

Feedback Report

Carrington Road Improvements Project

July 2024



Executive summary

Land adjacent to Unitec is being developed for housing by three Tāmaki Makaurau rūpū. Over the next 10 to 15-plus years, at least 4,000 homes will be built. Carrington Road is being upgraded to support this local housing development, funded through the Government’s Infrastructure Acceleration Fund.

From Monday 27 May to Sunday 23 June, 2024, Auckland Transport (AT) invited feedback on the preferred option for Carrington Road, accessible as an interactive online plan. Public consultation was promoted via letters, flyers, posters, business door-knocks, and a community drop-in session. It was supported by engagement with project partners and key stakeholders.

A total of 169 participants provided 512 comments on the preferred option. Feedback was constructive, focussing on specific aspects of the design and clustered in key locations. The Northwestern Cycleway crossing attracted 150 comments, followed by Sutherland Road intersection with 32 comments and Great North Road intersection with 25 comments. A total of 40 comments did not relate to a specific location. Top feedback themes included support for raised tables and crossings, suggestions to improve safety, requests for more planting, and feedback relating to connections and access.

In late 2024, the AT Board will consider the investment case recommending a preferred option for upgrading Carrington Road. Design work and further community engagement will continue throughout 2025, with construction expected to start in 2026.

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Introduction

Project background and context

Carrington Road is being upgraded to support local housing development. Auckland Transport (AT) plans improvements to make everyday journeys along this busy arterial safer and easier.

Land adjacent to Unitec is being developed for housing by three Tāmaki Makaurau rūpū: Marutūāhu, Ngāti Whātua and Waiohua-Tāmaki, as part of their collective Treaty settlement. The development is being facilitated by the Ministry of Housing and Urban Development.

Over the next 10 to 15-plus years, at least 4,000 homes will be built, along with parks and open spaces, bringing new people and families into the neighbourhood. Over time, this will increase the use of Carrington Road and change the street environment.

The Carrington Road Improvements project is evaluating how space within the street can best be used, to accommodate population growth and provide people with improved travel options.

In 2023, community feedback was sought on project elements such as a cycleway, bus or transit lanes, bus stops, and crossings. Community feedback helped shape a “preferred option” on which feedback was sought during May and June 2024, as detailed in this report. In 2025, further community engagement will be undertaken on a design for construction.

The Carrington Road Improvements project is funded through the Government’s Infrastructure Acceleration Fund, enabling early delivery of key transport upgrades to support urban development around the Unitec campus.

The Carrington Road Improvements project is working within the funding available to ensure infrastructure is in place to support the new development, as well as growth and intensification in the wider area.



Figure 1: Artist’s impression looking north on Carrington Road, north of the Woodward Road intersection

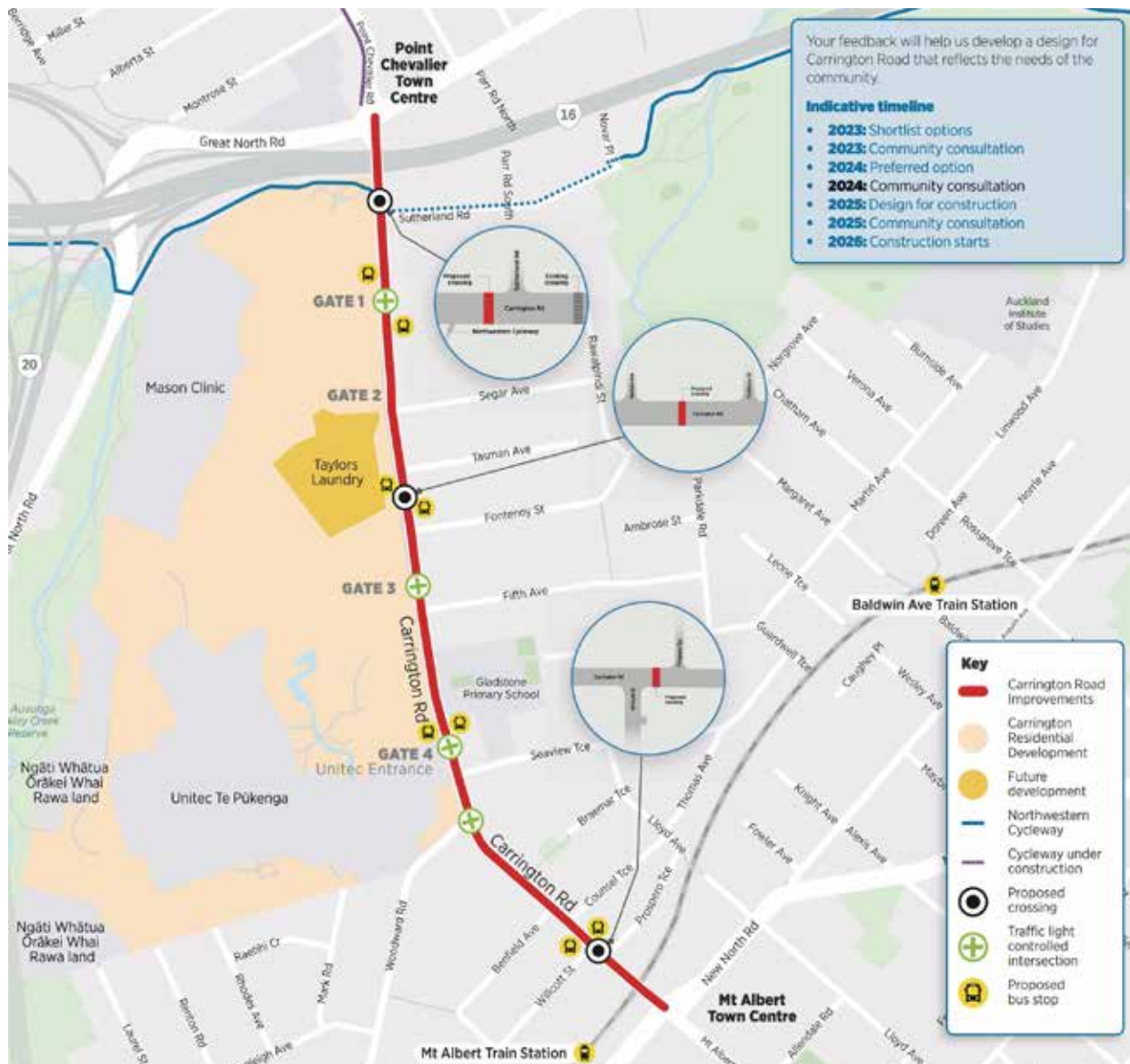


Figure 2: Carrington Road Improvements covers the length of Carrington Road.

Engagement overview

Public consultation ran from Monday 27 May to Sunday 23 June, 2024. The preferred option was accessible as an interactive online plan, with the option for visitors to the site to provide feedback anywhere on the plan.

Some aspects within the plan were fixed, such as the requirement to install traffic lights at some intersections. Informative text within the plan signalled this through use of the word “required”, e.g. *Traffic lights are required at Gate 3 to support the Carrington Residential Development*. Aspects of the plan which public feedback could influence were signalled by use of the word “proposed”, e.g. *A signalised dual crossing for pedestrians and cyclists is proposed*.

Activities to raise awareness

- Project flyer delivered to properties along and surrounding Carrington Road. This included 7,591 flyers delivered as unaddressed mail and 90 flyers sent as addressed mail to property owners, where they were not owner-occupiers.
- Flyer emailed to project partners, key stakeholders, and subscribers.

- 30 A2-size posters advertising the consultation affixed to light poles and other street fixtures along Carrington Road.
- Update of the project web page and development of the interactive plan which was hosted on a linked site.
- One drop-in information session held at Gladstone Primary on Thursday 13 June, 3:30pm-6:30pm.
- Door-knock of businesses in the Mt Albert and Point Chevalier town centres. Multiple copies of flyers left in some businesses, e.g. cafes.

Drop-in Session

On Thursday 13 June, between 3:30pm and 6:30pm a drop-in information session was held at Gladstone Primary. Project information boards were displayed around the room and a large-scale printout of the preferred option was displayed. Attendees were invited to write feedback on post-it notes and place them on the preferred option printout.

While only around 20 people attended the drop-in session, detailed conversations were had and the project team received a variety of feedback received, including:

- Concern that Willcott Street and Counsel Terrace will increasingly be used for rat-running if congestion on Carrington Road worsens.
- Frustration at the Mt Albert traffic light phasing creating congestion on Carrington Road.
- Suggestion for pedestrian access to the station to be included under the rail overbridge.
- Comment that Carrington Road can be chaotic around Gladstone Primary during pick-up and drop-off times. Parents hold up traffic waiting for a free parking space and some park on the kerb.
- Support for more green spaces.
- Request to keep the Northwestern Cycleway crossing as a raised table crossing.



Figure 3: Drop-in session attendees were invited to write feedback on post-it notes

How it went

- A total of 169 participants provided 512 comments on the preferred option online. Of the 169 participants, 36% of them provided 79% of the comments. Four participants provided more than 20 comments each.
- The drop-in session was lightly attended, attracting around 20 people.
- Door-knocks of Mt Albert and Point Chevalier businesses indicated a high level of awareness of the project, but low interest.
- Similar to the consultation in 2023, the project generated significant interest amongst people who cycle Carrington Road. This is reflected in the focus of participant comments.
- Comments on the preferred option clustered around points of interest. The Northwestern Cycleway crossing attracted 150 comments from 146 participants. Given a total of 169 participants, 86% commented on the crossing.



Figure 4: Participants provided feedback on the preferred option, accessible as an interactive online plan

Online feedback

Sentiment

Participants were not asked to indicate sentiment towards the project, however participant sentiment has been analysed to gain better understanding of community attitudes towards the project.

A total of 60 or 12% of comments expressed positive sentiment. Of the 60, two comments were categorised as general support for the project, with the remaining 58 comments focussed on an aspect of the design.

“Thanks for adding raised tables at the side streets – this comment goes for all of them.”

“A good idea running the cycle path behind the bus stop.”

A total of 36 or 7% of comments expressed negative sentiment. Of these, four were categorised as general opposition to the project, with the remaining 32 comments focussed on an aspect of the design.

“This project should not proceed given that the scope/yield and/or needs of the Unitec development are not yet confirmed...”

“Very abrupt and messy lay-out here. Hard 90-degree turn to move onto the cycleway when making a right turn seems bad. Makes it uncomfortable to navigate on two wheels. Additionally it has some conflicts with people walking.”

The remaining 416 or 81% of comments have been categorised as neutral.

“This needs to be a raised crossing - so many near misses here especially with cars dropping children to the daycare on the corner.”

“Add bollards at the end to prevent rat running with a no exit sign at the entrance.”

Noting that participants were not asked to indicate sentiment towards the project, categorisation of comments as positive, negative, or neutral should be regarded as indicative only. The positive sentiment comments included 10 comments by one participant and the negative sentiment comments included eight comments by one participant, therefore the language used by participants’ has significant influence in sentiment categorisation.

Of much greater significance, only six comments were categorised as providing general support or general opposition in regard to the project. The remaining 506 comments provided constructive feedback, focussing on aspects of the design participants wished to indicate support for, or aspects they believe could be improved. In this respect, participants can be regarded as engaged and knowledgeable, with many drawing on their day-to-day experiences on Carrington Road.

Themes

A total of 512 location-based comments were made online. Common themes were recorded across similar infrastructure such as crossings and intersections and are detailed below. [Later in this document](#), online feedback is assessed by location.

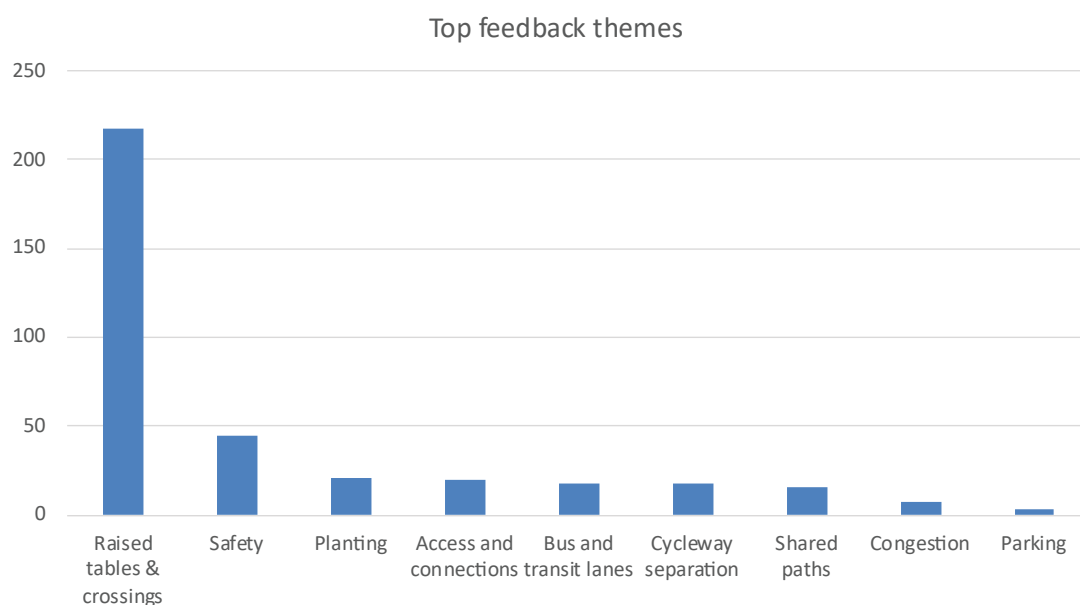


Figure 5: Feedback themes

Raised tables/crossings

The request that a crossing or intersection be raised, or comments supporting raised tables at side streets, was recorded in 218 comments. Of these, 131 or 60% of these related to the Northwestern Cycleway crossing. No negative feedback was recorded in relation to raised tables.

“This should continue to be a raised table crossing to ensure safety for cyclists and pedestrians. Currently even with the raised table some drivers fail to stop.”

*“Raised crossings really help adjust visibility of (and for) vulnerable road users.
Thank you!”*

Safety

Raised crossings were associated in comments with safety, but the theme of safety was also expressed within 45 comments outside of those related to raised crossings. Often this was connected to a criticism of the design, particularly at intersections.

“Need to find a safer way to get cyclists thru this intersection - cars turning left from Woodward Ave often speed thru without checking for northbound cyclists who are often travelling at speed due to the gradient here.”

“Another intersection with old-fashioned bike boxes and missing bike crossing leg, also way too many lanes for pedestrians to cross safely.”

Planting

The planting of trees and greenery, or the need to protect existing trees, was mentioned 21 times. In some instances this was to support the proposed location of trees and raingardens, and in others to suggest locations suitable for planting.

“Need additional tree planting in this section. Looks very barren.”

“Support planting of additional trees. Oppose the removal of 40 trees and would like AT to consider retaining as many of these as possible.”

Access and connections

Access or connections were mentioned 20 times, usually in conjunction with nearby destinations such as Mt Albert Station, or to other infrastructure such as the cycleway under construction on Point Chevalier Road.

“There needs to be more consideration how people transit from the new development and bus routes to the rapid transport options (Mt Albert Station).”

“It feels like this is a very indirect route for someone riding a bike if they want to continue forwards or to turn right from Carrington to Pt Chev.”

Bus and transit lanes

Bus or transit lanes were mentioned 18 times, often in conjunction with a design suggestion. Comments requested bus lanes be extended beyond the extents shown on the plans and there were preferences expressed regarding hours of operation.

“The bus lanes are an excellent move. They should be T3 lanes encouraging car sharing and available to motorcycle and motor scooters. I agree the lanes should be for peak times.”

“Please keep bus lanes for buses only. T2 and T3 lanes are difficult to enforce.”

Cycleway separation

The cycleway being separated from vehicles and pedestrians was mentioned 16 times, either in support of what is proposed or to note its importance for safety.

“These cycle lanes need to be properly protected with concrete separators due to the speeds that cars travel on this road.”

“I strongly support separated cycleways across this bridge. This is an essential piece of infrastructure.”

Shared paths

Shared paths were criticised 16 times, often linked to safety concerns, e.g. the use of shared path around crossings and intersections. The key feedback was a preference to provide separate facilities for cyclists and pedestrians over shared spaces.

“The separated cycleway needs to continue through this section, defaulting to a shared path isn't going to be a good user outcome for people on bikes or walking. Perhaps a short section of bi-directional cycleway with a footpath can be squeezed in?”

“Ambivalent towards having a shared space here. Would probably prefer to keep peds/cycles separate.”

Congestion

Congestion was mentioned in seven comments, three of which related to bus lanes alleviating congestion. We know from engagement with the local community through the Community Liaison Group and the Mt Albert Residents Association that congestion is a significant local concern and will consider feedback provided by these groups.

“Need another traffic lane across the rail line as already there are massive queues...”

“Please make bus lanes for the entire stretch of Carrington Road, for both sides of the road. This will greatly assist congestion!”

Parking

Parking was mentioned in three comments, twice in support of the project approach to repurpose parking for bus or transit lanes, one in opposition. As with congestion we know that on-street parking is a local concern. In the next project phase we will continue working with Gladstone Primary School on safe access at drop-off and pick-up times.

“If you are going to put more housing along the road we need more car parks.”

“I strongly support the reallocation of unsafe carparks to provide safe protected cycleways”

Project partner and key stakeholder engagement

- AT is engaging with Mana Whenua through AT's regular Central Hui. Mana Whenua have indicated particular interest in native tree relocation or replacement and stormwater management.
- AT held workshops with the Albert-Eden Local Board to provide project updates and to share the preferred option.
- AT held a workshop with the project's Community Liaison Group to seek their feedback on the preferred option design.
- AT presented the preferred option to the Gladstone Primary Board of Trustees.
- AT presented the preferred option to the Mt Albert Residents Association.
- AT consulted with bike users groups on options for the Northwestern Cycleway crossing
- AT is engaging with the Rōpū who are leading the Carrington Residential Development around Unitec. AT's preferred option aligns with the infrastructure being delivered by the Rōpū.
- AT is engaging with Unitec, in particular around the Unitec entrance (Gate 4) design.
- AT has met with property owners to discuss potential changes to access.
- AT is engaging with local businesses such as Taylors Laundry.
- AT is engaging with Watercare and other utilities.

Community Liaison Group

Since February 2023, the project has periodically sought feedback from a Community Liaison Group comprising a cross-section of the local community.

At the fourth Community Liaison Group meeting held on 5 June 2024, the preferred option was presented to the group of around 10 attendees. A large-scale printout of the preferred option was displayed, and attendees were invited to write feedback on post-it notes and place them on the printout. Feedback included:

- Consider whether there is sufficient demand for all the proposed midblock pedestrian crossings.
- Plant traffic and pedestrian islands.
- Prevent the lane at the Woodward Road intersection from being used as a cut-through.
- Include ramps for cyclists to exit the cycleway, e.g. at intersections.
- Raise the Northwestern Cycleway crossing.
- Review sightlines on approach to the Northwestern Cycleway crossing.
- Consider use of 'smart studs' that light up the crossing approach when it is in use.
- Discuss realignment of the Northwestern Cycleway within the development. Currently dark, windy, dangerous.

Mt Albert Residents Association

On Tuesday 11 June, representatives from the project team presented at a Mt Albert Residents Association meeting. Key discussion topics included:

- Interest in current cycling numbers on Carrington Road around the Mt Albert end.
- Questions around how safety improvements are measured and how traffic modelling is undertaken.
- Travel time along Carrington Road.

- Housing number projections for Carrington Residential Development.
- What aspects of the project are fixed and what could change.
- Woodward Road congestion.
- Rail overbridge lane configuration and traffic light phasing.
- MARA advocacy for another lane for vehicles on the rail overbridge.
- Wider AT decisions about level crossing closure and grade separation.

Gladstone Primary Board of Trustees

On Tuesday 25 June, representatives from the project team presented at a Gladstone Primary Board of Trustees meeting. The Board provided the following feedback:

- Concern expressed about space constraints south of Woodward Road meaning reduced mode-separation and safety.
- Cycleway and footpath design should be safety-focussed and designed for our youngest and most inexperienced walkers and riders. The Board asks that AT consider:
 - The risk that children can fall from raised paths into traffic if there is no physical separation.
 - The footpath should be level with the cycleway to enable children or inexperienced riders to seek refuge on the footpath.
- Support for dual use of bus/transit lanes and parking during morning and afternoon pick-up and drop-off times.
- It is important that vehicle traffic is able to flow freely around the school. If vehicles back up on Seaview Terrace because they cannot access Carrington Road, that is a safety issue for the school. The Board asks that AT consider:
 - How traffic will be able to safely move around busses at bus stops near the school.
 - How traffic will be able to safely flow in and out of Woodward Road, Seaview Terrace, and around the school.
- The upgrade should integrate with planned road upgrades in the area, e.g. on New North Road. AT should take a future-focussed approach, given the potential for rework and unnecessary disruption.
- Once they are available, the Board would like to discuss detailed designs for the area around the school and along the routes that students travel.
- The Board asks that AT liaise with the school around timing of construction.

Online feedback by location

Feedback clustered around key locations, in particular crossings and intersections. A selection of key locations and their associated feedback are listed below.

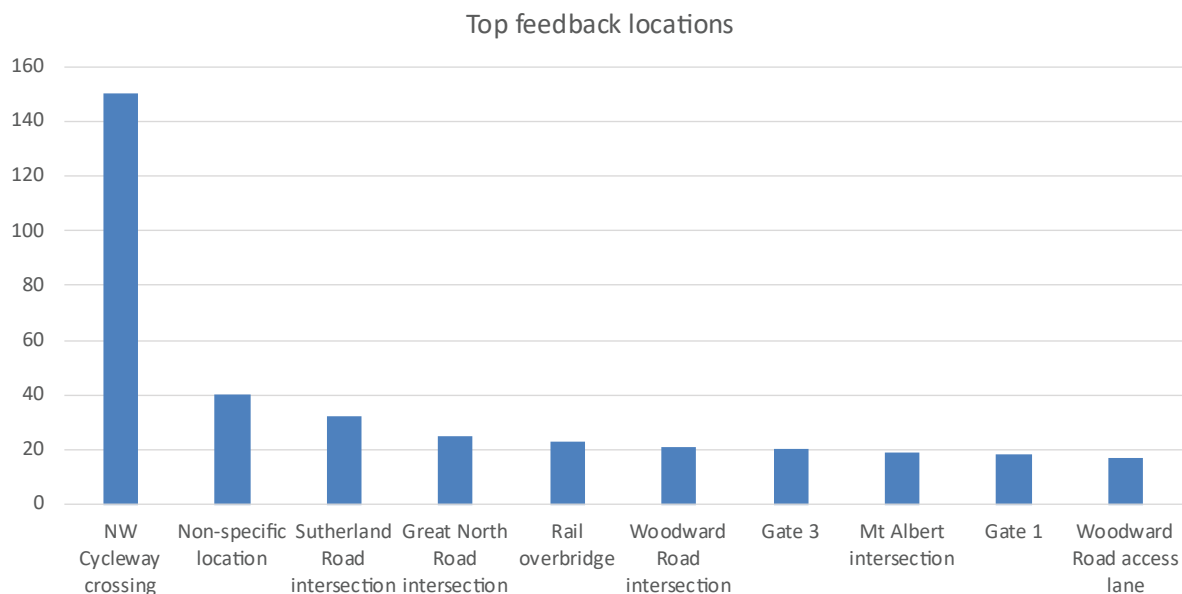


Figure 6: Top 10 feedback locations

Northwestern Cycleway crossing

This location attracted 150 comments from 146 participants. Of the 150, 131 or 87% requested a raised crossing. As noted above the request for a raised crossing was linked to safety, with commenters drawing on their own experience of using the crossing.

“Please keep this crossing raised- the evidence is clear that raised crossings are significantly safer for cyclists and pedestrians.”

“Since the raised crossing has been in place the crossing has felt much safer. Cars actually stop for me!”

“Please can this continue to be a raised crossing for cycles and pedestrians, as it is now. My sister has been hit on her bike here by a car and it is a notorious spot for cars ignoring cyclists crossing.”

In addition to requests for a raised crossing, five comments advocated for traffic lights and five for an overpass or underpass.

“This is going to need traffic lights with the volume of bikes using it.”

“I think if you're serious about this you need to look at an overpass for cyclists.”



Figure 7: The Northwestern Cycleway crossing attracted 150 comments

Sutherland Road intersection

This location attracted 32 comments. Eleven comments at this location focussed on design, in particular the transition from Carrington Road, visibility concerns, and potential conflicts with vehicles turning in and out of Sutherland Road. A number of respondents suggested moving the cycle crossing point further down Sutherland Road to help address these concerns. A raised table is proposed across the entrance to Sutherland Road. Three comments suggested this should be a raised crossing.

“Move the cycle lane crossing “behind” the pedestrian crossing on Sutherland Rd. It’s already difficult enough for cars on Sutherland Rd to merge onto Carrington Rd.”

“How does this transition work for people on bikes? From Sutherland, how do they cross right, then left? ground markings and wayfinding needed here.”

“...something creative needs to be done for cycles turning right from Sutherland onto the shared path to continue down the Northwestern path. There will be conflict between motorists and cycles at this point.”

“This needs to be a raised crossing - so many near misses here especially with cars dropping children to the daycare on the corner.”

This location attracted 10 comments relating to things out of scope for the project. Six comments requested an improved road surface along Sutherland Road and four comments requested cycling facilities.

“This whole section from here from the crossing to the end of Sutherland has been a pathetic and dangerous compromise since it was built, when will there be an actual cycle way through here?”

“The road surface on Sutherland is bone-rattlingly terrible.”

These comments will be considered by AT with regard to future projects and road maintenance.

Great North Road intersection

This location attracted 25 comments, seven of which requested the slip lane be raised.

“Please can we have a raised crossing here to improve safety.”

“This crossing needs to be raised, to make it safer for people walking and cycling across left-turning motorway-bound traffic.”

“The Kainga Ora development across the road is one of few that will cater to those with accessibility needs. I would expect here of all places it would be important to ensure this is raised so that it is safe and accessible for all users?”

Seven comments focussed on safe connections with Point Chevalier and Great North Road.

“Please consider how cyclist can safely merge onto Carrington to turn right onto Great North Road - especially seeing as there is an advanced stop box at the intersection, you are signalling to people on bikes to merge into this very busy road.”

“It feels like this is a very indirect route for someone riding a bike if they want to continue forwards or to turn right from Carrington to Pt Chev. Can you make this a safer connection?”

“Upgrade the wayfinding here, include connections to Pt Chev, Meola, Westmere as well as other directions”

“How does this tie into the proposed cycle facility on Pt Chev Rd?”

An additional five comments related to the Point Chevalier side of the intersection, out of scope for this project. To view plans, visit AT.govt.nz and search for “Point Chevalier to Westmere improvements project”.

Mt Albert rail overbridge

This location attracted 23 comments, eight of which related to the connection to the station.

“Missing a ramp here for people using the bike lane to be able to access this train station entrance.”

“Please add accessible ramp access from cycleway to foot path in front of the station entrance.”

“Would love to see an underpass here for pedestrian access to the station, and the bus stop on New North Rd by the station, without waiting for the long signal change at New North/Carrington intersection.”

Six comments related to bridge design, some with safety aspects.

“Support this wider footbridge for pedestrians as currently a pram going one way, and then a pedestrian going another way means there is not much space to pass.”

“Widen the footpath and bridge. Footpath should be minimum 1.8m wide.”

“It would be great if this entire lane, or most of it was painted green! This is a great marker for all road users that this is a cycleway.”

“Bring back the rail so wobbly little bike riders can use this too.”

Woodward Road intersection

This location attracted 21 comments, 12 of which related to intersection design, often with a safety component in regard to cyclists being able to safely move through the intersection.

“Another intersection with old-fashioned bike boxes and missing bike crossing leg, also way too many lanes for pedestrians to cross safely. Doesn't feel up to scratch with AT's latest design guide, needs a rethink.”

*“You are making this intersection *worse* for cyclists coming along Woodward by removing the protected left turn. Please retain this.”*

“Agree with others re: general layout of this intersection. Left turn from Woodward onto Carrington needs to be much sharper to prevent cars from speeding through. Safe right turn from Carrington onto Woodward and Woodward onto Carrington needs to be made available for cyclists.”

“How do cyclists turn right from cycle lane, into Woodward Road, this design makes it literally impossible without an insanely large detour, again these cycle boxes at this intersection, what purpose do they serve?”

Two comments questioned the need for traffic lights.

“I have not seen queues to get in or out of Woodward Rd. Adding signals will slow everyone down and encourage right turns out of Woodward.”

“Currently cyclists have a level of priority out of Woodward Road due to the 'free left cycleway' on to Carrington Road. This design reduces the capacity and introduces delays which are not necessary. Is there an actual demand here for signals that really needs to be dealt with? My experience as a daily turning at this intersection is that during peak it is not congested nor unsafe.”

Two comments advocated for the crossing legs of the intersection to be raised.

“This needs to be a controlled AND raised crossing to ensure safety of pedestrians and cyclists.”

Gate 3

This location attracted 20 comments. Eleven of these comments related to intersection design, similar to Woodward Road intersection, but including a suggestion to improve bus movements through the intersection and for a roundabout to replace traffic lights.

“Allow busses to go straight on left hand turn so they do not have to merge into central lane.”

“Terrible design for cyclists to turn left from farm road shared space idea is bad. Take out bike box on farm road, push crossing back slightly and provide new protected cycling box that allows left and right turns with light priority.”

“Odd design for bikes here, it's a mishmash of old fashioned (bike boxes) and new (protected bike lanes). And a missing bike crossing. Has to be a better way. Doesn't AT have some Dutch style roundabout designs?”

"I believe a roundabout or at very least a Barnes Dance intersection would be a safer and simpler option than this complicated one."

Three comments related to sections of shared path.

"Here and elsewhere on the project, there appears to be enough space for fully separated footpaths and cycleways. Projects should avoid sections of shared path, as these unnecessarily create danger for less-able pedestrians."

"Ambivalent towards having a shared space here. Would probably prefer to keep peds/cycles separate."

Mt Albert intersection

This location attracted 19 comments, however 10 of the comments related to areas out of scope to the project. It has been included because seven of the comments related to safety concerns by users of the northbound cycleway on Mt Albert Road.

"Desperately need to protect the cycle lane here from cars using it to sneak thru to turn left - this happens on almost every cycle of the lights during busy times, at some point a cyclist is going to get hit."

"Left turning traffic regularly blocks the lane requiring cyclists to stay back or ride on the pavement. A couple of concrete blocks would help here."

"Please add separation for cyclist in on Mt Albert Road to avoid left turning cyclist getting hit by vehicles advancing and trying to turn left."

Four comments requested a crossing facility for bikes across Carrington Road.

"Bike crossing needed to allow riders to transfer to train."

"A formal bike crossing here would allow southbound travellers to more easily access the station entrances."

Gate 1

This location attracted 18 comments, eight of which suggested a raised crossing or intersection.

"Please make this crossing raised- the evidence is clear that raised crossings are significantly safer for pedestrians and cyclists."

"Footfall in this area is going to increase substantially. This should be a raised crossing."

"This crossing should be raised for the safety of school children and other vulnerable pedestrians."

Six comments criticised the use of sections of shared path or commented on the lack of space for cyclists and pedestrians.

*"Why are we *still* specifying "shared corners" in 2024. There is no need to do this; you can keep the separation continuous through the junction with the same amount of space, as for Ian McKinnon Drive and Upper Queen Street."*

“Is there enough space here for cyclists to turn right to access the cycleway in the Carrington Road development? How do you fit on the footpath to push the button to call the crossing?”

“Hard 90-degree turn to move onto the cycleway when making a right turn seems bad. Makes it uncomfortable to navigate on two wheels. Additionally it has some conflicts with people walking.”

Woodward Road access lane

This location attracted 17 comments, 15 of which related to preventing it's use as a slip lane for vehicles accessing Woodward Road from Carrington Road.

“Drivers will use this as a cut through and will cut across the cycleway to avoid the lights.”

“Create very low max speed, 5 km ph, allow for cyclists to turn left into driveway and exclude all non-local traffic.”

“Maybe needs to be a dead end for cars so that it can't be used by non-local traffic? Otherwise I'm concerned it will be unenforceable and dangerous for pedestrians and cyclists.”

Prospero Terrace intersection

This location attracted 15 comments, 12 of which requested a raised table or raised crossing be installed, consistent with other side streets.

“Raised table needed here to prevent vehicles entering/exiting this road at speed.”

“Raised crossing needed here - they really help adjust visibility of (and for) vulnerable road users.”

“Please add a raised table here as this is now an important pedestrian thoroughfare and quite a lot of kids move through here.”

Two comments proposed making Prospero Terrace left turn only.

“I think drivers doing a right turn here will be really challenging, and also they are most likely going to park over the cycleway in order to see traffic flow. If possible, I would support making this a left turn only for vehicle traffic.”

Willcott Street / Prospero Terrace crossing

This location attracted 15 comments, eight of which requested the crossing be raised.

“This should be a raised crossing for maximum safety, given downhill traffic here with drivers eyes likely to be on the Mt Albert traffic lights.”

“Please make this a raised crossing to further ensure slow vehicle speeds in this area. I have seen a lot of people, especially in morning and afternoon rush trying to run red lights.”

Other comments requested the crossing be made a dual crossing for pedestrians and cyclists, for the southbound bus lane to extend past the crossing, and for better cycleway protection on the southbound cycleway approach.

"It would be great if bus lanes extended here, as buses needing to merge back into the central lane can cause a delays and frustrations between bus/cars."

Gate 4

Unitec's main entry attracted 13 comments, covering a range of themes. Four comments requested the intersection be raised or a Barnes Dance installed, to make it safe for children.

"Ensure intersection will be safe for kids getting to school - maybe the whole intersection should be raised?"

"Please add a traffic light countdown + barnes dance crossing for the safe crossing of pedestrians, especially children."

"Please rethink this part of the design so it works better for children's travel needs. This intersection is really important for kids going to Gladstone school. Good to see an extra crossing leg here, but five lanes of traffic make it more unsafe, as well as a huge distance to cross. Can the intersection be on a raised platform for added safety?"

Other comments related to traffic light phasing, a request that the area of shared path be removed, and a suggestion that the intersection was poorly thought out.

"Integrate phasing with Woodward Road traffic lights to ensure access to Seaview Terrace remains workable."

"NO TO THE SHARED CORNER!!!! Please continue the separation through the junction."

"Design for bike movements seems not fully thought out. Old school bike boxes, missing leg on one crossing etc."

Northwestern Cycleway entrance

This location refers to the area south of the SH16 overbridge where the Northwestern Cycleway joins Carrington Road. It attracted 11 comments mainly related to issues with the entrance and use of shared path.

"This is a really tight almost blind corner with mixed pedestrian and bikes - this could be improved - splitting pedestrian and cycles along this area."

"As a bike rider I've had a number of near misses with people on scooters, bikes and pedestrians in this area. It really does need to be a fully separated space here, not shared!"

"The entrance to enter and exit the cycleway is too tight and dangerous when more than one cyclist or pedestrian are navigating it at the same time."

"Please make the entrance here wider so it is easier to manoeuvre a large ebike through it. This spot often gets congested and is at an awkward angle so is a choke point."

Other locations

Other locations that attracted comment clusters are listed below.

Seaview Terrace intersection – nine comments

“Need to ensure that the lights at the Unitec Gate and Woodward Road are phased in an integrated way that enables people to enter and exit this road.”

Health organisations and business area intersection – nine comments

“Why no raised table here? The driveway is super wide, and has lots of big trucks coming in and out, which often don't stop till the last minute. Please add a raised table and proper zebra here for safety.”

Segar Avenue intersection – eight comments

“Segar Ave has purpose-built housing for people with disabilities, who often travel in wheelchairs... safety for mobility needs should be paramount here. Appreciate the raised table, but this should be a proper raised zebra crossing...”

Gate 2 – eight comments

“Why not use some of this huge paved area to add a turning bike lane left, and add vegetation?”

Willcott Street bus stop – seven comments

“Ensure the bus platform is wider than 1.5m to reduce conflict between people stepping off the bus into the platform and people cycling along it.”

Fontenoy Street intersection – seven comments

“It is important to have clear vision for drivers approaching an intersection for safety. Cyclists may be travelling quickly in the cycle way. Motorists need a clear view down the cycle way. This may require vegetation control on private property and on berms.”

Fontenoy Street / Tasman Avenue Carrington Road crossing – seven comments

“Please make this crossing raised- the evidence is clear that raised crossings are significantly safer for pedestrians and cyclists.”

Tasman Avenue intersection – seven comments

“Love rain garden!”

Fifth Avenue – six comments

“The raised table is a welcome addition, there are plenty of fast rat-running vehicles that motor along this road. Any effort towards speed calming or disincentivising these shortcuts is great.”

Gladstone Primary School bus stop (east side) – five comments

“Why is this SB bus stop so far back from the Unitec entrance? This will just encourage people to cross midblock into the driveway.”

Service Lane (behind Point Chevalier shops) – five comments

“There needs to be some kind of raised hump to slow/stop drivers exiting and entering the driveway here - it's common for cars to zoom thru without looking for pedestrians and cyclists in the bike lane, have had many near misses here.”

Counsel Terrace intersection – four comments

“This should be a zebra crossing. It's already a raised platform!”

Non-specific location

A total of 40 comments did not relate to a specific location, or were made outside of the key areas identified. Comments related to a range of subjects including support for separated cycleways, comments related to bus or transit lanes, and comments relating to things out of scope such as maintenance requests. General opposition to the project was mostly captured within this category.

Next steps

In late 2024, the AT Board will consider the investment case recommending a preferred option for upgrading Carrington Road.

Further design work will be undertaken throughout 2025, considering and incorporating feedback received during public consultation and through ongoing engagement with project partners, stakeholders, and the local community.

In 2025, we will consider the provision of on-street parking, and drop-off and pick-up areas around Gladstone Primary School. We will also confirm whether the bus lanes will be implemented, or T2 or T3 transit lanes.

Construction is expected to start in 2026, aligning with the Carrington Residential Development.



Figure 8: Project decisions are shaped by many factors.

Appendix A: Project flyer

Carrington Road Improvements



Kōrero mai
**Have
your
say**

Carrington Road is being upgraded to support local housing development

Auckland Transport plans to make journeys along Carrington Road safer and easier.

We are seeking community feedback on:

- Bus or transit lanes
- Bus stops
- A cycleway
- Traffic lights
- Crossings
- Bridge improvements
- Parking
- Trees and vegetation
- Stormwater improvements



Scan the QR code to view the design and provide feedback, or visit **[AT.govt.nz/carrington](https://at.govt.nz/carrington)**

Feedback closes 23 June 2024



Visit **[AT.govt.nz/carrington](https://at.govt.nz/carrington)** to keep up to date with this exciting project



Project objectives



Safety. Carrington Road should be safe for everyone.



User experience. Getting from A to B on Carrington Road should be a positive experience, however people travel.



Travel choice, connections, access. People should have options for how they travel, wherever they want to go, and whatever their age or ability.



Liveability, wellbeing, environment. Carrington Road should be designed to be sustainable and adaptable to change.

Timeline

Your feedback will help us develop a design for Carrington Road that reflects the needs of the community.



Come and talk to us

The project team is holding a drop-in session at which you can find out more about the Carrington Road Improvements project and give feedback.

Gladstone Primary Staffroom

8 Seaview Terrace, or access off Carrington Road

Stop by any time:

3:30pm–6:30pm on Thursday 13 June

For more information

To ask a question or sign up for project communications, email:

ATengagement@at.govt.nz

or phone **09 355 3553**.



Visit [AT.govt.nz/carrington](https://at.govt.nz/carrington) to keep up to date with this exciting project

