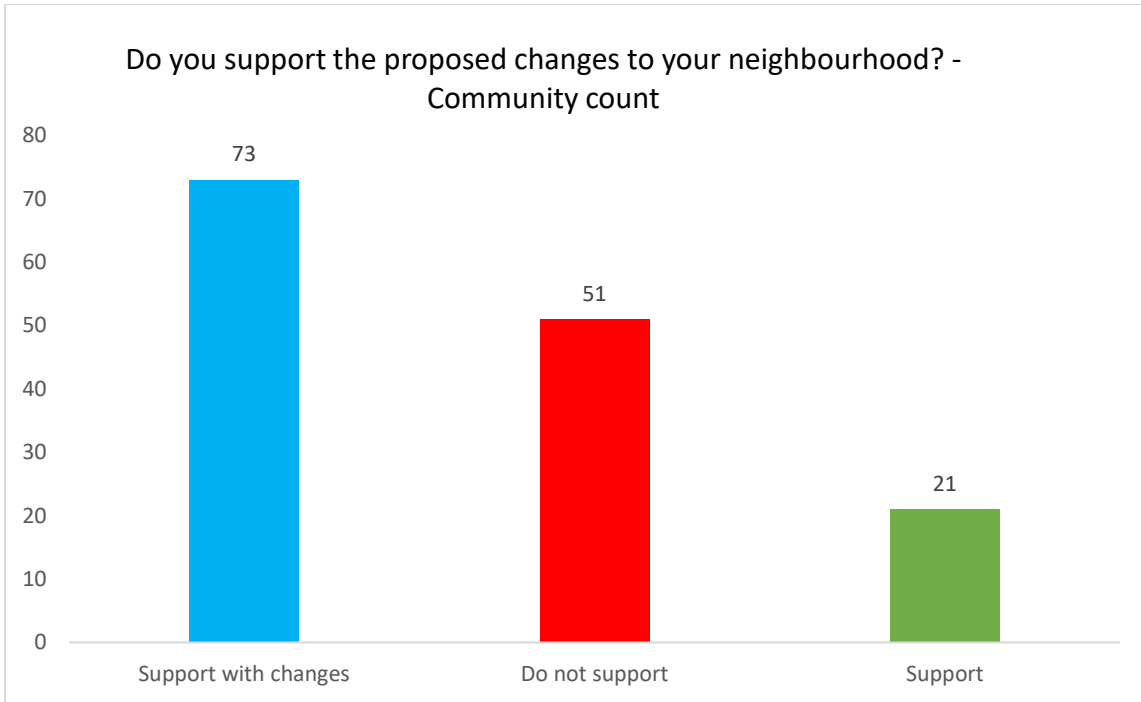
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1. Do you support the proposed changes to your neighbourhood?



330 total submissions, 325 (98.5%) registered a count on this question.

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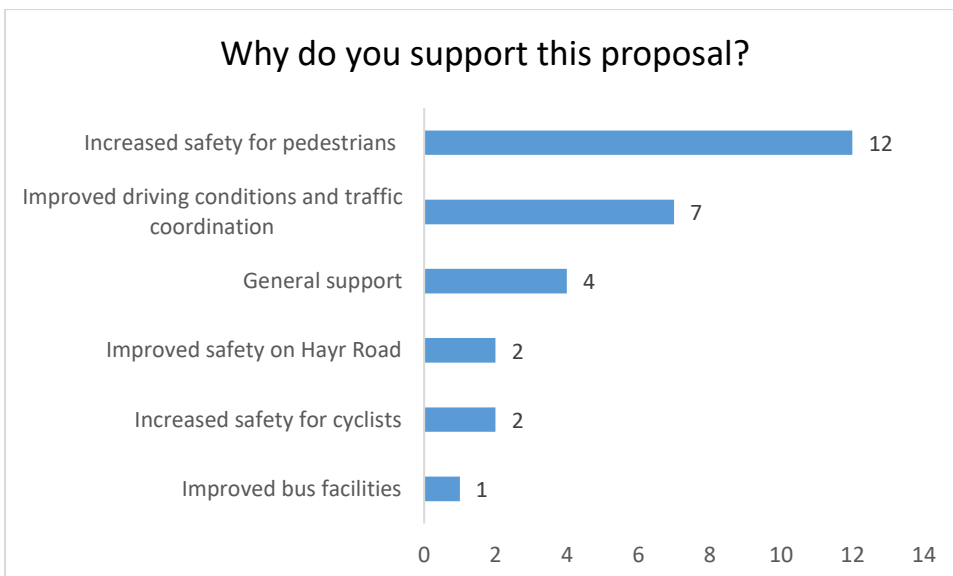


147 submissions identified as living or owning property in the proposal location, 145 (98.6%) registered a count on this question.

- 73 submissions – support with changes (50.3%)
- 51 submissions – do not support (35.2%)
- 21 submissions – support (14.5%)

2a. Submissions in support: Why do you support this proposal?

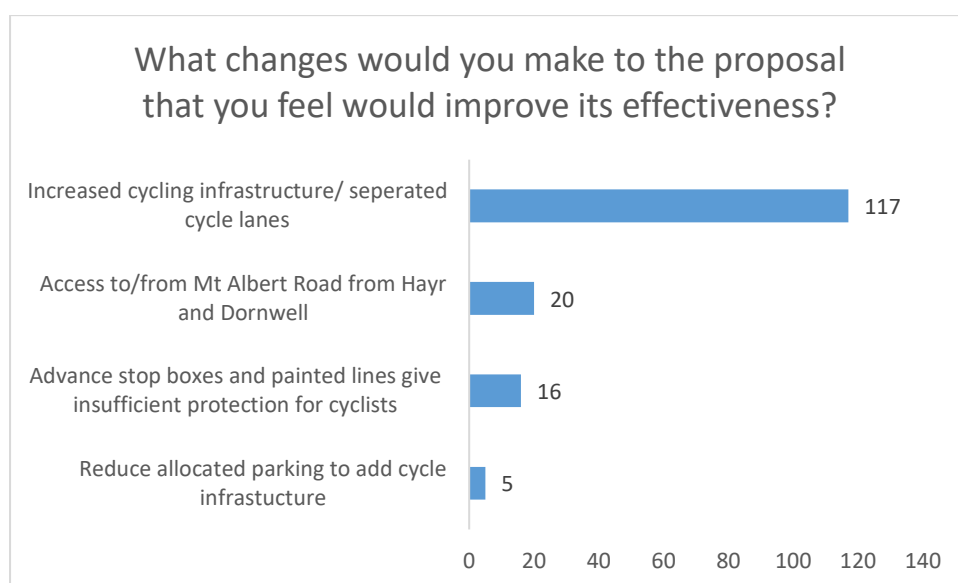
Of the 26 submissions which voiced support for the proposal, 20 (74%) replied to this question. The identified themes are displayed in the following graph:



2b. Submissions in support with changes: What changes would you make to the proposal that you feel would improve its effectiveness?

166 submissions indicated that they support the proposal with changes. 165 gave written feedback with their response. The feedback has been broken down into four main themes: cycle oriented, road safety, pedestrian, and general design. Within each category the subthemes are listed with number of submissions.

Key themes overall



Cycle-oriented feedback

Increase cycling infrastructure/ add separated cycle lanes	117 submissions
Advance stop boxes and painted lines give insufficient protection for cyclists	16 submissions
Reduce allocated parking to add cycle infrastructure	5 submissions
Remove median strip to allow for cycle lanes	4 submissions
Remove turning lanes to add protected cycle lanes	1 submission

Road safety feedback

Access to/from Mt Albert Road from Hayr and Dornwell should be retained	20 submissions
Add speed breakers on Hayr and Dornwell Road for traffic control	4 submissions
Too many traffic lights	4 submissions
Reduce number of entrances to carpark to improve traffic flow	4 submissions
Remove lights for pedestrian crossing and Frost Road	4 submissions
Remove raised pedestrian crossing to reduce road obstruction	3 submissions
Improve access to library	2 submissions
Dornwell Road should become no-exit	1 submission
Widen Hayr Road	1 submission

Pedestrian safety feedback

Increased consideration needed for elderly and disabled footpath users	3 submissions
Increased pedestrian protection needed at Mt Albert/ Hayr Road intersection	2 submissions
Extend repair to Frost Road footpath	2 submissions
Widen and repair footpath on Hayr/ Dornwell Road	2 submissions
Pedestrian connection to/from Three Kings should align with pre-existing facilities	1 submission
Retain traffic island outside 501 Mt Albert Road	1 submission
Improve street lighting on Dornwell Road	1 submission

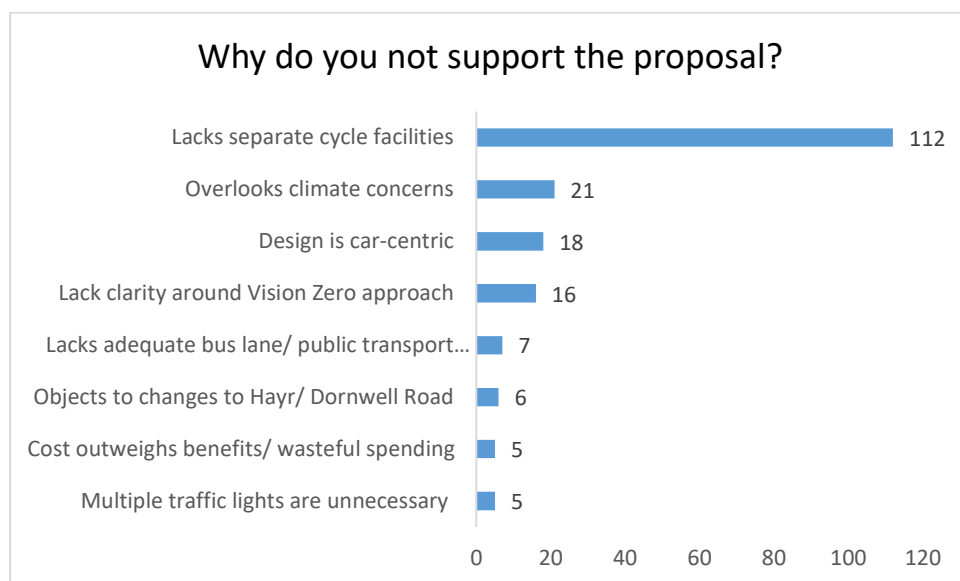
General design feedback

Add bus lanes to road changes	3 submissions
Remove proposed pedestrian crossing to allow for move street parking	3 submissions
Add trees where intersection has been narrowed	1 submission
Ground cover planting instead of grassed verge	1 submission
Do not use red road paint	1 submission
Removing parking will negatively impact local businesses	1 submission

2c. Submissions not in support: Why do you not support the proposal?

133 submissions indicated they do not support the proposed changes. 131 gave written feedback with their response. The feedback has been broken down into three main themes: cycle oriented, road changes, and general concerns. Within each category subthemes are listed with number of submissions.

Key themes overall



Cycle oriented

Lacks separate cycle facilities	112 submissions
Objection to retention of median strip	3 submissions
Pedestrian crossing design endangers cyclists	3 submissions

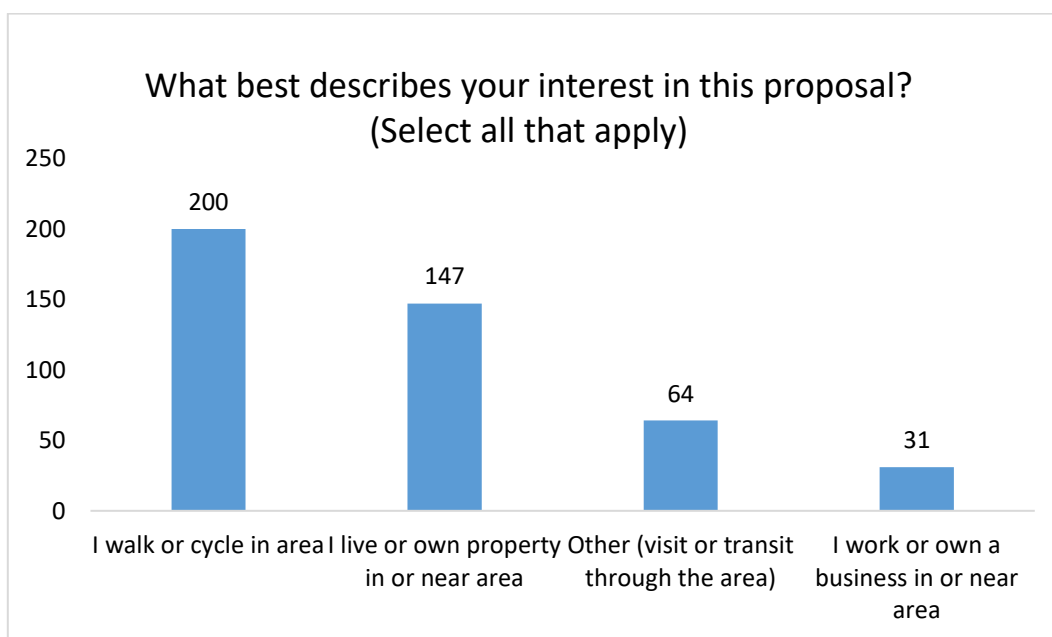
Road changes

Objects to changes to Hayr/ Dornwell Road	6 submissions
Multiple traffic lights are unnecessary	5 submissions
Will increase road congestion	4 submissions
Creates confusion for road users	3 submissions
Implement roundabout for 5 way intersection	3 submissions
Central median encourages high speeds	2 submissions

General concerns

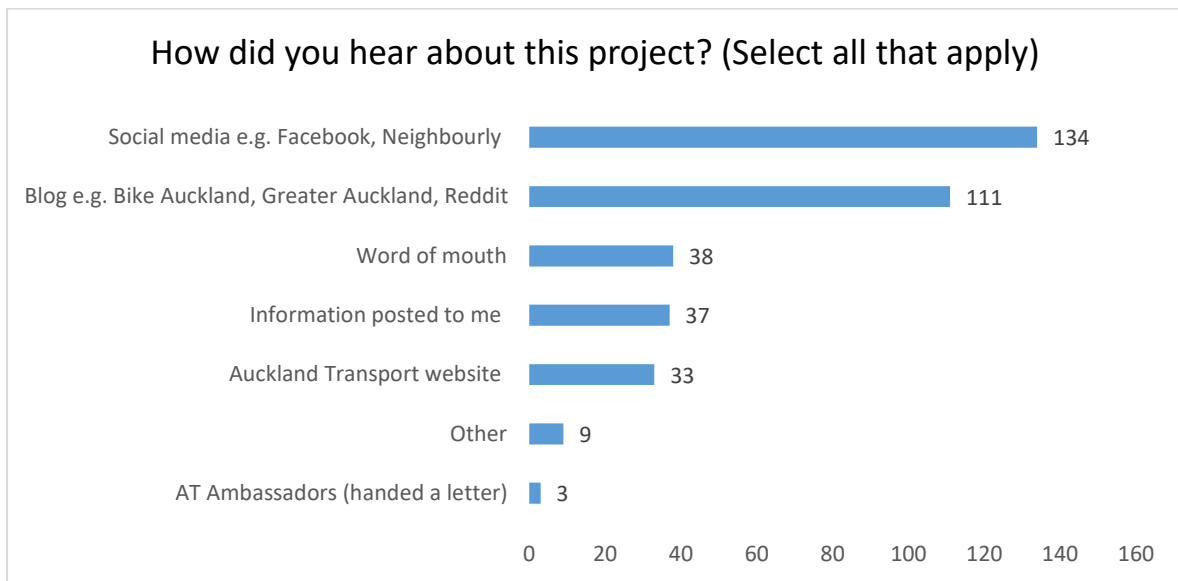
General objection	27 submissions
Overlooks climate concerns	21 submissions
Design is car-centric	18 submissions
Lacks clarity around Vision Zero approach	16 submissions
Lacks adequate bus lane/ public transport provisions	7 submissions
Cost outweighs benefits/ wasteful spending	5 submissions
Raised crossing unnecessary/ in wrong location	3 submissions

3. What best describes your interest in this proposal?



- 147 (44.5%) of the respondents identified as residents/property owners within the location of interest.
- 81 of this 147 noted above (55%) also identified themselves as walkers/ cyclists within the area.
- 115 submissions (34.5%) identified their association to the project as being only walkers/cyclists within the area.
- 31 (9.4%) of respondents identified as working or owning a business in the area.

4. How did you hear about this project?



308 of the 330 submissions gave an answer to this question.

Among those who answered 'Other', submissions reported receiving information about this project from the Greens meeting, Mt Roskill Grammar School, and Local Board newsletter.

Community Aggregation

Because this consultation received so much interest from a variety of sources, we took the time to look closely at the interests of the community, those who indicated they live or own property in the area.

147 submissions identified as living or owning property in the proposal location, 145 (98.6%) registered a count on this question.

- 73 submissions – support with changes (50.3%)
- 51 submissions – do not support (35.2%)
- 21 submissions – support (14.5%)

You indicated to us that your priorities are:

- Safe and secure pedestrian facilities, new footpaths, and well-lit streets.
- Ease of road use when coming and going from your properties.
- Retention of on street parking outside your properties.
- Safety and protection for all road users, especially cyclists.

Cycleway Aggregation

We received a large number of submissions from people concerned about cycle safety and transportation mode-shifts.

A total of 234 (71%) of the 330 submissions made mention of cycleway planning. Within this group:

- 2 submissions (1%) support the proposal
- 118 (50%) support the proposal with changes
- 114 (49%) do not support the proposal

An estimated 112 (48% of cycle related) submissions came through advocacy channels Bike Auckland and Greater Auckland.

Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated the design suggestions and comments identified in the feedback, organised into themes. These suggestions and comments have been responded to by the project engineer.

Mt Roskill Safer Communities December 2021	
Cycle	
“Separated cycle lanes are essential. You need to include these in your designs.”	We have revised the design and will be providing separated cycling facilities through the two intersections
“Advance stop boxes and short sections of painted cycleway are no substitute for protected cycleways.”	We have revised the design and will be providing separated cycling facilities through the two intersections
Reduce allocated parking to add cycle infrastructure.	We have revised the design and will be providing separated cycling facilities through the two intersections

<p>Remove median strip to allow for cycle lanes.</p>	<p>We have revised the design and will be providing separated cycling facilities through the two intersections</p> <p>The section of Mount Albert Road between the two intersections are not within the scope of this project.</p>
<p>Compliance</p>	
<p>“Proposal does not reflect Auckland Council, Auckland Transport, Waka Kotahi, Climate commission mandate for mode shift.”</p>	<p>The aim of the project is to encourage more walking trips within the community especially those local trips such as schools and shopping. From the feedback we received we have revised the design and are proposing to provide separated cycling facilities through the two intersections.</p>
<p>“The changes have a motor vehicle first mentality; they do not meet Vision Zero requirements for all road users”</p>	<p>The aim of the project is to encourage more walking trips within the community especially those local trips such as schools and shopping. From the feedback we received we have revised the design and are proposing to provide separated cycling facilities through the two intersections.</p>

Roading	
<p>“If you cancel the accesses from Dornwell road and Hayr Road to Mt. Albert Road, there will be extreme inconvenience for the residents that live on these two streets”</p>	<p>Mount Albert Rd is an important arterial route for our public transport, freight, cyclists, pedestrians and vehicles and needs to operate as efficiently as possible.</p> <p>The intersection lay out means that it is not feasible to provide all movements at this intersection and at the same time maintain efficiency along Mount Albert Road. We have reviewed the proposed design and considered that making Hayr Road and Dornwell Road the most suitable layout to allow direct access into the two roads from Mt Albert Road as well as maintaining the function of Mt Albert Road as the people carrier.</p>
<p>“Putting in another set of traffic lights is unnecessary and will cause more traffic on an already busy road as well as a backlog of cars who cannot make the turn from Mt Eden Road onto Mt Albert Road.”</p>	<p>The aim of the project is to encourage more walking trips within the community especially those local trips such as schools and shopping. The proposal would provide safe crossing facilities for pedestrians at the two intersections as well as safe movements for other road users.</p>
<p>Reduce number of entrances to carpark to improve traffic flow.</p>	<p>Removing entrances along Mount Albert Road are outside the scope of this project.</p>
<p>Add speed breakers on Hayr Road and Dornwell Road for traffic control.</p>	<p>Dornwell Road will be speed calmed as part of the Puketapapa Local Board Greenway project.</p> <p>Subjected to funding, we are proposing to install two speed humps on Hayr Road to speed calm the road.</p>

Walkway

<p>“Why do you need another pedestrian crossing 100 metres away from the one at the traffic lights either end between Hayr Road and Dornwell Road, sorry complete waste of money.”</p>	<p>We understand that pedestrian would naturally follow the most direct and convenient route. There are several different pedestrian generators between the Mt Albert Rd/Hayr Rd/Dornwell Rd and Mt Albert Rd/Warren Ave/Mt Eden Rd intersections such as the Mt Roskill Library, Flicking Convention Centre, restaurants, gym, and pet shop. Retaining the existing zebra crossing will ensure any pedestrians coming from those shops have a safe crossing facility to use.</p>
<p>Remove proposed pedestrian crossing to allow for more street parking.</p>	<p>The proposed crossing facilities are necessary to provide safe crossing for pedestrians in the area. There will be a loss of 5 parking spaces at the intersection of Mt Albert Rd/Hayr Rd/Dornwell Rd, 3 on Mt Albert Rd and 2 on Dornwell Rd. There will be a loss of 6 parking spaces at the intersection of Mt Albert Rd/Frost Rd, 5 on Mt Albert Rd and 1 on Frost Rd.</p>
<p>Footpath and walkway design requires increased consideration for elderly and disabled footpath users.</p>	<p>We will ensure that any new footpath proposed as part of this project will meet current standards.</p>

