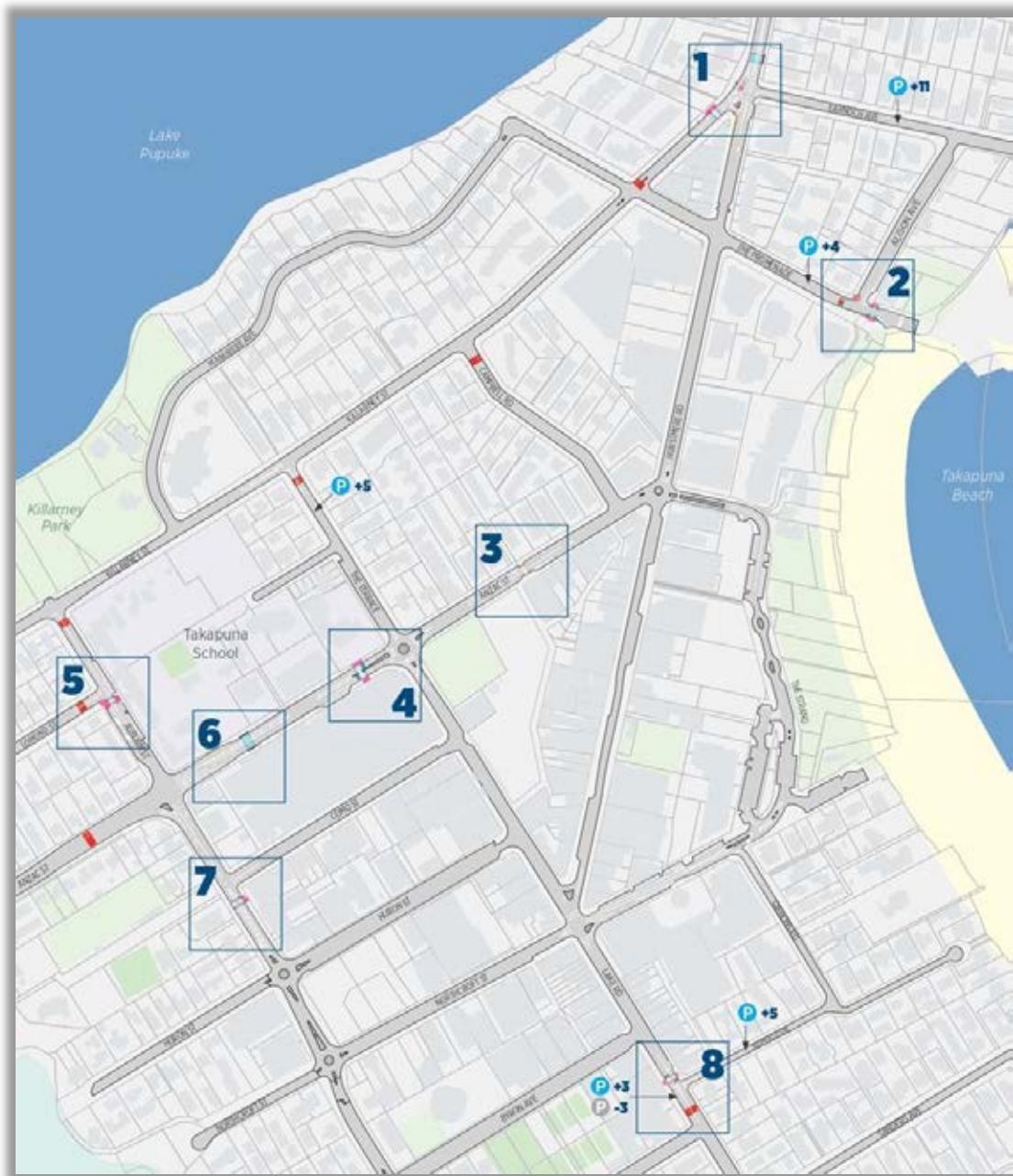


Your feedback on the Takapuna Town Centre Safety Improvements



Summary of public feedback October-November 2022

Contents

Background	1
What did we seek feedback on?	1
Map of proposed safety improvements	2
Summary	3
Key themes in feedback	3
Overall opinions on the proposed changes.....	3
Key feedback themes.....	3
Next steps	4
Consultation	4
What we asked you	4
Activities to raise awareness	5
How people provided feedback	5
Your feedback	5
Overview	5
Feedback in support of the changes	6
Feedback not in support of the changes	6
Feedback on specific changes	7
Proposal 1: Hurstmere Road & Killarney Street changes	7
Speed limit change.....	8
Proposal 7: Crossing at Como Street & Auburn Street	8
Other proposals.....	8
Summary of the feedback from walk-in sessions	9
Other submissions	9
Fire and Emergency NZ	9
AT response.....	11
Common questions & AT responses	11
Design suggestions in feedback and AT responses	13
Attachment 1: Feedback form	25

Background

What did we seek feedback on?

Auckland Transport, in partnership with representatives from the Takapuna community, are working towards improvements to make it safer to walk, bike, and drive around Takapuna's town centre.

The working group was put together to represent the community and includes members of the Te Poari ā-Rohe o Devonport-Takapuna/Devonport-Takapuna Local Board, Takapuna Beach Business Association, Bike Auckland, Takapuna North Community Trust, Takapuna Residents Association, and a local school principal. Input has also come from the local councillors and mana whenua.

The proposed speed limit reduction and changes at eight locations in the Takapuna town centre aim to reduce driving speeds and improve safety.

Town centres are busy, with lots of people sharing the road, including shoppers, elderly and disabled, schoolchildren, and people using different transport options – all in close proximity to cars. Safer speeds create a better future for everyone and deliver benefits to Auckland communities.

The improvements would install:

- **Proposal 1:** New raised pedestrian crossing at Killarney Street and new raised speed bump on Hurstmere Road near the Hurstmere-Killarney-Earnoch intersection
- **Proposal 2:** New side island pedestrian refuges and slow speed markings on The Promenade at Alison Avenue
- **Proposal 3:** Re-marking of a pedestrian crossing on Anzac Street near the Takapuna Sunday Market
- **Proposal 4:** New raised pedestrian crossing on Anzac Street near The Terrace roundabout
- **Proposal 5:** New raised pedestrian crossing on Auburn Street at Lomond Street and near Takapuna Primary School
- **Proposal 6:** New raised speed bump on Anzac Street near Auburn Street
- **Proposal 7:** New raised pedestrian crossing on Auburn Street at Como Street
- **Proposal 8:** New raised pedestrian crossing on Lake Road at Blomfield Spa
- **New 30km/h signs and road marking** at the entry points to the Takapuna reduced speed area

As part of these changes, we would re-allocate road space to add on-street parking on Alison Avenue, The Promenade, The Terrace, Blomfield Spa, Lake Road, and Earnoch Avenue.

Map of proposed safety improvements



Summary

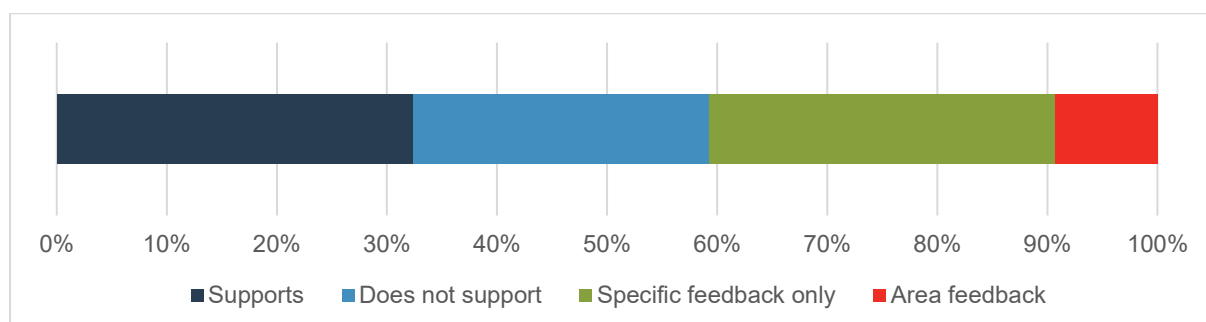
Auckland Transport consulted with representatives and residents from the Takapuna community on safety improvement changes around the Takapuna town centre from 10 October to 6 November 2022 and received a total of 108 submissions.

Key themes in feedback

Overall opinions on the proposed changes

The submissions showed a spread of opinions, with many respondents providing comments and suggestions on specific proposed changes. Each submission was placed under one of four categories: **1) supports the changes**, **2) does not support the changes**, **3) only provided comments (specific feedback only)**, and **4) did not comment on proposed changes but commented on issues in the area (area feedback)**. After reviewing the submissions:

- 32.4% supported the changes (Supports)
- 26.9% did not support the changes (Does not support)
- 31.5% only provided comments (Specific feedback only)
- 9.3% did not comment on the proposed changes, but provided comments or concerns about issues in the area (Area feedback)



Based on all 108 submissions. Each submission was counted against one category.

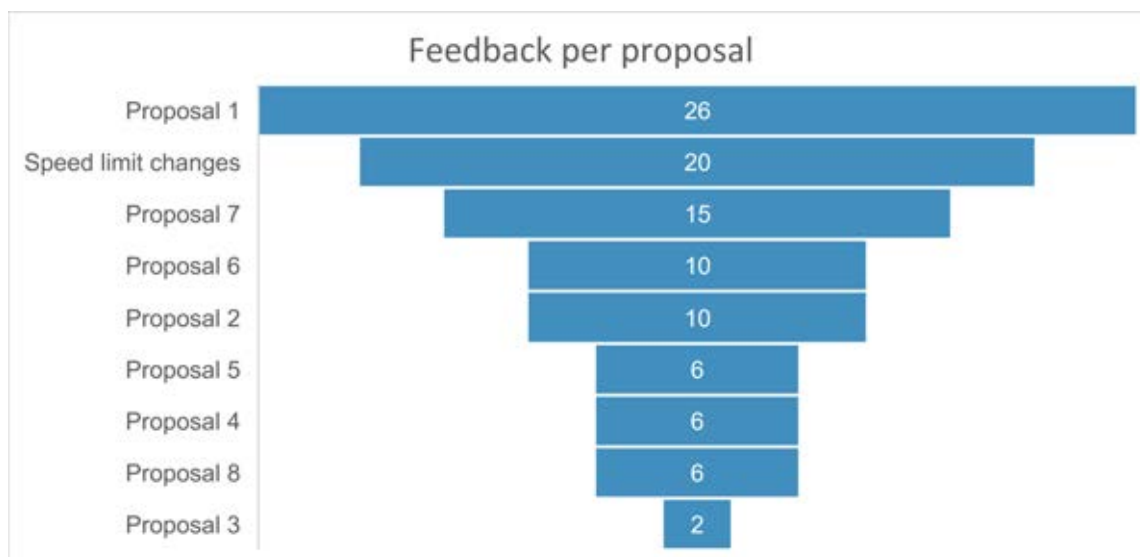
Key feedback themes

Four themes were found in more than 5% of feedback:

- The proposed changes will improve road safety (14 mentions)
- The changes are not needed (13 mentions)
- The changes will improve safety for pedestrians and cyclists (9 mentions)
- Raised crossings are not needed/not safe (9 mentions)

Much of the feedback was specific to locations in the project area (about 40%). Two proposals had the most mentions:

- 24% of respondents submitted comments about Proposal 1, the proposed changes at Hurstmere Road and Killarney Street
- 18% submitted feedback about the proposed speed limit changes



Submission could be counted against more than one category.

You can read more about the feedback the project received in the [Your feedback](#) section of this report.

Next steps

After reviewing all feedback and following extensive engagement with the community working group, we are proceeding with the proposal with some design changes. We currently anticipate the construction to start in mid-late 2023. We will update the website if there is any change to the construction schedule. We will be in touch with local residents and businesses before construction works take place.

Consultation

We consulted on the proposed town centre safety improvements from 10 October to 6 November 2022.

What we asked you

We asked two questions:

- *Do you have any suggestions or feedback around the proposed safety improvements?*
- *Do you have any other comments regarding the proposal?*

On both the brochure and online survey forms, you were provided with text boxes to write in your responses.

Activities to raise awareness

To let you know about our consultation, we:

- Set up a project web page and an online feedback form on our website
- Mailed project brochures with a physical feedback form to Takapuna and surrounding suburbs households
- Distributed brochures to local businesses and the local library
- Posted social media posts online, along with targeted sponsored posts specific to those living in Takapuna
- Ran multiple adverts in the North Shore Times and Devonport Flagstaff
- Held two public open days at Takapuna Library
- Held an online public drop-in session

How people provided feedback

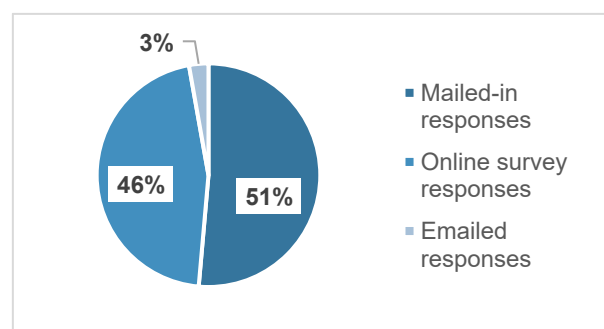
Respondents could provide feedback using an online submission form on our [Have Your Say web page](#) or a freepost form included in the brochure. See attachment 1 at the end of this report for a copy of the feedback form.

Your feedback

Overview

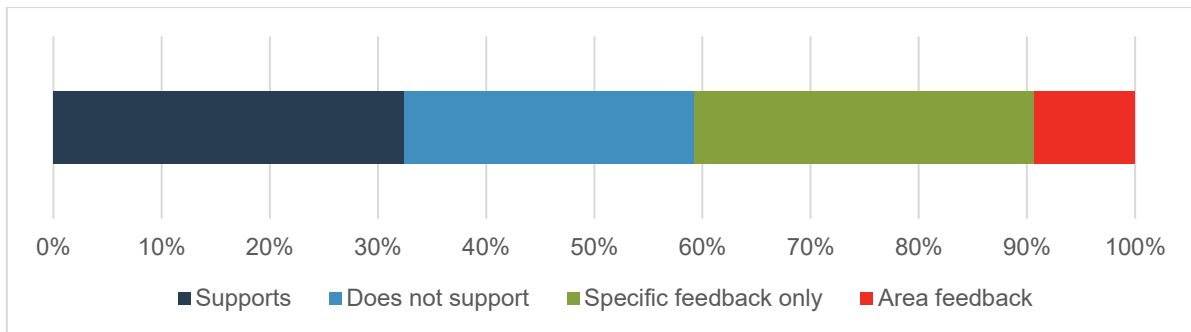
We received public feedback on the proposal from 108 respondents, through:

- 55 mailed-in submissions
- 49 online survey submissions
- 3 emailed submissions



Overall sentiment in the submissions on the proposal was mixed:

- 35 respondents stated that they supported the changes
- 29 told us they did not support the changes
- 34 only provided comments on specific projects
- 10 did not comment on the proposed changes, but provided comments or concerns about issues in the Takapuna area



Based on all 108 submissions. Each submission was counted against one category.

Feedback in support of the changes

Around third (32.4%) of respondents told us they supported the changes.

Quotes from submissions

“Great changes, I fully support this project.”

“They are very good and necessary for the health and safety of the people who live and visit here.”

“Really support the safety improvements as we walk around this area a lot with a child.”

The most common feedback was around how the proposed changes will improve safety for people in Takapuna.

Project will improve safety	13 mentions
Project will improve walking & cycling safety	9 mentions

Feedback not in support of the changes

26.9% of respondents raised concerns about the proposed changes overall or about specific elements.

Quotes from submissions

“I don’t support the cost and disruption that raised pedestrian crossings will require.”

“Not necessary system works as it is”

“Reject road narrowing - negative impact on cyclists. Reject all raised tables: negative impact on all road users. Reducing speed limit doesn't stop speeders - just let you ticket more people.”

The most common theme was submitters querying the need or evidence for the changes (12%). We also heard concerns about raised crossings (8.3%): that they were unnecessary or disruptive to traffic flow.

There is no need for change	13 mentions
Do not support raised crossings / Raised crossings are not necessary	9 mentions
Do not support road narrowing (concern for cyclists)	3 mentions
Vision Zero is unrealistic	3 mentions

You can read our responses to common questions and concerns in the [Common questions & AT responses](#) section.

Feedback on specific changes

Proposal 1: Hurstmere Road & Killarney Street changes

The changes at the Hurstmere Road-Killarney Street intersection received the highest amount of project-specific feedback (26 mentions).

Quotes from submissions	<i>“Suggest moving the traffic island so that there is no Killarney to Earnoch Ave access (right only). No raised table on Hurstmere (concerned for bikes)”</i>
	<i>“The proposal is an excellent and necessary improvement to pedestrian safety at this intersection. I often cross to the east side of Hurstmere Rd to avoid having to cross Killarney St here.”</i>
	<i>“Remove proposed raised crossing on Killarney St. Proposed crossing location being right next to exiting car parks, vehicles parked on the first car park will likely have to reverse onto the zebra crossing, with the possibility of pedestrians standing in their blind spot.”</i>

Respondents raised concern about safety at the intersection (6 mentions) and about congestion due to the proposed raised features (6 mentions). We also received several suggestions about changes at the intersection:

The proposed changes would cause safety issues	6 mentions
The raised crossing/table will cause traffic to back up	6 mentions
Suggestion to extend the 30km/h speed limit down Killarney Street	5 mentions
Concern about cyclist safety at the intersection	4 mentions
Install a roundabout at the intersection instead	4 mentions
Remove the proposed raised table on Hurstmere Road	4 mentions
Remove the proposed Killarney Street raised crossing	4 mentions

Speed limit change

Speed limit change is not part of this consultation and please refer to [Proposed Speed Limit Changes - Phase Three](#) for the consultation on the speed limit change.

20 respondents mentioned the change to 30km/h in the Takapuna Town Centre in their submissions.

Quotes from submissions	<i>"I like the idea of the slower speed limit of 30km as it will make it much safer when cycling in areas that there is no safe cycle lane."</i>
	<i>"A 30 km speed limit on some smaller roads is suitable but on others like Kitchener + Hurstmere it would be ridiculous + cause traffic congestion, frustration + accidents."</i>
	<i>"I think it's great that AT is planning reduced speeds in the Takapuna town centre."</i>

Just over half of those who submitted feedback on the proposed speed limit supported the speed reduction. Nine submitters raised concerns about the change.

Supports speed limit change to 30km/h	11 mentions
The speed limits should not be lowered / Speed limit changes are ineffective	9 mentions

Proposal 7: Crossing at Como Street & Auburn Street

14 submissions mentioned the proposed raised zebra crossing at the intersection of Como Street and Auburn Street. Feedback on the changes was split: some respondents told us they liked the idea of the proposed crossing or that it would improve safety for pedestrians, whereas others stated it was unnecessary or would cause congestion.

The proposed crossing should not be installed (unnecessary or would cause congestion)	8 mentions
The proposed crossing would improve safety / make it easier to cross Auburn St	7 mentions

Other proposals

The remaining proposals were mentioned by less than 10% of respondents. The top comments on each proposal are listed below.

The raised table on Anzac Street near Auburn Street (Proposal 6) is not needed	6 mentions
The proposed crossing point at the intersection of The Promenade and Alison Avenue (Proposal 2) should be installed farther east, closer to the beach & café	5 mentions

Summary of the feedback from walk-in sessions

This consultation included two walk-in sessions at the Takapuna Library on 14 and 20 October.

- **Specific feedback around one of the work locations:** This ranged from concerns about setbacks so motorists can see when a pedestrian steps onto a crossing to the need for an extra raised pedestrian crossing where the current crossing is at grade. At least 15 of the people over two days had site-specific feedback – which was taken into the consideration of the design by the traffic engineer and project manager present.
- **Comments around the need for the work:** For example, “Why do we even need these changes?” Three people raised this over the two days. Follow up comments related to their first-hand experience of never having seen speeding vehicles or accidents.
- **Questions around the 30k/h changes:** Some were surprised to hear about the speed reduction to 30k/h for most of the Takapuna town centre.

Other submissions

In addition to public feedback, we also received submissions from FENZ.

Fire and Emergency NZ

Thank you for the opportunity to provide feedback on the Takapuna Centre Road Safety Improvements.

1.5 The primary objective of Fire and Emergency is to reduce the incidence of unwanted fire and the associated risk to life and property. We seek:

- to protect and preserve life
- prevent or limit injury
- prevent or limit damage to property and land, and;
- prevent or limit damage to the environment.

1.2 The main functions of Fire and Emergency are to:

- promote fire safety and provide fire prevention response and fire suppression services
- stabilise or render safe incidents involving hazardous substances
- rescue persons who are trapped as a result of transport accidents or other incidents
- provide urban search and rescues services.

1.3 In addition to the above core functions, Fire and Emergency also supports St John in medical emergencies through:

- medical co-response to all immediate or life threatening calls
- medical first response to:
 - immediate or life threatening calls
 - potentially life threatening or time-critical calls, and;
 - urgent or potentially serious calls.

1.4 On average Fire and Emergency attends 90 incidents in the Takapuna town centre area per year including:

- 23 fire
- 14 medical calls
- 15 rescues, assists or special service calls
- 11 vehicle accidents

1.5 Response to fire, medical and other emergencies are time critical, and delays experienced by emergency response can affect the outcome of incidents they attend.

- A house fire can become fatal within three minutes.
- For every minute that goes by without CPR or using an AED⁶, the chance of survival drops by 10-15 percent.
- The number of people killed in traffic accidents increases with increasing emergency response time.

The roading network is the primary mode of response, and therefore its design is critical to ensuring effective and efficient response.

1.6 Fire and Emergency in Tāmaki Makaurau acknowledges that on average, one person is killed every day on New Zealand roads.

1.7 As part of the Transport Safety Governance Group, Fire and Emergency supports Auckland Transport's Vision Zero, to reach zero road deaths or serious injuries by 2050.

1.8 We further support the principal of traffic calming to reduce the risk of road accidents and associated fatalities on roads in Tāmaki Makaurau.

1.9 However, during an emergency, Fire and Emergency is most efficient and effective when fire appliances have fast and clear access. Delays getting to and dealing with an emergency may risk the safety of people and their property. Because of the functions performed by Fire and Emergency our response appliances are larger and heavier than those used by other emergency services⁹.

1.10 Traffic calming strategies can impact fast and clear access. Active strategies, which prevent or reduce movement of traffic through such things as volume control devices¹⁰ or physical barriers¹¹, have the greatest potential impact on emergency service response time.

1.11 In general, Fire and Emergency recommends that primary response routes have limited physical impediments (vertical or horizontal devices), such as speed humps, speed cushions, traffic circles and chicanes, or narrowing of roads, so as not to slow emergency response.

1.12 Mapping of primary routes for Fire and Emergency across Tamaki Makaurau, which have been shared with Auckland Transport, identify Lake Road, Hurstmere Road, and Anzac Street as primary routes.

1.13 In 2022, Fire and Emergency commissioned research into the impact of traffic calming devices on Emergency Response¹². The research provided recommendations on interventions, and location of interventions, that would support pedestrian and road user safety while limiting impact on emergency response. This research has been shared with Auckland Transport.

1.14 In line with the research findings, Fire and Emergency recommends that:

- Mid-block crossings on primary routes use vertical separation, signalised crossings and zebra crossings rather than raised tables.
- Vertical deflection devices and including raised zebra crossings do not occur mid-block, but at signalised intersections as it is unlikely to cause delay to appliances as Fire and Emergency drivers slow down at intersections for the safety of other vehicles and vulnerable road users.
- Vertical deflection devices, including raised zebra crossings, occur on the entry

into side streets as the delay associated with appliances slowing down to make a safe turn in and out of a side-street will be minimal.

- Deflection be designed to the absolute minimum height and profile that achieves the desired effective speeds (75mm high ramps, with a 1 in 15 gradient). Applying the minimum intervention is likely to minimise the potential response time impacts and potential wear and tear impacts on appliances.
- That proposed medians or pedestrian island provide a 500mm clearance envelope between a 2.5m wide vehicle and any vertical kerb on either side to ensure fire appliances can traverse the street.

1.15 The Firefighting Operations Emergency Vehicle Access Guide provides guidance to ensure appliances can access sites, buildings and structures in an emergency. This includes:

- minimum widths for carriageways
- minimum widths for curved carriageways or corners
- requirements for turning areas (i.e. dead ends)
- kerb dimensions on carriageways
- maximum gradients for ramps/ inclines

1.16 Ensuring roading interventions align with the specifications outlined in the Access Guide is likely to further mitigate negative impacts on emergency services and ensure emergency appliances can access locations in the event of a fire or other emergency.

1.17 Fire and Emergency in the Waitematā District welcomes the opportunity to engage further with Auckland Transport and its working group on pedestrian safety interventions in Takapuna.

1.18 We further welcome the opportunity to work with Auckland Transport to monitor and evaluate the impacts of traffic calming interventions on pedestrian and road user safety and emergency response.

Ngā mihi,
Geoff Purcell,
District Manager, Waitematā

AT response

Thank you for your feedback and engagement with us on the Takapuna Town Centre Safety Improvements project. The proposed infrastructure aims to complement the upcoming 30km/h safe speed limit in the town centre.

The profile and spacing of the raised tables are designed to achieve a 30km/h operating speed through Takapuna town centre and should not create any significant delays for emergency vehicles but will improve safety for vulnerable road users. The proposed raised tables are 75mm high with a 1 in 15 ramp gradient along the primary routes for Fire and Emergency including Lake Road, Hurstmere Road, and Anzac Street in Takapuna.

The design of the new kerb, traffic island and speed table will also be checked to ensure the access of emergency vehicles. If the proposed scheme is introduced, then it will also be monitored to determine its effectiveness and if any additional changes are required.

Common questions & AT responses

Why have these changes been proposed?

As a Vision Zero organisation, we are committed to making the roads around Auckland safer and reducing the risk of death or serious injuries on our roads. As part of this, we have a Safe Speeds programme for town centres where high-risk town centres have been identified around Auckland for speed reduction and other safety improvements. Town centres are busy, with lots of people sharing the road including shoppers, senior citizens, people with disabilities, school children, and people using different transport options – all in close proximity to cars.

Between 2017 and 2022, there have been 113 recorded crashes within the Takapuna town centre area. From these 113 crashes, there were 39 people who were injured – 21% of these were pedestrians and 26% were cyclists.

Lowering speed limit here has the greatest potential to reduce the chance and severity of road crash in an area with high number of vulnerable road users' activities. The proposed engineering measures (e.g., raised crossing) will help manage compliance of all drivers to the new 30 km/h speed limit.

Why are raised zebra crossings proposed?

An at-grade zebra crossing (zebra crossing without raised platform) with high-speed approaching vehicles is not as safe compared to a raised zebra crossing. This is mainly because approaching vehicles are not physically slowed down. This can lead to a high-speed crash with a pedestrian resulting in serious injury or death. Hence raised zebra crossings help enforce slower vehicle speeds and increase drivers' give way rates to the pedestrian.

Research has shown that a raised zebra crossing can achieve a 40% reduction in crashes compared to at-grade crossing. Also, a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road user surviving a crash, if hit directly at 30km/h. Where a proposed crossing is not being raised, vehicle speeds are already below 30km/h.

The development of the proposed design at Hurstmere Rd / Killarney St / Earnoch Ave intersection

The proposed improvements at Hurstmere Rd / Killarney St / Earnoch Ave intersection provide speed control as well improving pedestrian safety. The proposed raised table north of the intersection will manage the traffic to a safe speed at the beginning of the town centre. The proposed raised zebra crossing on Killarney St will reduce the vehicle speeds approaching the intersection as well as make a safe crossing point.

The proposed improvements meet the current project objective to ensure speeds limits are safe for everyone using the roads. This intersection has also been identified in AT's Strategic Networks, which means it is important for the future alternative transport options. Current design has taken this into account and doesn't preclude other intersection improvements in the future (e.g., signalised intersection).

Design suggestions in feedback and AT responses

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

Design suggestion in feedback	AT response
Suggestions for proposal	
<p>Share supporting data that shows evidence changes are needed (13 mentions)</p> <p>Quotes from public feedback:</p> <ul style="list-style-type: none"> • <i>“Please publish actual pedestrian accident rate in Takapuna. Do we really have a problem?”</i> • <i>“Are “improvement” projects such as these backed up by clear statistics in each case, or are they just random guesses? Where is the evidence? It is not presented here!!!”</i> • <i>“Nowhere in this document is information regarding current levels of accidents in Takapuna - i.e., is there actually a safety problem??”</i> 	<p>Between 2017 and 2022, there have been 113 recorded crashes within the Takapuna Town Centre area. From these 113 crashes, there were 39 people who were injured, and 21% of these were pedestrians and 26% were cyclists.</p> <p>At Auckland Transport, the safety of all our roadway users is our highest priority. As a Vision Zero organisation, we are committed to making the roads around Auckland safer and minimising the risk of death or serious injuries to all who travel the roads. Data is an important factor in informing our decisions regarding safety improvements, but it is not the only factor.</p> <p>Vulnerable road users such as pedestrians and cyclists are at high risk of serious injuries in the Takapuna Town Centre area due to speeding motorists. Lowering the speed here has the greatest potential to reduce the risk and severity of road crashes, injuries, and even deaths in an area with a high number of vulnerable road user activities. The proposed engineering measures (e.g., raised crossing) will help manage compliance of all drivers to the new 30 km/h speed limit.</p>
<p>Money would be better spent elsewhere (5 mentions)</p> <p>Quotes from public feedback:</p> <ul style="list-style-type: none"> • <i>“Fix the potholes, drainage etc. Once you have that sorted start again.”</i> • <i>“Don’t you think it’s about time you addressed our chocking roads potholes.”</i> • <i>“Spend the money elsewhere and actually fix the roads”</i> 	<p>As a Vision Zero organisation, we are committed to making the roads around Auckland safer and reducing the risk of death or serious injuries on our roads. As part of this, we have a Safe Speeds programme for town centres where high-risk town centres have been identified around Auckland for speed reduction and other safety improvements.</p> <p>Between 2017 and 2022, there have been 113 recorded crashes within the Takapuna town centre area. From these 113 crashes, there were 39 people who</p>

Design suggestion in feedback	AT response
	<p>were injured and 21% of these were pedestrians and 26% were cyclists.</p> <p>The value of statistical life (VOSL) was estimated at \$4.42 million per fatality at June 2020 prices. Adding other social costs (medical care, legal and court, vehicle damage) gives an updated average social cost of \$4.46 million per fatality. There are significant social cost resulting from fatalities where speed has likely been a contributing factor.</p> <p>Based on the accident and injury statistics recorded for Takapuna, there are clear and pressing safety issues which needs to be addressed. Our goal is to promote safer speeds throughout Takapuna Town Centre, which will protect vulnerable road users who are interacting with motorists. Safer speeds create a better future for everyone, including motorists.</p> <p>For road and footpath maintenance issues, please report through our website here.</p>
<p>No additional parking spaces should be added (4 mentions)</p> <p>Quotes from public feedback:</p> <ul style="list-style-type: none"> • <i>“I am opposed to the introduction of parking spaces in general, so I am disappointed to see 25 new parking spaces added”</i> • <i>“Generally, please don't add more on-street parking spaces to the streets.”</i> • <i>“Additional street level parking should not be added, particularly given the large amount of parking available in Parking Buildings in Takapuna such as Toka Puia and at the Bruce Mason Centre which are never full”</i> 	<p>The new on-street parking spaces serve local users, provide a speed calming effect by reducing lane width (creating side friction), and offset the parking spaces lost with the introduction of broken yellow lines to support the proposed zebra crossings. Time restriction on these new parking spaces will be similar to the existing parking spaces nearby.</p>
<p>Install cycle parking/lanes instead of vehicle parking (2 mentions)</p>	<p>Creating cycle lanes in Takapuna Town Centre is not within the scope of this project. Most of the new parking spaces are located on local streets with low traffic volume and should not have an impact on the future cycle lane planning. Please refer to Future Connect website for AT's long-term network plan including cycle lane planning.</p>

Design suggestion in feedback	AT response
Concern about planters blocking visibility (2 mentions)	The planting as well as the planter boxes proposed will be low height planting (<1m) that won't obstruct the visibility of drivers to pedestrians and other vehicles.
Install refuge crossings instead of raised crossings (1 mention)	<p>A refuge crossing with high-speed approaching vehicles is not as safe compared to a raised zebra crossing. This is mainly because approaching vehicles are not physically slowed down, which can lead to a high-speed crash with a pedestrian resulting in serious injury or death. Raised zebra crossings help to enforce slower vehicle speeds and increase drivers' give way rates to the pedestrian.</p> <p>Research has shown that a raised zebra crossing can achieve a 40% reduction in crashes compared to at-grade crossing. Also, a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road users surviving a crash, if hit directly at 30km/h. Where a proposed crossing is not being raised, vehicle speeds are already below 30km/h.</p>
Install flush zebra crossings instead (2 mentions)	<p>An at-grade zebra crossing with high-speed approaching vehicles is not as safe compared to a raised zebra crossing. This is mainly because approaching vehicles are not physically slowed down, which can lead to a high-speed crash with a pedestrian resulting in serious injury or death. Raised zebra crossings help to enforce slower vehicle speeds and increase drivers' give way rates to the pedestrian.</p> <p>Research has shown that a raised zebra crossing can achieve a 40% reduction in crashes compared to at-grade crossing. Also, a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road users surviving a crash, if hit directly at 30km/h. Where a proposed crossing is not being raised, vehicle speeds are already below 30km/h.</p>
Install more 30 min parking places & remove broken yellow lines (1 mention)	AT is currently reviewing the parking strategy within the Takapuna Town Centre area as a separate project. We will consult with the public when it's ready.

Design suggestion in feedback	AT response
<p>Does not support speed limit changes (1 mention)</p> <p>Reduce speed limit to 40kph instead as a compromise (1 mention)</p> <p>30kph should be in central Takapuna only (1 mention)</p>	<p>The speed limit reduction was separately consulted in March 2022 as part of the speed limit bylaw changes. These suggestions were already considered during that consultation. The new speed limit in Takapuna Town Centre came into effect on 2 March 2023.</p>
<p>Install the proposed crossings one at time so drivers can adjust (1 mention)</p>	<p>Depending on the existing operating speed limits, the number and locations of the crossings and raised tables are designed to achieve 30km/h operating speed through Takapuna Town Centre. The new speed limit in Takapuna Town Centre came into effect on 2 March 2023. The construction will follow speed limit change. The construction timeline of the proposed raised tables will be staggered to minimise disruption.</p>
<p>Suggestions for specific changes for Proposal 1: New raised pedestrian crossing at Killarney Street and new raised speed bump on Hurstmere Road near the Hurstmere-Killarney-Earnoch intersection</p>	
<p>Extend the 30km/h speed limit down Killarney Street (5 mentions)</p> <p>Quotes from public feedback:</p> <ul style="list-style-type: none"> • <i>“The limit changes too much on Killarney. I would rather it’s just all the 30KM”</i> • <i>“Extend the 30kmh limit along killarney street.”</i> • <i>“For safety reasons extend the 30kmph speed limit on Killarney Street to include Takapuna Primary School, Killarney Park and the Ryman Retirement Village.”</i> 	<p>The speed limit reduction was separately consulted in March 2022 as part of the speed limit bylaw changes. These issues were already considered during that consultation. The new speed limit in Takapuna Town Centre came into effect on 2 March 2023.</p> <p>Areas that were not included in this round of bylaw changes will be looked at in future.</p>
<p>Remove the proposed raised table on Hurstmere Road (4 mentions)</p> <p>Quotes from public feedback:</p> <ul style="list-style-type: none"> • <i>“The proposal will be confusing for northbound traffic on Hurstmere who will be merging while on the table.”</i> • <i>“The raised speed table north of Earnoch Ave is unnecessary. There will be a raised table immediately adjacent in Killarney St & there is an existing one a few metres down Hurstmere Rd just north of The Promenade intersection.”</i> • <i>“The proposed speed table in area 1 may cause more problems than it solves. Currently traffic from killarney st merges seamlessly. The speed table will cause</i> 	<p>The location and layout of the Hurstmere Rd northbound lane merge is not changed by the proposed raised table. The raised table will improve safety for the merging northbound traffic by reducing speeds on approach to the lane merge.</p> <p>The proposed raised table is located 130m north of the existing table on Hurstmere Rd by The Promenade to provide a gateway treatment and the necessary speed reduction for southbound traffic on approach to the Hurstmere Rd / Killarney St / Earnoch Ave intersection entering the town centre.</p>

Design suggestion in feedback	AT response
<i>some traffic to slow - creating indecision & uncertainty</i>	
<p>Remove the Killarney Street raised crossing (4 mentions)</p> <p>Quotes from public feedback:</p> <ul style="list-style-type: none"> • <i>"I am concerned that the proposed introduction of a pedestrian crossing on Killarney Street at the intersection with Hurstmere Road (Box 1), will create a new traffic hazard and will cause serious accidents."</i> • <i>"Placing the pedestrian crossing/raised table so close to the intersection is just not practical and will result in confusion, traffic delays and safety issues."</i> • <i>"Remove proposed raised crossing on Killarney St."</i> 	<p>Currently, pedestrians have to cross four traffic lanes from Hurstmere Rd to Killarney Street, which exposes them to several vehicle movements at the intersection. The proposed raised zebra crossing on Killarney St will provide a safe crossing point for pedestrians between Hurstmere Rd and Killarney St by reducing the traffic lanes they will need to cross as well as providing a dedicated priority crossing facility.</p> <p>Currently, the free-flowing left turn lane from Killarney St to Hurstmere Rd does not encourage lower vehicle speeds approaching the intersection. The proposed raised crossing will also reduce overall vehicle operating speeds at the intersection, which will in turn reduce the risk of crashes and serious injury to pedestrians and improve overall safety.</p>
<p>Install a roundabout at the Killarney-Hurstmere intersection (4 mentions)</p> <p>Quotes from public feedback:</p> <ul style="list-style-type: none"> • <i>"Put an oval/egg shaped roundabout at Killarney/Hurstmere to manage traffic better at this location."</i> • <i>"Should be better off putting a roundabout in at 1."</i> • <i>"Make more use of roundabouts; this would be much more effective at the Killarney/Hurstmere intersection."</i> 	<p>Installing a roundabout was investigated by Auckland Transport. However, it is not preferred as a roundabout will not allow safe and efficient movements of all modes of transport through this intersection.</p> <p>The proposed improvements meet the current project objective to ensure speeds limits are safe for everyone using the roads. This intersection has also been identified in AT's Strategic Networks, which means it is important for future alternative transport options. Current design has taken this into account and doesn't preclude other intersection improvements in the future (e.g., signalised intersection).</p>
<p>The proposed Hurstmere speed table should be a crossing (2 mentions)</p>	<p>This option was considered and discounted due to the presence of the two northbound lanes, flush median, and a southbound lane. These would render the pedestrian crossing unsafe, as a pedestrian will have to cross several traffic lanes at one time.</p>
<p>Move Killarney crossing south (closer to Promenade) (2 mentions)</p>	<p>A separate pedestrian crossing project closer to The Promenade on Killarney St is currently under investigation by Auckland Transport. AT will ask public's</p>

Design suggestion in feedback	AT response
	feedback separately once ready.
Install a give way sign for left-turning Killarney traffic (2 mentions) Sliplanes should be removed (1 mentions)	This option was considered. However, is not preferred, as it will create traffic delays to the left-turning Killarney St traffic.
Install stop sign for right turning traffic out of Killarney Street (1 mentions)	Currently, there is a give way control in place for traffic turning out of Killarney St, which meets visibility and safety requirements.
Suggestions for specific changes at Proposal 2: New side island pedestrian refuges and slow speed markings on The Promenade at Alison Avenue	
The proposed crossing on The Promenade should be farther east, closer to the beach and café (5 mentions) Quotes from public feedback: <ul style="list-style-type: none"> • <i>“The pedestrian crossing should be nearer the beach ramp & Takapuna café, wca’euase that’s more frequent place for pedestrians to cross”</i> • <i>“...we believe that safety will be improvement by the provision of a pedestrian crossing adjacent to café Beach Cafe.”</i> • <i>“If you observe where most people cross The Promenade, it is further down, in a direct line between the caféch and the cafe.”</i> 	Based on the consultation feedback received, we will relocate the proposed crossing on The Promenade further east by 9 meters. We will adjust the footpath width and kerblines alignment on both sides of the road at the new crossing location to reduce the crossing distance. We will also install central refuge islands at the new location so pedestrians can wait in the middle if the road is too busy to cross. We will remove the existing crossing, including the central islands.
Install a raised crossing at Promenade-Alison intersection (2 mentions)	The Promenade at this location is on a major stormwater overland flow path. Raised tables are not feasible, as it will increase flooding risk to the surrounding properties.
The road narrowing islands not necessary (1 mention)	The side islands are proposed to reduce the crossing distance for pedestrians while encouraging lower speeds.
The proposed crossing at Alison Avenue is not necessary (1 mention)	There is an existing crossing at the proposed location. Currently, Alison Avenue is a wide road for pedestrian to cross, and the proposed kerb build-out reduces the crossing distance as well as lowering vehicle speeds turning into Alison Ave from The Promenade.

Design suggestion in feedback	AT response
Suggestions for specific changes at Proposal 3: Re-marking of a pedestrian crossing on Anzac Street near the Takapuna Sunday Market	
The proposed crossing at 11 Anzac Street should be raised (1 mention)	The option of raised crossing was considered and discounted due to site constraints of the nearby driveway preventing a raised crossing from being feasible. The current operating speed at this location is also low. Hence the current design is considered acceptable.
Delay the construction of the proposed crossing to avoid damage during extensive development in the area over the next few years (1 mention)	The proposed improvements at this location include road marking and tactile paver upgrades, and the impact of construction to the surrounding is expected to be minor.
Suggestions for specific changes at Proposal 4: New raised pedestrian crossing on Anzac Street near The Terrace roundabout	
Move the crossing at 52 Anzac Street closer to the intersection (1 mention)	The proposed raised crossing is to upgrade the existing zebra crossing, which is well utilised. Moving the crossing closer to the roundabout will increase the crossing distance as the road gets wider as well as interfere with the roundabout operation.
Suggestions for specific changes at Proposal 5: New raised pedestrian crossing on Auburn Street at Lomond Street and near Takapuna Primary School	
Install a refuge island crossing at 24 Auburn Street instead of a raised zebra crossing (1 mention)	<p>A refuge crossing is not as safe compared to a raised zebra crossing. This is mainly because approaching vehicles are not physically slowed down, which can lead to a high-speed crash with a pedestrian resulting in serious injury or death. Hence a raised zebra crossing helps enforce slower vehicle speeds and increases drivers' give way rates to the pedestrian.</p> <p>Research has shown that a raised zebra crossing can achieve a 40% reduction in crashes compared to an at-grade crossing. Also, a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of vulnerable road users surviving a crash, if hit directly at 30km/h. Where a proposed crossing is not being raised, vehicle speeds are already below 30km/h.</p>
Install a cycle lane to improve cyclist safety due to the proposed narrowing	There is not enough road width to accommodate a cycle lane at this location. The proposed kerb build-out reduces the crossing distance as well as lowering

Design suggestion in feedback	AT response
at Auburn Street (1 mention)	vehicle speeds mainly for the students from Takapuna Primary School. The new 30km/h speed limit is expected to create a safer environment for cyclists and vehicles to share the road.
Suggestions for specific changes at Proposal 6: New raised speed bump on Anzac Street near Auburn Street	
The proposed raised table is unnecessary (6 mentions) Quotes from public feedback: <ul style="list-style-type: none"> • <i>“Number 6 raised table seems redundant as cars are either just leaving or slowing down from the traffic lights at the intersection”</i> • <i>“#6 should not be raised”</i> • <i>“New Speed Table Anzac Street - unnecessary as traffic slows for traffic lights at intersection.”</i> 	Our traffic survey data indicates the operating speed along this section of the road is high. The proposed table encourages lower speeds as well as creating a set, definitive gateway point for the vehicles entering the 30km/h environment. There are also two education centres nearby, which are Angels Childcare Centre and Takapuna Primary School. The presence of the speed table will help enforce the low-speed environment, especially with kids and students around the area.
Install a raised zebra crossing instead of the raised table (1 mention)	Raised crossings were considered and discounted due to the presence of multiple lanes and lack of suitable space between adjacent vehicle crossings. It is not considered safe for a pedestrian to cross multiple traffic lanes. Therefore, introducing a pedestrian crossing is not considered as a safe practice at this location.
Suggestions for specific changes at Proposal 7: New raised pedestrian crossing on Auburn Street at Como Street	
A raised crossing should not be installed (8 mentions) Quotes from public feedback: <ul style="list-style-type: none"> • <i>“No, already have crossing, it's fine, don't raise”</i> • <i>“The number of pedestrians in this area does not warrant this it is totally unnecessary”</i> • <i>“This crossing will create congestion with over 100 cars noted exiting the Shore City Centre on a daily basis between 4-6pm. With a location so close to the corner of Como and Auburn Street, given volume of cars exiting Centre I would have H&S concerns with this location.”</i> 	Our traffic survey data shows that there is an average of 470 pedestrians crossing Auburn St between Anzac St and Huron St during the peak hours of a day (7-9 a.m., 11-1 p.m. and 4-6 p.m.). There is a lack of safe crossing facilities for pedestrians and cyclists along Auburn St. With the upcoming Patuone Reserve walkway upgrade, we expect the pedestrian and cyclist crossing demand to further increase. Other locations along Auburn St were also investigated. The proposed location has been chosen, as it has less impact on the overall traffic flow on Auburn St. The new entry/exist point to the Patuone Reserve walkway is also next to the proposed crossing to enable a safe crossing point for pedestrians and cyclists

Design suggestion in feedback	AT response
	entering the town centre.
Move the raised crossing closer to the Auburn-Como intersection where most people want to cross (1 mention)	The location of this raised crossing has already been designed to be as close to the Como St as possible. It could not be moved closer due to the constraint of the nearby vehicle crossing.
Suggestions for specific changes at Proposal 8: New raised pedestrian crossing on Lake Road at Blomfield Spa	
Add high-friction surfacing to the road before the proposed crossing (1 mention)	This site is within the 30km/h speed limit area. A town entry gateway treatment is also installed 40m south of this crossing to slow down the traffic. Therefore, the high friction is not proposed due to the low-speed environment.
The crossing should not be raised (1 mention)	The proposed table encourages lower speeds as well as creating a set, definitive gateway point for the vehicles entering the 30km/h town centre environment. A raised zebra crossing also helps to enforce slower vehicle speeds and increase drivers' give way rates to the pedestrian, which makes it safer for pedestrians to cross.
Suggestions for the speed limit changes	
Don't lower the speed limit (9 mentions) Quotes from public feedback: <ul style="list-style-type: none"> • <i>"I do not think it is necessary to reduce the speed limit to 30km - when Takapuna is busy traffic is restricted to this speed anyway, but when its quiet this is unnecessarily slow."</i> • <i>"Don't lower speed limits"</i> • <i>"I have experience the 30 km/hr speed limit in the city sand as a result, I do not support this being implemented in Takapuna. People already drive at sensible speeds anyway."</i> 	The speed limit reduction was separately consulted in March 2022 as part of the speed limit bylaw changes. These suggestions were already considered during that consultation. The new speed limit in Takapuna Town Centre came into effect on 2 March 2023.
Only change the speed limit; do not make other changes (1 mention)	Town centres are busy, with lots of people sharing the road, including shoppers, senior citizens, people with disabilities, school children, and people using different transport options – all in close proximity to cars. The proposed safety improvements include a raised table, road marking,

Design suggestion in feedback	AT response
	signage, kerb buildout, and footpath improvements. These improvements are considered necessary to complement the 30km/h speed limit as well as provide safer road infrastructure for pedestrians, cyclists, and vehicles to travel in a busy town centre.
Suggestions outside of the proposal	
Request for a pedestrian crossing on Lake Road between Huron & Como (2 mentions)	A zebra crossing in the middle between Huron Street and Como Street will have significant impact on the bus stop and its operation that occupy the majority of both sides of Lake Rd in this section. However, there is a signalised midblock crossing in this section of the Lake Rd, adjacent to Como Street, that people can use to cross the road.
Request for separated/protected cycle lanes on Hurstmere Road (2 mentions) Request for safe access for cyclists between Takapuna and Milford (1 mention) Request for a safe cycleway on Lake Road (1 mention) Request for a Francis Street to Esmonde Road cycle/walkway connection (1 mention) Extend the cycle lane in the town centre out to the Hurstmere/Killarney intersection (1 mention) Request for separated/protected cycle lanes on Anzac Street (including protection at intersections) (1 mention)	Adding separate cycle lanes on these roads are not within the scope of this project and will need to be investigated separately. Please refer to Future Connect website for AT's long-term network plan, including cycle lane planning. However, the new 30km/h speed limit will improve the overall safety of cyclists in the town centre.
Make all of Lomond 30kph to reduce signage (2 mentions)	The speed limit reduction was separately consulted in March 2022 as part of the speed limit bylaw changes. These issues were already considered during that consultation.

Design suggestion in feedback	AT response
	Areas that were not included in this round of bylaw changes will be looked at in future.
Install a pedestrian island crossing at ~74-80 Anzac Street (1 mention)	Anzac Street is a wide arterial road with four traffic lanes and flush median. Installing a refuge crossing or a raised crossing is not considered safe, as a pedestrian has to cross multiple lanes. However, we will monitor this site to determine if additional measures are required in the future.
The pedestrian crossing on Lake Road near Como Street should be raised (1 mention)	This crossing is currently signalised with high friction surfacing. It will operate more safely once the 30km/h speed limit is introduced.
Update the existing Takapuna pedestrian crossings with clearer road markings (1 mention)	Most existing pedestrian crossings in Takapuna will be upgraded as part of this project. Hence, new road markings will also be included.
Widen the footpath on Killarney Street near the Lake Park/Takapuna pool area (1 mention)	AT is investigating a pedestrian crossing on Killarney St in front of Takapuna pool under a separate project to address the pedestrian safety issue. Please refer to the project page for more details.
Close off Lake Road between Northcroft and Como on Sunday mornings for the market so stallholders can use the street (1 mention)	A Corridor Access Request will need to be submitted by the organiser to temporarily close a road for a private event. Please refer to our website for more details.
Increase timed parking in Puriri Street to 4 hours for students (1 mention)	This project focuses on the safety-related infrastructure improvements in Takapuna Town Centre area. Puriri St is outside of the study area. However, AT welcomes the public to provide feedback and suggestions on improving other areas in Takapuna through our website .
Request for additional 2m of BYLs near driveway of 5 The Promenade for visibility (1 mention)	There is an existing 3.5m long broken yellow lines near the driveway of 5 The Promenade, which is already greater than the legal requirement of 1m. If you notice a vehicle is parked within one metre of vehicle crossing and blocking access, please call 09 355 3553 with the details of the vehicle.

Design suggestion in feedback	AT response
Request for more parking on Gibbons Road & Blomfield Spa (1 mention)	This has been investigated, and we are introducing additional parking spaces on Bloomfield Spa.
Concern about visibility for people turning right from Northboro Road into Jutland Road and turning right from Purchas Road into Hart Road (1 mention)	This project focuses on the safety-related improvements within Takapuna Town Centre. Northboro Road is outside the scope of the project. However, AT welcomes the public to provide feedback and suggestions on improving other areas in Takapuna through our website .
Crossing on the corner of Huron Street and Lake Road is dangerous because cars get caught in middle of road while people crossing (1 mention)	There is a flush median on Lake Rd where a right turn vehicle could use to wait until the crossing is clear for right turn. We will monitor this site to determine if additional measures are required in the future.
Speed cameras should be erected outside Takapuna Primary School (1 mention) Request for a speed camera on Killarney Street between Auburn Street & Campbell Road (1 mention)	Speed cameras are the responsibility of New Zealand Police, and with the proposed safety enhancements and 30km/h speed limit to be introduced, speed cameras are not considered necessary.
Request for additional speed management on Bracken Road at the Lake Road end (1 mention) Suggestion for more speed management on Auburn Street/Burns Avenue (1 mention)	The speed limit reduction was separately consulted in March 2022 as part of the speed limit bylaw changes. These suggestions were already considered during that consultation. The new speed limit in Takapuna Town Centre came into effect 2 March 2023. Areas that were not included in this round of bylaw changes will be looked at in future.

Attachment 1: Feedback form

Feedback form

PLEASE CUT HERE

1. Do you have any suggestions or feedback around the proposed safety improvements?

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2. Do you have any other concerns or comments regarding road safety in Takapuna?

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Personal details

Providing your personal details is optional, if you choose to enter your contact details below, your personal details will not be published.

Name
.....
Street
.....
Suburb
.....
Postcode
.....
Email
.....

Auckland Transport and Waka Kotahi are committed to protecting our customers' personal information, information collected will be shared between the organisations. Our privacy policy is available at:

[AT.govt.nz/about-us/about-this-site/privacy-policy](https://at.govt.nz/about-us/about-this-site/privacy-policy)

Is your feedback on behalf of an organisation or business?

- Yes** - I am the official spokesperson for the organisation / business
- No** - These are my own personal views

Business/organisation name:

.....

ELT brief: TAKAPUNA TOWN CENTRE SAFETY IMPROVEMENTS FEEDBACK REPORT

Public feedback is one of the factors that Auckland Transport takes into account when making complex decisions like these ones. Community feedback is essential in making projects like these a success

After the public feedback period closes, we will:

- read and analyse all of the feedback provided,
- create a report on the feedback received which we will publish on the project webpage. If you provide your contact details, we will notify you when the report is available, and
- share your feedback with Waka Kotahi and use it to help shape future transport improvements in the area.

Demographics (optional)

These questions help us to understand who is engaging with Auckland Transport. Your responses help us to improve our work in gathering feedback from diverse audiences.

Gender

Male Female Other.....

Which age group do you belong to?

<15 15-24 25-34
 35-44 45-54 55-64
 65-74 75+

Which ethnicity(s) do you identify with?

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