



Feedback Report

Carrington Road Improvements Project

December 2023



Executive summary

Auckland Transport is upgrading Carrington Road to support local housing development. The project is funded through the Government's Infrastructure Acceleration Fund.

Public consultation ran from Friday 25 August to Friday 29 September 2023, supported by a brochure mail-drop, drop-in sessions, and other activities to publicise consultation.

A total of 365 survey responses were received, along with two emailed submissions. The local community was well represented, with 89% of submissions made by Mt Albert or Point Chevalier residents.

Survey participants indicated their preferred road layout option for the northern and southern sections, indicated support for or opposition to three proposed crossing locations, and gave general feedback.

Of the road layout options, Option 2 was preferred for both the northern and southern sections, mainly due to its continuous one-way cycleway on both sides of the road. All crossing locations were supported, with the proposed relocation of Crossing 3 most popular. General feedback indicated support for the project, concern about congestion at the Mt Albert end of the route, and requests for positive environmental outcomes to be prioritised.

In early 2024, the project will re-engage the community, with a renewed focus on local businesses. We will respond to feedback received to date, indicate how feedback has informed the project, and share a draft design of the preferred option for feedback.

Table of contents

Executive summary	2
Introduction	5
Project background and context	5
Engagement overview	6
Activities to raise awareness	6
How it went	7
Parking survey	7
Suburb breakdown	7
Survey question 1A – road layouts	8
Option 1 feedback	10
Option 2 feedback	12
Option 3 feedback	12
Other road layout feedback	15
Survey question 1B – road layouts	16
Option 1 feedback	17
Option 2 feedback	18
Other road layout feedback	19
Combined preferences – road layouts	20
Survey question 2A – crossings	21
Crossing 1 feedback	22
Other crossing feedback	23
Survey question 2B – crossings	24
Crossing 2 feedback	25
Other crossing feedback	26
Survey question 2C – crossings	27
Crossing 3 feedback	28
Other crossing feedback	29
Survey question 3 – other feedback	31
Business feedback and organisation feedback	33
Business feedback	33
Organisation feedback	33
Conclusion	34
Road layouts	34
Crossings	34
Other feedback	34
Next steps	34
Appendix A: Consultation brochure	36

Table of figures

Figure 1: Carrington Road Improvements covers the length of Carrington Road.	5
Figure 2: 30 A2-size posters advertising the consultation were displayed along Carrington Road	6
Figure 3: Feedback broken down by suburb. Suburbs with fewer than two submissions are excluded. Total of 212 responses.	7
Figure 4: The northern section of Carrington Road, marked in green.	8
Figure 5: North of Woodward Road, three road layout options were consulted on.	9
Figure 6: Northern section option preference. Total of 352 responses.	9
Figure 7: Option 1 feedback themes.	11
Figure 8: Option 2 feedback themes.	12
Figure 9: Option 3 feedback themes.	14
Figure 10: The southern section of Carrington Road, marked in green.	16
Figure 11: South of Woodward Road, two road layout options were consulted on.	17
Figure 12: Southern section option preference. Total of 344 responses.	17
Figure 13: Option 1 feedback themes.	18
Figure 14: Option 2 feedback themes.	19
Figure 15: Combined north and south preferences. Total of 343 combined responses.	20
Figure 16: Crossing 1, proposed between Willcott Street and Prospero Terrace.	21
Figure 17: Crossing one support and opposition. Total of 318 responses.	21
Figure 18: Crossing one support.	22
Figure 19: Crossing 1 opposition.	23
Figure 20: Crossing 2, proposed between Tasman Avenue and Fontenoy Street.	24
Figure 21: Crossing 2 support and opposition. Total of 317 responses.	24
Figure 22: Crossing two support.	25
Figure 23: Crossing 2 opposition.	26
Figure 24: Crossing 3, proposed north of Sutherland Road.	27
Figure 25: Crossing 3 support and opposition. Total of 337 responses.	27
Figure 26: Crossing 3 support.	28
Figure 27: Crossing 3 opposition.	29
Figure 28: Other feedback.	32
Figure 29: Project decisions are shaped by many factors.	35

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.

Carrington Road connects the Point Chevalier and Mt Albert town centres. People use Carrington Road to connect with buses, trains, SH16, the Northwestern Cycleway, and to access local homes, businesses, and education providers.

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. A Detailed Business Case will confirm AT's preferred long-term option for the corridor upgrade.

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.

Land adjacent to Unitec is being developed for housing by three Tāmaki Makaurau Rōpū: 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 many years, this will increase the use of Carrington Road and change the street environment.

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.

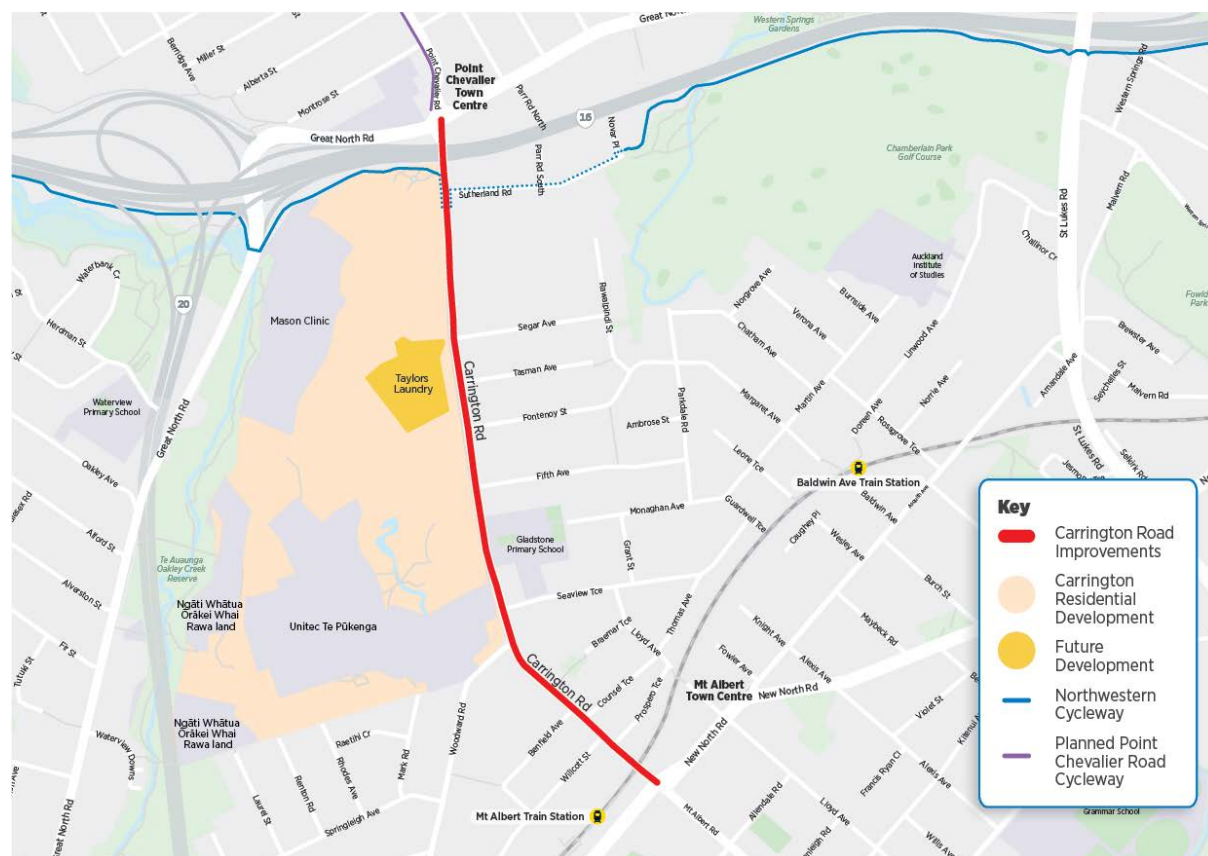


Figure 1: Carrington Road Improvements covers the length of Carrington Road.

Engagement overview

Public consultation ran from Friday 25 August to Friday 29 September 2023.

Survey participants were asked to choose their preferred road layout from the options under consideration, indicate whether they supported three proposed crossing locations, and outline what other feedback they had for the project team.

This report summarises feedback received through the survey and individual submissions. For each question, indicated preferences are summarised along with key themes from the feedback for each question.

Activities to raise awareness

- Brochure delivered to properties along and surrounding Carrington Road. This included 7,364 delivered as unaddressed mail and 277 sent as addressed mail to property owners.
- 30 A2-size posters advertising the consultation affixed to light poles and other street fixtures along Carrington Road.
- Brochure emailed to project partners, key stakeholders, and subscribers.
- Development of a project web page that linked to an online survey.
- Two drop-in information sessions held at Gladstone Primary.
- Door-knock of around 70 businesses in the Mt Albert town centre and around 45 in the Point Chevalier town centre.
- Presentation to the Mt Albert Residents Association.
- Workshop with the Albert-Eden Local Board.



Figure 2: 30 A2-size posters advertising the consultation were displayed along Carrington Road

How it went

- We received 365 responses to the project survey and two emailed submissions.
- The first of the two drop-in sessions was well-attended, with visitors engaging with the material on display and discussing the project in detail with project team members.
- Door-knocks of Mt Albert and Point Chevalier businesses indicated a high level of awareness of the project, most having received a brochure in the mail.
- The project generated significant interest amongst people who cycle Carrington Road or are interested in the improvement of cycling facilities in Auckland. Bike Auckland, Bike Pt Chev, and Bike Kingsland all provided feedback.

Parking survey

A smaller targeted survey was undertaken to find out more about how residents use on-street parking. A total of 54 parking survey letters were delivered to two areas along Carrington Road, adjacent or near to on-street parking. The letters included a link to an online survey, however only four submissions were received. Further engagement will be required in the next project phase.

Suburb breakdown

Survey participants were asked to indicate where they live. Around 65% did so, with 70% indicating they live in Mt Albert and 19% indicating they live in Point Chevalier, a combined total of 89%.

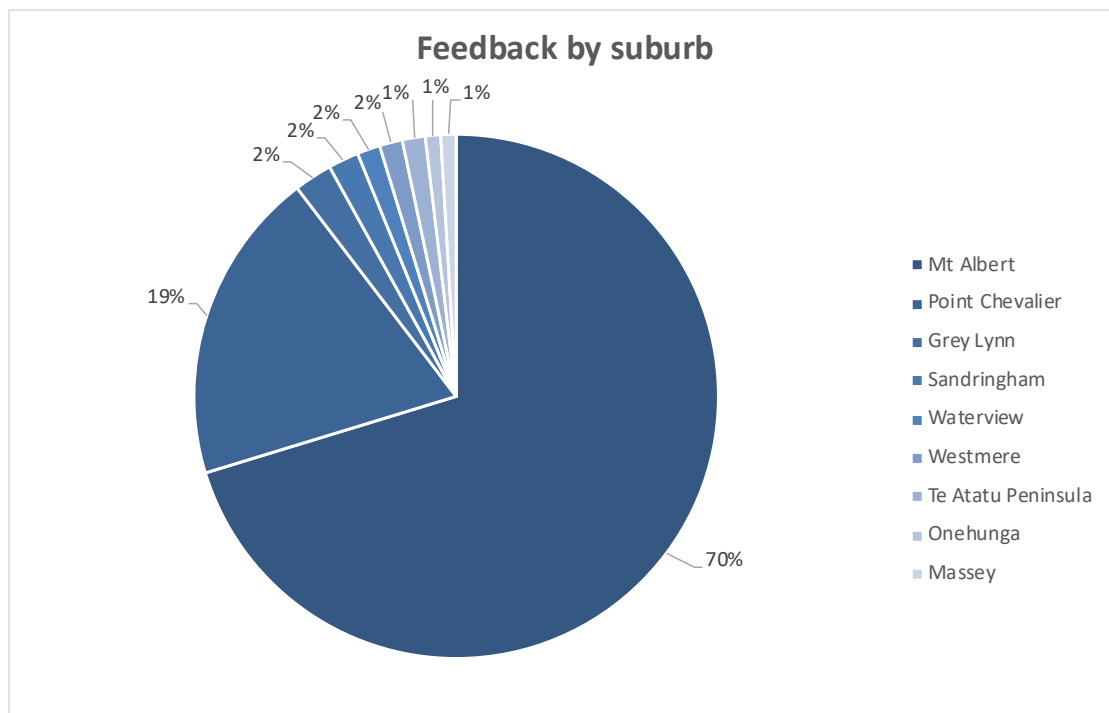


Figure 3: Feedback broken down by suburb. Suburbs with fewer than two submissions are excluded. Total of 212 responses.

Survey question 1A – road layouts

Survey question 1A asked:

Within the northern section of Carrington Road, between Woodward Road and Point Chevalier town centre, we're considering three road layout options. Select which option you prefer. Explain why you chose this option.



Figure 4: The northern section of Carrington Road, marked in green.

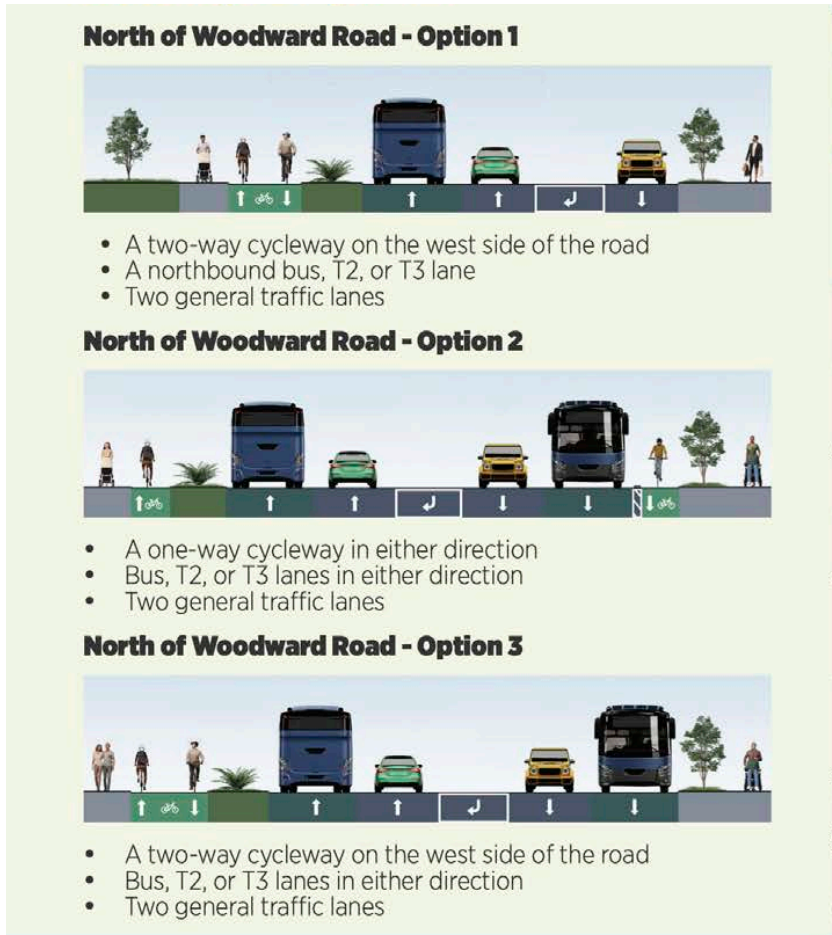


Figure 5: North of Woodward Road, three road layout options were consulted on.

This question was answered by 352 survey participants (96%). Of those, 62% favoured Option 2, 27% favoured Option 3, and 11% favoured Option 1.

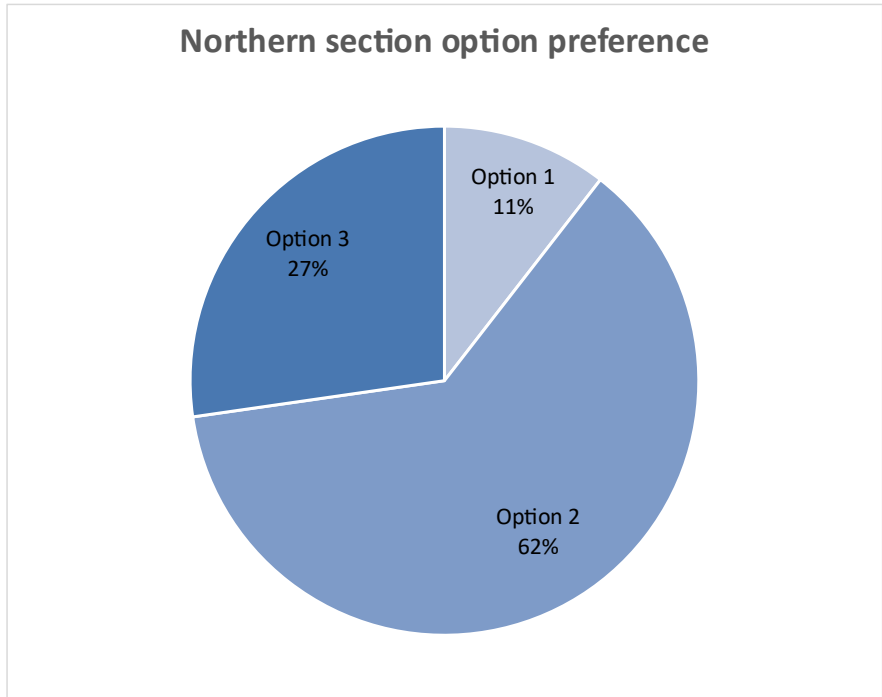


Figure 6: Northern section option preference. Total of 352 responses.

Option 1 feedback

The 11% of participants who selected Option 1 as their preferred option indicated a mix of reasons for their preference, including safety, less road widening required, and it being in their view a more environmentally-friendly option.

Five participants noted having one bus lane as a positive, mostly in terms of it freeing up space for other modes.

“This is the safest and user friendliest option. The cycle lanes with concrete crash blocks are dangerous to ALL road uses. I can't safely walk across the road with them, trip hazards and the like.”

“It's the cheapest; it will be quickest to build; it will have the fewest embodied emissions; it involves the least additional roading capacity, and is therefore the most TERP [Transport Emissions Reduction Pathway] compliant.”

“Option 1 is preferred as it Prioritises pedestrians and cyclists over bus lanes by having only one bus lane and more space for active modes.”

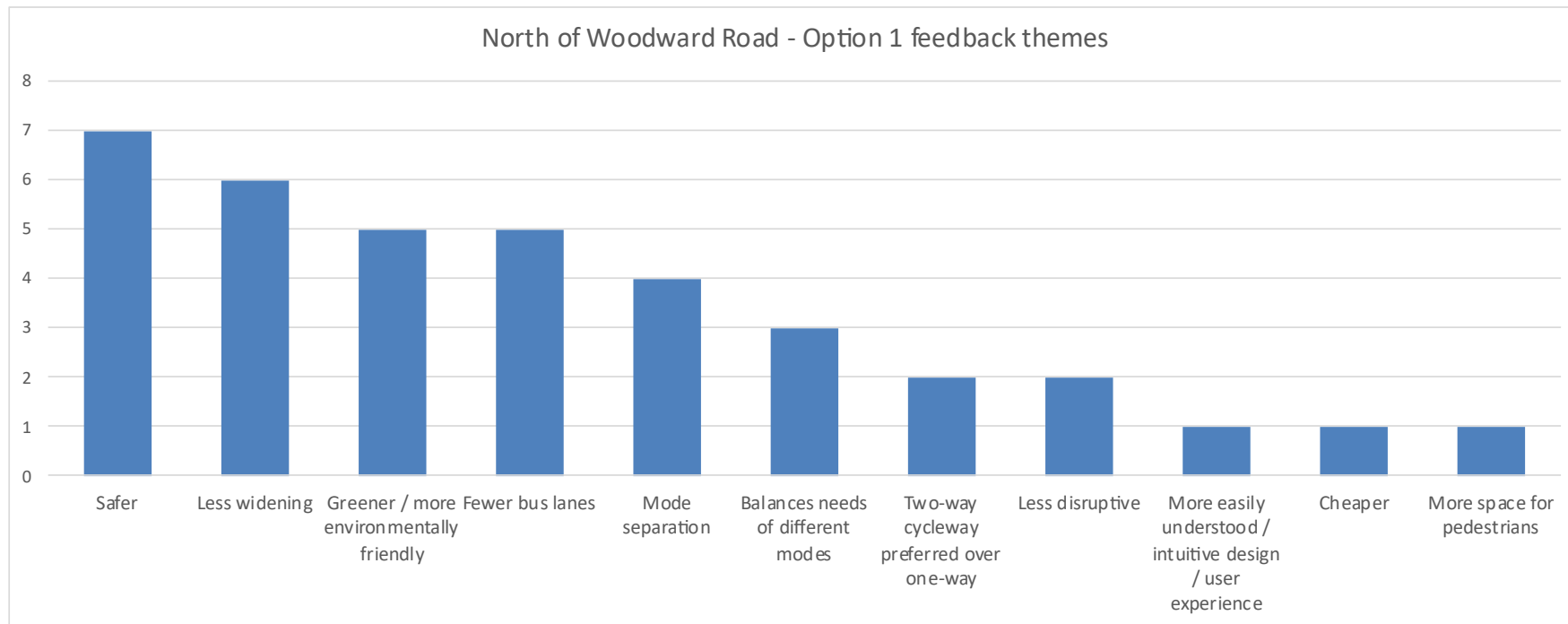


Figure 7: Option 1 feedback themes.

Option 2 feedback

Option 2 was the favoured option amongst participants, with 62% of those who answered this question selecting it as their preferred option. Its inclusion of a one-way cycleway, compared with the two-way cycleway of Option 1 and Option 3, was a key reason for favouring it. Better access and connectivity for cycling, safety for all modes, and having bus or transit lanes in both directions were also given as reasons for preferring it over other options.

“The advantage of cycleways on both sides of the road is that they can be joined easily. There are many side streets on the east side of Carrington Rd which will be disadvantaged by the proposed two-way cycleways.”

“...I find the one-way cycle lane in either direction safer and more intuitive to drivers. It tends to mean less crossing of the road required if you are entering/exiting side streets.”

“I think it is important to have cyclelanes on both sides as many children cycle to Gladstone on the other side of the road.”

“T2/T3 and bus lanes in both directions make sense.”

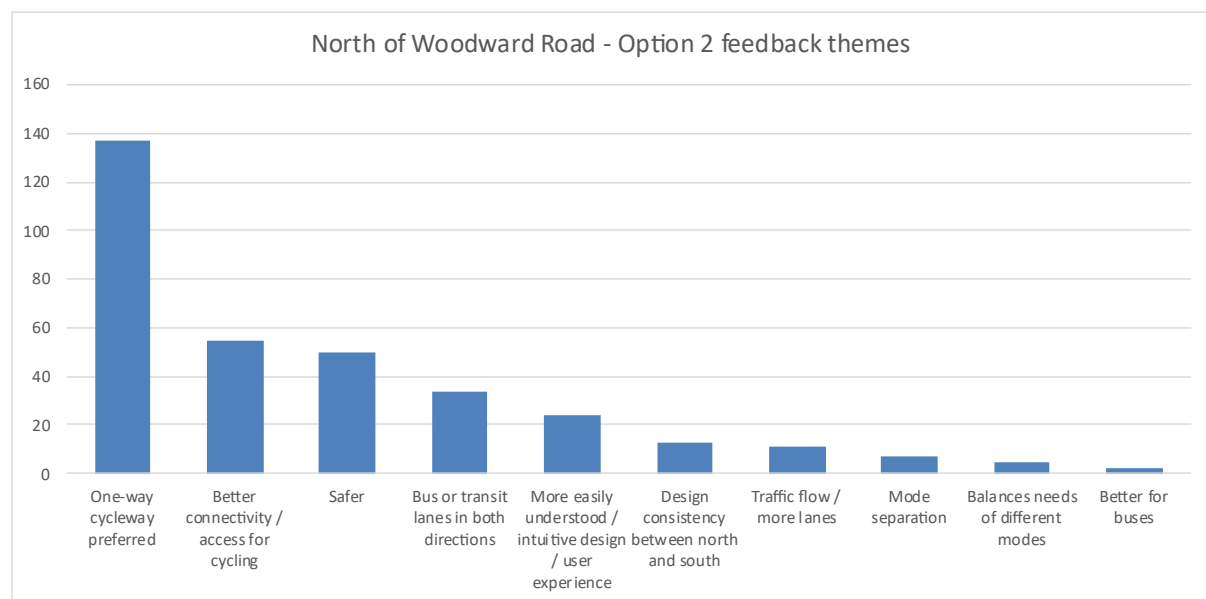


Figure 8: Option 2 feedback themes.

Option 3 feedback

The 27% of participants who selected Option 3 as their preferred option indicated a mix of reasons for their preference, including favouring a two-way cycleway over a one-way cycleway, having bus or transit lanes in both directions, and safety for all modes.

“I strongly prefer bidirectional cycleways as it is safer when overtaking people.”

“Having the two-way cycleway makes it feel more dedicated for cyclists, looks less bulky overall for the road, and gives cyclists a sense of place, both with the road and each other.”

“Complete separation between vehicles & cyclists much safer.”

“Dual bus lanes in both directions are a must have.”

“Buses in both directions needed and cycle lanes safer when together (like on city waterfront) - work better.”

“Complete separation between vehicles & cyclists much safer.”

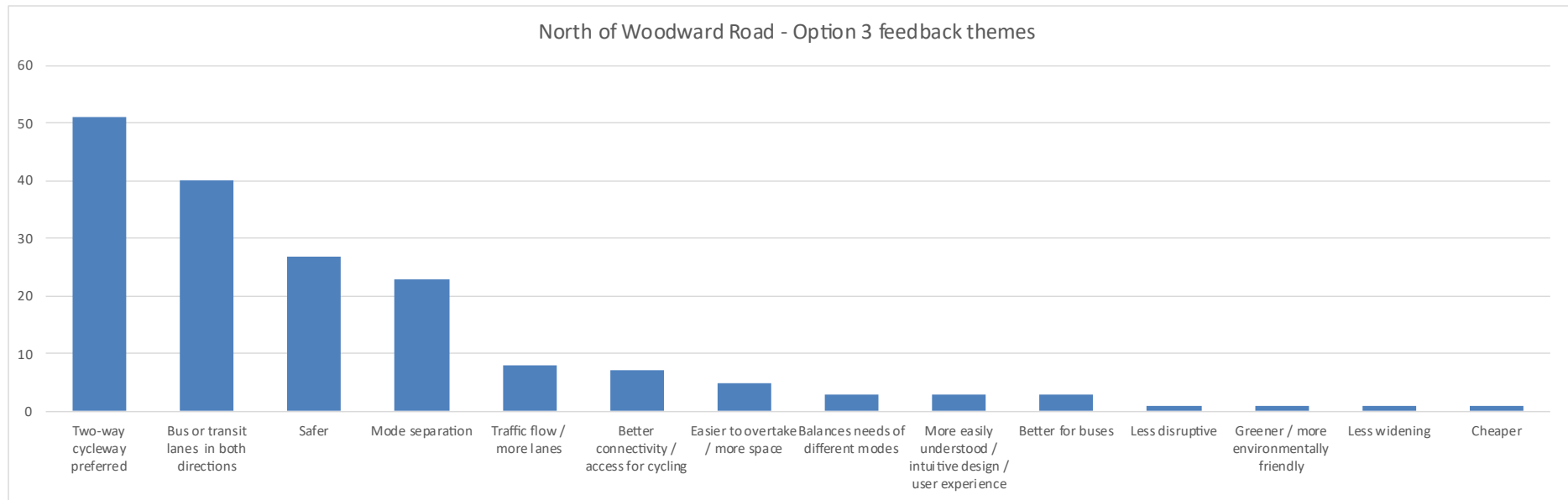


Figure 9: Option 3 feedback themes.

Other road layout feedback

A total of 13 participants requested AT design the cycleway as wide as possible, to allow safe overtaking. This reflects the cycleway's location near a school, as well as the variety of powered and non-powered bikes and scooters on cycleways.

A total of nine participants commented that the painted median strip should be removed or reduced in width to free up more road space.

"...we request that the bike lanes be built wide enough for whanau to travel together, and for easy and safe overtaking of for example child riders by those who wish to travel faster."

"...make sure the cycle lanes are 2.5m or more wide so that overtaking or riding together is possible."

"While flush medians are convenient for road users, it is massively expensive to widen the road and a balanced approach where some road users have to wait for a small amount of time while turning is appropriate."

"I believe this option can be further improved however by removing the central painted median and providing more room for a wider footpath and street trees."

Survey question 1B – road layouts

Survey question 1B asked:

Within the southern section of Carrington Road, between Woodward Road and Point Chevalier town centre, we're considering two road layout options. Select which option you prefer. Explain why you chose this option.

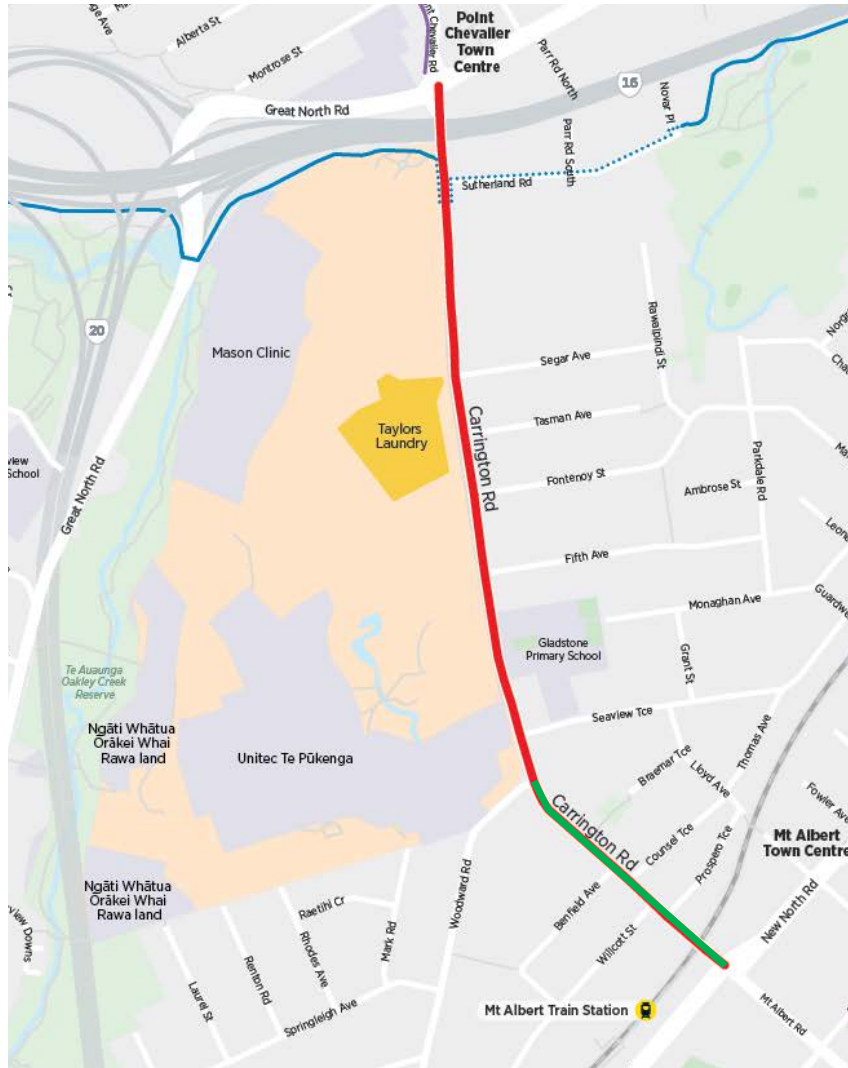


Figure 10: The southern section of Carrington Road, marked in green.

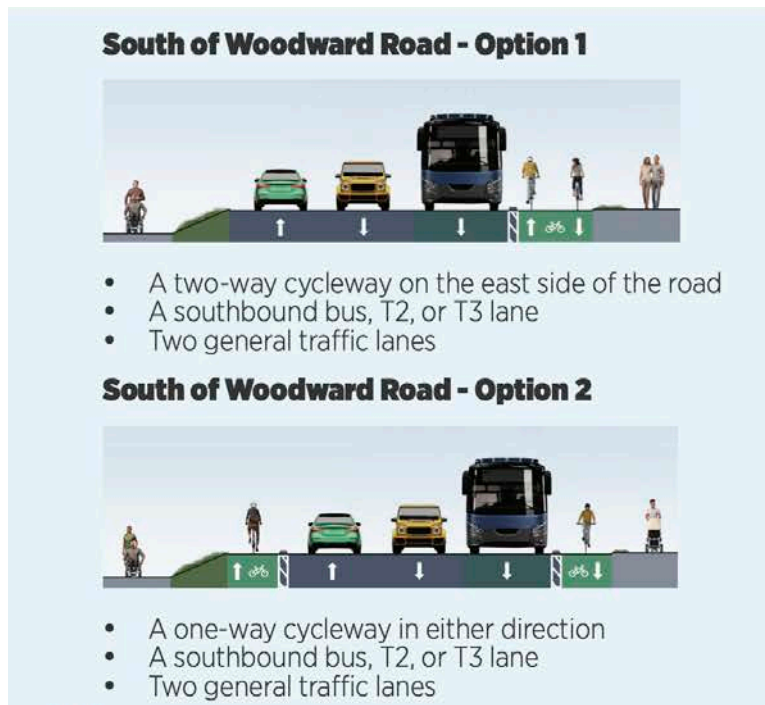


Figure 11: South of Woodward Road, two road layout options were consulted on.

This question was answered by 344 survey participants (94%). Of those, 76% favoured Option 2 and 24% favoured Option 1.

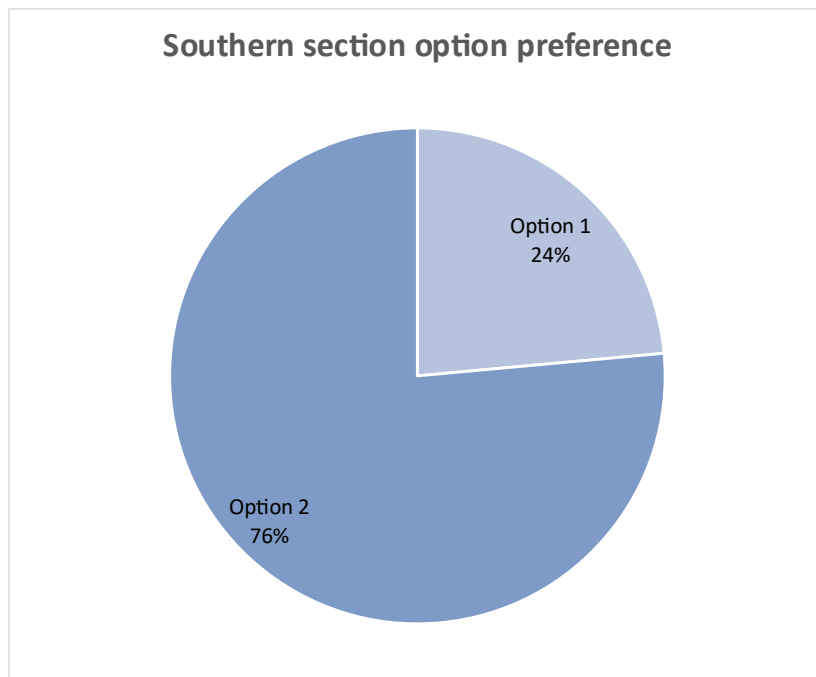


Figure 12: Southern section option preference. Total of 344 responses.

Option 1 feedback

Of the participants who answered this question, 24% selected Option 1 as their preferred option. Its inclusion of a two-way cycleway, compared with the one-way cycleway of Option 2, was a key reason for favouring it. Safety for all modes and design consistency between the northern and southern sections were also given as reasons for preferring Option 1.

“Keep cycle lanes on the same side as each other to reduce number of cyclists within close proximity to road traffic.”

“I prefer 2-way cycle lanes as I feel they get used correctly and feel more spacious.”

“The two-way cycleway on the northern section would ideally continue as two-way on the southern part.”

“Given my choice of bi-directional cycleway for section 1, a continuation of that facility will be preferred. However, the need for crossing will be a major point of interest given the bi-directional facilities are on opposing sides of the road.”

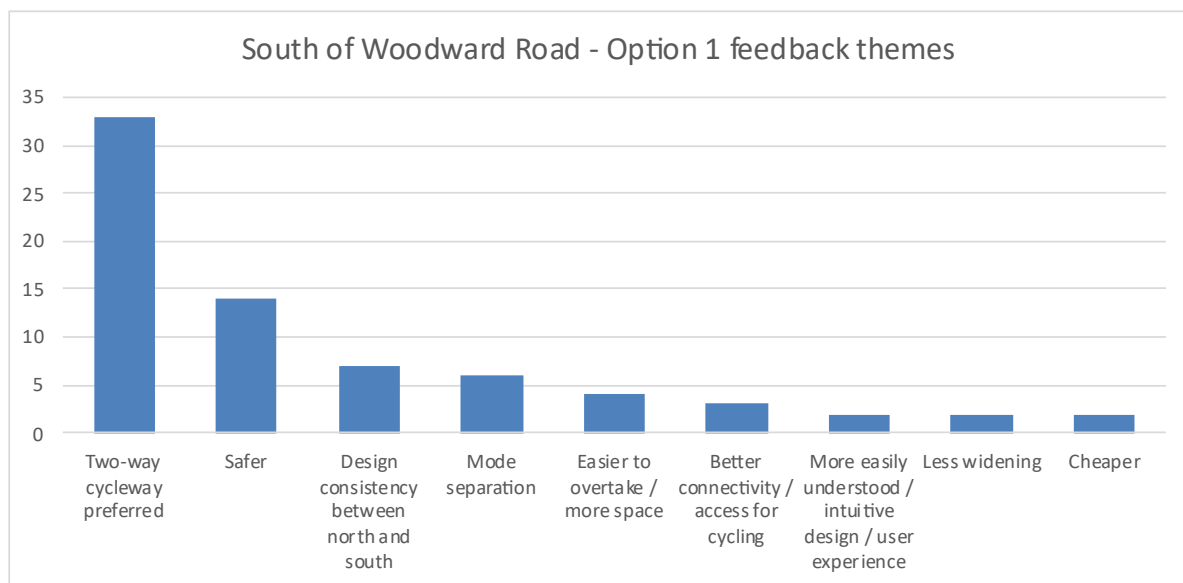


Figure 13: Option 1 feedback themes.

Option 2 feedback

Option 2 was the favoured option amongst participants, with 76% of those who answered this question selecting it as their preferred option. Of those who preferred Option 2, its inclusion of a one-way cycleway vs the two-way cycleway of Option 1 was a key reason for favouring it. Safety for all modes, better access and connectivity for cycling, and design consistency between the northern and southern sections were also given as reasons for preferring Option 2.

“...I prefer the lanes to be in the same direction as the traffic. When the cycle lanes are bi-directional on one side of the road, it becomes much more awkward and difficult to cross the road.”

“The advantage of cycleways on both sides of the road is that they can be joined easily. The side street south of Woodward Rd will be disadvantaged by the proposed two-way cycleway.”

“...fundamentally a one-way cycleway in either direction is more legible and safer.”

“Enables a continuous and coherent cycleway along the length of Carrington Road without the need for a diagonal crossing.”

“If it weren’t for the slope on the west side of the road south of Woodward then a two way cycle way along all of Carrington might have made sense.”

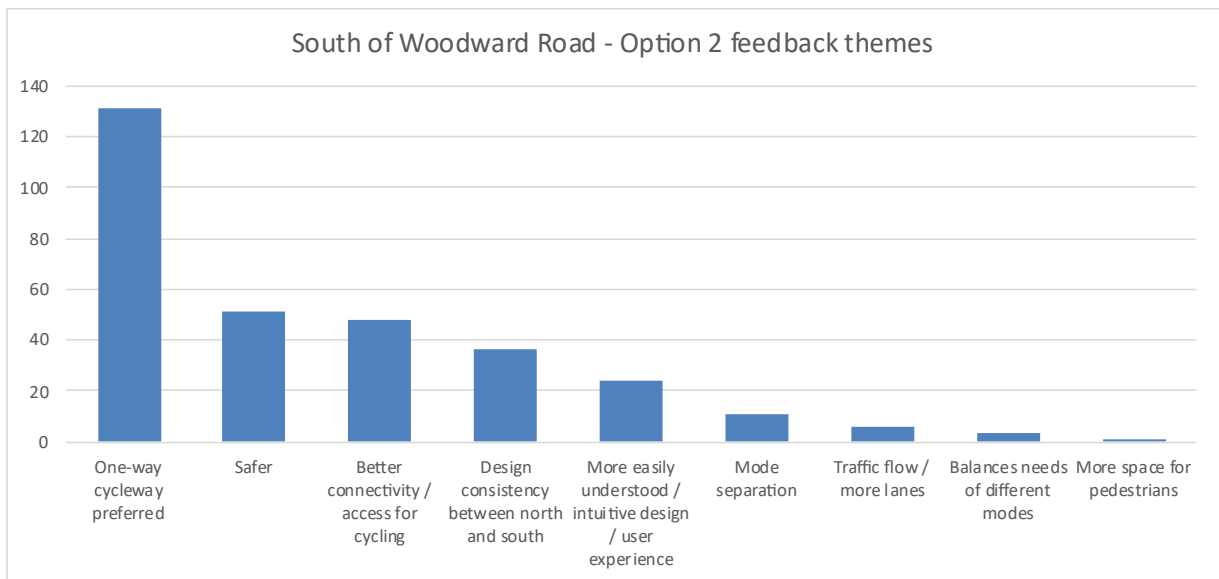


Figure 14: Option 2 feedback themes.

Other road layout feedback

Eight participants raised concerns about congestion at the Mt Albert intersection of Carrington Road and New North Road. In connection with this, and in relation to the provision of walking and cycling access, the rail overbridge was noted as a pinch point.

Five participants requested AT design the cycleway as wide as possible.

Four participants indicated support for repurposing roadside space into lanes for moving people.

“Is there consideration for Mt Albert lights? As they are very very congested already in rush hour.”

“Whatever happens there will still be great queues at the traffic lights with New North Road owing to the right hand turn...”

“I’d like to see the cycleways widened a little, and proper consideration for all users across bridges.”

“The choke point is the rail bridge until this is widened there will always be problems!!”

“I support the reallocation of road space (from car parks) to provide for safe, accessible cycleways and convenient public transport...”

Combined preferences – road layouts

The most popular combination of north and south preferences was Option 2 north and Option 2 south. The second most popular combination was Option 3 north and Option 1 south. Both these combinations maintain design consistency between the two sections. Option 3 north and Option 2 south was the third most popular combination, reflecting the popularity of a two-way cycleway along the west of the northern section, but avoiding the need for northbound cyclists to cross diagonally at Woodward Road.

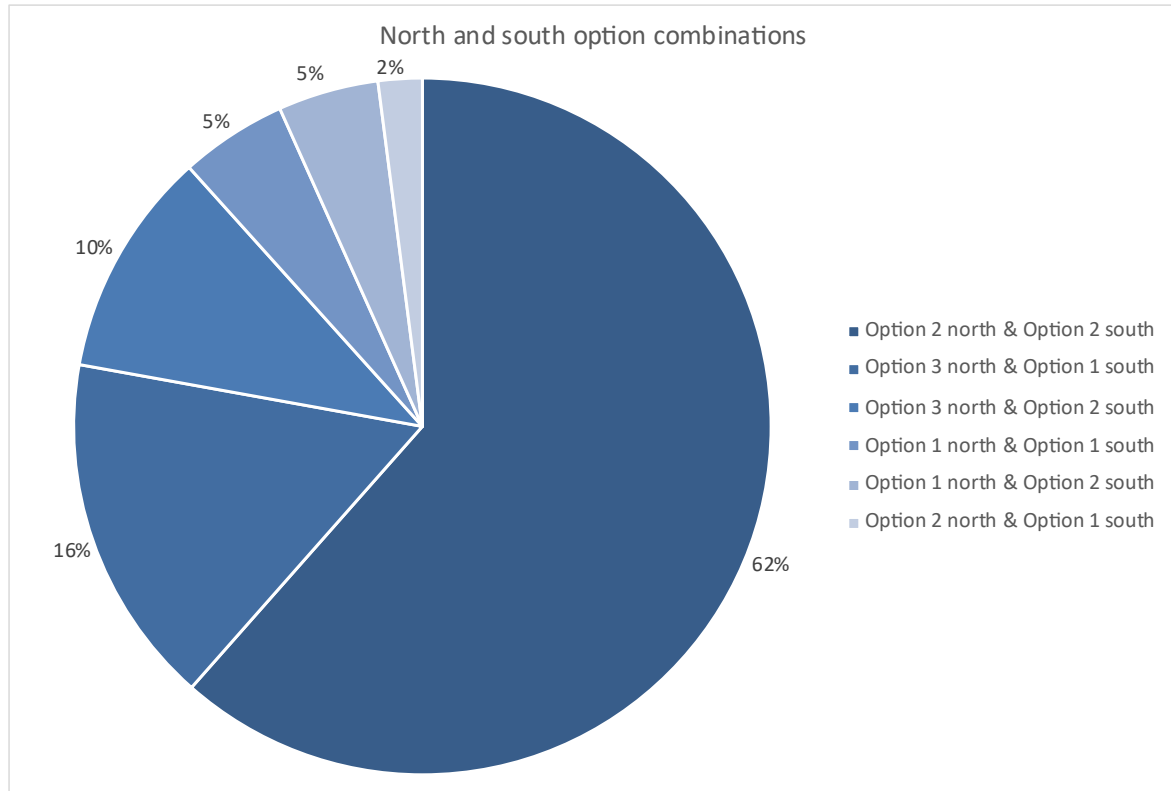


Figure 15: Combined north and south preferences. Total of 343 combined responses.

Survey question 2A – crossings

Survey question 2A asked:

Crossing 1: This crossing is proposed between Willcott Street and Prospero Terrace. Do you support the proposed location for this crossing? Explain why you chose this option.

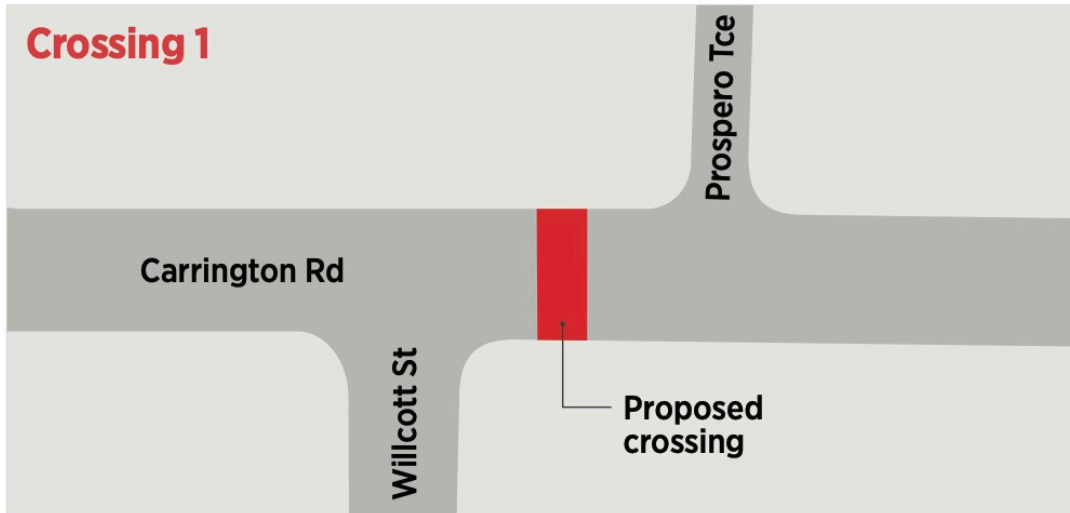


Figure 16: Crossing 1, proposed between Willcott Street and Prospero Terrace.

This question was answered by 318 survey participants (87%). Of those, 65% indicated support and 35% indicated opposition.

Of the three crossing locations on which feedback was sought, support for this location was weakest, though overall supportive.

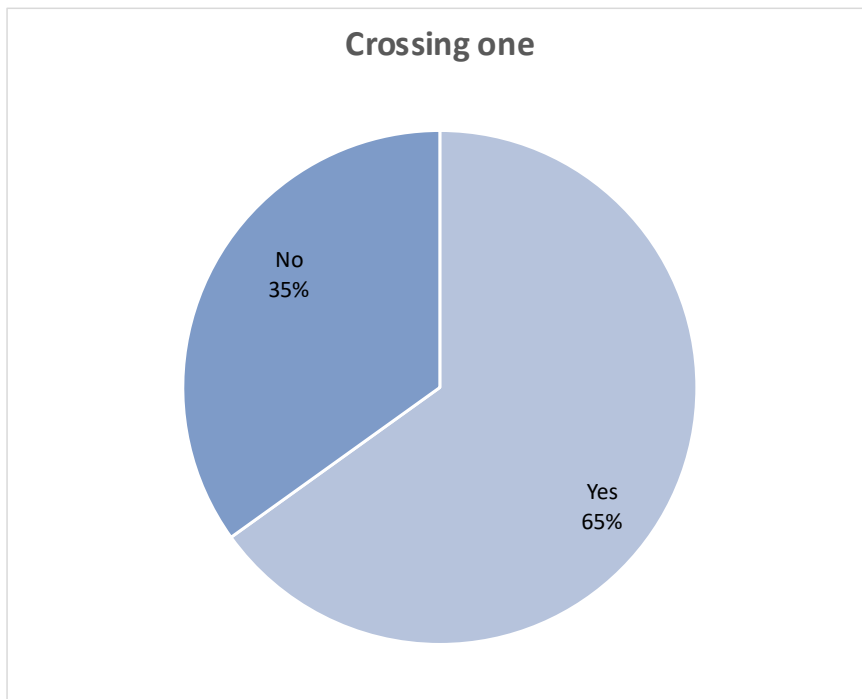


Figure 17: Crossing one support and opposition. Total of 318 responses.

Crossing 1 feedback

Support for Crossing 1

Support for Crossing 1 was categorised in three categories. A key reason for support was it being proposed in a good location, where people want to cross, improving access. Also noted was its positive effect on safety, along with other comments indicating it was perceived as being good for the community.

“This crossing point will be great to have as it is on the desire line for people accessing the train station from the suburbs.”

“A good place considering the train station. Maybe a raised table to slow traffic coming off the bridge?”

“It’s a busy and dangerous road to cross. This would help children walking to and from Gladstone Primary.”

“Regularly spaced mid-block crossing make it easier for pedestrians and cyclists to use the road safely and efficiently.”

“The more options to cross safely the better for the community.”



Figure 18: Crossing one support.

Opposition to Crossing 1

Opposition to Crossing 1 was categorised in three main categories. A key reason for opposition was it being perceived as not needed and close to an existing crossing at the Mt Albert town centre. Participants also indicated concern it would increase congestion and was unsafe. Also recorded, were comments regarding the difficulty of turning right out of Willcott Street and the crossing being a perceived waste of money.

“There is already a crossing close to this proposal at the intersection of Carrington New North Road.”

“Pedestrian crossings controlled by traffic lights will just slow down the flow of traffic which is bad enough already.”

“It would further compound an already busy intersection at Carrington / New North Road.”

“I worry there will be accidents if cars backup across the intersection, or people will be hit if cars don't stop accelerating away from the lights/ shops.”

“...the visibility is limited due to the congestion. Traffic travelling from the shops will have little warning of any crossing.”

“I live in Willcott St and think that this will make right turns into Carrington dangerous. I would prefer a location north of Willcott.”

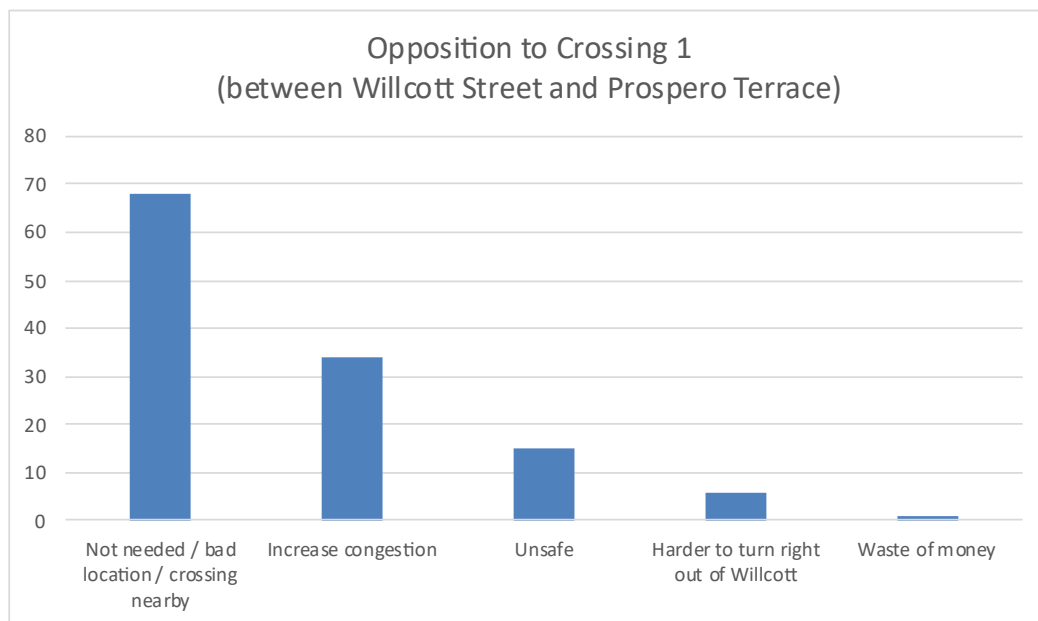


Figure 19: Crossing 1 opposition.

Other crossing feedback

A total of 16 participants indicated within their feedback that Crossing 1 should be raised. Seven participants indicated it shouldn't.

Eight participants suggested other locations for the crossing, primarily on the northern side of Willcott Street.

One participant asked whether a subway or overbridge could be considered.

One participant asked whether a zebra crossing could be considered.

“It would be better on the northern side of Willcott to better serve the existing bus stops there.”

“The crossings should be the other side of Willcott Street nearer the bus stop.”

“Can a subway or over-bridge be considered?”

“Can this be a zebra crossing instead?”

Survey question 2B – crossings

Survey question 2B asked:

Crossing 2: This crossing is proposed between Tasman Avenue and Fontenoy Street. Do you support the proposed location for this crossing? Explain why you chose this option.

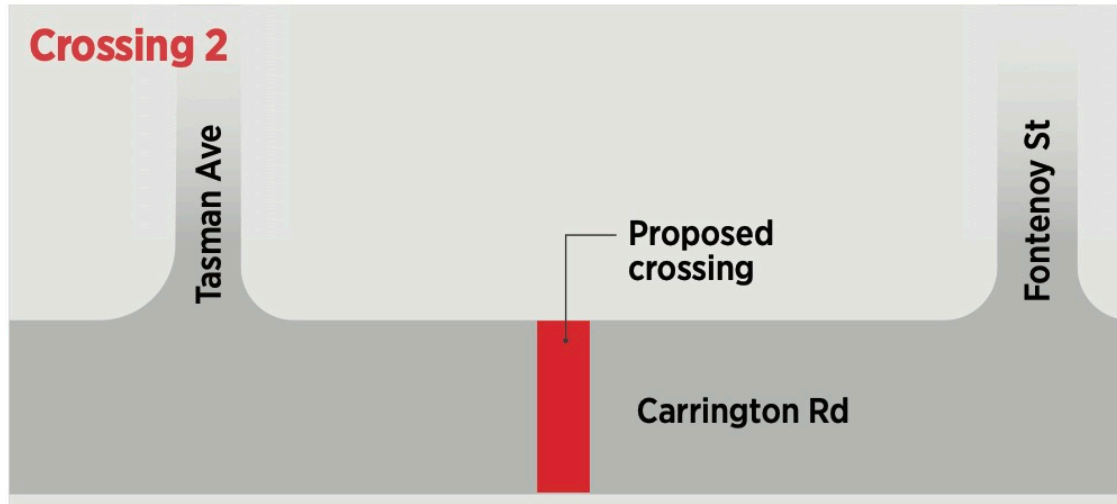


Figure 20: Crossing 2, proposed between Tasman Avenue and Fontenoy Street.

This question was answered by 317 survey participants (87%). Of those, 80% indicated support and 20% indicated opposition.

Of the three crossing locations on which feedback was sought, support for this location was strongest.

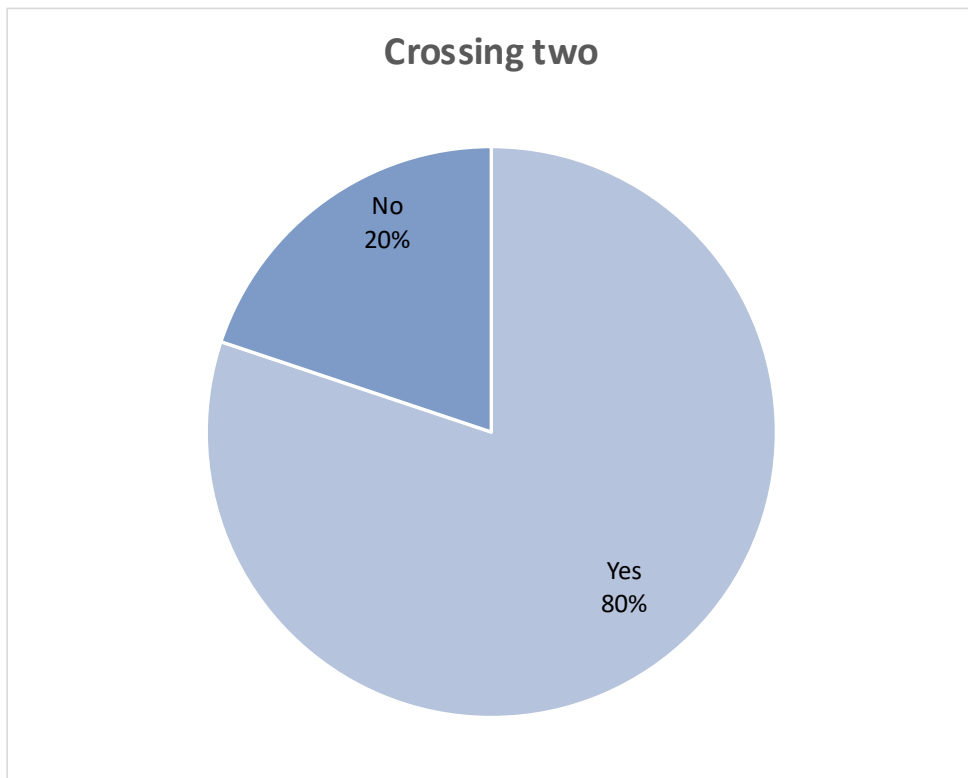


Figure 21: Crossing 2 support and opposition. Total of 317 responses.

Crossing 2 feedback

Support for Crossing 2

Support for Crossing 2 was categorised identical to Crossing 1. A key reason for support was it being proposed in a good location, where people want to cross, improving access. Also noted was its positive effect on safety, along with other comments indicating it was perceived as being good for the community.

"It seems like a good midpoint along the length of Unitec. Make sure it's a raised table crossing to ensure safety of pedestrians..."

"People cross here already - this makes it safer."

"Will be required for regular, safe pedestrian negotiation of an increasingly busy road."

"A safe option for residents of the new Carrington development to cross over to access southbound buses."

"...in general the more pedestrian crossings the better."

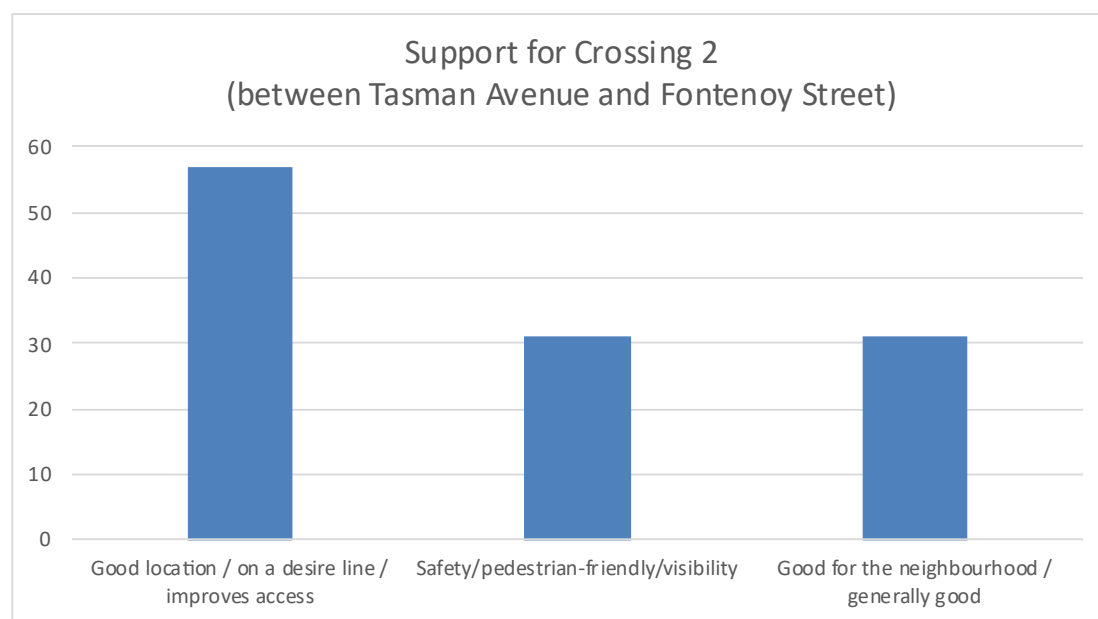


Figure 22: Crossing two support.

Opposition to Crossing 2

Opposition to Crossing 2 was categorised in three main categories. A key reason for opposition was it being perceived as not needed and close to other nearby crossings. Participants also indicated concern it would increase congestion, was a waste of money, and unsafe.

"There is a crossing already at Sutherland Rd - only a short distance away."

"A crossing in addition to one at the lights into Farm Road is not needed."

"...have the crossing at the traffic lights or traffic will be really back logged."

"Not required. Too much traffic disruption."

“Cycle crossings are dangerous, cyclists should have to dismount off their bikes.”

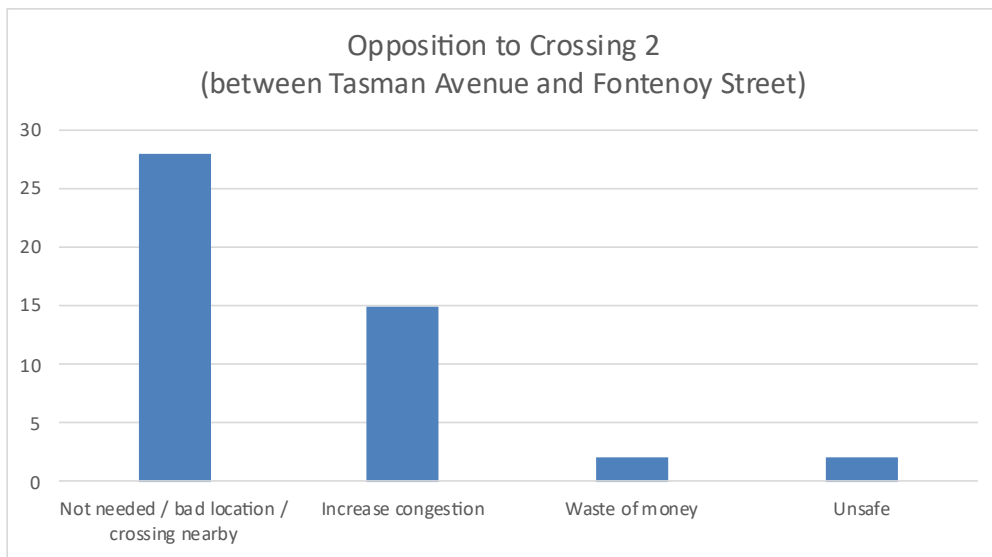


Figure 23: Crossing 2 opposition.

Other crossing feedback

A total of 15 participants indicated within their feedback that Crossing 2 should be raised. Six participants indicated it shouldn't.

Four participants suggested other locations for the crossing, primarily closer to Gladstone Primary.

One participant suggested another crossing should be added, at Segar Avenue.

“This crossing would be better on the other side of Fontenoy St closer to Gladstone school. This would make it closer the current bus stops on both sides of the road.”

“Should be closer to the primary school.”

“...add another [crossing] at the Segar Ave bus stop.”

Survey question 2C – crossings

Survey question 2C asked:

Crossing 3: This crossing is proposed north of Sutherland Road. It is part of the Northwestern Cycleway and will replace the existing crossing, located south of Sutherland Road. Do you support the proposed location for this crossing? Explain why you chose this option.

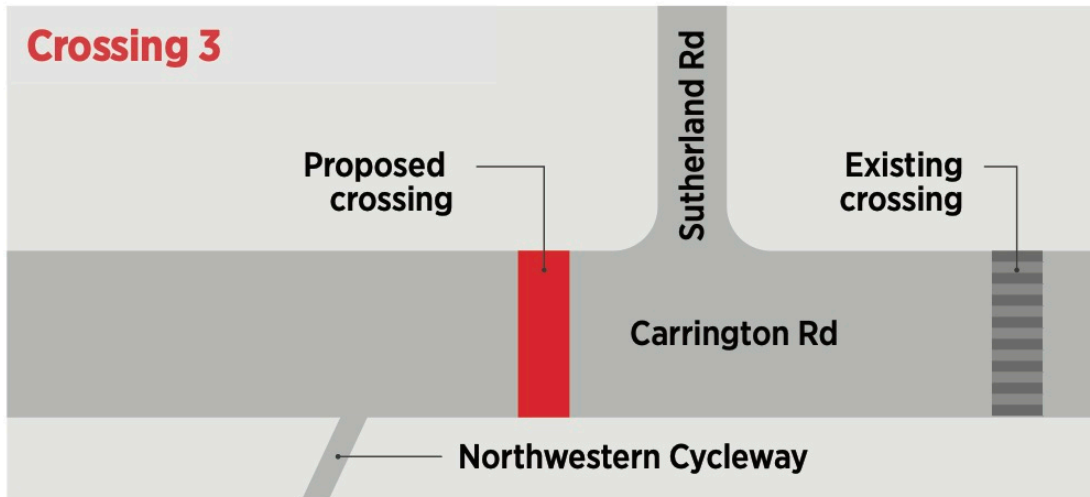


Figure 24: Crossing 3, proposed north of Sutherland Road.

This question was answered by 337 survey participants (92%). Of those, 72% indicated support and 28% indicated opposition.

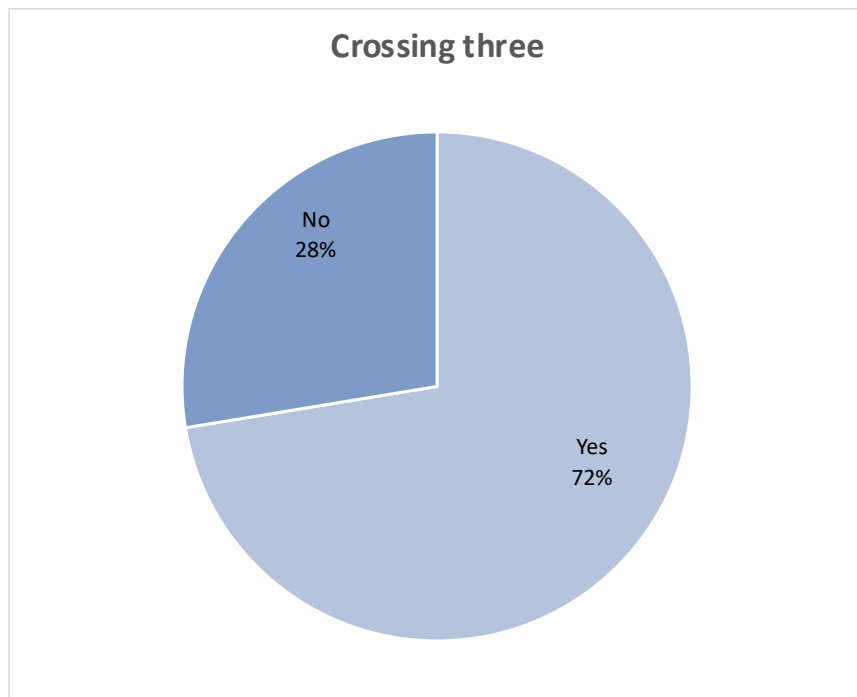


Figure 25: Crossing 3 support and opposition. Total of 337 responses.

Crossing 3 feedback

Support for Crossing 3

Support for Crossing 3 focussed on the proposition of moving the existing crossing. A key reason for support was that the relocated crossing would create a more direct connection to the Northwestern Cycleway. Secondary to that feedback was its positive effect on safety, generalised positive comments about it being in a good location, and other comments indicating it was perceived as being good for the community.

"I use the Northwestern Cycleway regularly (Waterview to CBD) and this would make my journey more direct."

"As a regular user of the cycleway this will make things so much easier."

"Yes please, this is such an awkward little detour on your bike, this shift will make many bike commutes a lot more convenient."

"Will reduce use of footpath on either side by crossing cyclists, making it safer for pedestrians."

"This will be far safer than the existing crossing which requires drivers who are travelling south to look around behind them to check there are no cyclists approaching the crossing."

"...appropriate for new housing access to shops."

"We need more crossings in general in Auckland city so I support it."

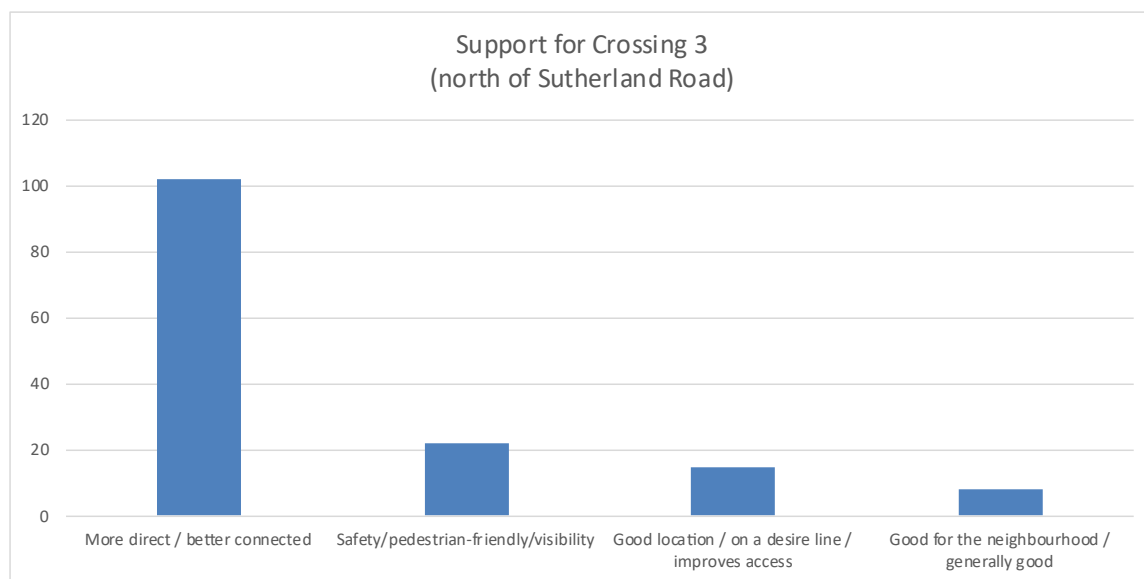


Figure 26: Crossing 3 support.

Opposition to Crossing 3

Opposition to Crossing 3 was expressed across a wider range of categories than for Crossing 1 and Crossing 2. The key reason for opposition was the view that the crossing should stay in its current location. Some of the comments indicated an understanding by participants that the existing crossing can be retained in its current form, however whichever road layout option is adopted, it will need to be rebuilt.

Participants also indicated concern the crossing was unsafe, would increase congestion and was a waste of money. Comments regarding its closeness to the existing Point Chevalier intersection and

difficulty for vehicles exiting Sutherland Road were often made in conjunction with comments relating to congestion and safety.

“Existing location works fine and people are used to it. The 'extra' U- turn is no big hassle for cyclists.”

“Leave it where it is... Too close to major intersection.”

“The existing crossing works well. To remove it then build another is a waste of ratepayers’ money.”

“This would cause tremendous stress on parents dropping their children to daycare each morning. The crossing breaks the traffic up for people to come out of Southerland Road.”

“The increased foot traffic is going to cause accidents between cyclists and pedestrians. An underpass or segregated cycling and pedestrian crossings are necessary in order to maintain safety.”

“My route crosses the crossing and then up Carrington Road. I will have to cross the mouth of Sutherland each time. Not keen.”

“More difficult to exit Sutherland Road. Will affect traffic queues back to Great North Road lights.”

“Seems at lot of expense and unnecessary work when we already have a crossing established.”

“This location would be fantastic if the unsignalised bike/ped crossing was moved here, but is likely to result in far more delay, frustration and noncompliance from northwestern cycleway users if it is to be made signalised.”

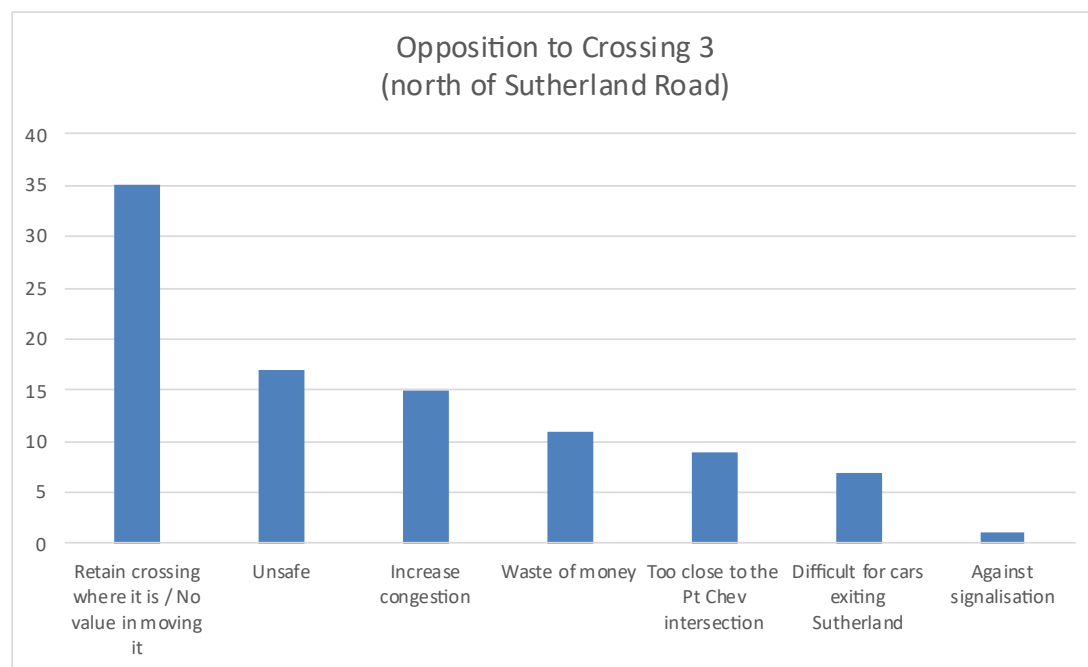


Figure 27: Crossing 3 opposition.

Other crossing feedback

A total of 11 participants indicated within their feedback that Crossing 3 should be raised. Three participants indicated it shouldn't.

Nine participants commented on the bottleneck that occurs at the crossing and the need to provide space for cyclists and pedestrians. Signalisation will mean more people waiting at either side.

Two participants commented that traffic lights should give immediate priority to cyclists crossing.

One participant commented on the need for Sutherland to be resurfaced.

One participant proposed an overbridge be considered.

“The footpath on this corner needs to be widened to allow space for people on bike and foot to mix safely.”

“If a signalised crossing is selected large waiting areas will be needed to accommodate crowds waiting to cross.”

“If it is signalised this crossing should give immediate priority to cyclists since it is part of the NW cycle route akin to the neighbouring motorway.”

“Sutherland Rd needs resurfacing with smoother surface.”

“WHAT IF... a small cycle/walk bridge was added in there, somewhat like the Te Whitinga bridge across SH20 at the Waterview Tunnel exit?”

Survey question 3 – other feedback

Survey question 3 asked:

Have you any other feedback for the project team?

This question was answered by 228 survey participants (62%). Feedback was wide-ranging, with the key sentiment one of general support for the project, expressed by 22% of participants who responded to this question.

Other key sentiments included concern about the congestion effects of the proposals (8%), the intersection with New North Road (7%), and the rail overbridge bottleneck (7%).

Environmentally-focussed comments also featured strongly, with participants indicating a desire to see more trees and greenery delivered as part of the project, for pedestrians and cyclists to be prioritised, for road-widening to be minimised, and emissions reductions to be considered.

“Thanks again for a design that takes cycling as a given and proposes proper protected lanes for people on bikes on this important corridor.”

“Looking forward to the changes. Keep up the good work! :)”

“Let’s get Carrington Road moving!!”

“Keep the comms coming to the local residents please. I learnt of this through a mail box drop.”

“How are the cars and bikes from each of the feeder streets going to get out onto Carrington Road with increased traffic?”

“Stop putting pedestrian crossings on the right-hand side of side roads. It makes it impossible for traffic trying to turn right and enter the main flow of traffic during busy periods.”

“What is the plan with Woodward rail crossing? New north road intersection is compromised by narrow overbridge.”

“All this is flawed due to the Mt Albert rail bridge and the phasing change made to the Mt Albert lights some years ago which cause all the traffic to back up into this area.”

“Thank you for prioritising sustainable modes... But please resist the urge to widen the road to the greatest extent possible.”

“The excessive road widening has been proposed only because AT is attempting to “accommodate” future traffic volumes predicted by the traffic model. This is a direct refusal to adopt the “vision-led” planning approach laid out in the TERP...”

“Spending \$113,000,000 on 1.6km of road in order to double its width is a disgraceful waste of public funds. This money could fund a contiguous safe, unidirectional cycle route from Pt Chevalier to Sandringham Rd and way beyond and still leave millions over for similar work.”

“Bus priority shouldn’t be up for consultation. It should be expected in every project as it is consistent with the emissions reduction plan.”

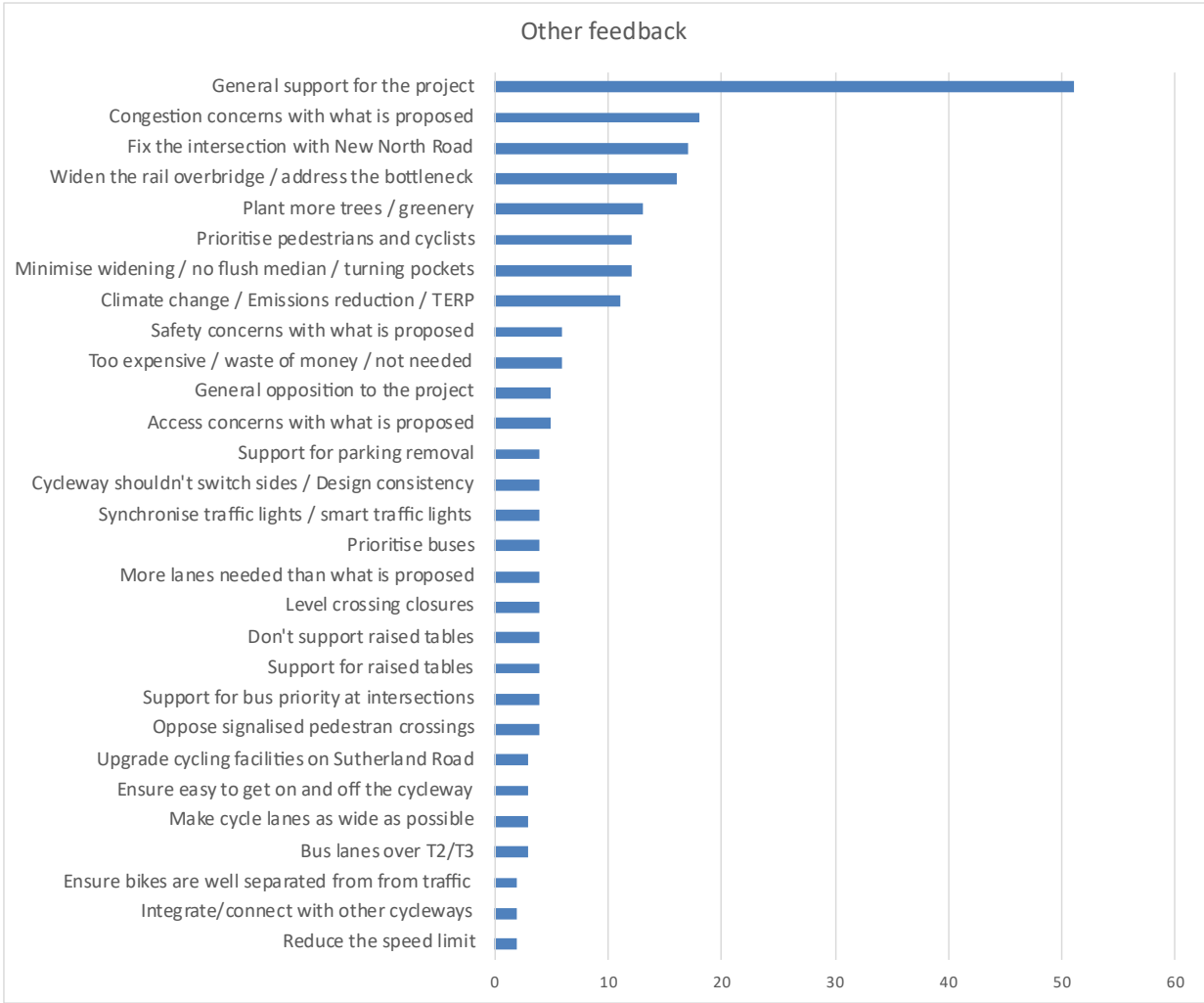


Figure 28: Other feedback.

Business feedback and organisation feedback

Business feedback

A total of three submissions were identified as being from local businesses, with all indicating congestion as a concern.

Organisation feedback

Bike Auckland

Bike Auckland provided a written submission in support of the project. Their feedback is summarised below:

- Support for Option 2, north and south of Woodward Road.
- Support for the reallocation of space allocated to on-street car parks.
- Support for added protection of cycling on both bridges.
- Support for widening the Mt Albert rail overbridge for improved walking and cycling access.
- Reallocation of the flush median.
- Support for road widening where it is required to make wider, more accessible cycleways.
- Support for the three crossing proposals, but care to be taken around the entrance of Sutherland Road.
- The Sutherland Road pedestrian crossing should have plenty of room either side of the crossing for people waiting to cross with their bikes.
- If the Sutherland Road crossing is signalised, the phasing should prioritise people using the Northwestern Cycleway.

Bike Pt Chev

Bike Pt Chev provided a submission through the online survey. Their feedback is summarised below:

- Support for Option 2, north and south of Woodward Road.
- Request for AT to not widen the road to the extent shown, by not including a flush median or turning pockets.
- Support for the three crossing proposals. A request that Crossing 3 be thought of in a holistic way, to tie in with the plans within Unitec.
- Reiteration of the need for design consistency along the route.
- Request for more trees and planting.

Bike Kingsland

Bike Kingsland provided a submission through the online survey. Their feedback is summarised below:

- Support for Option 2, north and south of Woodward Road.
- Request for 24/7 bus priority along the entire route.
- Request for a cycleway wide enough to accommodate larger cargo bikes.
- Request to not include right turn pockets.
- Support for Crossing 1 and Crossing 2.
- Crossing 3 opposed for the reason that the existing crossing provides better advanced visibility of cars turning into Sutherland Road. The proposed option is better aligned with the Northwestern Path, but requires cyclists to go onto the wrong side of Sutherland Road, risking oncoming traffic to access the crossing.

Conclusion

Road layouts

Of the 343 survey participants who expressed an option preference for both the northern and southern sections, 62% chose Option 2 for both. Based on this preference and the explanations given, a clear expression of community preference can be understood for a road layout option that:

- Includes a one-way cycleway on both sides of the road, providing better connectivity and safety, when compared to a two-way cycleway one side of the road.
- Provides a cycleway that is consistent in design along the length of the route.
- Maximises the provision of bus or transit lanes, particularly in the northern section where more space is available.
- Keeps Carrington Road moving, by allocating space for different modes of transport.

Crossings

There was support for all three crossing locations, primarily based around the crossings being in locations where people already cross, or will do so more in future.

Crossing 2, proposed between Tasman Avenue and Fontenoy Street was the most popular, with 80% in support. By comparison, Crossing 1, proposed between Willcott Street and Prospero Terrace, received 65% support. The reason for the weaker support for Crossing 1 relates primarily to its perceived closeness to an existing crossing at the Mt Albert town centre intersection.

The proposed relocation of Crossing 3 received 72% support, with many comments indicating they were regular users of the existing crossing which forms part of the Northwestern Cycleway.

Other feedback

While general support for the project was the overall theme of other feedback, expressed by 22% of participants responding to survey question three, a key concern for submitters was congestion. This was often linked with comments around a pinch point at the rail overbridge and New North Road intersection.

The need to consider climate change in how the road is designed and to plant more trees along the corridor came through in responses to question three, but also in responses to question one. There is a tension between widening the road to enable more people to move along it and with minimising the project footprint, both views expressed in participant feedback, and an existing consideration for the project.

Next steps

As the project concludes its Detailed Business Case phase, community feedback will help inform the selection of a preferred option, to be taken forward for design in the next project phase.

In early 2024, the project will re-engage the community, responding to the feedback received to date and sharing draft designs for the corridor. Whereas engagement during the current Detailed Business Case phase sought feedback on road layout options and proposed crossing locations, in the next phase feedback will be sought on the design itself. This will be an opportunity for the project to demonstrate the way in which community feedback and investigatory work has fed into a draft design and to hear the community's further thoughts before progressing to the detailed design phase.

Further engagement is also needed to better understand the current use of on-street parking on Carrington Road.

While businesses who were door-knocked during Detailed Business Case consultation indicated awareness of the project, only three have been identified as providing survey feedback. More comprehensive engagement with the business community is required in the next project phase. This will enable better understanding of business sentiment in relation to the project and enable further engagement on aspects of the project that are important to them.

This process of design refinement and community engagement will continue through to construction, anticipated to commence in late 2025.



Figure 29: Project decisions are shaped by many factors.

Appendix A: Consultation brochure

C. Crossing 3

This crossing is proposed north of Sutherland Road. It is part of the Northwestern Cycleway and will replace the existing crossing, located south of Sutherland Road.

Do you support the proposed location for this crossing?

- Yes
- No

Explain why you chose this option: _____

3. Have you any other feedback for the project team?

Personal information

Name: _____

Business/Organisation: _____

Street address: _____

Postcode: _____

Email: _____

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with project updates. AT is committed to protecting our customers' personal information.

PLEASE TAPE ALONG HERE TO CLOSE



Reply

Reply Paid Authority No. 233462

Engagement Team
Auckland Transport
Private Bag 92250
Victoria Street West
Auckland 11422

PROJECT: CARRINGTON RD IMPROVEMENTS

Kōrero mai
**Have
your
say**

Come and talk to us

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

Gladstone Primary School Hall
8 Seaview Terrace, or access off Carrington Road

Stop by any time:
10am - 2pm on Saturday 16 September
6pm - 8:30pm on Wednesday 20 September

For more information

To ask a question or sign up for project communications, email projects@AT.govt.nz or phone **09 355 3553**.

Visit AT.govt.nz/Carrington to keep up to date with this exciting project.

Follow Auckland Transport



PLEASE CUT HERE



Have your say

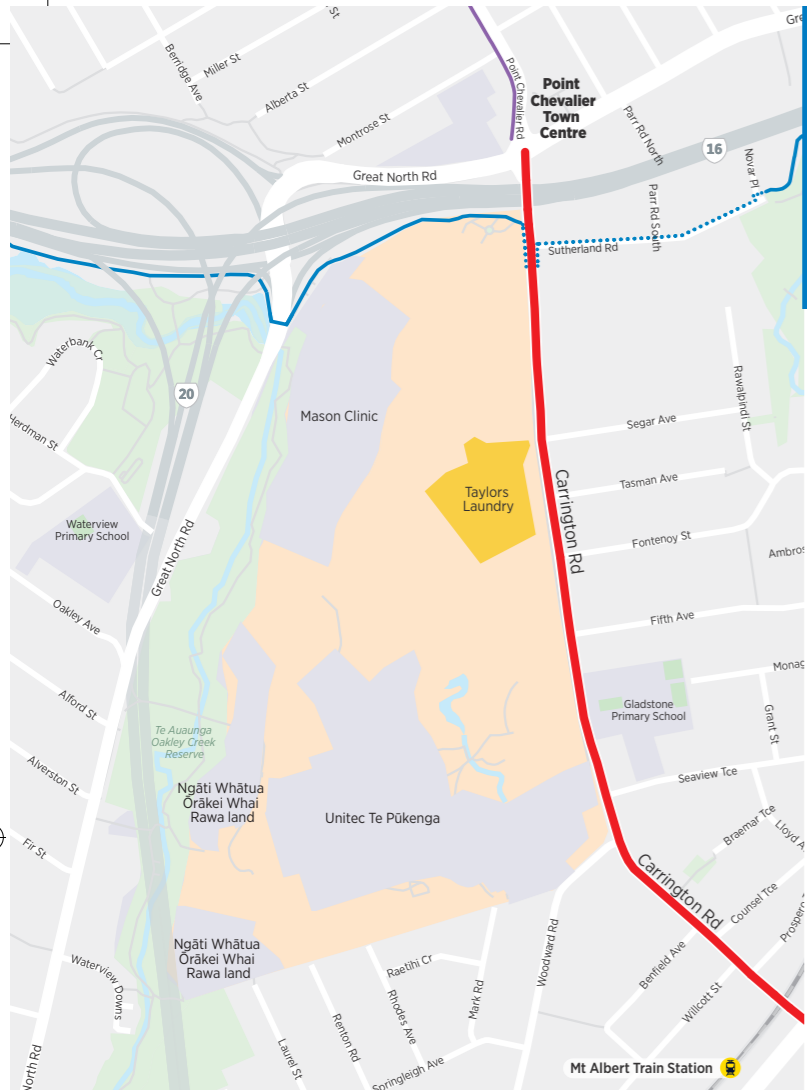
Carrington Road Improvements



Give your feedback by
29 September 2023

AT.govt.nz/Carrington





Carrington Road Improvements

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

Carrington Road connects the Point Chevalier and Mt Albert town centres. People use Carrington Road to connect with buses, trains, SH16, the Northwestern Cycleway, and to access local homes, businesses, and education providers.

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.

Feedback form

Please complete this freepost form and return it to us by **29 September 2023**. Alternatively, you can provide feedback online at [AT.govt.nz/Carrington](https://at.govt.nz/Carrington)



Community feedback

Let us know your thoughts on our proposals to improve Carrington Road. Will they make your daily journeys easier? What would you like to see?

Answer as many of the survey questions as are relevant to you. A general feedback question is included at the end of the survey. We'll consider your feedback and incorporate it into our development of a preferred option for Carrington Road.

To give feedback online, scan the QR code at the top of the feedback form, or visit [AT.govt.nz/Carrington](https://at.govt.nz/Carrington) before **29 September 2023**.



1. A. Within the northern section of Carrington Road, between Woodward Road and Point Chevalier town centre, we're considering three road layout options. These are shown on page 9 of this brochure. Below, tick the option you prefer:

- Option 1
- Option 2
- Option 3

Explain why you chose this option: _____

B. Within the southern section of Carrington Road, between Mt Albert town centre and Woodward Road, we're considering two road layout options. These are shown on page 9 of this brochure. Below, tick the option you prefer:

- Option 1
- Option 2

Explain why you chose this option: _____

2. New crossings are proposed for Carrington Road, at intersections and at locations between intersections, or 'mid-block'. We're seeking your feedback on three proposed mid-block crossings. Refer to page 6 of this brochure to view the three crossings.

A. Crossing 1

This crossing is proposed between Willcott Street and Prospero Terrace.

Do you support the proposed location for this crossing?

- Yes
- No

Explain why you chose this option: _____

B. Crossing 2

This crossing is proposed between Tasman Avenue and Fontenoy Street.

Do you support the proposed location for this crossing?

- Yes
- No

Explain why you chose this option: _____

Road layout options

North of Woodward Road - Option 1



- A two-way cycleway on the west side of the road
- A northbound bus, T2, or T3 lane
- Two general traffic lanes

North of Woodward Road - Option 2



- A one-way cycleway in either direction
- Bus, T2, or T3 lanes in either direction
- Two general traffic lanes

North of Woodward Road - Option 3



- A two-way cycleway on the west side of the road
- Bus, T2, or T3 lanes in either direction
- Two general traffic lanes

South of Woodward Road - Option 1



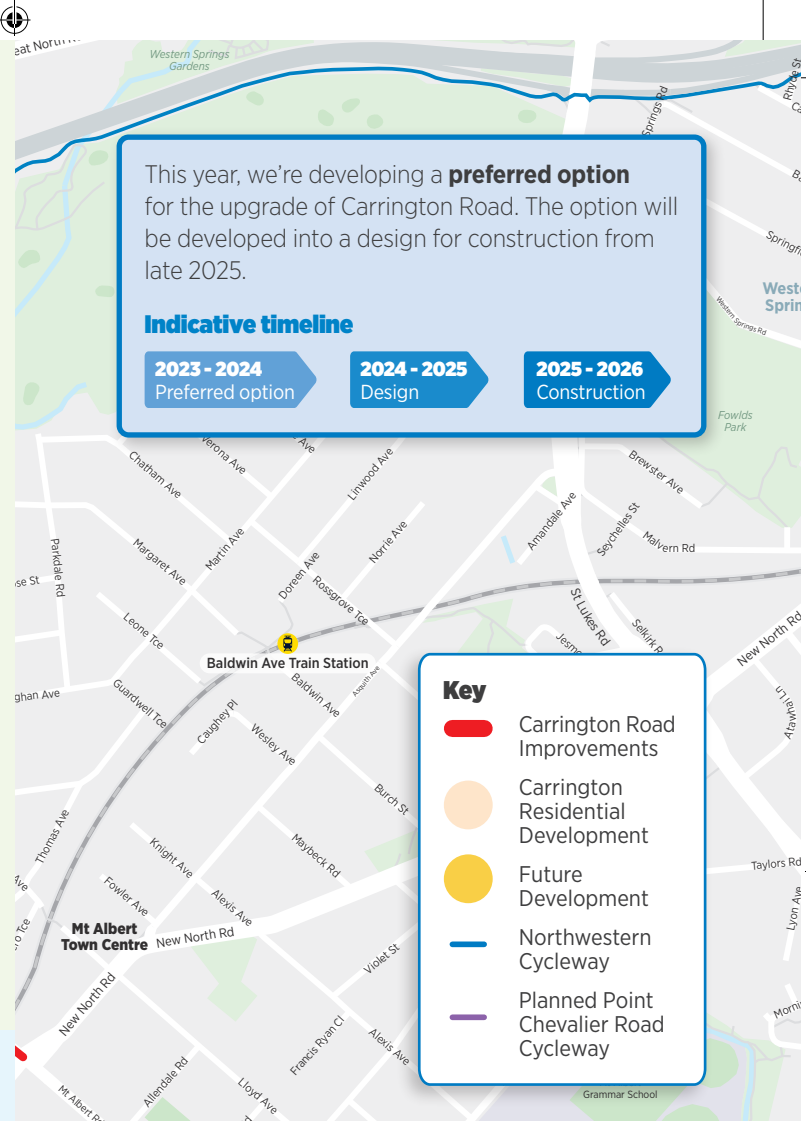
- A two-way cycleway on the east side of the road
- A southbound bus, T2, or T3 lane
- Two general traffic lanes

South of Woodward Road - Option 2



- A one-way cycleway in either direction
- A southbound bus, T2, or T3 lane
- Two general traffic lanes

9



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 respond and adapt to climate change.

2

Enabling development

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

Land adjacent to Unitec is being developed for housing by three Tāmaki Makaurau Rōpū, 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 many years, this will increase the use of Carrington Road and change the street environment.

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.

Find out more at

hud.govt.nz/our-work/carrington-residential-development



An artist's impression of a street within the development.

Parking

South of Woodward Road and around Gladstone Primary School, some road space is currently allocated to parking.

As we redesign Carrington Road for the future, we propose turning parking spaces into lanes for moving people. Repurposing this kerbside space will improve the safe movement of people, goods, and services along this busy road.

The extent of this change, whether it is all day or part of the time, and how much parking is repurposed, will be worked through and consulted on in the next project phase.

The two bridges

The SH16 overbridge is the local community's only way to access Point Chevalier. We're considering how access across the bridge can be made more pleasant for walking and cycling.

The rail overbridge at Mt Albert town centre is an important link to Mt Albert Train Station. It cannot be easily widened for vehicles because of space constraints and the structural limitations of the bridge. We're investigating widening the bridge for walking and cycling, to improve access to the town centre and train station.

Did you know?

Until 1971, Carrington Road was named Gladstone Road. The Gladstone Road rail overbridge was opened by the Minister of Housing on 25 November 1961.



Gladstone Road rail overbridge under construction (Auckland Libraries Heritage Collections 255A-35024).

Right-turn pockets

North of Woodward Road, Carrington Road has a flush median, which can be used for making right-turns into side streets and properties. We're considering whether the redesign of Carrington Road includes similar right-turn pockets at intersections, or whether the road space is better used for other purposes such as bus lanes.

Stormwater improvements

Recent weather events highlighted the need for greater infrastructure resilience throughout Auckland. Improved stormwater management is included in the proposed improvements, to better cope with current and future events.

Rain gardens and swales are also being considered as a way to manage and treat water run-off.

Trees and vegetation

Communities tell us they want more street trees. We're considering options to plant more trees and vegetation, and to mitigate our impact on existing street trees.



Trees provide Carrington Road with shade and amenity.

Public transport access

Carrington Road connects with Mt Albert Train Station and is used to access Baldwin Ave Train Station. Enabling people to more easily connect with train services is a project priority, along with easier transfer between different forms of transport.

We will make these everyday journeys easier by considering bus stop and pedestrian crossing locations, as well as cycleway and footpath design. We'll build a better connected street, where all modes of transport work together.

What's being improved?

We're considering how more people can be moved along Carrington Road, safely and efficiently.

North of Woodward Road, widening is proposed on the west (Unitec) side of the road, providing space for improvements such as bus lanes and a cycleway. South of Woodward Road, space is more constrained.



North of Woodward Road, Option 2, looking north (refer page 9).



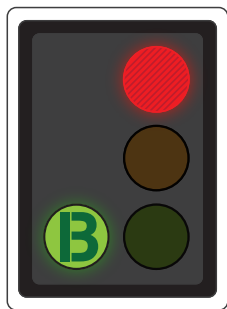
South of Woodward Road, Option 2, looking north (refer page 9).

Bus priority lanes

Auckland's population is growing. Every day, more of us use our city's road network and need safe, convenient, reliable transport choices to help us move around.

Buses are more reliable and attractive to use when they aren't stuck in traffic. We're exploring how to get the best results for bus journey times and reliability by considering the use of dedicated bus lanes or T2 or T3 transit lanes, which buses share with high-occupancy vehicles. We're looking at the best type of lane to support buses, in order to move more people along Carrington Road and support growth.

Space constraints mean bus priority lanes may not be delivered along the entire length of Carrington Road or in both directions. Where space is more constrained, we're considering the use of 'bus priority' traffic lights at intersections and pedestrian crossings. These lights let buses get ahead of the traffic and keep to their timetable.



Bus priority traffic lights give buses a head start at intersections.

A cycleway

We propose replacing the existing painted cycleway on Carrington Road with one that is physically separated from vehicles and safe for a wide range of ages and abilities. North and south of Woodward Road, we're considering a one-way cycleway on either side of the road, or a two-way cycleway on one side of the road.

Traffic lights

To enable safe access to and from the residential development around Unitec, traffic lights are needed at some intersections north of Woodward Road. This applies to two locations where roads lead into the development.

Traffic lights may also be installed at the Woodward Road intersection and at pedestrian crossings.

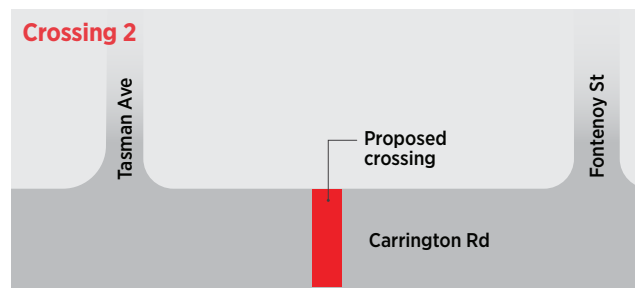
Crossings

Auckland Transport is working towards a Vision Zero goal of zero deaths and serious injuries on our roads. Creating a safer street for everyone helps us reach that goal.

We propose new crossings, controlled by traffic lights, to make it safer and easier to get from one side of Carrington Road to the other.

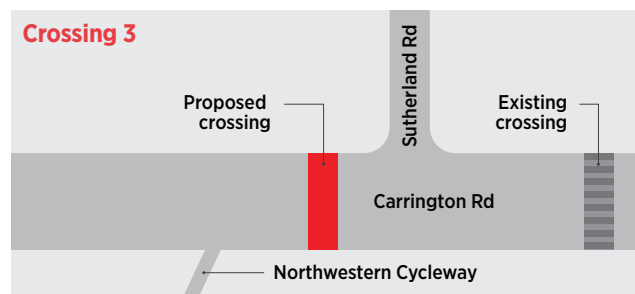


A new crossing is proposed between Willcott Street and Prospero Terrace.



A new crossing is proposed between Tasman Avenue and Fontenoy Street.

We're also investigating relocating the crossing which forms part of Northwestern Cycleway, to create a more direct connection through to Sutherland Road opposite.



We propose relocating the Northwestern Cycleway crossing to the north side of Sutherland Road.