

Public feedback report

Mission Bay town centre safety improvements



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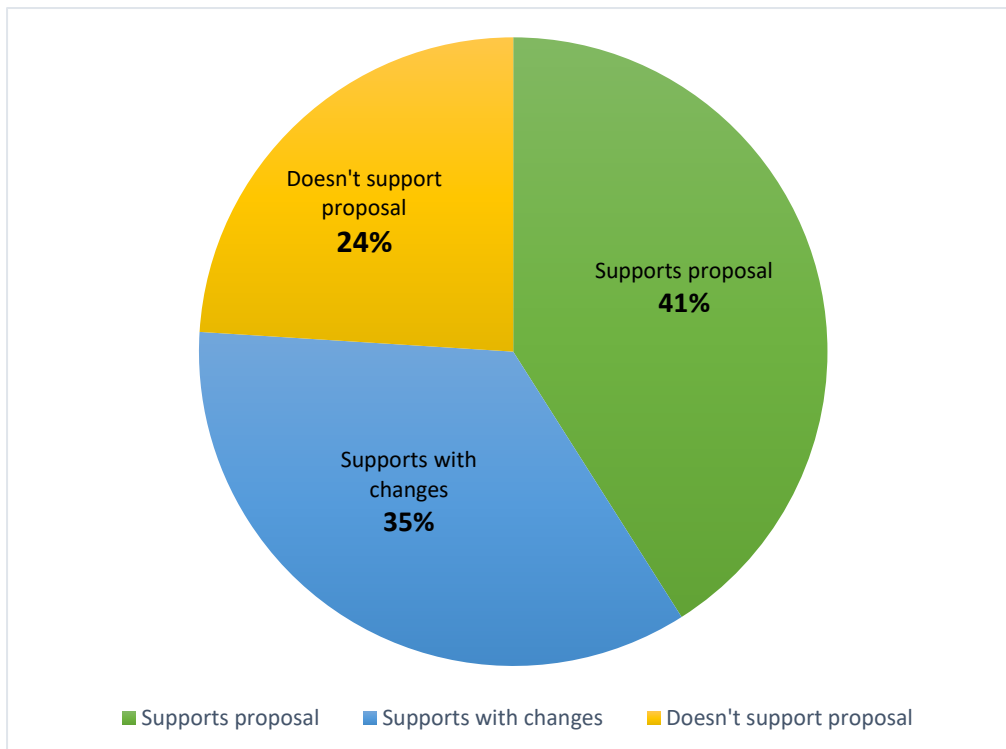
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1. Summary

Overview











From 9 November - 3 December 2020 people were invited to provide feedback on proposed changes to make it safer to walk, bike, or drive around Mission Bay. The proposed changes also sought to improve the connection between the beach and shops. In total **865 submissions** were received.

The feedback results, themes, and Auckland Transport's (AT's) response to the feedback themes are outlined in the **Feedback received** section of this report. Below is a summary of the feedback.



76% of submitters supported the proposal either fully or in part, while 24% of submitters don't support any new measures.

Top 10 feedback themes

Feedback theme		No. of mentions
	The separated cycleway on the road is better because it is safer	411
	Fill in the cycleway gap at Patteson Ave	164
	Concerns with parking layout	122
	Do not support shared path being in 'door zone' of parked cars	114
	Don't support shared paths because they don't work	113
	Concerns pedestrian crossings negatively impact cyclists	108
	Support pedestrian crossings	89
	Don't support moving the bus layover as it requires a roundabout	87
	Generally, support moving the bus layover	83
	Comments about separating the cycleway	79

Project decisions

After considering the public feedback **we have decided to progress the project** through to implementation, subject to the following changes:

- We will construct a separated on-road cycleway (Option B) rather than widen the shared path on Tamaki Drive (Option A). Feedback overwhelmingly supported the separated cycleway option.
- We will improve the connection of the cycleway across the Patteson Avenue intersection, including reducing the speed of cyclists where possible conflicts with pedestrians exist, as suggested in feedback.
- We will make the short section of Selwyn Avenue around the island one-way in order to improve the parking layout which will also help traffic flow.
- We will review the parking layout on Marau Crescent as suggest in the feedback.
- Feedback was less favourable to moving the bus layover, which would have required building a roundabout at the Tamaki Drive and Atkin Avenue intersection. We won't proceed with moving the bus layover or constructing a roundabout.
- We will no longer adapt the footpath to shared use on the shops side of Tamaki Drive to the west of Marau Crescent and will remove the on-road cycleway paint at the Selwyn Avenue and Marau Crescent intersections. This is because the 30km/h speed limit and the raised crossings will create a slow speed environment and the new cycleway on the beach side would mean this one won't be required.
- We will add signage to encourage people walking to use the boardwalk and add new bike parking within the town centre.

We will also investigate the following:

- Following feedback for speed reduction on Marau Crescent, Tamaki Drive, and Selwyn Avenue we will undertake traffic surveys to determine whether a speed limit extension would be beneficial. This would go to public consultation for further feedback.
- Undertake a parking assessment for Atkin Avenue between its intersections with Tagalad Road and Nihill Crescent to see if more parking could be created.
- Investigate whether any traffic slowing measures are appropriate for Nihil Crescent, Patteson Avenue and Marau Crescent since we received requests for this.

Next steps

- Construction of the main changes will begin in April 2022 and will be completed by October 2022. We will be in touch with residents and business prior to any construction taking place.
- We will work closely with the community to mitigate disruption caused by construction activities.

2. Background

What did we seek feedback on?

The proposal released for public feedback included the following possible changes:

- Three new raised pedestrian crossings to make it easier and safer for people to cross the road.
- Two new speed tables and upgrading the existing crossing on Tamaki Drive by Atkin Avenue to a raised platform.
- A new cycleway on the beach side of Tamaki Drive
 - **Option A)** Widen the existing shared path from 3 metres to 6 metres with a delineation between walking and cycling.
 - **Option B)** A new 3 metre on-road cycleway beside the shared path, protected from traffic using separators.
- An option to move the bus layover stop for service #781 from Patteson Avenue in the town centre to Selwyn Avenue by extending the existing layover space. If the bus layover change goes ahead, then a roundabout would need to be built at the Tamaki Drive / Atkin Avenue intersection.
- Remove the painted flush median and remark the road to make space for the widened shared path or on-road cycleway.
- Change a short section of the footpath on the shops side of Tamaki Drive to shared use from Marau Crescent (eastern end) to connect people on bikes with the new pedestrian/bike crossing proposed outside the park.
- A new car parking area on Marau Crescent and amending parallel parking on Selwyn Avenue to angled.

For more detailed information on the proposal, please refer to **Attachment 1** or visit <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/town-centres-safe-speeds-programme/mission-bay-town-centre-safety-improvements/>

Why did we propose safety improvements?

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.

Mission Bay town centre is prioritised for improvements under this programme due to high numbers of vulnerable road users – children, senior citizens, people walking and people on bikes or motorcycles interacting with motorists. Reducing speeds here has the greatest potential to reduce the chance of serious injuries and deaths occurring. Every Aucklander deserves a safe transport network where no death or serious injury is acceptable.

Mission Bay town centre has also seen high numbers of crashes. Within a 5-year period (2015 – 2019) there have been 61 reported crash incidents within the Mission Bay town centre area, of which resulted in 23 persons being injured, five of them seriously.

The increase in road trauma is both a transport and public health issue for the region with significant economic costs. More importantly, the after-effects of road trauma on victims' whānau, friends and community are devastating.

3. Feedback activities

From 9 November– 3 December 2020 people were invited to provide feedback on proposed road safety improvements to Mission Bay Town Centre. In total **865 submissions** were received.

What we asked you

We asked:

- For Tamaki Drive, whether you prefer the option of an on-road separated cycleway, or the option of widening the existing shared path? And Why?
- If you support moving the bus layover for service #781? And Why?
- If you support the proposed changes overall? And Why?
- Any further feedback?

Activities to raise awareness

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

- mailed 6,432 letters with free post feedback forms to property owners and occupiers in the area
- emailed information to other key interest groups
- set up a project webpage and an online feedback form on our website
- put up poster boards around Mission Bay
- shared a media release on the proposal
- posted about the proposal on our social media channels
- held 2 public drop-in sessions on the 17th of November and the 21st of November at Good George
- Worked closely with Mission Bay Kohimarama Residents Association, Mission Bay Business Association, Orakei Local Board, and local Councillor Desley Simpson to promote the consultation through their additional networks
- Emailed all previous submitters who provided feedback on the 2019 proposal

How people provided feedback

You could provide feedback using an online submission form on the project webpage or a freepost form included in the project letter. See [Attachment 2](#) for a copy of the feedback form.

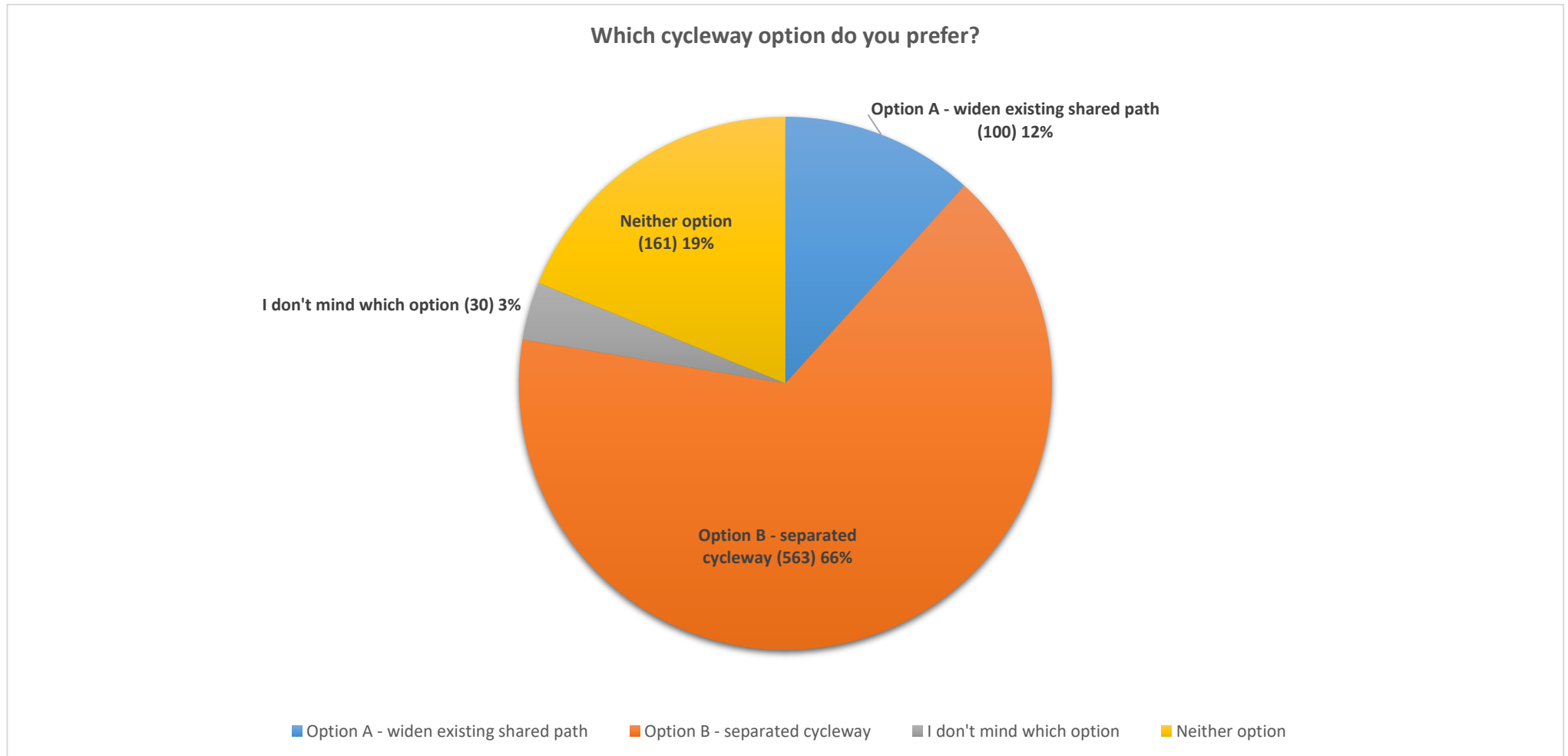
4. Feedback received

The results of the tick box questions, feedback themes, and AT's responses to the feedback themes are presented under six headings throughout this section of the report. The headings are:

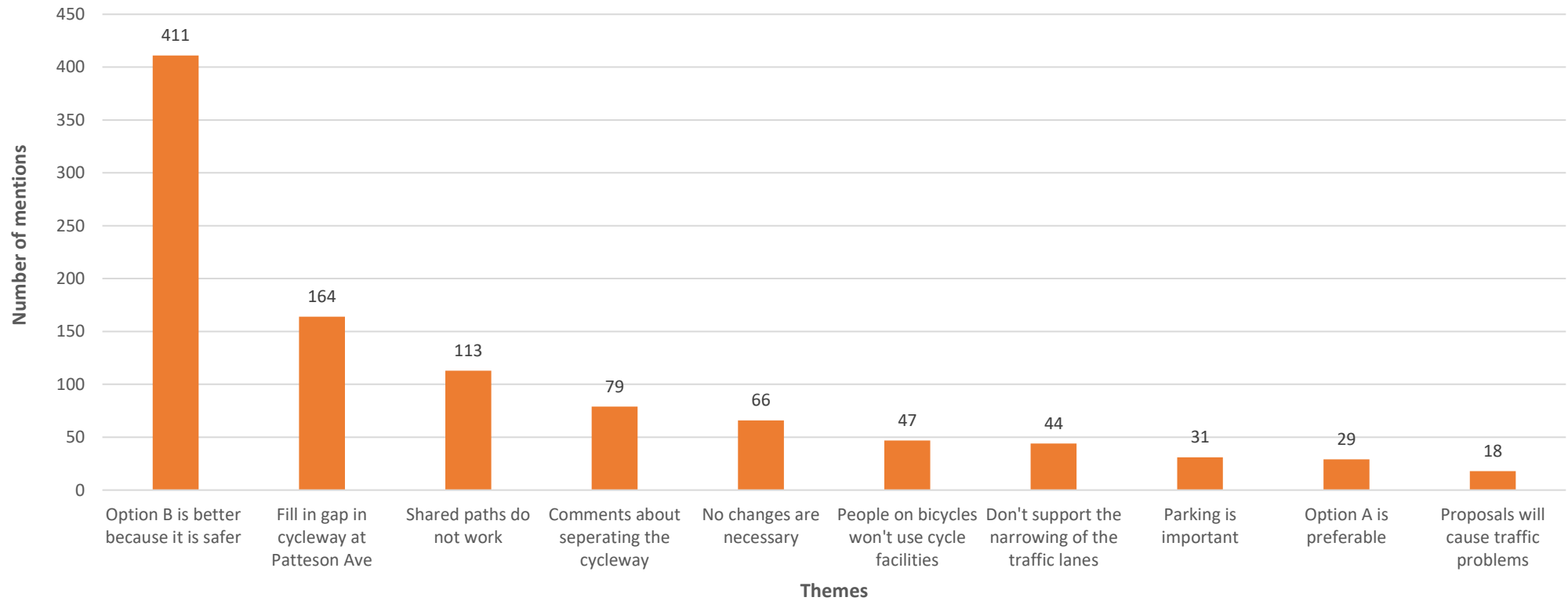
- [Which cycleway option do you prefer?](#)
- [Do you support the proposal to move the bus layover for service 781?](#)
- [Overall, do you support the proposed changes?](#)
- [Other comments](#)
- [Key interest groups](#)
- [Peoples interest in the proposal and feedback by interest group](#)

Which cycleway option do you prefer?

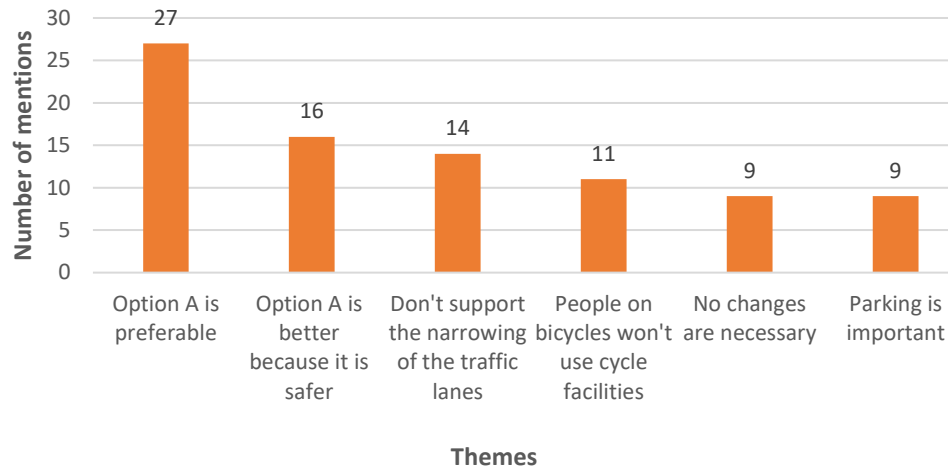
This section outlines the tick box answers and the submitters comments as to their preference for the two cycleway options. It also outlines AT's responses to the feedback themes. One person's or organisation's submission can count towards multiple topics and themes.



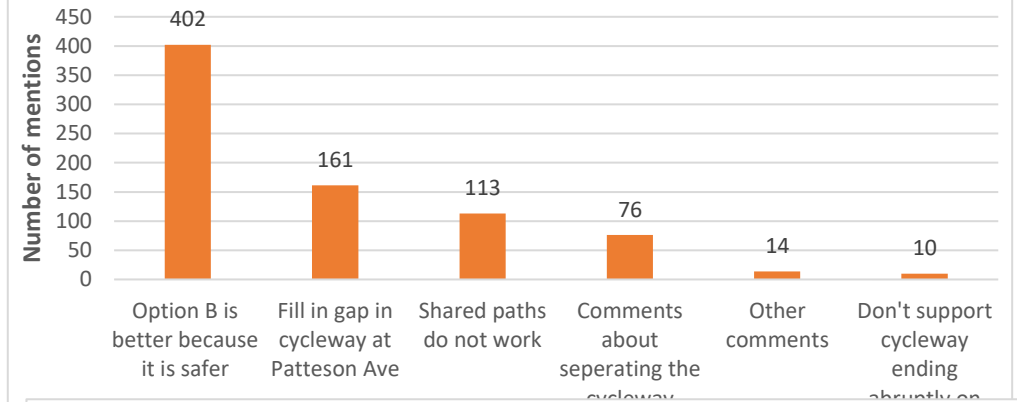
Top 10 themes - Which cycleway option do you prefer?



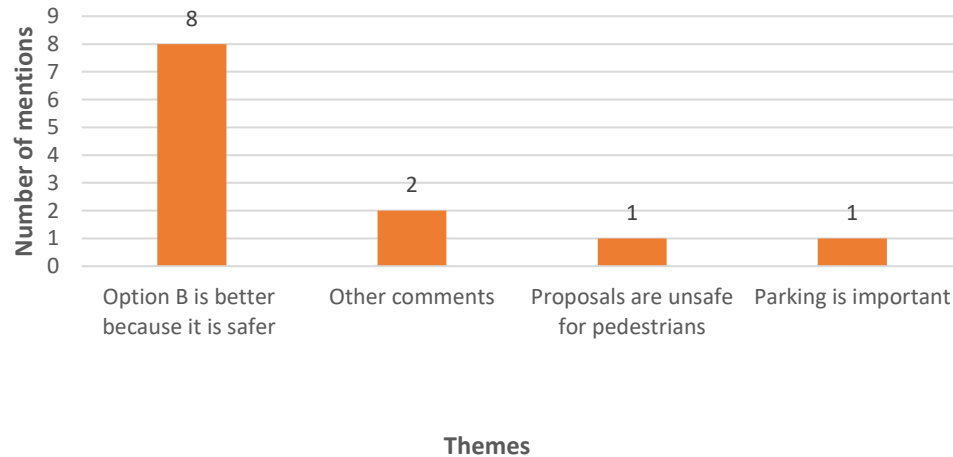
Top 6 themes - Selected Option A - Which cycleway option do you prefer?



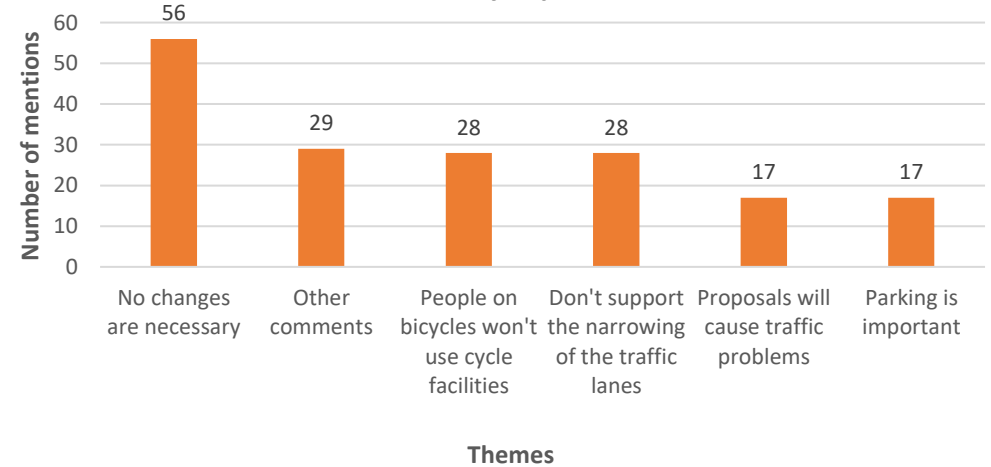
Top 6 themes - Selected Option B - Which cycleway option do you prefer?









Top 4 themes - Selected DON'T MIND - Which cycleway option do you prefer?







Top 6 themes - Selected NEITHER - Which cycleway option do you prefer?





Feedback Theme	Main Points	Auckland Transport's Responses
 Themes related to Option A 		
<p>Option A is preferable <i>Mentions: 29</i></p>	<ul style="list-style-type: none"> • Option A provides the least amount of disruption to Tamaki Drive. • Option A is the most cost-effective option. • Option A provides less interruption for vehicles. • Option A uses less space than Option B. • Option A is an improvement on what already works. • Option A provides for walking, cycling, and cars. • Preference for cyclists on footpath rather than road. 	<p>The feedback to the consultation shows that 12% support Option A and 66% support Option B. We will therefore progress with option B – the on-road separated cycleway.</p>
<p>Option A is better because it is safer <i>Mentions: 16</i></p>	<ul style="list-style-type: none"> • Option A is safer for pedestrians. • Option A is better/safer for children. • Different ground levels/heights (of Option B) create possible fall injuries. • Traffic separators (Option B) are unsafe. • Option A allows space for cyclists to see people entering/exiting parked cars and vehicles exiting parking. 	<p>The feedback to the consultation shows that 12% support Option A and 66% support Option B. Option B segregates pedestrians and cyclists and is hence a safer option. Both options require the same widths and have 3.5 metre traffic lanes. We will therefore progress with option B – the on-road separated cycleway.</p>
<p>Shared paths do not work <i>Mentions: 113</i></p>	<ul style="list-style-type: none"> • Shared paths are dangerous. • Shared paths don't work for anyone, particularly when multiple user groups. • Shared paths are not compatible with your own design guidelines. • Users don't keep to their designated areas in shared paths. • Speed differential between pedestrians and cyclists make shared paths dangerous. 	<p>The feedback to the consultation shows that 12% support Option A and 66% support Option B. The recommended Option B is a on road cycle facility, which provides full separation from pedestrians. We will therefore progress with option B – the on-road separated cycleway.</p>
 Themes related to Option B 		
<p>Option B is better because it is safer <i>Mentions: 411</i></p>	<ul style="list-style-type: none"> • Generally, think Option B is safer. • Generally, think Option B is better/makes sense. 	<p>The feedback to the consultation shows that 12% support Option A and 66% support Option B.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Option B is safer because it separates people on bicycles and pedestrians. • Option B is easier for pedestrians and people on bicycles to understand what spaces they can use. • Cycleway will get scooters off the shared path. • Option B is safer for children and the elderly. • Option B is consistent with other on-road cycleways in the city. • Option B will encourage more people to bike rather than drive. • Option B provides more space and comfort for pedestrians. • Option B is better for dog walkers. 	<p>We will therefore progress with option B – the on-road separated cycleway.</p>
<p>Comments about separating the cycleway <i>Mentions: 79</i></p>	<ul style="list-style-type: none"> • Use chambered cycling kerbs, instead of vertical standard kerbs. • Separation needs to be effective to stop people on bicycles using the pedestrian path. • Like that cycleway is physically separated from traffic. • Bikes should have dedicated space on the road. 	<p>The cycle separators will be the type which are designed for use at cycleways.</p>
<p>Do not support dual direction cycleways <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • They are unsafe. • One lane faces directly into oncoming traffic. • Risk of collisions between people on bicycles. • Prefer a one-way cycleway on either side of the road. • There are far more pedestrians than cyclists, they do not require two lanes. 	<p>The proposed cycle facility has been designed as per the current standards.</p> <p>The proposed cycle way within the town centre links with the cycle facility on the rest of Tamaki Drive. Many cycle lanes are bi-directional and operate safely.</p> <p>The proposed bi-direction cycle way is 3 metres wide with 0.8 metre physical separator between the cycle lanes and parked vehicles.</p>
	<p>Themes related to people on bicycles</p>	
<p>Fill in gap in cycleway at Patteson Ave <i>Mentions: 164</i></p>	<ul style="list-style-type: none"> • Why is there a gap in the middle of the cycleway (Patteson Ave)? Where do people on bicycles go? Need to make it continuous. • Use Bike Auckland's suggestion (on their blog) to close the gap at Patteson Ave. 	<p>Following the feedback, the cycle facility on Tamaki Drive at Patterson Avenue is being investigated to provide a better provision for cyclists. This will include reducing the speed of cyclists where possible conflicts with pedestrians exist and investigate with the Local Board if any extra width at this location can be achieved.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
		<p>We will improve the connection of the proposed cycle facility on Tamaki Drive across its intersection with Pateson Avenue.</p>
<p>People on bicycles won't use cycle facilities <i>Mentions: 47</i></p>	<ul style="list-style-type: none"> • Generally, don't think people will use the cycle facilities. • Won't use them as they are disjointed/not continuous. • People on bicycles will continue to use the traffic lanes. • Parents with kids on bikes won't use the cycleway they will use the pedestrian path. • Cycleway use should be compulsory. 	<p>It is appreciated that some cyclists will not want to use the facility, but it is considered that it will be used by many cyclists, especially the recreational cyclists such as families with young children. By providing the cycle way it will segregate cyclists from pedestrians.</p> <p>The recommended option B is a segregated cycle way which will encourage users of cyclists of all ages and abilities.</p>
<p>Don't support cycleway ending abruptly on the west side <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Cycleway ends abruptly at the west end, where do the people on bicycles go? • Cycleway needs to be continuous to the city. 	<p>The proposed cycleway will tie in with the existing bi-directional shared path through a cycle ramp along Tamaki Drive.</p>
 Themes related to pedestrians 		
<p>Proposals are unsafe for pedestrians <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Dangerous for pedestrians to cross cycleway with e-bikes etc travelling fast. • Removing central median is unsafe for pedestrians as they will have nowhere to wait when crossing the road. • Removing the central pedestrian refuges is unsafe for pedestrians as they will have nowhere to wait when crossing the road. • Cycle lanes are a hazard to people walking and visiting shops. • Commuter cyclists travel at vehicle speeds making it unsafe for pedestrians. 	<p>The proposed raised crossings will provide pedestrians with a safe crossing location and the lower speed limit will make a safer environment.</p> <p>Pedestrians currently using the centre median to cross the road in a current 50 km/h speed environment are putting themselves at risk as there is no physical protection from passing vehicles.</p> <p>There are many existing locations in Auckland where pedestrians are being hit on flush median when waiting to cross the road. There have been 85 reported pedestrian injury crashes on roads which have flush medians between 2015 and 2020. These crashes have occurred as a result of pedestrian running heedless of traffic or in some cases pedestrian waiting on flush median being hit</p>

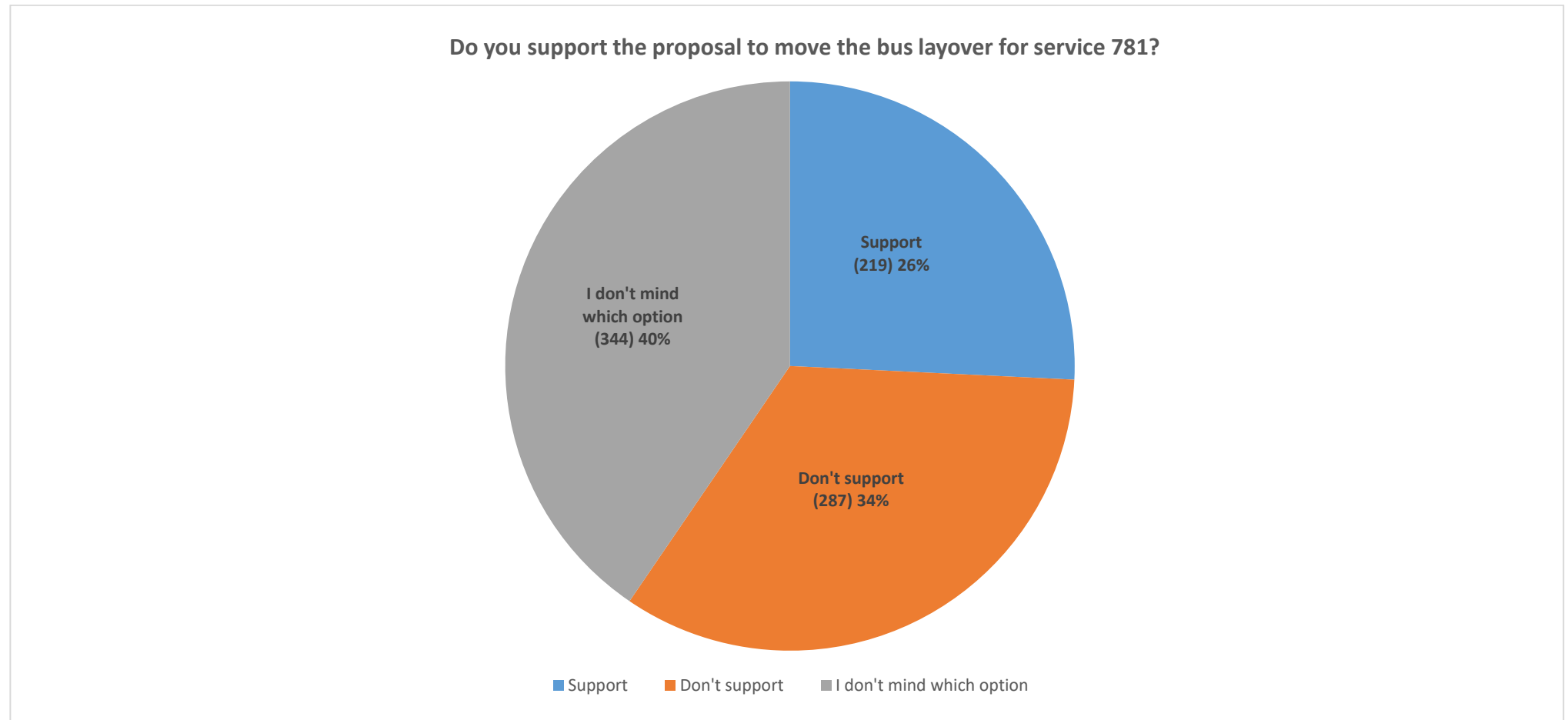
Feedback Theme	Main Points	Auckland Transport's Responses
		<p>by cars. To name a few are Manukau Road by Greenlane West, White Swan Road in Mount Roskill, and Church Street in Onehunga.</p> <p>Zebra crossings are proposed at crossing locations to assist pedestrians to cross the cycleway safely.</p>
 Themes related to traffic and parking 		
<p>Don't support the narrowing of the traffic lanes</p> <p><i>Mentions: 44</i></p>	<ul style="list-style-type: none"> • Generally, don't support the narrowing of the traffic lanes. • Narrower traffic lanes will make it less safe for road cyclists and/or harder for vehicles to pass road cyclists. • Cars heading in opposing lanes will be too close to each other. • Need to retain as much road space as possible. • There needs to be space for taxi's, Uber's, and families to stop and drop people off. • There is plenty of green space why not use some of that instead of the road. 	<p>It is confirmed that the proposed traffic lanes are to be 3.5 metres wide, which is appropriate for the speed limit and environment and are wider than the minimum safe standard.</p> <p>Mission Bay is a tourist attraction and therefore, the green space is vital to accommodate the recreational activity that promotes business in the area. Secondly, the mature protected trees within the greenspace on the seaward side restricts any road widening in the area.</p>
<p>Parking is important</p> <p><i>Mentions: 31</i></p>	<ul style="list-style-type: none"> • The retention of parking is commendable. • Waterfront parking must be retained. • Preference for Option A as Option B removes car parks. • Angled parking will disrupt traffic flow in/out of Selwyn Avenue & Marau Crescent. • Additional carparking is needed. 	<p>With option B there is no net loss of parking within the town centre. However, some additional parking has been proposed to maintain the current level of parking spaces.</p> <p>Both Selwyn Avenue and Marau Crescent are local roads, therefore the effect of angle parking on traffic flow will be minor and will be beneficial to keep the vehicle speeds low. However, the angle parking on Marau Crescent will be reviewed.</p> <p>To improve the traffic flow and parking layout at the intersections of Selwyn Avenue and Marau Crescent, it is recommended that the short length of road from Selwyn Avenue to Marau Crescent be made one-way. This was also requested during the consultation drop-in session held in Mission Bay.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
		<p>We will review the angle parking on Marau Crescent and the one-way section be progressed with improvements to the parking layout.</p>
<p>Proposals will cause traffic problems <i>Mentions: 18</i></p>	<ul style="list-style-type: none"> • Proposal will adversely affect traffic flow and cause congestion. • Removing traffic lights will create traffic chaos. 	<p>The proposed scheme is unlikely to cause any significant delays in addition to those currently being experienced. The proposed scheme does not propose the removal of any traffic lights within the town centre.</p>
<p>Don't not support the removal of the central median <i>Mentions: 16</i></p>	<ul style="list-style-type: none"> • Generally, do not support the removal of the central median. • Removal of central median is dangerous. • Pedestrians will not have anywhere to wait when crossing the road. • Make cycleway narrower instead. • Median strip allows space to go around cars exiting car parks. 	<p>Pedestrians currently using the centre median to cross the road in a current 50 km/h speed environment are putting themselves at risk as there is no physical protection from passing vehicles.</p> <p>There are many existing locations in Auckland where pedestrians are being hit on flush median when waiting to cross the road. There have been 85 reported injury pedestrian crashes on roads which have flush medians between 2015 and 2020. These crashes have occurred as a result of pedestrian running heedless of traffic or in some cases pedestrian waiting on flush median being hit by cars. To name a few are Manukau Road by Greenlane West, White Swan Road in Mount Roskill, and Church Street in Onehunga.</p> <p>Pedestrians currently using the centre median to cross the road put themselves at risk as there is no physical protection from passing vehicles. The proposed raised crossings will provide pedestrians will a safe crossing location and the lower speed limit will make a safer environment.</p>
 Other themes 		

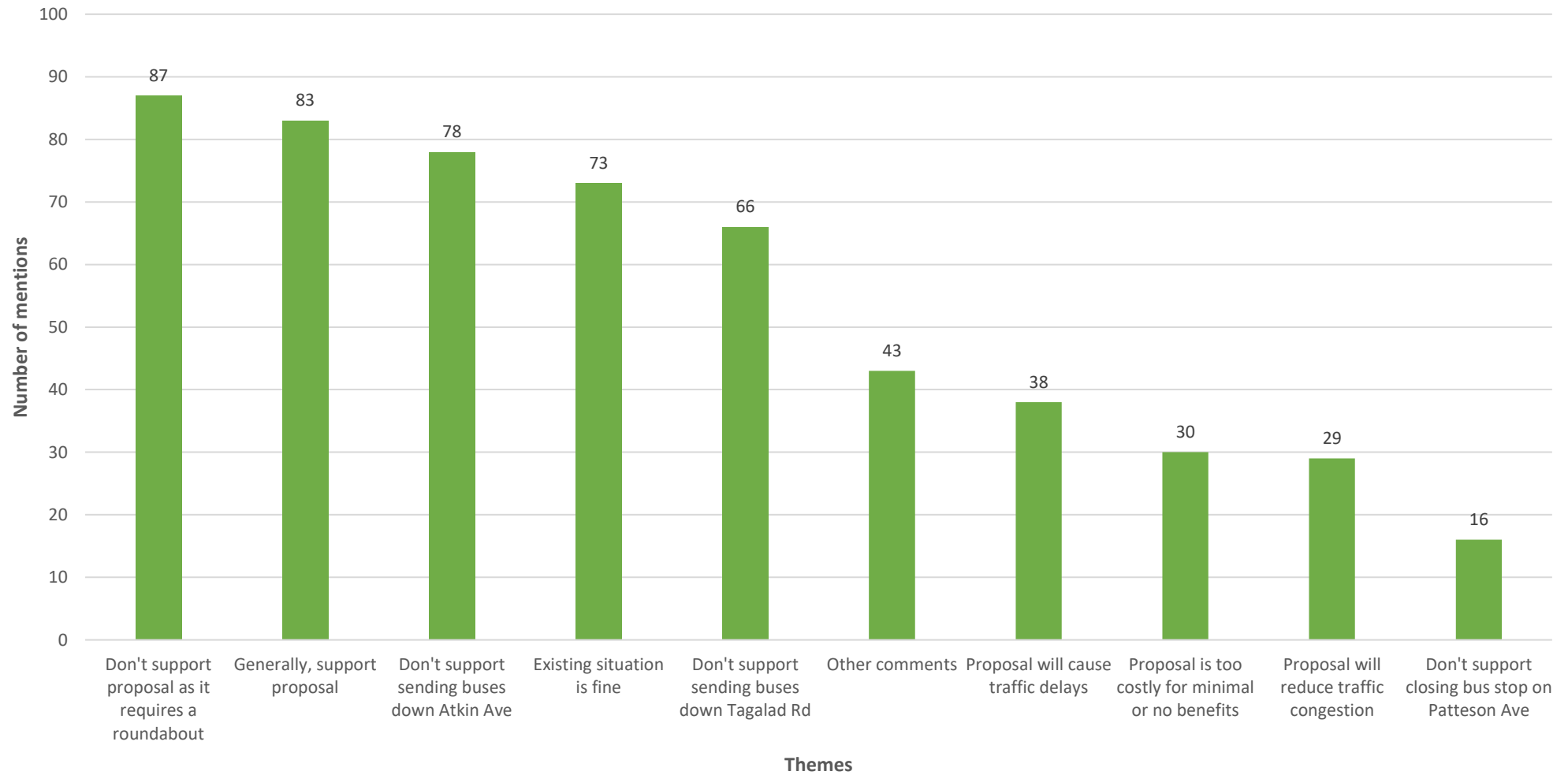
Feedback Theme	Main Points	Auckland Transport's Responses
<p>Other comments <i>Mentions: 48</i></p>	<ul style="list-style-type: none"> • 30kph speed limit is hard to keep, it should be 40kph. • With a 30km/hr speed limit, commuter cyclists should have to use the road. • Introduce fines for not riding in the designated lanes. • The wide shared path would encourage people on bicycles to travel at high speeds, which is dangerous. • Riding on the road is faster, smoother and with less obstructions. • Currently, bus passengers exit bus straight onto shared path (not good). • Road changes utilise expert traffic engineers without consultation the same should happen for bike lanes. • Changes need to be cost effective. • Pedestrians are often distracted by phones and/or with earphones in. • People reverse parking will block traffic and cause congestion. • Option B will reduce traffic congestion and pollution. • Choose option which least hinders traffic flow. • Too many road markings over complicates the road environment. • Both options are too expensive. • Suggest making roadside for bikes and beach side for pedestrians. • Install barriers to prevent jaywalking. 	<p>A 30km/h speed limit is due to come into operation on 30th June 2021 as this was set when the Speed Limit Bylaw 2019 was approved.</p> <p>The lower speed limit is to cover the area of the town centre where there are high numbers of vulnerable road users (people walking and cycling). Research has shown that a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road surviving a crash, if hit directly at 30km/h.</p> <p>Thank you for your feedback on the other issues which will need to be considered independently from this project.</p>

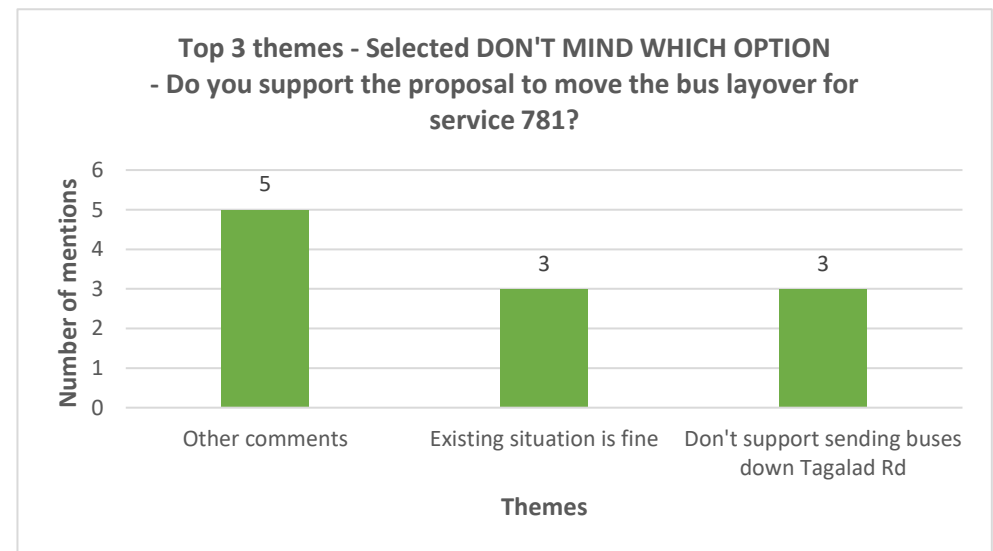
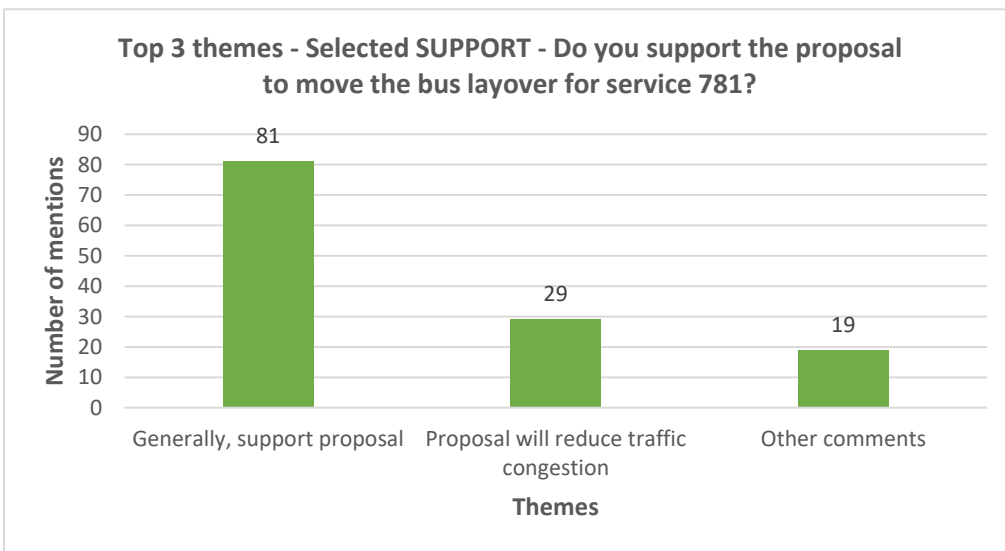
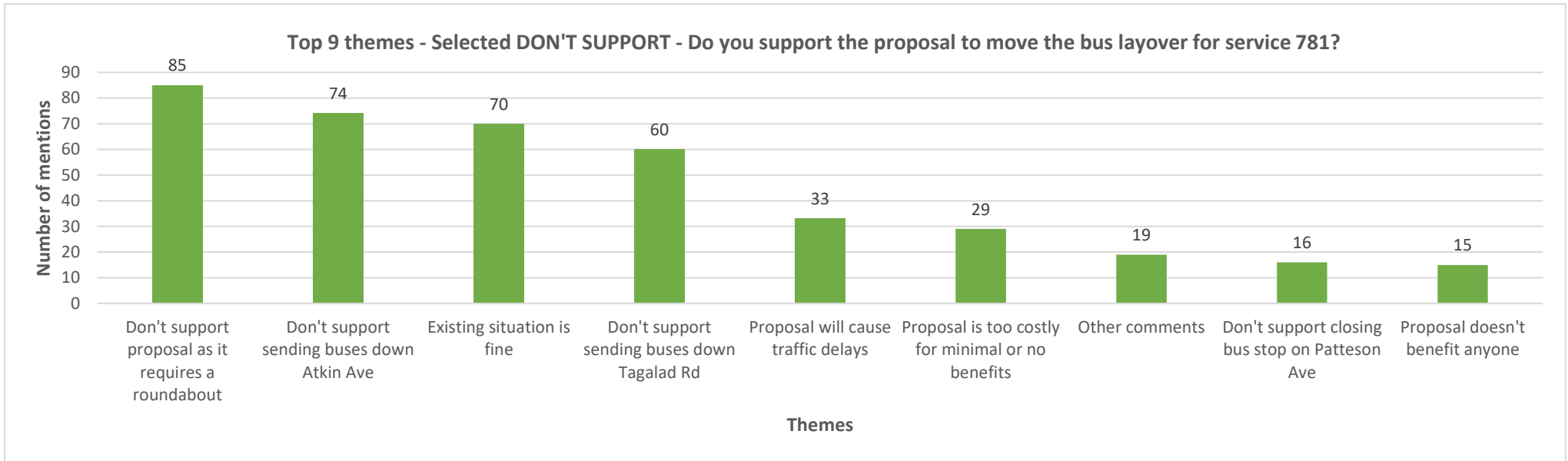
Do you support the proposal to move the bus layover for service 781?



This section outlines the tick box answers and the submitters comments on the proposal to move the bus layover for service 781. It also outlines AT's responses to the feedback themes. One person's or organisation's submission can count towards multiple topics and themes.







Top 10 themes - do you support the proposal to move the bus layover for service 781?







Feedback Theme	Main Points	Auckland Transport's Responses
 General themes 		
Don't support proposal as it requires a roundabout <i>Mentions: 87</i>	<ul style="list-style-type: none"> • Roundabout will negatively affect safety for people on bicycles. • Cost of roundabout far outweighs any benefits to buses. • Roundabout will slow traffic flow/cause congestion. • Pedestrian crossing adjacent to roundabout creates safety risk. 	<p>The feedback to the consultation shows that the highest opposition to relocating the bus stop is the need for the roundabout on Tamaki Drive at its intersection with Atkin Avenue.</p> <p>We will therefore not proceed with relocating the bus stop and adding the roundabout.</p>
Generally, support proposal <i>Mentions: 83</i>	<ul style="list-style-type: none"> • Current stop takes up precious space. • Current stop is unsafe. • Proposal is safer and/or better than current stop. • Roundabout is more sensible. • Moving layover is better for retail shops. • Proposal creates minimal disruption. • Frees up carparking. • Current system creates a dangerous blind spot on Patteson Avenue. 	<p>The feedback to the consultation shows that there is more opposition than support for the proposed relocation of bus stop and roundabout.</p> <p>We will therefore not proceed with relocating the bus stop and adding the roundabout.</p>
Existing situation is fine <i>Mentions: 73</i>	<ul style="list-style-type: none"> • Existing situation works fine. • Existing location is more convenient especially during testing weather. • Existing bus layover isn't in the traffic lane. • Bus frequencies are low so existing stop doesn't inconvenience diners. • Diesel fumes will not be a problem as electric buses are introduced. • Proposal is overcomplicated. 	<p>The feedback to the consultation shows that there is more opposition than support for the proposed relocation of bus stop and roundabout.</p> <p>We will therefore not proceed with relocating the bus stop and adding the roundabout.</p>
Proposal is too costly for minimal or no benefits <i>Mentions: 30</i>	<ul style="list-style-type: none"> • Proposal is too costly for minimal benefits. • Bus frequencies are only every 30 minutes. 	<p>The feedback to the consultation shows that there is more opposition than support for the proposed relocation of bus stop and roundabout.</p>

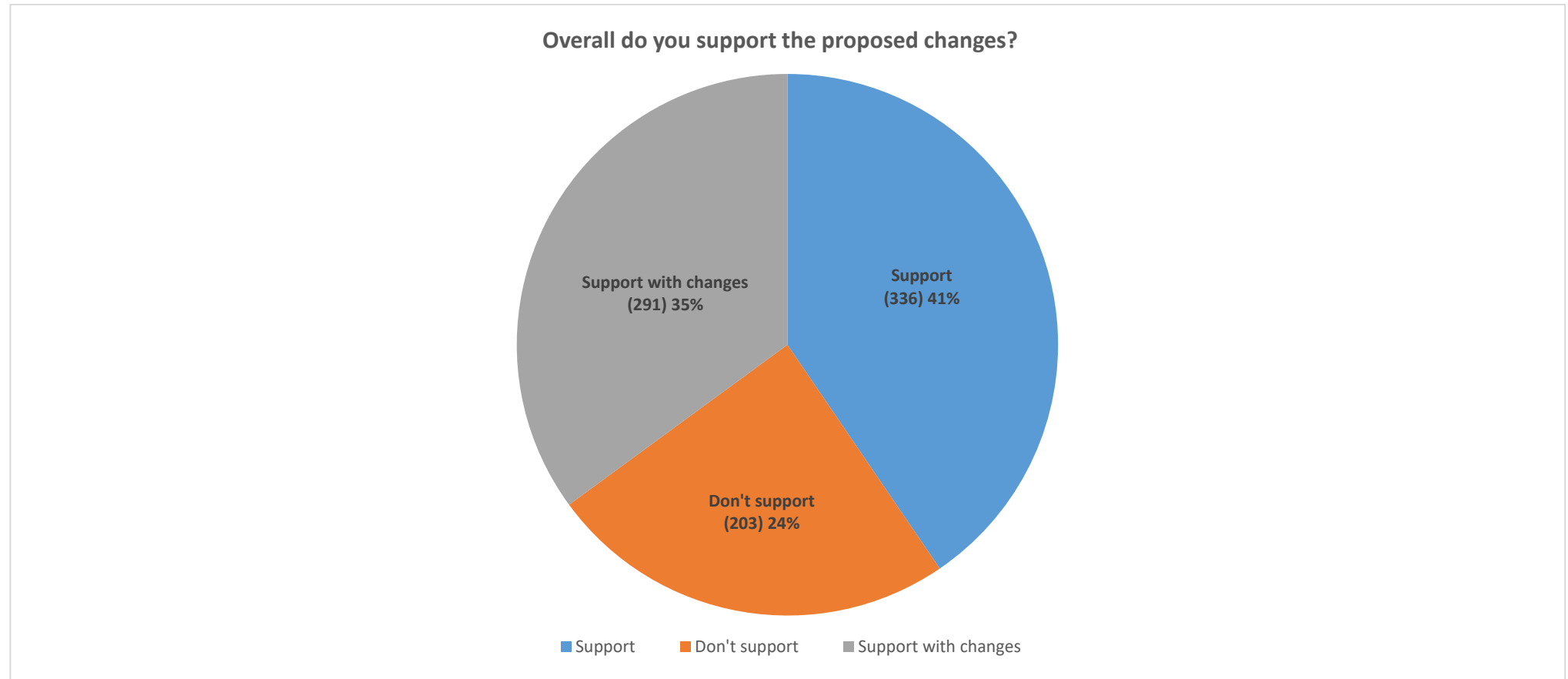
Feedback Theme	Main Points	Auckland Transport's Responses
		<p>We will therefore not proceed with relocating the bus stop and adding the roundabout.</p> <p>Using 2019 prices by the Ministry of Transport, the social cost of crashes within Mission Bay town centre is \$6,623,000. The construction of the recommended scheme is significantly lower than the social cost thereby providing safety benefits.</p>
<p>Proposal will increase bus travel times <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Generally, will increase bus travel times. • Winding through narrow streets will increase bus journey times. • Seems like a long detour. • May require an extra bus be added to the bus to meet the timetable. 	<p>There would be no increase in bus passenger journey times as buses relocating to the proposed layover would not be carrying passengers.</p> <p>The feedback to the consultation shows that there is more opposition than support for the proposed relocation of bus stop and roundabout.</p> <p>We will therefore not proceed with relocating the bus stop and adding the roundabout.</p>
 Themes related to buses 		
<p>Don't support sending buses down Atkin Ave <i>Mentions: 78</i></p>	<ul style="list-style-type: none"> • Dangerous to send buses down Atkin Avenue due to narrow road width. • Atkin Avenue is busy with people looking for car parks. • Will increase bus journey times. • Bus will cause disruption at the Atkin Avenue/Tamaki Road roundabout. • Put a roundabout at the Marua/Ronaki and Patteson Avenue junction and buses can turn there. A roundabout there will also improve the Marua/Ronaki intersection. 	<p>For buses leaving the bus stop on Patteson Avenue in the town centre to access the proposed bus layover would have to travel via Patteson Avenue, Tagalad Road and Atkin Avenue. Whilst these are residential roads, they are considered to be the most suitable roads nearby that buses could use.</p> <p>However, the feedback to the consultation shows that there is more opposition than support for the proposed relocation of bus stop and roundabout.</p>

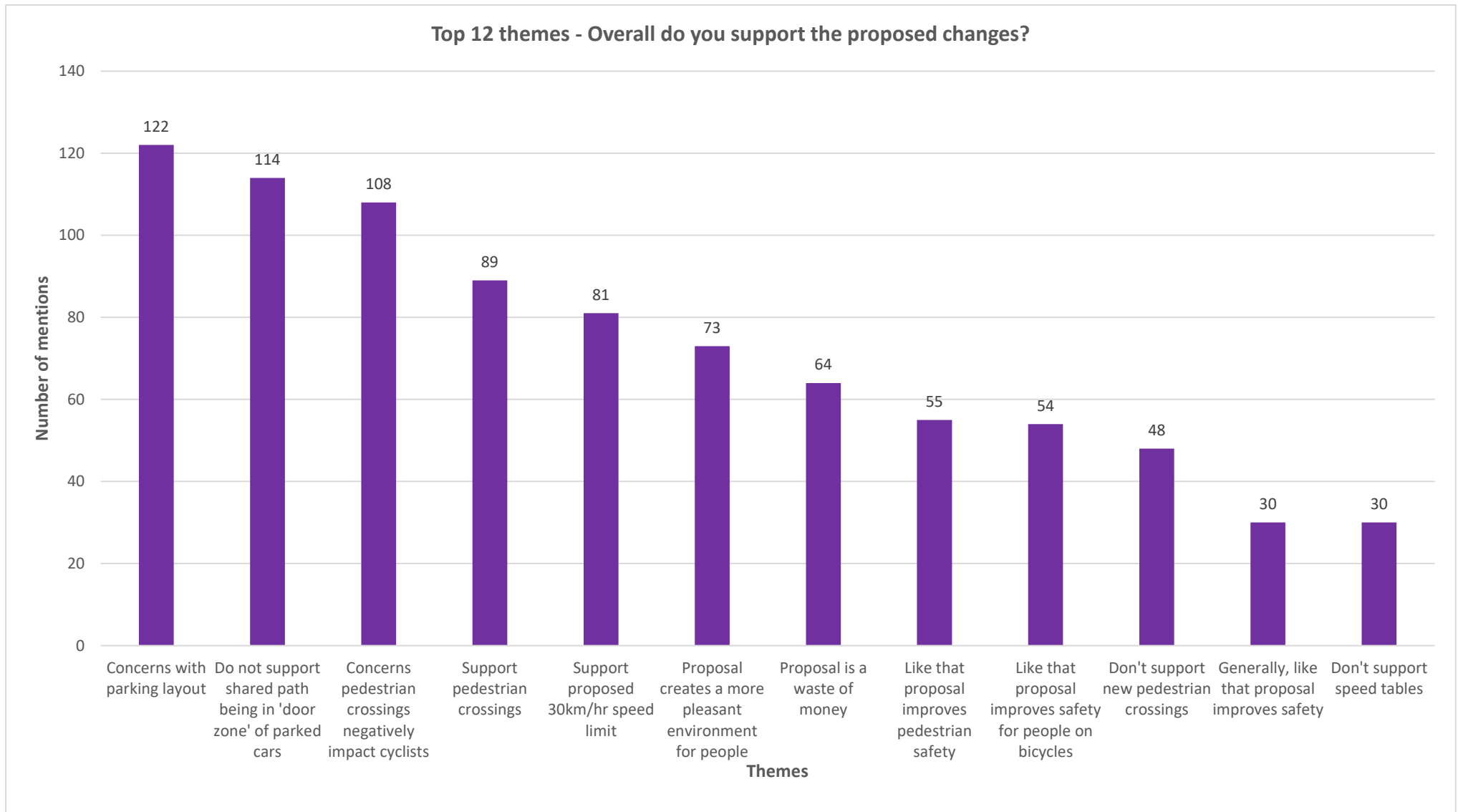
Feedback Theme	Main Points	Auckland Transport's Responses
		We will therefore not proceed with relocating the bus stop and adding the roundabout.
<p>Don't support sending buses down Tagalad Rd <i>Mentions: 66</i></p>	<ul style="list-style-type: none"> • Dangerous to send buses down Tagalad Road due to narrow road width. • Tagalad Road is busy with people looking for car parks. • Will increase bus journey times. • Put a roundabout at the Marua/Ronaki and Patteson Avenue junction and buses can turn there. A roundabout there will also improve the Marua/Ronaki intersection. • Tagalad will be busier with new build on the corner. • Should use Nihill Crescent - it is wider and already used by buses. 	<p>For buses leaving the bus stop on Patteson Avenue in the town centre to access the proposed bus layover would have to travel via Patteson Avenue, Tagalad Road and Atkin Avenue. Whilst these are residential roads, they are considered to be the most suitable roads nearby that buses could use.</p> <p>However, the feedback to the consultation shows that there is more opposition than support for the proposed relocation of bus stop and roundabout.</p> <p>We will therefore not proceed with relocating the bus stop and adding the roundabout.</p>
<p>Don't support closing bus stop on Patteson Ave <i>Mentions: 16</i></p>	<ul style="list-style-type: none"> • Stop is used by other bus services. • Makes it easier to transfer to other bus services that use this stop. • Bus stop in central Mission Bay is convenient for people. • Patteson Avenue is a commercial street and route should remain here rather than moving to residential streets. 	<p>The feedback to the consultation shows that there is more opposition than support for the proposed relocation of bus stop and roundabout.</p> <p>We will therefore not proceed with relocating the bus stop and adding the roundabout.</p>
<p>Proposal doesn't benefit anyone <i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • No obvious benefits of proposal. • Doubtful of any safety benefits. • Traffic issue won't be solved. • Negatives of proposal outweigh positives. 	<p>The feedback to the consultation shows that there is more opposition than support for the proposed relocation of bus stop and roundabout.</p> <p>We will therefore not proceed with relocating the bus stop and adding the roundabout.</p>
<div style="display: flex; justify-content: space-between; align-items: center;">  <p>Themes related to traffic and parking</p>  </div>		

Feedback Theme	Main Points	Auckland Transport's Responses
Proposal will cause traffic delays <i>Mentions: 38</i>	<ul style="list-style-type: none"> • Proposal will cause traffic delays. • Roundabouts don't work on a busy main road and minor side road. • Proposal will create further congestion. 	<p>The proposed scheme is unlikely to cause any significant delays in addition to those currently being experienced.</p> <p>Given the feedback it is recommended that the option for the bus stop relocation and roundabout are not progressed.</p>
Proposal will reduce traffic congestion <i>Mentions: 29</i>	<ul style="list-style-type: none"> • Proposal will reduce traffic congestion. • Less pollution. • Proposal will help traffic flow. 	<p>Thank you for your feedback.</p>
	Other themes	
Other comments <i>Mentions: 43</i>	<ul style="list-style-type: none"> • As long as there is a bus stop in front of the shops it doesn't matter. • People using buses is good for the environment. • Not enough room for two buses to lay over on Selwyn Avenue. • Hardly anyone uses the buses along Tamaki Drive (reduce bus services). • Would like buses to stop leaving their engines running while waiting. • Traffic lights would be better. • Would prefer buses were kept off Tamaki Drive and pedestrian areas. • Atkin Ave would need to be widened for this proposal to work. • Don't make the roundabout too big. • The loading zone on Pattersen Ave will need strict parking enforcement. 	<p>The proposed layover on Selwyn Avenue will accommodate two buses, however given the feedback it is not recommended to relocate the bus layover for Patterson Avenue.</p> <p>All parking restrictions are regularly enforced by Auckland Transport Parking Services.</p> <p>Thank you for your feedback on the other comments.</p>

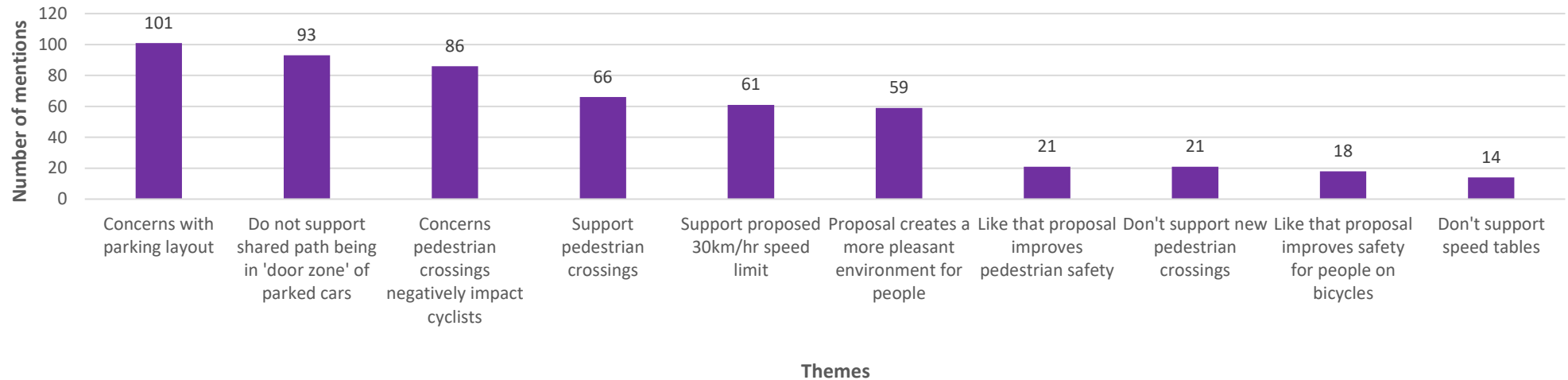
Overall, do you support the proposed changes?

This section outlines the tick box answers and the submitters comments on the overall proposal. It also outlines AT's responses to the feedback themes. One person's or organisation's submission can count towards multiple topics and themes.

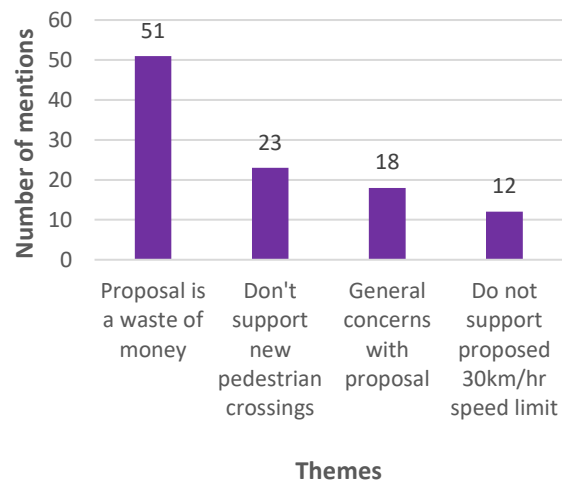




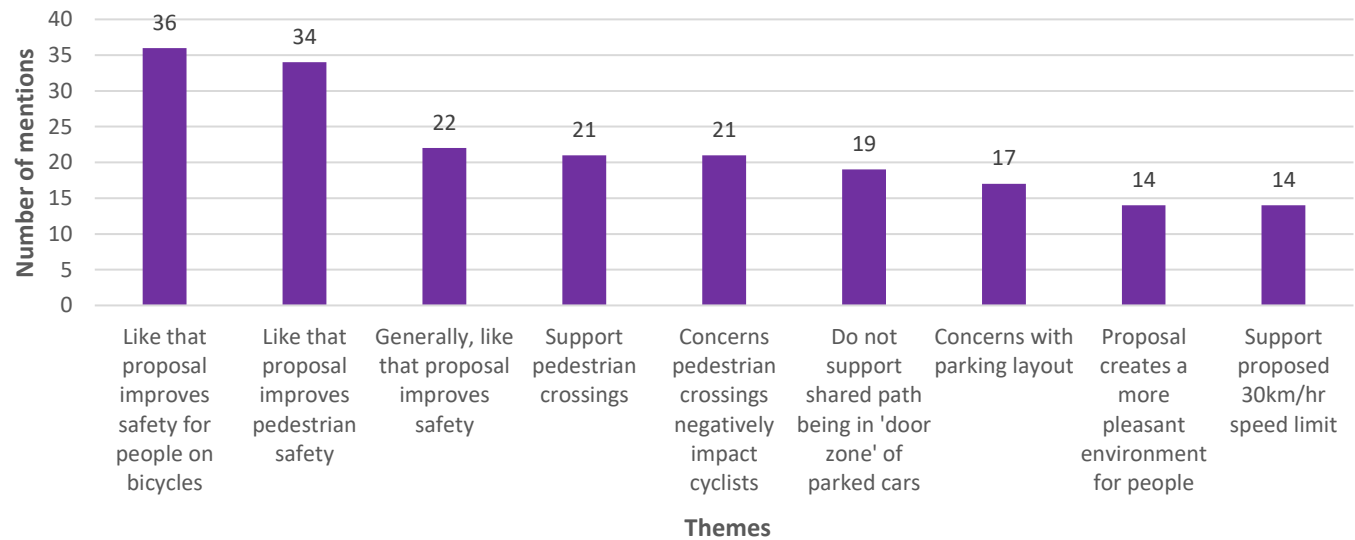
Top 10 themes - Selected SUPPORT WITH CHANGES - Overall do you support the proposed changes?









Top 4 themes - Selected DON'T SUPPORT - Overall do you support the proposed changes?





Top 9 themes - Selected SUPPORT - Overall do you support the proposed changes?





Feedback Theme	Main Points	Auckland Transport's Responses
 General themes 		
Proposal creates a more pleasant environment for people <i>Mentions: 73</i>	<ul style="list-style-type: none"> • Proposal generally creates a nicer environment for all people. • Proposal creates a nicer environment for pedestrians. • Proposal creates a nicer environment for people on bicycles. 	Thank you for your feedback.
Proposal is a waste of money <i>Mentions: 64</i>	<ul style="list-style-type: none"> • Costs don't warrant benefits. • Waste of money. • Too much money for the limited benefits. • There are more important things that money should be spent on right now. • Proposed changes are fiscally irresponsible. • Given budget considerations, this project should not be completed now. • Given budget considerations, this project should not be completed at the expense of others considered more important, such as the connection of Kohimarama, Mission Bay, Orakei and St Johns to the new Glen Innes Shared Path. 	<p>In the five-year period between 2015 and 2019 there have been a total of 61 crashes recorded within Mission Bay town centre which consisted of five serious injuries and 18 minor injuries. The proposed scheme will reduce the number and severity of these crashes.</p> <p>Using 2019 prices by the Ministry of Transport, the social cost of crashes within Mission Bay town centre is \$6,623,000. The construction of the recommended scheme is significantly lower than the social cost thereby providing safety benefits.</p>
Generally, like that proposal improves safety <i>Mentions: 30</i>	<ul style="list-style-type: none"> • Generally, like that proposal improves safety. 	Thank you for your feedback.
General concerns with proposal <i>Mentions: 22</i>	<ul style="list-style-type: none"> • Proposal lacks cohesiveness / is a jumble of ideas. • Proposal has some major flaws. • Ideas are thoughtless. • Proposal does not solve congestion problems. • Proposal does not solve safety issues. • Proposal will make congestion worse. 	<p>A working group consisting of representatives from the Local Board, Business Association, Residents Association, and local Councillor worked on a design with Auckland Transport that would best suit the community following feedback received from the original scheme.</p> <p>The proposed scheme will make a safer environment especially for vulnerable road users and is unlikely to create any significant delays or congestion in additional to that currently being experienced.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
 Themes related to people on bicycles 		
Do not support shared path being in 'door zone' of parked cars <i>Mentions: 114</i>	<ul style="list-style-type: none"> • Path will be in the door zone of parked cars. • Protect people on bicycles from car doors opening. • Path will create conflicts between pedestrians and people on bicycles. • Road cyclists will NOT use path as a transition to the new cycleway on the eastern side of the road. 	Option B, on road cycle lanes, is recommended following feedback and with separators between the cycle lane and parked vehicles the opening of car doors will not be an issue. To reduce pedestrian and cycle conflicts, zebra crossings are proposed where pedestrians cross the cycle lanes.
Like that proposal improves safety for people on bicycles <i>Mentions: 54</i>	<ul style="list-style-type: none"> • Generally, like that proposal improves safety for people on bicycles. 	Thank you for your feedback.
 Themes related to traffic and parking 		
Concerns with parking layout <i>Mentions: 122</i>	<ul style="list-style-type: none"> • Don't support angled parking as it is dangerous for road cyclists. • Changed angled parking back to parallel parking. • Don't support proposed angled parking at the eastern end of the scheme. Dangerous for road cyclists as requires cars to reverse into the traffic lane, which will still be Auckland's busiest on-road cycle route. • Don't support proposed angled car parks in the grass verge in Marau Crescent near Tamaki Drive. This is due to limited sight distance for both the traffic turning into Marau Crescent from Tamaki Drive and for vehicles reversing out of these parks. • Suggest that on-street carparks at the bottom of Selwyn Ave (angled parking on the island) are not available from midnight till 5am. Do not want to encourage boot parties at all hours of the night. • Don't support parallel parking as it is dangerous for cars and road cyclists. • Ensure any parking is not hazardous to cyclists. 	The proposed angle parking is located where vehicle speeds are low, and it has been designed to maintain the current level of parking within the town centre. The proposed measures and lower speed limit will make for a safe environment for all users. Marau Crescent is a local road and the effect of the proposed angle parking will be minimal. However, the angle parking on Marau Crescent will be reviewed.
Support proposed 30km/hr speed limit <i>Mentions: 81</i>	<ul style="list-style-type: none"> • Will make it safer for road cyclists. • Support proposed lower speed limit. 	Thank you for your feedback.

Feedback Theme	Main Points	Auckland Transport's Responses
Do not support proposed 30km/hr speed limit <i>Mentions: 26</i>	<ul style="list-style-type: none"> • No need for it as vehicles move slow during busy times. • Will create congestion. • Will hold people up unnecessarily. • The speed limit in Mission Bay should vary with flashing signs. 40km/hr during weekends, public holidays, and other times with lots of pedestrians. 50km/hr during rush hour to keep traffic moving. • 40km/hr would be better. 	<p>A 30km/h speed limit is due to come into operation on 30th June 2021 as this was set when the Speed Limit Bylaw 2019 was approved.</p> <p>The lower speed limit is to cover the area of the town centre where there are high numbers of vulnerable road users (people walking and cycling). Research has shown that a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road surviving a crash, if hit directly at 30km/h.</p>
Comments on proposed 30km/hr speed limit <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Start 30km/hr speed limit east of Selwyn Avenue. Would mirror where speed restriction starts on the western approach. • Introduce 30km/hr limit on lower part of Selwyn Avenue, which would slow traffic speeds around the tight corner. • Introduce 30km/hr speed limit on Marau Crescent from Patteson to Tamaki Drive. This would make it easier and safer with the high frequency turnover of on-street parking. 	<p>A 30km/h speed limit is due to come into operation on 30th June 2021 as this was set when the Speed Limit Bylaw 2019 was approved.</p> <p>The 30km/h speed limit will be closely monitored to determine its effectiveness. However, given the feedback it is recommended that extending the 30km/h speed limit be assessed for Marau Crescent, Tamaki Drive and Selwyn Avenue and if appropriate include it within Tranche 2 of the Safe Speeds Programme.</p>
Don't support speed tables <i>Mentions: 30</i>	<ul style="list-style-type: none"> • Concerns about noise from traffic braking and accelerating over raised crossings/tables. • Speed tables/raised crossings are uncomfortable to travel over. • The proposed speed table near the intersection of Selwyn and Marau on Tamaki Drive is unnecessary. It will unnecessarily slow emergency vehicles and might affect buses turning into Selwyn Ave. • Raised crossings/speed tables are not required as speed limit is being reduced to 30km/hr. Could be installed later if 30km/hr speed limit is not effective in improving pedestrian safety. 	<p>The profile and spacing of the raised tables are designed to achieve a 30km/h operating speed through Mission Bay and should not create any significant delays for traffic.</p> <p>The proposed raised tables are 75mm high with a 1 in 15 ramp. This design is similar to those outside Kelly Tarltons and should not create discomfort for bus passengers.</p> <p>The proposal will improve the safety for vulnerable road users (pedestrians and cyclists) and reducing the speed of vehicles to a survivable speed of 30km/h within the village</p>

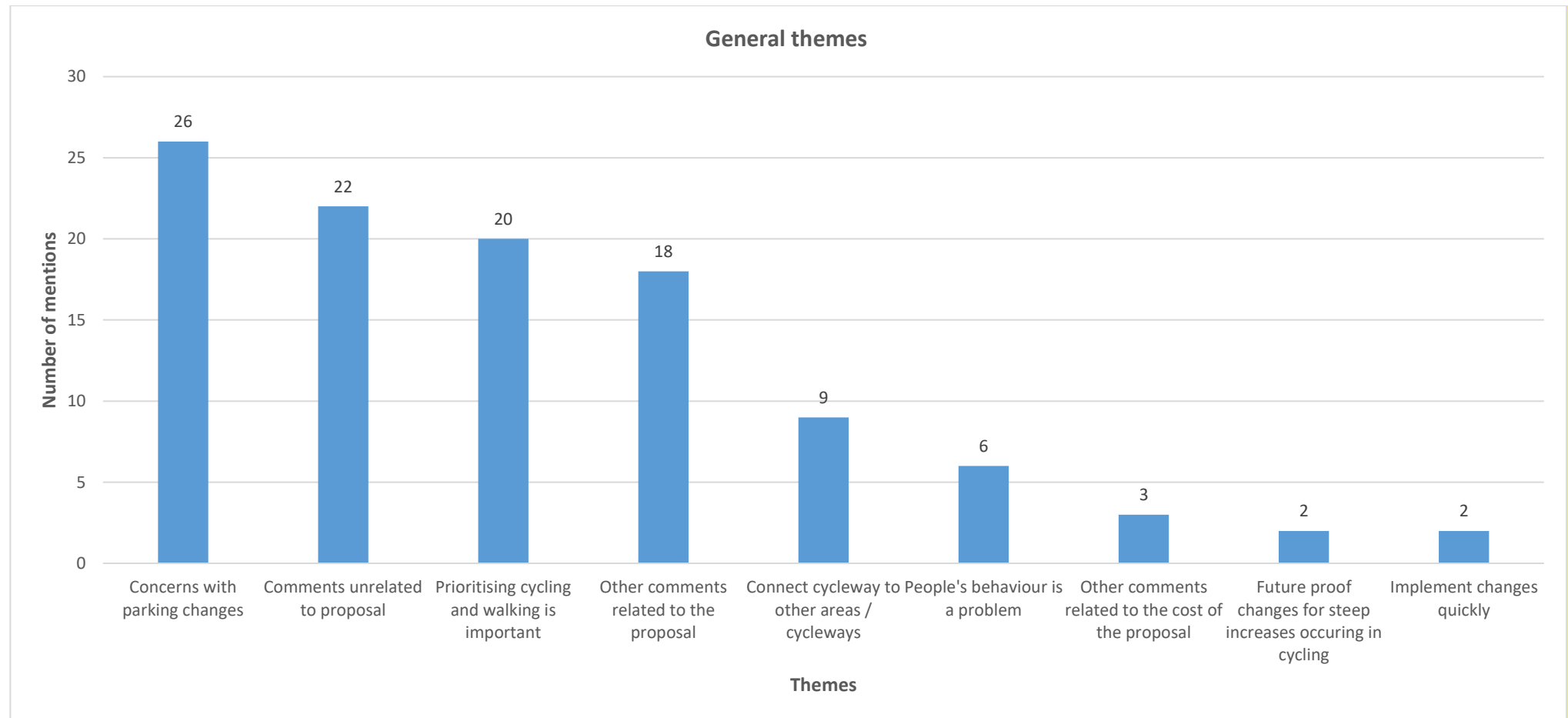
Feedback Theme	Main Points	Auckland Transport's Responses
		centre. Research has shown that a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road surviving a crash, if hit directly at 30km/h.
Support speed tables <i>Mentions: 18</i>	<ul style="list-style-type: none"> Support safer speeds in area. 	Thank you for your feedback.
Suggested changes to, and comments on, speed tables <i>Mentions: 5</i>	<ul style="list-style-type: none"> The proposed speed table near the intersection of Selwyn and Marau on Tamaki Drive could be moved to where the new 30kph limit should start - to the east of Selwyn Ave, to allow pedestrians to safely cross to the bus stop. Speed tables are not required if the pedestrian crossings are moved further east. 	<p>Results of a weekday pedestrian survey, at Selwyn Avenue, showed that there were 56 movements across Tamaki Drive in a 12-hour period. This increased to 117 movements on a Saturday. There is proposed raised pedestrian crossing to the west of Marua Crescent where the pedestrian demand is significantly higher.</p> <p>The proposed raised table is a reduce vehicle speeds approaching the start of the 30km/h speed limit. Based on the pedestrian survey results, changing the raised table to a raised zebra crossing is not appropriate at this time. However, this location will be monitored to determine if the pedestrian demand changes.</p>
Concerns with speed and crash statistics <i>Mentions: 9</i>	<ul style="list-style-type: none"> Crash statistics do not indicate there is a problem that warrants changes. Do not believe the average speeds quoted are accurate / release raw data. Do not believe the crash statistics released are accurate / release raw date. 	In the five-year period between 2015 and 2019 there have been a total of 61 crashes recorded within Mission Bay town centre which consisted of five serious injuries and 18 minor injuries. The proposed scheme will reduce the number and severity of these crashes. The working group commissioned an independent review which concluded that there was a safety issue in Mission Bay town centre.
Like that proposal improves safety for traffic <i>Mentions: 15</i>	<ul style="list-style-type: none"> Generally, like that proposal improves safety for traffic. 	Thank you for your feedback.
	Themes related to pedestrians	

Feedback Theme	Main Points	Auckland Transport's Responses
Like that proposal improves pedestrian safety <i>Mentions: 55</i>	<ul style="list-style-type: none"> • Generally, like that proposal improves pedestrian safety. • Like proposed pedestrian crossings. • Like that pedestrians won't be at risk of collisions with, or frights from, people on bicycles. 	<p>Thank you for your feedback.</p>
Support pedestrian crossings <i>Mentions: 89</i>	<ul style="list-style-type: none"> • Support raised pedestrian crossings. • Crossings will make area safer for pedestrians. 	<p>Thank you for your feedback.</p>
Don't support new pedestrian crossings <i>Mentions: 48</i>	<ul style="list-style-type: none"> • Don't support any of the raised pedestrian crossings. • Don't support the pedestrian crossings, except the one closest to Selwyn Avenue. • Concerns about noise from traffic braking and accelerating over raised crossings/tables. • Speed tables/raised crossings are uncomfortable to travel over. • Raised crossings/tables are not required as speed limit is being reduced to 30km/hr. Installed later if 30km/hr speed limit doesn't improve pedestrian safety. • Pedestrians should be responsible for their own safety, and cross when there are gaps in the traffic. • Pedestrians will cross where they want and will not use the pedestrian crossings. • Mission Bay does not need any more pedestrian crossings. • Concerns raised crossings are at the expense of carparks. • Don't support crossing at Atkin Avenue. 	<p>The proposal will improve the safety for vulnerable road users (pedestrians and cyclists) and reducing the speed of vehicles to a survivable speed of 30km/h within the village centre. Research has shown that a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road surviving a crash, if hit directly at 30km/h.</p> <p>The profile of the proposed raised tables is 75mm high with a 1 in 15 ramp. This design is similar to those outside Kelly Tarltons and should not create discomfort for bus passengers.</p> <p>The proposal will result in no loss of parking within the village centre.</p>
Concerns pedestrian crossings negatively impact cyclists <i>Mentions: 108</i>	<ul style="list-style-type: none"> • Don't want pedestrian crossings creating pinch points for road cyclists. • Raised zebra crossing on Patteson Ave entering the village centre from the south looks to, but should not, create a bike pinch point. • Eliminate all pinch points. 	<p>There are no pinch points within the proposed scheme and cyclists using the road and not the cycle facility are likely to be very competent cyclists who would take the lane within the 30km/h speed limit</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Suggested changes to, and comments on, pedestrian crossings <i>Mentions: 20</i>	<ul style="list-style-type: none"> • Pedestrian crossing at the Selwyn Avenue end of Mission Bay is worth a trial (i.e. 9 months). If it does a good job and does not cause traffic build-up across the Selwyn Avenue / Marau Crescent exits, then keep it. If not replace it with a refuge type crossing. • If a crossing needs to go in by Selwyn Ave/Tamaki drive, then it needs to be on the St Heliers Bay side of Selwyn Ave and not before Marau Cres/Tamaki drive intersection. • Pedestrian crossings are too close to intersections reducing the amount of time vehicles have for seeing/reacting to pedestrians. • Pedestrian crossings need to be light controlled. • Pedestrian crossings do not need to be raised. • Atkin Ave crossing needs to be further back away from Tamaki Drive 	<p>Pedestrian surveys have been undertaken and the proposed zebra crossings are located on the pedestrian desire lines. If a crossing is located away from the desire line then it is unlikely to be used, which increases the safety risk for pedestrians crossing the road.</p> <p>The proposal will improve the safety for vulnerable road users (pedestrians and cyclists) and by raising zebra crossings the speed of vehicles will be reduced to a survivable speed of 30km/h within the village centre. Research has shown that a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road surviving a crash, if hit directly at 30km/h.</p>
	Other themes	
Other comments <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Ensure changes are policed. • Disagree with fuel tax used to fund a cycling project. • Install cameras at pedestrian crossings. 	<p>A monitoring and evaluation plan has been set up which will determine the effectiveness of the scheme and identify if any further measures are required.</p>

Other comments

This section outlines themes from submitters responses to the 'Do you have any further feedback on the proposal?' question, as well as AT's responses to these feedback themes. Please note that responses gathered from this question were first themed with the feedback from the earlier survey questions and included in the themes above. The themes/comments below are the remaining comments. One person's or organisation's submission can count towards multiple topics and themes.



Feedback Theme	Main Points	Auckland Transport's Responses
Concerns with parking changes <i>26 mentions</i>	<ul style="list-style-type: none"> • Please don't remove any car parks. • Build a car park building. • Reducing the number of carparks will create more chaos • Reinstate all day parking. • More parking space could be created along Atkin Avenue between Tagalad Road and Nihill Crescent on the North West side of the road. • Disbelief that parking is not impacted. • Provide car parking on the south side of Tamaki Drive. 	<p>Whilst some locations have a reduction in the number of parking spaces, the introduction of parking spaces means that there is no loss of parking within the village centre.</p> <p>The parking request for the length of Atkin Avenue, between its intersections with Tagalad Road and Nihill Crescent will need to be investigated separately. We will therefore undertake a parking assessment here.</p>
Prioritising cycling and walking is important <i>20 mentions</i>	<ul style="list-style-type: none"> • Prioritising active modes like walking and cycling enables local businesses and communities to flourish. • Need to encourage walking and cycling for environmental reasons. • Improved priority for pedestrians and cyclists. 	<p>Thank you for your feedback.</p>
Connect cycleway to other areas / cycleways <i>9 mentions</i>	<ul style="list-style-type: none"> • Connect cycleway to Ngapipi. • Make cycleway continuous throughout the bays. 	<p>There is a cycle facility along Tamaki Drive which travels through Mission Bay. Creating cycle links to other areas is outside the scope of this project.</p>
Future proof changes for steep increases occurring in cycling <i>2 mentions</i>	<ul style="list-style-type: none"> • Future proof changes for steep increases occurring in cycling. • This will continue to be a popular route for road cyclists. Ensure provision for them remains. 	<p>Thank you for your feedback.</p>
People's behaviour is a problem <i>6 mentions</i>	<ul style="list-style-type: none"> • Poor pedestrian behaviour is the problem, not the lack of pedestrian crossings. • Pedestrians don't understand cars in the diamond rule at intersections, more education is needed. • Poor behaviour from people on bicycles is a problem. 	<p>Auckland Transport's has a programme of targeted road safety and other promotional and educational programmes across Auckland. The vision zero road safety philosophy points to a transport system that is safe for all road users and does not assign blame.</p>
Other comments related to the cost of the proposal <i>3 mentions</i>	<ul style="list-style-type: none"> • What is the cost of the proposal? • How much of the cost of the proposal is covered by the regional fuel tax? 	<p>In the five-year period between 2015 and 2019 there have been a total of 61 crashes recorded within Mission Bay town centre which consisted of five serious injuries and 18 minor injuries. The</p>

Feedback Theme	Main Points	Auckland Transport's Responses
		<p>proposed scheme will reduce the number and severity of these crashes.</p> <p>The estimated cost to construct the scheme, which is being partially funded by the fuel tax, will be in the region of \$3 million dollars.</p> <p>Using 2019 prices by the Ministry of Transport, the social cost of crashes within Mission Bay town centre is \$6,623,000. The construction of the recommended scheme is significantly lower than the social cost thereby providing safety benefits.</p>
Implement changes quickly <i>2 mentions</i>	<ul style="list-style-type: none"> • Make changes quickly. • Make changes before someone dies. 	<p>If approved, it is anticipated that the construction of improvements on Patterson Avenue at Marau Crescent will begin in September and will be completed by the end of October 2021.</p> <p>Construction of the main changes will begin in April 2022 and will be completed by October 2022. We will be in touch with local residents and business prior to any construction taking place.</p>
Other comments related to the proposal <i>18 mentions</i>	<ul style="list-style-type: none"> • Motorists bring lots of people to the businesses in the area, so need to be supported. • Get rid of the tree roots. • Don't provide the new car parks, this is a climate emergency. • Due to some mistakes in the communications about the proposal, the proposal should be re-released for public feedback with the correct information. • Wait until after America's Cup to implement to reduce more roadworks. • Please preserve palms and grass on Marau Crescent. • Paint cycle lane a separate colour. 	<p>Thank you for your feedback.</p> <p>We heard from the community during our last consultation in 2019 that car parking was very important to the community and local businesses, so we aren't looking to remove car parking through this proposal. The proposal retains car parking for motorists as well as provides better walking and biking options.</p> <p>We aren't able to remove tree roots without damaging the trees so won't be able to get rid of tree roots.</p> <p>The consultation information was correct in all communications sent to residents. There was however an anomaly on the detailed project plans which was linked to on our webpage which had the incorrect measurement for the proposed cycleway. We apologise for this and have fixed the anomaly since it was pointed out.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
		We won't look to start construction until later in 2021 which is well past the Americas Cup timelines.
<p>Comments unrelated to proposal <i>22 mentions</i></p>	<ul style="list-style-type: none"> • Please get the fountain working again. • The P120 parking just after the bus stop at the western end of Mission Bay should be changed back to all day parking. • Do the same for St Heliers. • Add an attraction such as big colourful "Mission Bay" letters. • Consider additional traffic calming measures on upper Patteson Avenue. • Carparks should be pay and display to deter overcrowding and pay for up-keep of facilities. • Playground in Mission Bay needs renovating. • Install speed bumps on Nihil Crescent/Patteson Avenue/Marau Crescent. • Selwyn Domain needs to be fenced off and locked at night. • Better police people speeding/cyclists breaking the road rules. • Less loud music/drinking/parties. 	<p>Thank you for the feedback. The issues about anti-social behaviour will need to be discussed with Auckland Council.</p> <p>As part of the design, we are investigating entry features to the Mission Bay town centre.</p> <p>Traffic calming measures on Nihil Crescent, Patteson Avenue, Marau Crescent will need to be investigated separately to this project.</p>

Key interest groups

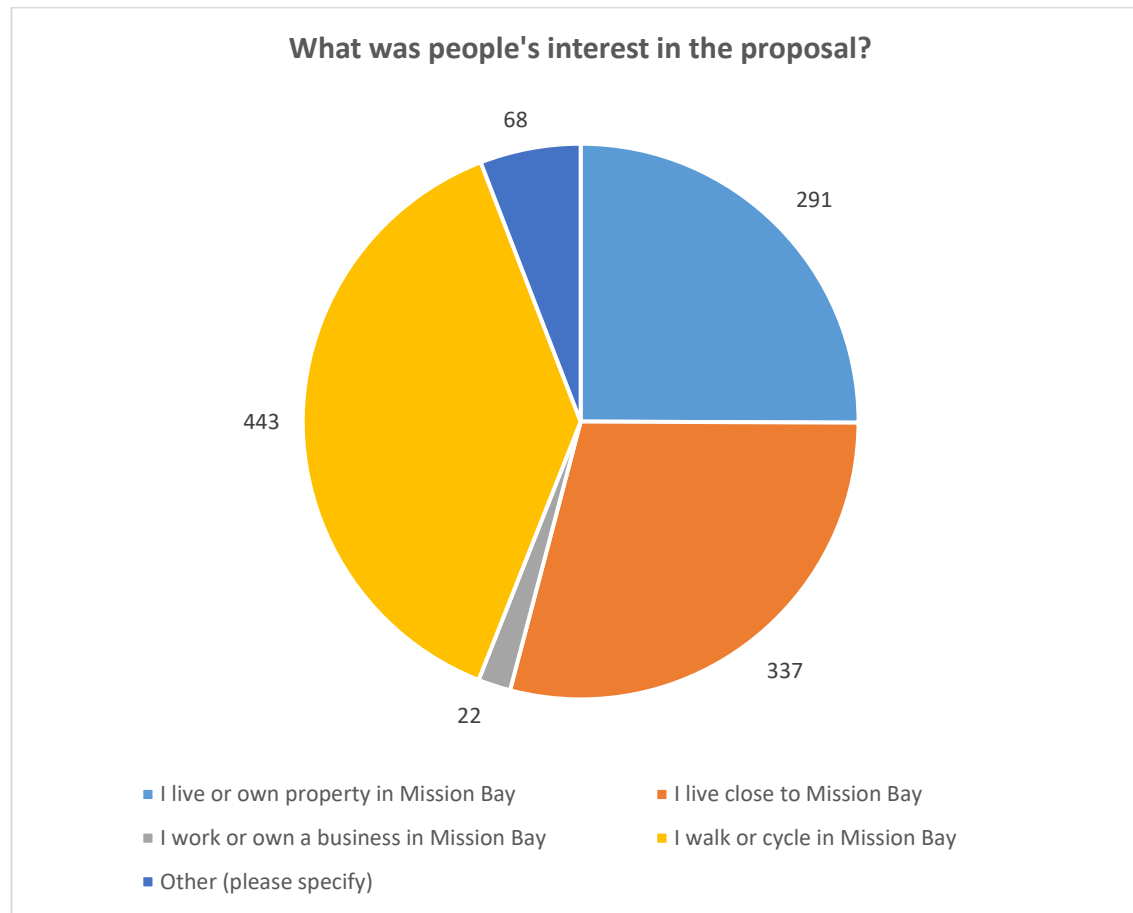
The following key interest groups/organisations provided feedback on the proposal. For a copy of their submission please refer to [Attachment 3](#). For more information on the public's interest in the proposal please refer to the section below.

- Generation Zero Auckland
- Bike Auckland
- Tamaki Drive Protection Society
- Mission Bay Kohimarama Residents Association
- Bike Tamaki Drive
- Auckland Schools Cycling
- Ngati Whatua O Orakei

Peoples interest in the proposal and feedback by interest group

We received public feedback on the proposal from 865 people and organisations.

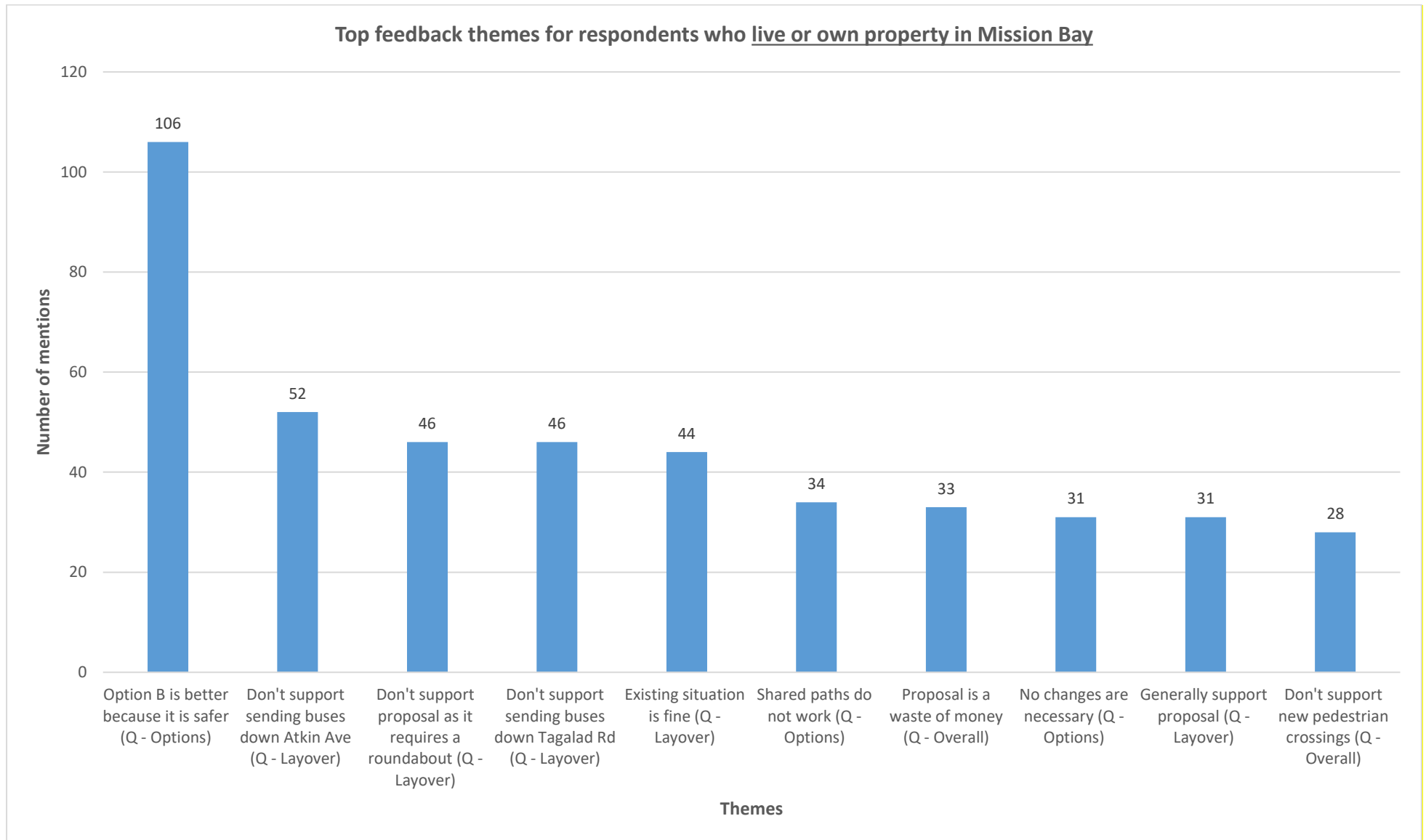
- The graph below shows peoples/submitters interest in the proposal*.
- The graphs on the following pages show the themes that were most mentioned for each interest group*.

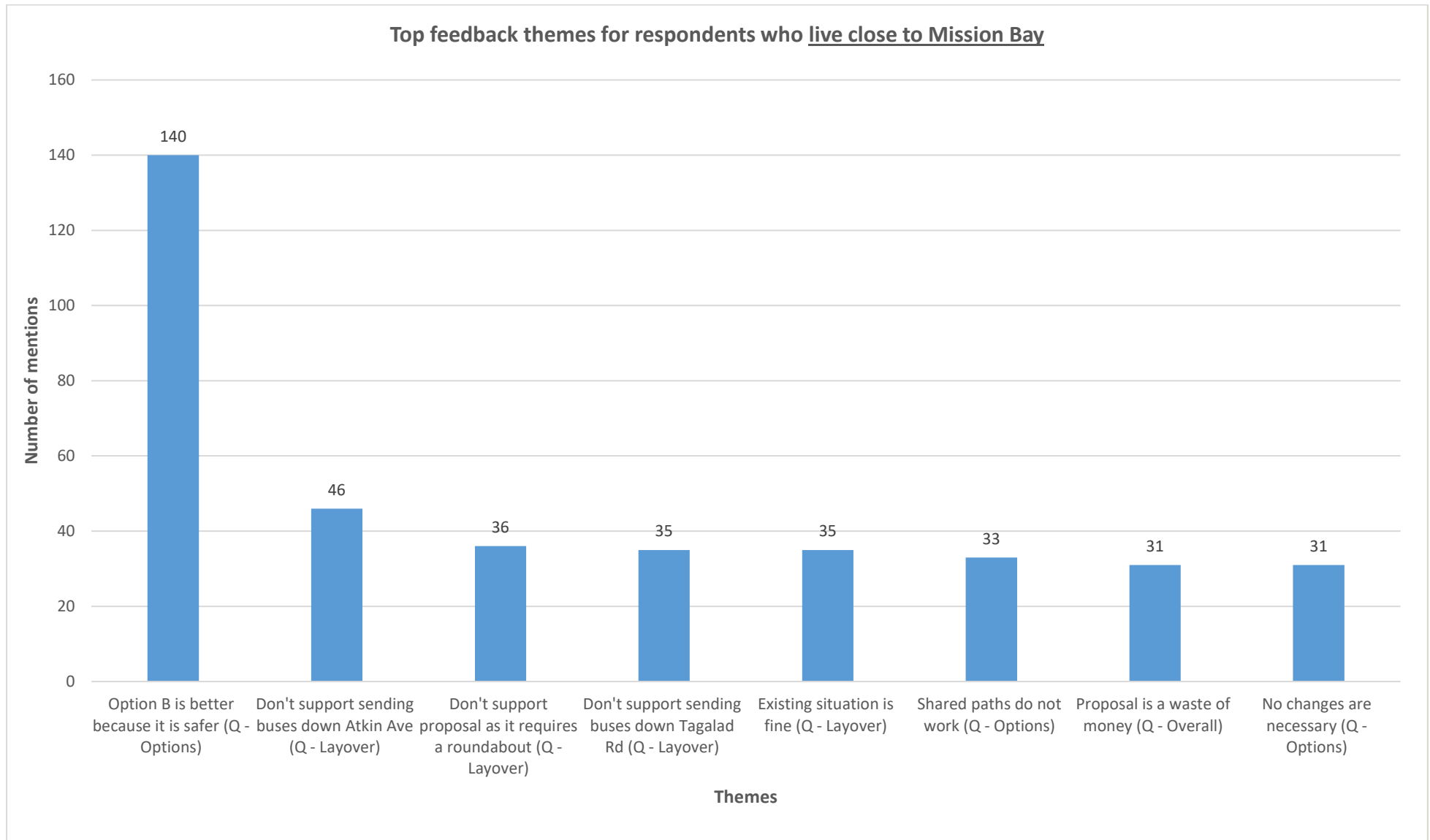


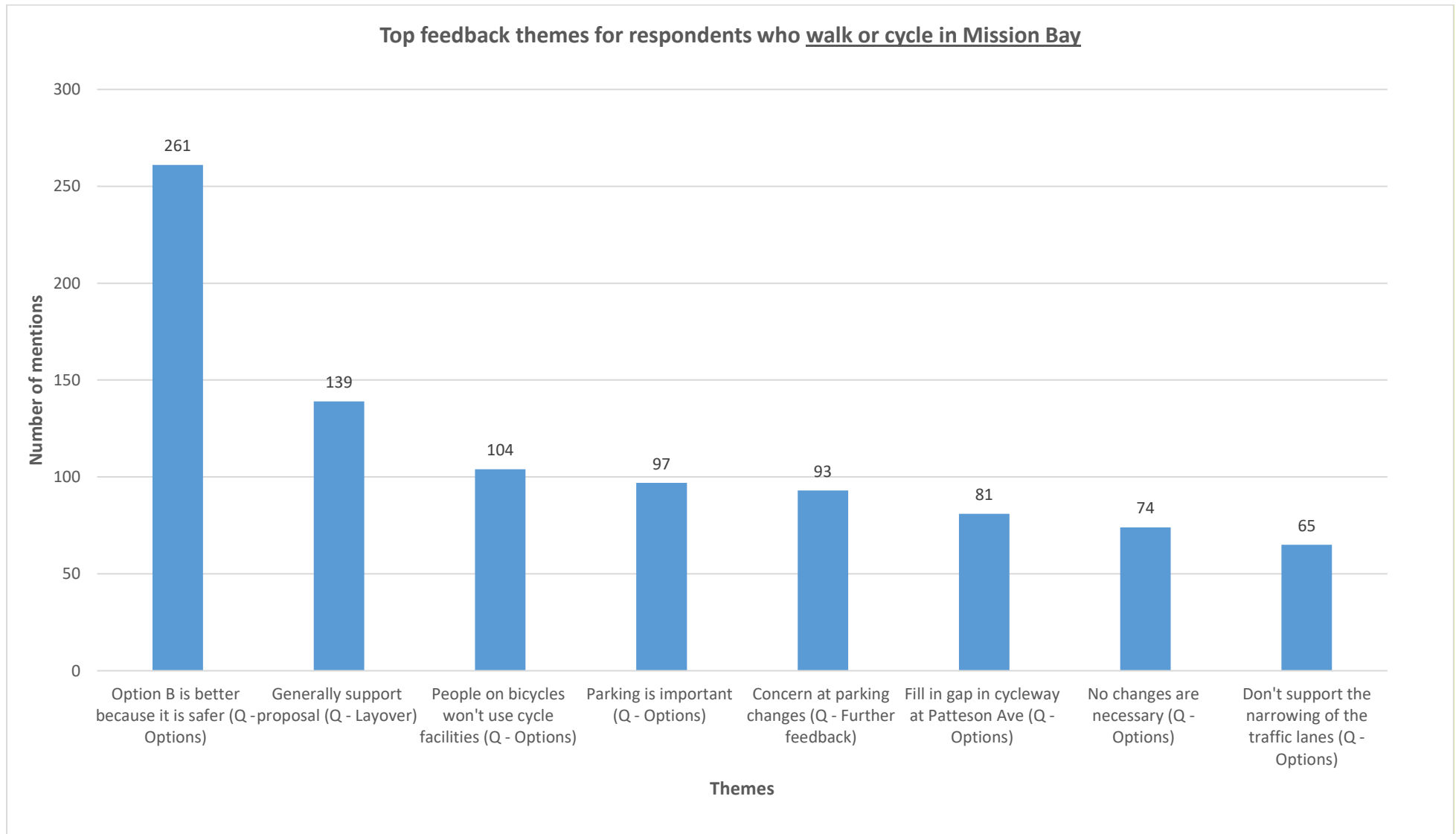
*Multiple Counts

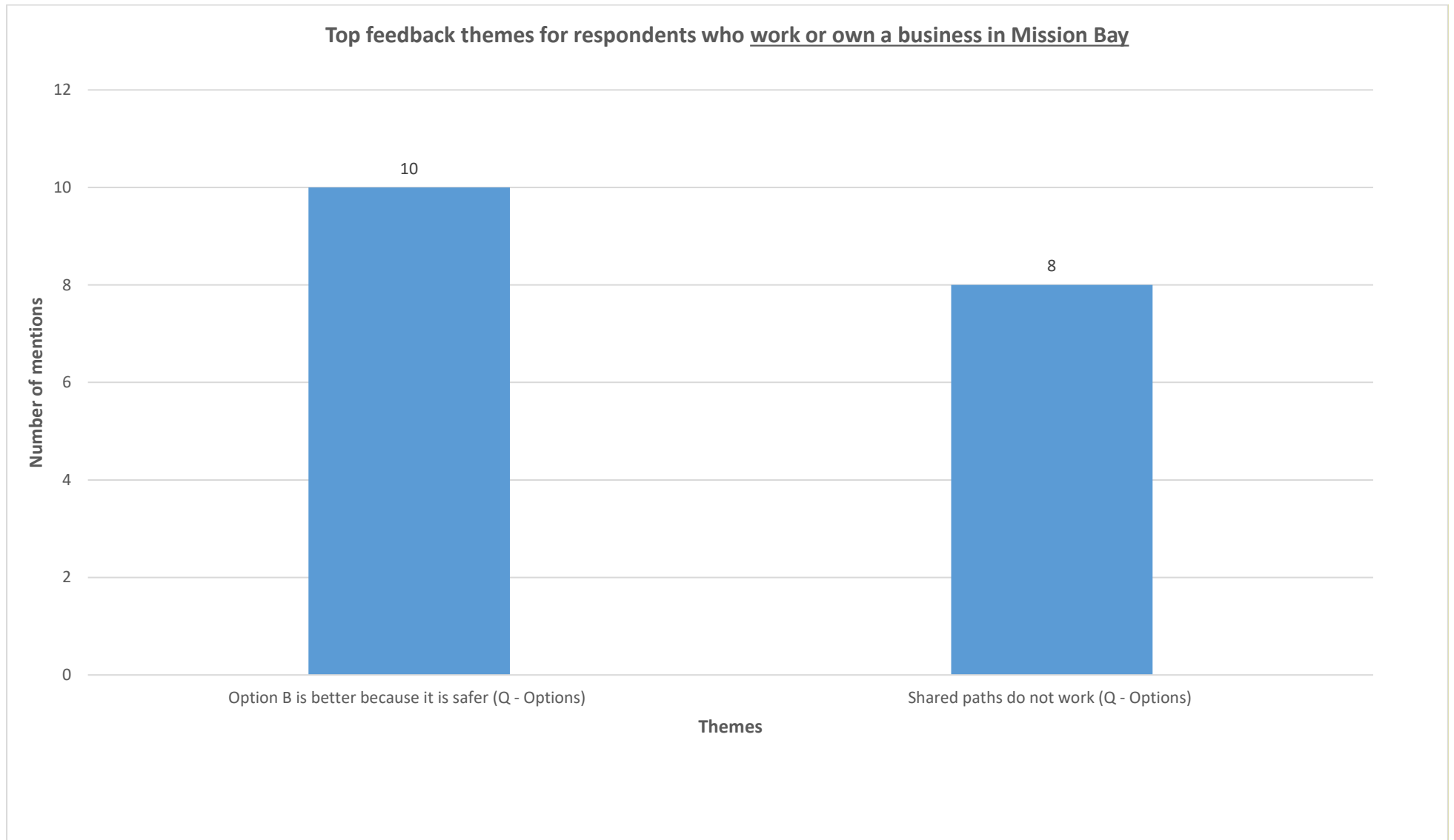
Respondents could select more than one interest in the proposal. For example, someone may have selected 'I work or own a business in Mission Bay' and 'I live in or own property in Mission Bay'. This means:

- The total number for people's interest in the proposal (graph to the left) adds to more than 865.
- With regard to the graphs on the pages that follow, which show the themes that were most mentioned for each interest group. If someone selected their interest in the proposal as 'I work or own a business in Mission Bay' and 'I live in or own property in Mission Bay' then any theme this person contributed to would be counted as a mention on the graph for 'I work or own a business in Mission Bay' and 'I live in or own property in Mission Bay'.
- The multiple counts described in the bullets above only apply to this section of the report i.e. multiple counts related to interest groups do not affect the previous sections of this report.

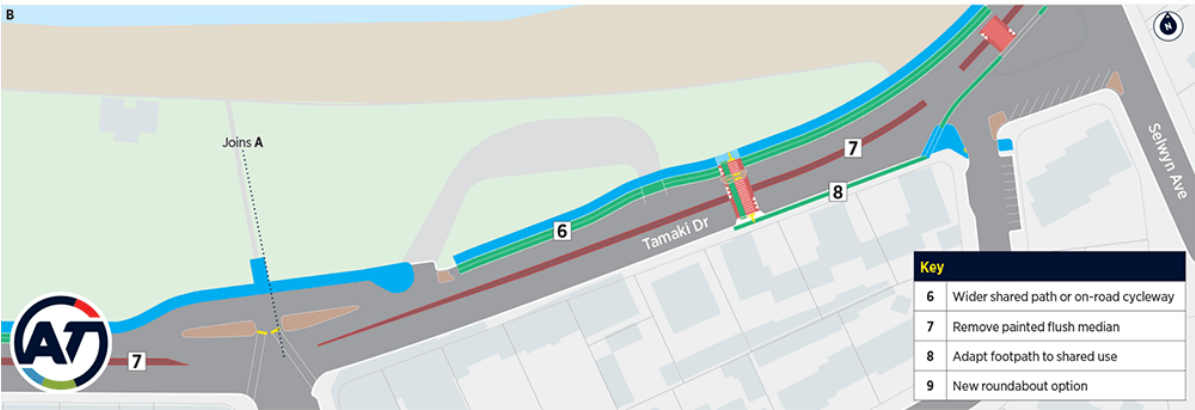
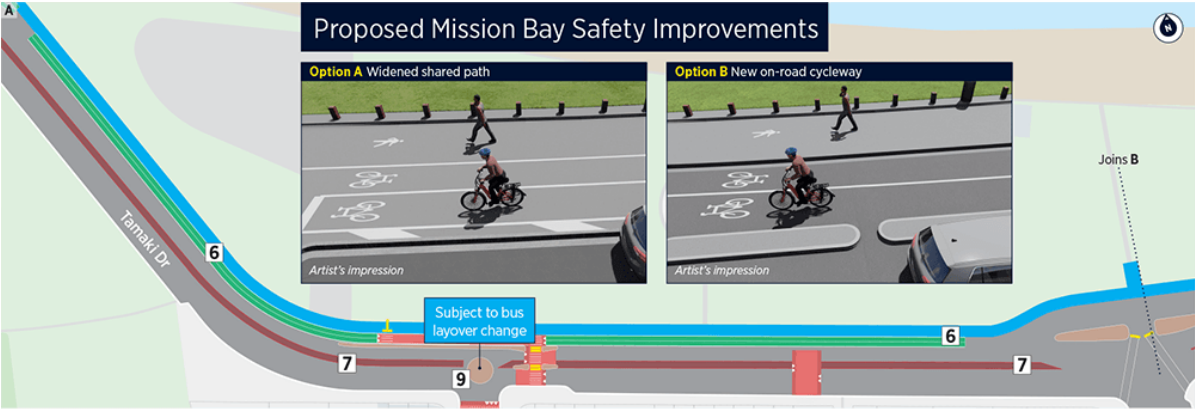








Attachment 1: Proposed Safety Improvements



Attachment 2: Feedback form

Have your say...



Mission Bay Safety Improvements

Please complete this freepost form and return it to us by **Thursday 3 December 2020**. If you need assistance completing the form, please call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone. Alternatively, you can request a freepost feedback form. If your comment relates to a specific location, please be sure to state where.

1. We have two options to improve Mission Bay for people walking and biking on Tamaki Drive. Which do you prefer?

- Option A** - Widen the shared path (with delineation to separate people walking and on bikes)
- Option B** - Add a two-way on-road cycleway on the beach side of Tamaki Drive, separated from traffic using separators
- I don't mind which option Neither

Why?

.....

.....

2. What are your views on moving the bus layover for service #781?

(From Patteson Avenue, where the service starts, to Selwyn Avenue). If the bus layover change goes ahead, then a roundabout will need to be built at the Tamaki Drive/ Atkin Avenue intersection. This would enable buses to travel to the new layover in-between each service (2 per hour) through Tagalad Rd, Atkin Ave, and Tamaki Drive to the Selwyn Avenue layover, then back along Tamaki Drive to Patteson Ave to start the service again.

What do you think of changing the bus layover?

- Support Don't support I don't mind which option

Why?

.....

.....

3. Do you support the proposed changes overall?

- Support Don't support Support with changes

4. Do you have any further feedback?

.....

.....

.....

What is the most common way you visit Mission Bay?

- Driving Walking Biking On a bus Other

What best describes your interest in this proposal?

(please tick all that apply)

- I live or own property in Mission Bay
- I live close to Mission Bay
- I work or own a business in Mission Bay
- I walk or cycle in Mission Bay
- Other *(please specify)*

How did you first hear about this project?

(please tick all that apply)

- Information posted/emailed to me
- Auckland Transport website
- Word of mouth
- Other *(please state)*

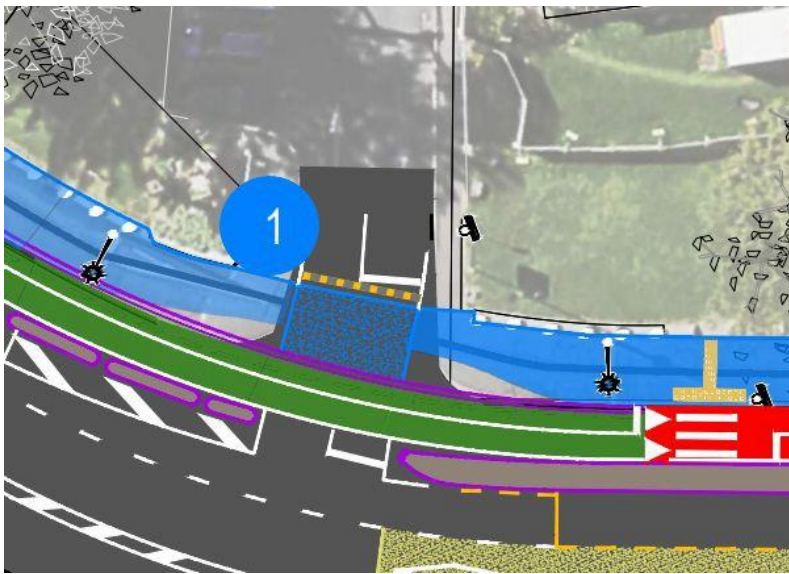
Please note: this information is for statistics purposes only, and does not affect your feedback.

Attachment 3: Feedback from key interest groups

Generation Zero

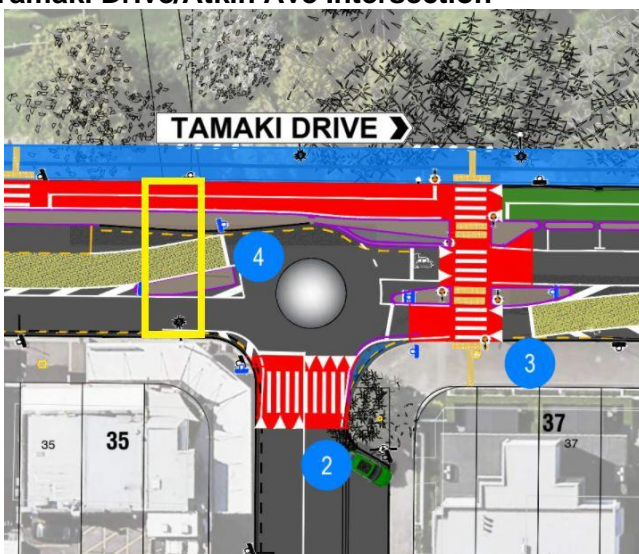
Generation Zero is excited to see the latest developments from Auckland Transport regarding the Mission Bay Town Centre Safety Improvements Project. In particular, we are pleased to see the inclusion of segregated cycling facilities and raised-table pedestrian crossings. In our submission, we have put forth several suggestions as to how AT can further improve accessibility and safety for people walking and cycling. We are confident that with these recommendations, this project will help AT fulfill its commitments to the Auckland Climate Plan, Vision Zero, and achieving a modal shift.

Driveway to Car Park by 31 Tamaki Drive



Giving pedestrians and cyclists priority at intersections and driveways is key to creating safe and accessible infrastructure. On this note, a raised-table pedestrian crossing and cycleway must be installed at the driveway entrance pictured above (roughly opposite 31 Tamaki Drive).

Tamaki Drive/Atkin Ave Intersection



Generation Zero supports moving the bus layover stop from Patteson Avenue to Selwyn Ave. We emphasise that

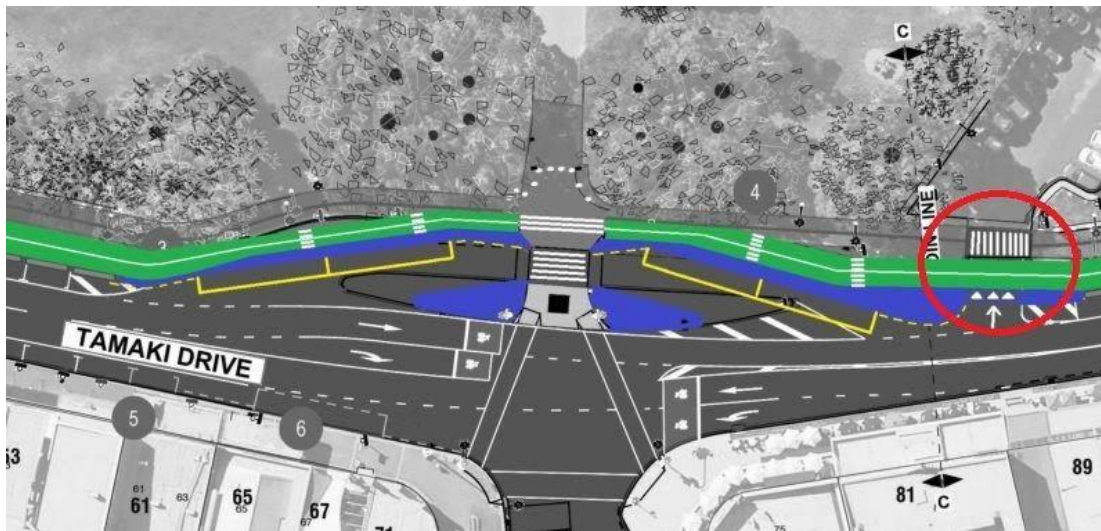
the new loading zone on Patteson Ave will need strict parking enforcement to prevent private motor vehicles from taking advantage of it, and in turn, forcing delivery drivers to park across yellow lines or on the footpath.

The new roundabout at the intersection of Atkin Ave and Tamaki Drive is a welcome addition and will help slow vehicle traffic to safer speeds. Whilst we welcome the two proposed raised zebra crossings here (and the others in this proposal), the left-hand side marked above by a yellow box is missing its own pedestrian crossing. Pedestrians will cross this stretch regardless of whether there is a crossing available. For improved pedestrian safety and convenience, AT should add another raised-table zebra crossing and fill in this missing leg.

Cycleways and Footpaths

Generation Zero supports the “Option B” design for the Tamaki Drive cycleway. Tamaki Drive is Auckland’s busiest bike route and Mission Bay sees high levels of pedestrian traffic. As a result, physical separation of modes (especially via grade separation) is imperative to ensuring safety and accessibility for all. We appreciate the concrete blocks separating on-street car parks from cycle traffic. Three metres is an appropriate width for this on-road cycleway.

Tamaki Drive/Patteson Ave Missing Cycle Link

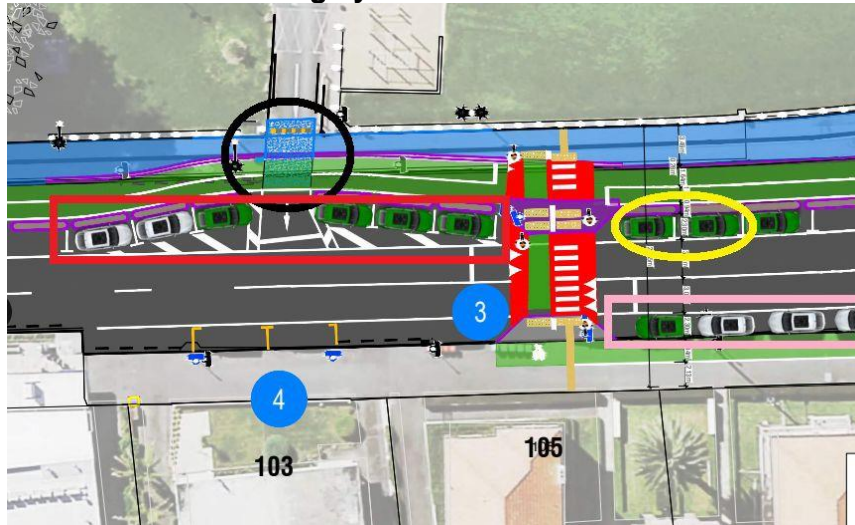


There is a critical missing link in the proposed cycleway by the intersection between Tamaki Drive and Patteson Ave. For nearly one hundred metres the cycleway disappears, forcing riders either onto the current footpath or onto the road - and contending with buses. This section is one of the busiest parts of Mission Bay for pedestrians and sees scores of bus passengers stepping on and off of the existing footpath. This flawed section threatens to compromise the popularity of the wider project. A single weak link in cycling infrastructure can dampen the whole project’s accessibility and convenience.

The above image (courtesy of Bike Auckland) shows a revised version of AT’s original proposal for the segment of the cycleway. In it, the planted islands on each side of the clock pillar island are narrowed and the bus stops realigned. This allows for the bus stops to be retained and for a floating bus stop island to be installed between buses and the cycle lane. Generation Zero strongly supports these amendments. As with the wider project, this section must be grade-separated to demarcate pedestrian and cycle spaces.

Again, in the interest of safety, the car park entrance opposite 87 Tamaki Drive (red circle) must be upgraded. A raised table marked pedestrian and cycle crossing should be installed. This is effective at reducing entering vehicles to safer speeds and ensuring people on foot and on bicycles enjoy a more seamless and less stressful journey.

Raised Zebra Crossing by 105 Tamaki Drive



We believe that safety at the driveway opposite 103-105 Tamaki Drive can be further improved. The car park exit opposite 103 Tamaki Drive (black circle) should be upgraded to a raised zebra crossing. We oppose the retention of six on-street car parks along this section (red box) as they create a pinch point in the footpath. With cars exiting this driveway, it is especially important that pedestrians are not crowded or pitted against cyclists when crossing.

We also recommend the removal of 2 beachside car parks (yellow circle) and 4+ shop-side car parks (pink box) to the east of the new raised zebra crossing. This will mean pedestrians waiting to cross are more visible to westbound drivers.

Selwyn/Marau/Tamaki Drive Intersection



We reject plans for new perpendicular car parks on Marau Crescent and diagonal ones on Selwyn Ave (both marked with red boxes). For Auckland and Aotearoa to reach its climate obligations, we must cease using oil for road transport by 2030. The removal and relocation

of parking spaces is an important lever with which we can help reduce traffic volumes - a key component to decarbonising Auckland's transport. Alongside creating effective alternative (and lower carbon) modes of transport, declining to add or retain space for cars further incentivises people to consider other modes. Finally, berm space on Marau Crescent should not be paved over for the sake of private and untolled vehicle storage.

AT should amend plans for the new shared pathway along Tamaki Drive (marked above by an orange box). With no separation between modes, the new pathway makes conflicts and collisions between cyclists and pedestrians more likely. Moreover, the present design puts people on bikes more at risk of being hit by the opening doors of vehicles parked parallel to the footpath. Indeed, these were also shortcomings of the shared pathway proposed by AT in the 2020 St Heliers Safety Improvements Project. Beyond this, the new angled car parks are dangerous as they will mean parked vehicles will have to reverse onto an often busy Tamaki Drive.

Other Thoughts

Removing Tamaki Drive's painted flush median to make room for a protected cycleway is welcome and should be replicated along other Auckland arterials that lack adequate cycle infrastructure.

Final Thoughts

Prioritising active modes like walking and cycling enables local businesses and communities to flourish; Mission Bay is no exception. Likewise, it helps us reach our obligations to climate action and provides a more equitable transport system. Whilst AT's 2020 proposal puts forth a solid foundation, further changes can - and should - be made to better improve safety and accessibility for all users.

We look forward to hearing back from AT regarding future developments for this project.

Auckland Transport's response

Driveway to Car Park by 31 Tamaki Drive

The entrance to the car park is to be revised to allow a vehicle to stop before the cycle way and not obstruct traffic on Tamaki Drive.

Tamaki Drive/Atkin Ave Intersection

The feedback to the consultation shows that 12% support Option A and 66% support Option B. The recommended Option B is a on road cycle facility, which provides full separation from pedestrians and it is therefore recommended to progress with Option B.

Cycleways and Footpaths

Thank you for your feedback

Tamaki Drive/Patteson Ave Missing Cycle Link

Following feedback to the consultation, further investigation is to be undertaken to improve the connection of the proposed cycle facility on Tamaki Drive across its intersection with Patterson Avenue.

Raised Zebra Crossing by 105 Tamaki Drive

It is not general practice to install zebra crossings at private accesses such as this. There is a speed hump within the car park at the exit and the proposed layout will ensure a low speed environment with vehicle exiting the car park at very low speeds, which creates a low risk environment for pedestrians

The visibility checks between pedestrians and motorists has been undertaken for all the crossing locations. The results show that the car parking spaces to the east of the raised zebra crossing do not need to be removed to meet visibility requirements.

Selwyn/Marau/Tamaki Drive Intersection

The proposal does not increase car parking spaces within the town centre. Both Selwyn Avenue and Marau Crescent are local roads, therefore the effect of angle parking on traffic flow will be minor and will be beneficial to keep the vehicle speeds low. However, the angle parking on Marau Crescent will be reviewed.

The 30km/h speed limit and the raised crossings will create a slow speed environment and with the bi-directional cycleway the need for the cycle lane on Tamaki Drive across Selwyn Avenue is not required. However, the cycle movements within the town centre will be closely monitored.

It is recommended to remove the existing on road cycle lane on Tamaki Drive at Selwyn Avenue and Marau Crescent.

Bike Auckland

Separate Cycle Way

Bike Auckland considers this option strongly preferable, as it provides a much clearer and safer solution for both pedestrians and people on bikes, by making their movements more predictable. Please use chamfered cycling kerbs as already allowed for in the TDM, however, instead of vertical standard kerbs. The bikeway needs to be continuous through the gap. Please implement the Bike Auckland proposal for closing the gap via adjustment of the bus stops, as set out in our recent blog, and as provided in drawing format to Andrew Garratt, AT, during the recent joint AT-Bike Auckland site visit.

Bus Layover Location Change

Bike Auckland has no strong opinion on this.

Proposed changes overall

While the proposal for the bikeway overall is highly welcome, and strongly supported, the gap in the centre of the design creates a serious deficiency and has significant safety and reputational risks for Auckland Transport. This is further increased by the fact that this missing section where the existing shared path is proposed to be retained is one of the busier areas for pedestrians and is also an area where passengers get onto and off buses. It needs to be improved. Bike Auckland notes that it appears possibly to close, or largely close, this bikeway gap at Patteson Ave by modifying the bus stop space, as suggested in the Bike AKL proposal, by trimming the ends of the adjacent traffic island and realigning the bus stop - see uploaded diagram here (<https://www.bikeauckland.org.nz/wp-content/uploads/2020/11/The-Gap-02-Bike-AKL-proposal.jpg>). This diagram was provided in drawing format to Andrew Garratt, AT, during the recent joint AT-Bike Auckland site visit, who confirmed that AT would review it seriously and that it looked promising. Bike Auckland also asks that the raised zebra crossing on Patteson Ave entering the town centre from the south should not create a bike pinch point (i.e. narrow the traffic lanes as shown). As confirmed by Chris Beasley, AT Design, AT remains committed to avoiding such pinch points (less than 4.2m lane width) at new crossings except where the lanes are already narrower. In this location, the added crossing safety comes primarily from the zebra crossing and the raised nature - it is not appropriate to pinch down the massive road width (as much), and force on-road riders to suddenly merge in front of other traffic just to safely pass through here. Please modify this in line with your Vision Zero commitments that health & safety is not able to be traded off (not even between the safety of two different modes). Bike Auckland also asks that the design remove the unsafe new footpath cycle lane in the door zone proposed on the southern side of Tamaki Drive, near the eastern walk/cycle crossing (approaching it from the east). This kind of footpath cycle lane is highly problematic, as it encourages cycling in or close to car doors, on a footpath. It is not appropriate to add new facilities of such a type particularly in a town centre - and not when the cycling focus of the scheme is otherwise to remove exactly this design on the north side. Additionally, this route seems aimed to allow westbound on-road riders to access the new two-way cycleway. While this is a laudable intent, such a design will not be used by such riders - they will stay on road. In short, please retain the crossing but remove the unsafe and TDM-non-compliant footpath cycleway. Finally, at the eastern end of the scheme, Bike Auckland is strongly opposed to the addition of angled car parks reversing into what is (and will remain, even with

the new partial two-way bikeway) Auckland's busiest on-road cycleway. Such reversing is highly dangerous, and it is inappropriate. Please change the design back to parallel. With some reconfiguring of car parks in this area (especially after removal of the footpath cycle-lane on-ramp) it should be possible to retain the same number of car parks. Even if only 3 or 4 of the 5 angled car parks can be retained, retention of car parks is not an argument that trumps safety.

Further Feedback

To reiterate, Bike Auckland is overall highly in support of the proposal - explicitly including the traffic calming - but would like to ensure that it is functional in terms of the bikeway being continuous through the centre, and that several problematic details do not locally create new safety issues. Many thanks

Auckland Transport's response

Thank you for your feedback

Separate Cycle Way

Following feedback to the consultation, further investigation is to be undertaken to improve the connection of the proposed cycle facility on Tamaki Drive across its intersection with Patterson Avenue.

Bus Layover Location Change

The feedback to the consultation shows that there was more opposition than support for the proposed relocation of bus stop and roundabout and therefore this option is not being progressed.

Proposed changes overall

Currently pedestrians have approximately 15.5 metres to cross Patterson Avenue at the proposed raised crossing location, which puts them at risk as there is no physical protection. The raised crossings will be 4.2 metres wide so not to create a pinch point for cyclists.

Following feedback, it is recommended that the proposed shared path on the southern side of Tamaki Drive west of Marau Crescent is not progressed. Given the 30km/h speed limit and the raised crossings will create a slow speed environment and with the bi-directional cycleway the need for the cycle lane on Tamaki Drive across Selwyn Avenue is also not required. However, the cycle movements within the town centre will be closely monitored.

It is therefore recommended not to progress the proposed shared path on the southern side of Tamaki Drive west of Marau Crescent and to remove the existing on road cycle lane on Tamaki Drive at Selwyn Avenue and Marau Crescent.

There is space between the angle parking and the edge line road marking on Tamaki Drive west of Marau Crescent. The 30km/h speed limit and the raised table approximately 40 metres in advance of the angle parking will tend to control cycle speeds and with the space between the parking and edge line it should provide cyclists sufficient time to notice if a vehicle is reversing. It is recommended that the angle parking is not changed, but this location will be closely monitored to determine if the parking does need to be changed in the future.

Tamaki Drive Protection Society

Further to our feedback dated 29 April 2019, on behalf of our members, we wish to submit on the latest proposal for Mission Bay.

Separate Cycle Way

We support Option B to improve the walking and biking experience on Tamaki Drive. Providing a separated two-way cycle lane will alleviate safety concerns for all users, providing benefits for vehicles, cyclists, and pedestrians, and should enhance the enjoyment of moving through and around the busy Mission Bay area. The buffer separators are a major improvement, and the retention of most of the roadside parking is commendable.

Bus Layover Location Change

We do not support the change. In our opinion the need to build a roundabout on Tamaki drive at the Aitkin Ave intersection, in order to relocate a layover for a single bus service, cannot be justified. The movement of the buses through the quieter streets of Tagalad Rd and Atkin Ave is also undesirable. The current layover location outside the convenience store in Patteson Ave seems well positioned with the added benefit of a particularly wide pavement that allows the parked bus to stand well away from the retail outlets. In addition, the intention to demolish this block in the coming years negates any pressing need to move the layover site on aesthetic grounds.

Proposed changes overall

Overall, the safety concerns in the Mission Bay area are appropriately addressed with this proposal, which we broadly support.

We wish to thank Auckland Transport for the opportunity to provide feedback.

Auckland Transport's response

Thank you for your response and the feedback to the consultation shows that 12% support Option A and 66% support Option B. It is therefore recommended to progress with Option B.

The feedback to the consultation shows that there was more opposition than support for the proposed relocation of bus stop and roundabout and therefore this option is not being progressed. It is therefore recommended to progress with Option B.

Mission Bay and Kohimarama Residents Association

Mission Bay Safety Improvements

We broadly support the proposed Mission Bay safety improvements but have some suggestions for further improvement.

1. We significantly prefer the Option B cycleway, with cyclists at a separate grade. We believe that the kerb provides an intuitive separation, and no education of locals, or more importantly, children or overseas visitors is required for walkers and riders to understand where they should be. With Option A children and others could easily cross the white line delineating the two modes, either inadvertently or through not understanding the purpose of the two sides.

2. We very strongly prefer not to have a roundabout at Atkin Ave. If that means that the bus layover cannot be moved, then so be it. Buses laying over in Patteson Ave almost always turn off their engines, and there is little nuisance value from them waiting there for a few minutes. The front of the bus stop is set back some 5 m from the main car park entrance, which provides reasonable visibility for cars exiting the car park. There are spaces for 3 cars beside the car park entrance, and these currently are accessed through a driveway immediately adjacent to the bus stop. While these vehicles reverse out onto the road beside the buses with poor visibility, there are other solutions to address this which would not burden the rest of the community with a roundabout at Atkin Ave. For example, removing the vehicle crossing immediately beside the bus stop would remove the hazard of backing out into traffic. The 3 cars could then undertake normal parallel parking. It is of note that only the rear car of the 3 spaces can reverse directly onto the road anyway, so removing that dangerous option would be a good move. Removing the vehicle crossing would also reduce the incidence of illegal parking on the footpath by vehicles stopping to get coffee. This is a bigger risk, particularly for small children walking past.

3. We strongly recommend that the cycle path be continuous, with no break as shown near the clock tower. This is the most congested and dangerous part of the current shared path, with masses of people crossing the shared path after crossing the road to enter the reserve, and people getting on and off buses, all

crossing the shared path with its normal flow of pedestrians, cyclists and scooters. If this part cannot be made safer, there is little point making any of the changes elsewhere. Mission Bay Kohimarama Residents Association Page 2 Fortunately, we believe there is an easy fix for this; if the footpath is moved onto the reserve between the current path and the trees, then there is room for a footpath and cycle path. We realise the reserve and road corridors are under the control of different council entities, but a difficulty for council to coordinate with itself should not penalise the community. There may be other solutions, for example Bike Auckland had another way to resolve the problem, but regardless, we need to close the gap.

4. We are concerned about losing the painted median on Tamaki Drive, and believe that we should explore options to retain it. At the moment, it provides a level of protection for the numerous people crossing everywhere along Tamaki Drive. They can look one way and cross to the middle, then look the other way and complete the crossing. Without the median, they have to cross the entire road in one go, with more chance of making a mistake. Further, the median provides enhanced safety in other ways. The median is critical for westbound traffic turning right into the carpark entrance near the police building. Without a median here, right turning traffic holds up the entire westbound flow of traffic. In addition, parked cars regularly open their doors into the traffic, particularly because much of the time there is no break in the traffic flow. The median allows drivers to move out to avoid the doors without having to cross the centre line; without it, and with 3.5m lanes, cars and particularly buses are likely to cross the centre line to avoid an opening door.
5. For this reason, we recommend a review of the cross-sections and the allocation of available width to each function. The typical cross-sections show a total road and path width of 22.1m to 22.6m for Option A and 22.5m to 23.0m for Option B. While one of these must be wrong, the more important question is whether the space available has been allocated in the best manner. For example, the Tamaki Drive Hobson Bay cycle path currently under construction is 2.8m wide, compared to the 3.0m or 3.6m proposed here (whichever number is correct). Likewise, the footpath proposed here at 3.0m – 3.5m wide is much wider than the 1.8m on the southern side of Tamaki Drive (we are unable to see dimensions for the footpath on the northern side). If the cycle path were built to the same 2.8m width as the one currently under construction, and the footpath to 1.8m, that would save 1.4m to 2.5m (depending on which figures are correct) that could be used as a painted median. While we understand that a wider two-way cycleway might be desirable, that ideal should not be met by reducing safety on the road. We see room for a reallocation of space to provide a better balance between the various functions.
6. We recommend exploring the option of moving the footpath onto reserve land for the full length of the town centre in the same way we have suggested for closing the gap near the clock tower. If this were possible, then maybe more optimal cycle path and footpath widths could be achieved along with a centre median.
7. We recommend extending the 30km/h speed limit at the eastern end of Mission Bay approximately 75m further east to include the Selwyn Avenue intersection. The Marau Cres intersection here is quite difficult already, and with buses making a sharp right turn into Selwyn Avenue without any turning lane, it would seem logical to ensure traffic is going relatively slowly through this intersection. This would require adjustments to Mission Bay Kohimarama Residents Association Page 3 other 30km/h signage to either add signage at the bottom of Selwyn Ave, or to include Marau Cres within the 30km/h zone.
8. We are being reminded that the Council has a serious budget hole right now, and many projects are being cut back, deferred or cancelled. In this environment, we recommend that the priority of this project be reassessed against other projects to ensure that it is sufficiently important to proceed despite budget cutbacks. We are keen to see a proper cycle path and safer town centre, but not at the expense of other projects we would consider to be of higher priority. For example, we believe that another AT project - the connection of Kohimarama, Mission Bay, Orakei and St Johns to the new Glen Innes Shared Path - is of higher priority for our community. Likewise, we believe that retaining the Tagalad Reserve as a community asset, and restoring the Selwyn Reserve playground to an operational status are higher priorities for our

community. If any of the projects are cancelled or deferred due to funding difficulties, we would recommend deferring this project instead.

Auckland Transport's response

1. Thank you for your response and the feedback to the consultation shows that 12% support Option A and 66% support Option B. It is therefore recommended to progress with Option B.
2. The feedback to the consultation shows that there is more opposition than support for the proposed relocation of bus stop and roundabout. It is therefore recommended that the option for the bus stop relocation and roundabout are not progressed.
3. Following feedback to the consultation, further investigation is to be undertaken to improve the connection of the proposed cycle facility on Tamaki Drive across its intersection with Patterson Avenue.
4. The proposed raised crossings will provide pedestrians with a safe crossing location and the lower speed limit will make a safer environment.

Pedestrians currently using the centre median to cross the road in a current 50 km/h speed environment are putting themselves at risk as there is no physical protection from passing vehicles.

There are many existing locations in Auckland where pedestrians are being hit on flush median when waiting to cross the road. There have been 85 reported pedestrian injury crashes on roads which have flush medians between 2015 and 2020. These crashes have occurred as a result of pedestrian running heedless of traffic or in some cases pedestrian waiting on flush median being hit by cars. To name a few are Manukau Road by Greenlane West, White Swan Road in Mount Roskill and Church Street in Onehunga.

The proposed traffic lanes are to be 3.5 metres wide, which is appropriate for the speed limit and environment and are wider than the minimum safe standard. Whilst drivers and passengers need to be carefully when opening a vehicle door into a traffic lane the traffic lanes are sufficient for a car to pass a vehicle with its door being opened.

5. There is available width with the recommended Option B for the installation of a 3 metre cycle way, which is the desirable minimum width for bi-directional cycle way and physical separators between the cycle way and parking spaces, which are 0.8 metres wide. Given the number of pedestrian movements within the town centre, it is not appropriate to reduce the footpath width on the seaward side of Tamaki Drive.
6. The footpath cannot be extended into the reserve and if it were feasible it would result in many of the trees being severely affected.
7. A 30km/h speed limit is due to come into operation on 30th June 2021 as this was set when the Speed Limit Bylaw 2019 was approved. The 30km/h speed limit will be closely monitored to determine its effectiveness and if it is appropriate for the speed limit to be extended to surrounding roads.

It is recommended to undertake traffic surveys and investigate if the speed limit could be extended.

8. In the five-year period between 2015 and 2019 there have been a total of 61 crashes recorded within Mission Bay town centre which consisted of five serious injuries and 18 minor injuries. The proposed scheme will reduce the number and severity of these crashes. The working group commissioned an independent review which concluded that there was a safety issue in Mission Bay town centre. Therefore, the scheme should not be delayed.

Bike Tamaki Drive

Overall

Achieving well implemented safer speeds through the Eastern Bay villages is an objective fully supported by the Bike Tamaki Drive submission to the Safer Speeds review panel (highlights provided at Annex A from 15 Apr 19 briefing).

We would like to see the Mission Bay scheme adjusted in significant ways to maintain and enhance the safety and amenity for cyclists and advise the adoption of proven best practice from good overseas examples such as those found in Copenhagen and Amsterdam. Specifically avoiding measures that introduce the need for advanced skills such as pinch points and raised sections, in favour of clear markings, signs and cycle pass-through sections would help improve the scheme significantly.

It is consistently those learning cycling and at the developing stages who are routinely caught out by more challenging obstacles and the contention in focus between road scene situation awareness and bicycle control. Diverting attention to control the bicycle onto a raised section can easily consume the same critical seconds required to notice a child wandering across the road from the domain to the ice cream stores, shops and restaurants.



Figure 1 – Initial Mission Scheme for Review – 15 Oct 20

For many of the more advanced cyclists, particularly those on road bikes and faster e-bikes¹, these measures will be significant since speeds of 30 km/h are easily achieved. Local responsible cyclists routinely moderate their speeds through the familiar villages but Tamaki Drive attracts many who are less familiar, or who place training goals ahead of road safety for all. These measures are important to balance the needs of all road users, especially the most vulnerable pedestrians.

¹ It is now common fore-bikes to provide assistance up to 45 km/h and higher for some models – fast moped speeds.

Key observations:

1. The graphical illustrations are very good but need an accompanying narrative to set out the context and explain the rationale for the inclusion of each element – including the evidence base.

2. Introducing a roundabout across Tamaki Drive at a complex road intersection is not advised. There is too much going on at this location and all road users are likely to see an unacceptably high increase in collision risk with such a measure.
3. Diverting the road-based cycle lane onto the pedestrian footpath westbound into the Village has to be completely avoided. Road bikes and faster e-bikes will have reached speeds of up to 50 km/h shortly before and the adjustment from road to path will not be expected.
4. Placing angle parking directly on Tamaki Drive within a busy village centre will result in significant collision risk; we can see this clearly from St Heliers where pedestrians and other vehicles are routinely struck by cars reversing into the carriageway with insufficient visibility.
5. Creating a wider shared path through the village supporting two-way cycling has merit (as set out in Option B2) but the transition through the clock tower area and across car park entry-ways needs serious modification. Would suggest bike and pedestrian priority crossing points at grade for car park entry / exit and supporting signs clearly saying give-way to cyclists and pedestrians. For the clock tower serious thought is needed, a possible treatment is covered at Annex B for consideration.
6. Introducing raised crossings on the main Tamaki Drive sections is not recommended. It will cause many cyclists to divert attention away from the road scene and onto the bike control task of safely navigating the raised section – would advise the inclusion of non-raised sections in the road space cyclists will typically use such that the calming for motor vehicles can be achieved without the negative impact on cyclists and wider road user safety. Perhaps speed cushions on village entry/exit with crossings at grade would work well. Several key design considerations are set out at Annex C for inclusion.
7. The extent of the 30 km/h zone should be extended at the eastern extent to envelop the Selwyn Ave and Marau Cres intersections, safety will be significantly improved with speeds at these complex intersections already moderated to 30 km/h – motor vehicles in particular need time to slow on village entry.
8. The current grass island at the Selwyn Ave and Marau Cres intersections should be maintained as a local green space – adding further vehicle manoeuvre complexity at this location must be avoided.
9. It would be helpful throughout the 30 km/h zone to ensure consistent intersection marking to guide cyclists and motorists. Specifically, inclusion of a clear green painted section across each intersection would be very welcome. At present Tamaki Drive is very inconsistent but where these are in place it helps all roads users anticipate each other's presence and likely position on the road. Really helps new / developing cyclists.
10. Would suggest that the pedestrian zebra crossing treatments are made visually consistent throughout the village.
11. Speed cushions at village entry and exit points with modest gradients are suggested to aid emergency service vehicle transit and avoid interrupting new / developing cyclists in paying close attention to the road scene. With this provision in place would strongly suggest making all other crossing points and features at grade.
12. The village primary and secondary gateway designs are very welcome and provide a clear indication to all when they are entering the 'Safer Speed Zone'. Most visual cues for 30km/h zone already in place.
13. It is clear that a great deal of careful thought has been applied to the development of the scheme to date. It is a thoughtful start point with many very good elements. Members of the Bike Tamaki Drive core team can be made available to assist in applying the views of the hundreds of local cyclists to the finalisation of the scheme whilst maintaining complete confidentiality.
14. Suggest inclusion of clear signs at each entry point to the board-walk closest to the beach to say

Pedestrians only – whilst walking a bicycle in this section to lock it makes sense for security, riding an adult bicycle on the board-walk is not safe for all users. Perhaps cyclist to dismount signs might work well.

- Would suggest moving to standard Sheffield Stands as a uniform standard throughout the village and ensuring sufficient quantity to support businesses, families, and individuals all keen to benefit from the increased cycle traffic. A suggested scheme has already provided to AT bike parking team for St Heliers, one following the same principles can easily be generated for Mission Bay – currently there are too few usable stands, with some very poor and old designs.

Annex A – Briefing to AT Senior Safer Speeds Team

Safer Speeds Briefing to AT on 15 Apr 19

Bike Tamaki Drive core team briefed the AT senior team on 15 Apr 19 on the topic of Safer Speeds, including illustrations for Mission Bay and St Heliers based on the current local crash statistics provided by the NZTA CAS facility, the suggested criteria to be used and a guide for a different approach to effective delivery of local change.



Figure A.1 – Mission Bay Scheme

Suggested Change Criteria

At headline the criteria presented included:

1. In support of appropriate speeds, including 30 km/h for St Heliers, Mission Bay & City Centre
2. In support of any associated road markings and signs
3. Against raised tables/crossings/sections on Tamaki Drive unless of proven design and easy to navigate by bicycle
4. In support of any features that add amenity for active modes (cycling and walking) such as cycle lanes, showing motor vehicle drivers and bicycle riders where to expect each other
5. Against introduction of any revised street design that introduces new risks and hazards, such as pinch points
6. In support of crossing point design, such as that on Westhaven Drive, that supports both cyclists and pedestrians
7. In support of assessment of suitable measures at Kohimarama and Okahu village / beach centres and high-risk intersections, including: Ngapiipi, Kohimarama, Atkin, Averill, Solent and Watene
8. In support of measures dissuading drivers from compensating acceleration and higher speeds on leaving the 30 km/h zones – such as active speed display boards and enforcement cameras

Criteria for Local Change

Key criteria for the delivery of successful local change, these included:

1. AT to lead evidence-based concept
 - a. Concept needs specialist expertise
 - b. Pictorial view and clear criteria
2. Local board transport forum to assess
 - a. Include local stakeholders
3. Refine with local active mode groups
 - a. Ensure active mode support
4. Publish with rationale for local consultation

Annex B – Candidate Scheme to Manage Clock Tower Pedestrian/Cyclist Flow

Illustration provided by e-mail to AT on 8 Oct 20

Thank you for the very helpful review on 6 Oct 20 covering St Heliers and Mission Bay. Content that our comments are with you for St Heliers. Will happily review Mission Bay once the materials have been shared.

Reflecting on the schematic for Mission Bay we glanced at in the last 10 mins there may be a very neat proven design which would provide the basis for managing the contention in the Clock Tower area - based on a simplified Dutch roundabout concept.

Figure B.1 – Candidate Clock Tower Scheme



The simplification is to reduce the centre to just the grass and kerbed planted element, removing the car lanes, since we are assessing bicycles vs pedestrians. There is ample space available so we can easily split out the lanes for east and west-bound cyclists in advance - the design neatly narrows the approach to ensure bicycles are in single file and separated in opposing directions.

So, in the picture above imagine cycling East, as you reach the feature you would be in the left red lane. Pedestrians would have right of way using the pedestrian crossing. In front of you would be a clear view of other cyclists either turning or heading West towards Auckland Central.

First you would give way to pedestrians, second you would give way to any cycles already turning on the roundabout. The clear red surface treatment and centre island planting would guide you through the feature in a very intuitive fashion.

Using this mechanism, we can cater for the high flows of bicycles and pedestrians in this area - especially during the busiest weekends in the summer months. Also provides a fun feature for local learning cyclists and pedestrians to practice on in quiet off-peak times.

Of course, we have cheated by using a proven design, but it pays back by giving the area a fun new local landmark near the already famous clock tower and it provides for safe bicycle and pedestrian passage - each being very aware of the other and who has priority at all times - effectively managing the contention.

So, hope that this is helpful.

Annex C – Designing Schemes to Accommodate Cycle Traffic

Key points below provided by e-mail to AT on 20 Nov 20

Consider cycling from the start. Consideration of cyclists must be properly integrated with other aspects of highway design and transport planning. It should never be an add-on, left until the detailed design stage. It is a specialist area of practice and it is easy to get it wrong, even if it is planned in at the right time. It is important that there should be an emphasis on the experience of cycling: what will it feel like to ride on this street? There is no better way to get a feel for this than riding the route and all those involved in design should do this.

Physical cycling conditions. One of the main things that set cyclists apart from other road users is that they work on human-generated power. This is significant because characteristics of a street that increase the effort required to cycle might deter people from going that way as part of a route, or may put them off cycling at all. Good design for cycling must therefore be sensitive to physical conditions that matter less for other users, such as surface quality, surface material, ability to maintain constant speed, gradients, deflections and undulations.

Bicycle dimensions. The typical dimensions of a conventional bicycle are 1800mm long and 800mm wide. For a solo adult cyclist, 900mm is the typical static width but extra width is needed for moving cyclists. A reasonable assumption is that this amounts to a total width of 1200mm, although this varies according to speed and type of bicycle. That dimension is often referred to as the 'dynamic envelope' of a cyclist. Note:

Car door zone allowance can also be reasonably set at 1200mm (see Figure C1).

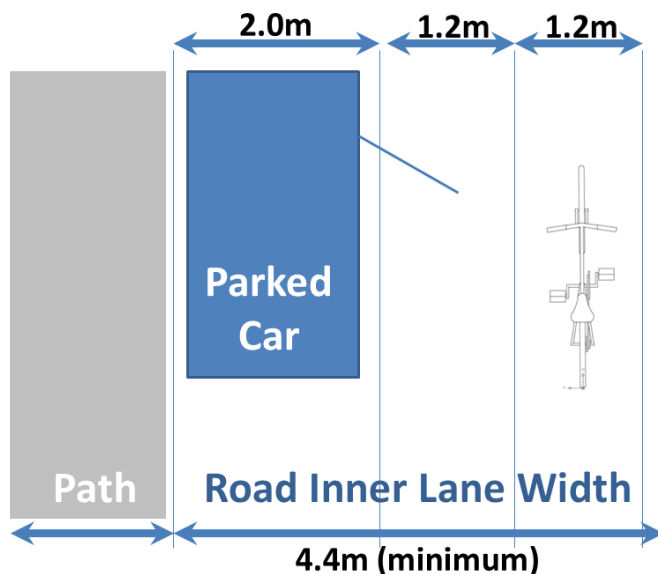


Figure C1 – Minimum Inner Lane Width

Specific considerations. Vertical deflections such as speed humps should be minimised as cycles are particularly sensitive to the effects of sudden changes in surface level. Dropped kerbs should be provided to aid manageable transitions between levels. The minimum clearance between a moving motor vehicle and the outside of the dynamic envelope of a cyclist should ideally be 1.4m where the motor vehicle is travelling at 50kph or less – for larger adjacent vehicles more clearance is needed.

Auckland Transport's response

1. The consultation material clearly explained the proposals and need for the scheme. There were also two drop-in session within Mission Bay town centre where the community could see the plans in more detail and ask the members of the working group any questions they had about the proposals. The working group also commissioned an independent review which concluded that there was a safety issue in Mission Bay town centre.
2. The feedback to the consultation shows that there is more opposition than support for the proposed relocation of bus stop and roundabout. It is therefore recommended to that the option for the bus stop relocation and roundabout are not progressed.
3. Following feedback it is recommended that the proposed shared path on the southern side of Tamaki Drive west of Marau Crescent is not progressed. Given the 30km/h speed limit and the raised crossings will create a slow speed environment and with the bi-directional cycleway the need for the cycle lane on Tamaki Drive across Selwyn Avenue is also not required. However, the cycle movements within the town centre will be closely monitored.
It is therefore recommended not to progress the proposed shared path on the southern side of Tamaki Drive west of Marau Crescent and to remove the existing on road cycle lane on Tamaki Drive at Selwyn Avenue and Marau Crescent.
4. There is space between the angle parking and the edge line road marking on Tamaki Drive west of Marau Crescent. The 30km/h speed limit and the raised table approximately 40 metres in advance of the angle parking will tend to control cycle speeds and with the space between the parking and edge line it should provide cyclists sufficient time to notice if a is vehicle reversing. It is recommended that the angle parking is not changed, but this location will be closely monitored to determine if the parking does need to be changed in the future.

5. Following feedback to the consultation, further investigation is to be undertaken to improve the connection of the proposed cycle facility on Tamaki Drive across its intersection with Patterson Avenue.
6. A 30km/h speed limit is due to come into operation on 30th June 2021 and will be the maximum speed for all vehicles, including cyclists, travelling within Mission Bay town centre. The proposed raised crossings and tables have been adequately spaced to ensure a 30km/h speed environment is maintained within the village centre and the raised crossings provide pedestrians more locations to safely cross the road.
 The proposal is to raise a number of the pedestrian crossings and reduce the speed of vehicles to a survivable speed of 30km/h within the village centre. Research has shown that a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of a vulnerable road surviving a crash, if hit directly at 30km/h.
 Whilst speed cushions enable cyclist to avoid the raised feature, research has shown that speed cushions are not as effective as raised tables in reducing the speed of traffic.
7. A 30km/h speed limit is due to come into operation on 30th June 2021 as this was set when the Speed Limit Bylaw 2019 was approved. The 30km/h speed limit will be closely monitored to determine its effectiveness and if it is appropriate for the speed limit to be extended to surrounding roads.
 It is recommended to undertake traffic surveys and investigate if the speed limit could be extended.
8. Additional parking has been proposed to maintain the current level of parking spaces within the town centre. Both Selwyn Road and Marau Crescent are local roads, therefore the effect of angle parking on traffic flow will be minor and will be beneficial to keep the vehicle speeds low. However, the angle parking on Marau Crescent will be reviewed. It is recommended that the angle parking on Marau Crescent be reviewed.
9. Appropriate signage and road markings will be installed that will comply with design standards to ensure consistency within the town centre. Green surface treatment will be installed on the cycle way within the town centre across vehicular accesses and on the approach to raised zebra crossing / tables.
10. All the proposed zebra crossings will be clearly visible and have all the required signs and road markings.
11. The proposed raised tables are 75mm high with a 1 in 15 ramp. This design is similar to those outside Kelly Tarltons and should not create discomfort for cyclists and bus passengers or significantly affect emergency services. The gateway features at the start of the 30km/h speed limit will be clearly visible as there will be the regulatory signing together with a coloured surface treatment and roundel road markings.
 Without the introduction of raised tables within the town centre vehicle speeds are unlikely to reduce to the survivable speed of a 30km/h. This would put vulnerable road users at a greater risk of being seriously injured or killed if crossing the road on an at grade facility.
12. Thank you for your feedback.
13. Thank you for your feedback
14. It is not appropriate to permit pedestrians only to use the boardwalk as this would require a bylaw to be introduced and difficult to enforce. However, advisory signing to encourage walking only on the boardwalk will be investigated.
 It is recommended to investigate signing to encourage walking only on the boardwalk.
15. The introduction of Sheffield Stands will be investigated with the town centre.
 It is therefore recommended to investigate the introduction of Sheffield cycle stands within the town centre.

Auckland Schools Cycling

- Does not support either cycleway option - Tamaki Drive is the most bike road in the country. 70% of cyclists are travel upwards of 25km/hr. This group will not use dedicated cycle lanes - they are too dangerous at this speed. This plan has no provision for cycle lanes on the left-hand side of the road westbound.
- Don't support bus stop relocation - We do not need more blockages on such as roundabouts on Tamaki Drive.
- Don't support overall proposal - There is no provision in this plan for cyclists westbound. 70% of cyclists will not use a dedicated cycle lane on the wrong side of the road.

- Bike Auckland advocate very well for commuters and recreational cyclists - however AT need to consult with the 70% of users on this road who travel at 25km/hr plus - these plans do not cater for this group

Auckland Transport's response

It is appreciated that some cyclists will not want to use the facility, but it is considered that it will be used by many cyclists, especially the recreational cyclists such as families with young children. By providing the cycle way it will segregate cyclists from pedestrians.

The recommended option B is a segregated cycle way which will encourage users of cyclists of all ages and abilities.

The feedback to the consultation shows that there was more opposition than support for the proposed relocation of bus stop and roundabout and therefore this option is not being progressed. It is therefore recommended to progress with Option B.