Public feedback report

Mission Bay town centre safety improvements

Total number of submissions received = 912

August 2019 – Mission Bay town centre safety improvements feedback report

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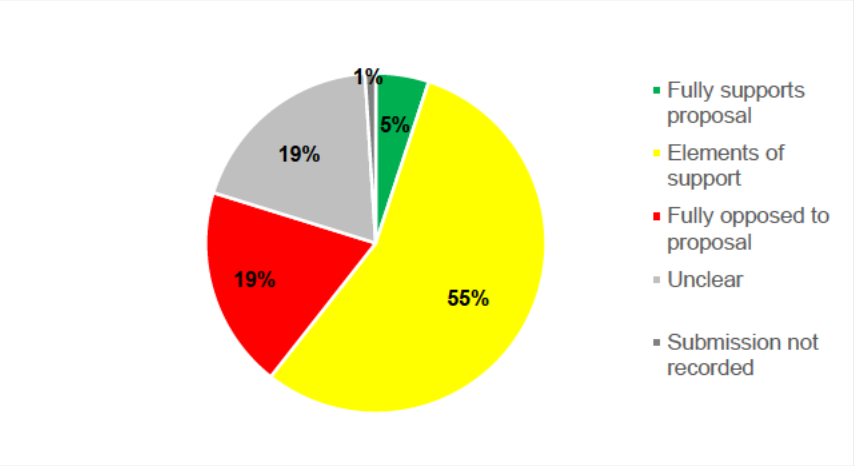
Summary

Auckland Transport (AT) proposed changes to the roads in Mission Bay town centre in order to improve safety and accessibility for all road users in the area.

AT consulted on this proposal from Monday 1 April 2019 to Tuesday 30 April 2019 and received a total of 912 submissions.



60% of submitters supported the proposal either fully or in part, while 19% of submitters don't support any new measures. A further 19% of submitters made comments or suggestions but did not make any statements that clearly indicated sentiment toward the project.

Key themes in feedback

77% of submitters would l ke to see more consideration given to bike amenity both in terms of improved cycling facilities, future proofing, and safety for people on bikes.

71% of submitters suggested looking at other options than what was proposed.

64% of submitters were concerned around the proposed pedestrian crossing facilities; particularly around the number proposed, design, and impact the crossings could have.

59% of submitters were supportive of the proposed safety improvements in some capacity.

35% of submitters were concerned about the loss of car parking and the impact this could have on Mission Bay.

34% of submitters questioned the need to make safety improvements in Mission Bay.

12% of submitters were concerned about the proposed roundabout and the implications this would have on road users.

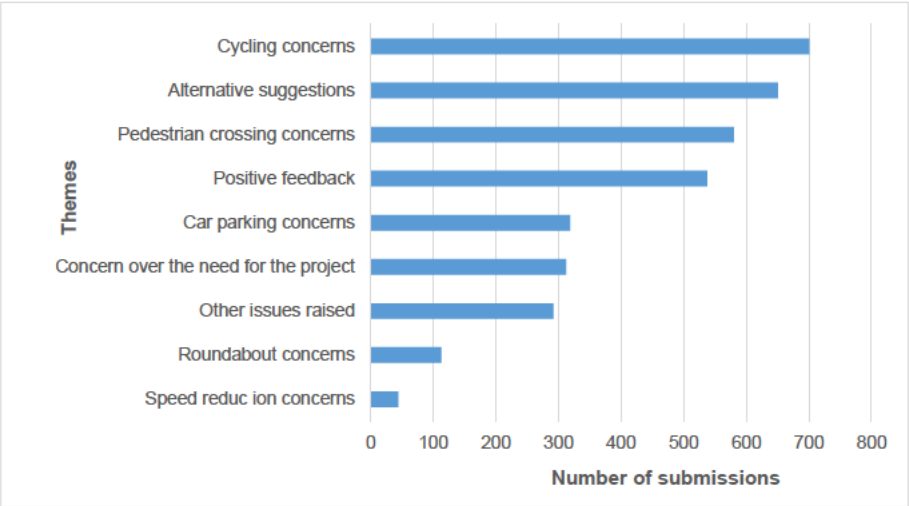
Commented [RB(1]: Need to find a solution or reframe 'unclear' submissions as many of these supported the Bike Auckland proposal which wouldn't fall under 'unclear'

Commented [RB(2]: Also need to edit 'submission not recorded' as that makes it sound like its our error. Is it just that hese weren't legible? – maybe say that if that's the case 'submission unlegiable'

Commented [RB(3]: Is this factually correct? As above – we may need to amend depending what solution we find for he Bike Auckland support submissions

5% of submitters had concerns around a 30km/h speed restriction should it be implemented in Mission Bay.

Commented [RB(4]: In below graph, change 'cycling concerns' to 'cycling amenity'



Submissions may be counted in more than one theme

Next steps

[Sentence about next stage of design (if applicable), construction information, expected dates] – AT to input

Changes from consultation:

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Background

What are we seeking feedback on?

We proposed the following changes:

- Nine new raised zebra crossings within the town centre.
- A new roundabout at the Tamaki Drive and Marau Crescent intersection.
- Improved shared path facilities and planted areas connecting the Tamaki Drive/ Selwyn Avenue intersection and Tamaki Drive/ Marau Crescent intersection.
- Removal of the flush median and widened shared path facilities on Tamaki Drive between Atkin Avenue and Selwyn Avenue.
- Intersection improvements on Patterson Avenue and Marau Crescent.
- Removing 34 public car park spaces on and surrounding Tamaki Drive to make room for the new pedestrian crossings. See below map for specific locations proposed.

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Consultation

We consulted on the proposed safety improvements from 1 April to 30 April 2019.

What we asked you

We asked 'Do you have any feedback on these proposed changes?'

Activities to raise awareness

To let you know about our consultation, we:

- mailed letters alongside freepost feedback forms and maps to 2797 addresses in and around the project area
- set up a project webpage and an online feedback form on our website
- Posted information on our social media channels, including Facebook, Twitter and Linkedin
- Ran a geo-targeted social media advertising campaign
- held one public drop in session at Orakei Community Centre on the 17th of April
- Engaged Orakei Local Board and Mission Bay Business Association
- Emailed our stakeholder database

How people provided feedback

You could provide feedback using an online submission form (on our Have Your Say website) or a freepost form included in the letter. See attachment 1 at the end of this report for a copy of the feedback form.

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Your feedback

Overview

We received public feedback on the proposal from 912 submitters.

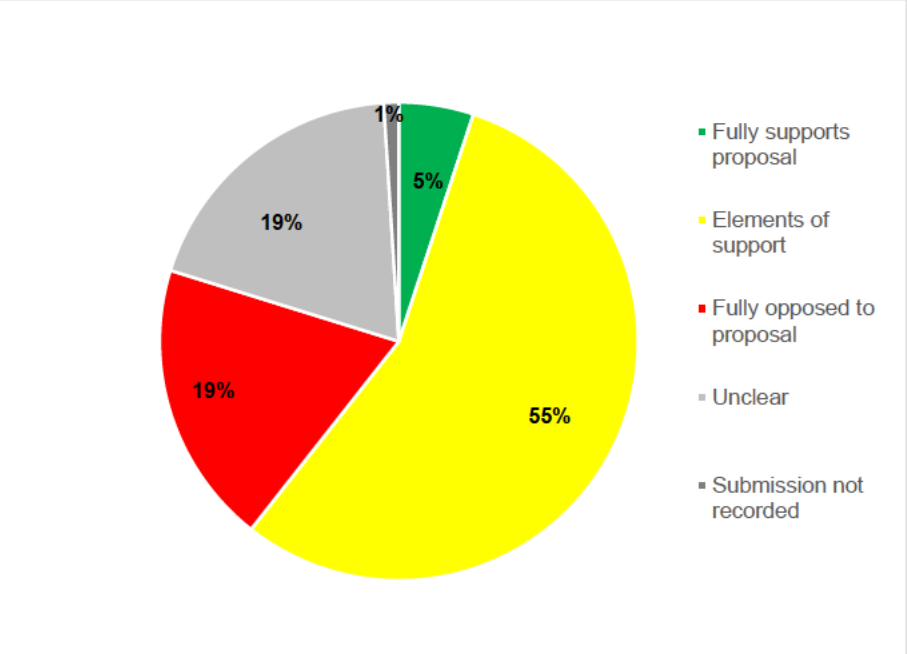
749 of these were submitted online,150 were submitted using the freepost feedback form and 13 were submitted via email.

Five submissions were received from key interest groups including:

Bike Auckland, Bike Tamaki Drive, Mission Bay – Kohimarama Residents Association, Orakei Local Board and Tamaki Drive Protection Society.

These submissions are summarised in the key stakeholder section of this report.

Overall support for the proposal



Sentiment for the proposal was split into four categories;

1. Fully supports the proposal; those submissions that fully support every aspect of the proposal.
2. Elements of support; those submissions that neither fully support nor fully oppose the proposal and have indicated support to a particular aspect of the proposal (i.e. a

submission may dislike the loss of car parking but may support the introduction of additional crossings to provide more safe areas for vulnerable users to cross).

Where a submission did not make a specific comment on an aspect of the proposal, this was neither categorised as support or being opposed (i.e. it was considered to be neutral).

3. Fully opposed to proposal; those submissions that support making no changes.
4. Unclear; those submissions that have not given a clear indication as to whether the proposal is supported or opposed. For example; where a submission only comments about congestion or the need for a separate cycle way, this submission has been classified as 'unclear'. This approach ensures that a submission is not misrepresented, either positively or negatively.

Elements of Support

55%	Support an aspect or aspects

500 submissions indicated support for some aspect of the proposal or supported the intent of the proposal. Feedback from these submissions indicated some aspects of the proposal are supported and some aspects are not supported.

Where submissions indicated 'Elements of support', they generally;

- Feel some kind of safety improvements in the area is warranted (agree with some aspects and not others).
- May agree with the intent of the proposal to improve road safety; but feel the proposal is excessive in some areas and that there are other ways to achieve the objectives.
- Agree with the need for safety improvements in Mission Bay but considers the proposal does not provide a safer environment for all road users (i.e. considers pedestrian safety is catered for, but cycle safety is not).

"Yes. Appears to be TOO many pedestrian crossings in a very small space, are they all needed? If car parks are to be removed need to ensure there are options in place for people to be able to access Mission Bay. Propose there be no right hand turns from the 2 existing car park areas (Mission House and eastern end car parks). Support the roundabout for Marau Crescent intersection"

"Agree that safety improvements are crucial but removing too many car parks would cause problems."

Unclear

20%	Unclear or Neutral

- 178 submissions were unclear as to whether the proposal was fully supported, certain aspects were supported, or fully opposed;

"I support Bike Auckland's proposed changes for Mission Bay and Tamaki Drive".

"make it bike friendly remove/separate cars from bike areas".

Commented [RB(5]: This shouldn't be unclear as their stance is a stance – we need to figure out a way to better categorise

Fully Opposed

19%	Opposed • Unnecessary

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	• Proposal is dangerous

- 173 submissions were fully opposed to the entire design as proposed. These submissions indicated the proposal was not supported for a number of reasons, some of which were because:
  - The improvements are unnecessary (no problem exists), went overboard, were not justified by the statistics provided, would deter people from visiting Mission Bay, would negatively affect residents and businesses of Mission Bay and/or would result in major congestion during peak travel times.
  - The design is flawed and would actually result in a more dangerous environment for all users, or particular users, of Mission Bay.

  "These changes are crazy!! Too many roundabouts that will cause a bottleneck of traffic in both directions on a regular basis on an already busy stretch of road! The addition of Several crossings will ensure people think it's ok to cross anywhere and more accidents occur! Your accident stats are flawed as most will be parking cars and some Happening off roads?? Please DO NOT proceed with this plan! Removing car parks also a joke when there is nowhere to park frequently".

  "I do not agree to any changes in Mission Bay. Taking out 34 car parks is not sensible. Businesses will suffer with a drop in turnover. Businesses struggle currently in the winter".

Fully Support

5%	Fully support the consultation design for safety improvements

- 48 submissions were fully supportive of the design as proposed;

  "Thank you, Auckland Transport, for considering the safety and welfare of pedestrians. I welcome the proposed changes to the Mission Bay town centre 100%."

  "I agree with the proposed changes. Mission Bay Town Centre is now a very popular and crowded suburb, a heavily frequented location for families and sightseers generally from all over Auckland. It needs to be made more people-friendly/people safe, especially for pedestrians and I think the added road crossings are eminently sensible."

Not Recorded

13 submissions (1%) were not able to be analysed in full as weren't legible.

Commented [RB(6]: Just making sure this rephrasing is factually correct? (need something other than 'not in the database')

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Themes in feedback

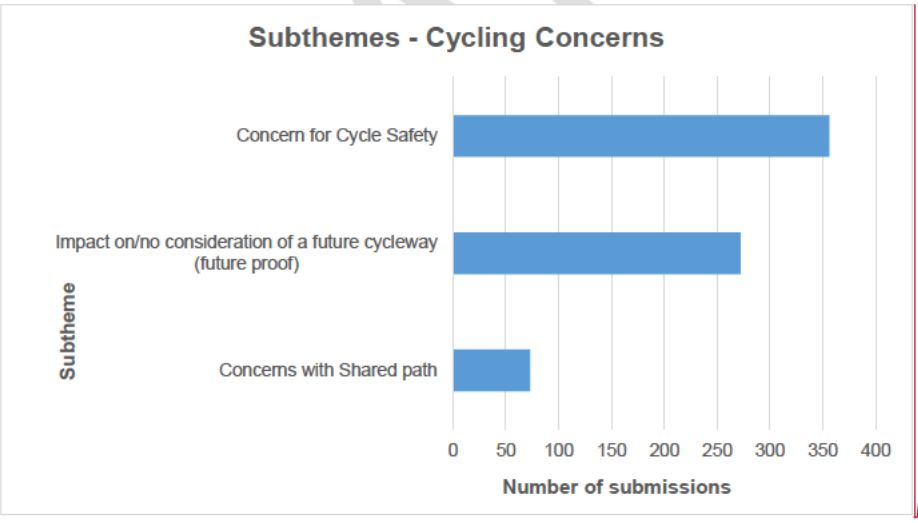
We have analysed the public feedback to identify the following overarching themes:

- Cycling amenity
- Other suggestions from public feedback
- Pedestrian Crossing Concerns
- Positive Feedback
- Car Parking Concerns
- Feedback on whether safety improvements are needed
- Roundabout Concerns
- Speed Reduction Concerns

Cycling amenity

77%	701 submissions

701 submissions were concerned that the proposal would impact on cycle safety. The themes to emerge from the cycling concerns feedback are shown in the graph below.



Based on 701 submissions. Note: not all submissions gave feedback in this area. Submissions may be counted in more than one theme.

Commented [RB(7]: Can we reframe 'cycling concerns' as it makes it sound like cyclists are the problem according to feedback. Maybe 'better cycling amenity'?

Bike Auckland Submissions

It is noted that a significant proportion of the submissions received that indicated cycling concerns, based their submission on Bike Auckland's design recommendation. This is discussed further in the '**Error! Reference source not found.**' section of this report.

Concern for Cycle Safety

39%	356 submissions

356 submissions were concerned that the proposed safety improvements will result in a dangerous environment for cyclists, and that this is particularly important given the popularity of Mission Bay as a daily cycle route. The majority of submissions that were concerned about the impact on cycle safety indicated that a separate cycle path is needed in Mission Bay to ensure safety for both cyclists and pedestrians due to the level of cycling demand. It is noted that most submissions that were concerned with cycle safety also expressed the need for a well-connected segregated cycle path through Mission Bay.

Submissions indicated concern for cycle safety because;

- The proposal would create 'pinch points' for road cyclists as the proposed safety improvements narrows the road in certain areas which can force cyclists to merge with vehicle traffic in the 30kph vehicle speed environment.
- Removal of the flush median creating another pinch point for cyclists and motorists. It is noted that the detailed design plans on AT's Have Your Say website indicates a proposed buffering area between parked vehicle and through traffic lanes.
- Cycle safety concerns associated with raised crossings and the effects these raised crossings will have on future running and cycle events through Mission Bay.
- Concerns for road cyclists who ride in groups as well as those who train for events.
- Cycle safety concerns associated with the roundabout.

"From a cyclist's perspective (our entire family cycles regularly along Tamaki Drive), the design is VERY DANGEROUS for cyclists, with road furniture, pinch points, HAZARDS and numerous instances where cyclists will need to take the lane."

"Please do not go for raised crossings. These are dangerous and will cause significant injury to cyclists."

"I support the general concept of what AT is trying to achieve in Mission Bay. However, I have concerns for cyclists who use the road, the introduction of a roundabout will create a hazard for them and the existing on-road cycle way looks like it will be removed. The footpath is simply too busy to ride safely forcing many cyclists onto the road. We need a proper separated bike lane through this busy area".

"The wide, raised median illustrated on Tamaki Drive near Marau Cres only serves to narrow the road for cyclists and make that road section more dangerous."

"How will the proposed measures affect the now very regular road cyclists? They will make their journeys very unpleasant and potentially much more dangerous as the flow of traffic becomes unpredictable."

"Tamaki drive has in the past hosted many cycle events to have speed bumps every few hundred metres will take away from these events and the uniqueness that has been special to Tamaki Drive up until now."

"The current flush median provides additional safety by enabling vehicles to move out of the lane temporarily to pass a cyclist or other road user."

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"They are fine for social cyclists and maybe commuters, but I ride with a number of groups that are more serious than this and there is no way we could ride at the speeds we do on those paths".

Future Cycleway

30%	272 submissions

272 submissions were concerned that the proposed safety improvements would prevent a segregated cycle way being built through Mission Bay. A significant proportion of submissions received expressed concerns that a design for safety improvements through Mission Bay should be 'future proofed' to allow a segregated cycle way to be built in future. A significant proportion of submissions considered that it made sense and would be more cost effective to install this cycle infrastructure now, rather than being a part of a separate project in the future, and that the design as proposed, was a missed opportunity. There was strong support that any design in Mission Bay should closely align with the TDMP.

Note: The safety improvements specifically enable a future dedicated cycleway facility on the coastal side, this has been communicated at all public engagement, however was not clearly outlined on the information contained on AT's Have Your Say website.

"12 years left to HALVE emissions. We need people cycling as much as possible. This corridor could be iconic, a total dreamboat cycle route. Please consider it. You must. You simply must".

"C'mon guys....what Bike Auckland is suggesting makes absolute total sense. It's do-able, it will benefit so many more patrons. Their plans look great, you have to agree. With the sudden arrival of micro mobility modes, free up space for the pedestrians please and install separated bi-directional cycleways. It'll be great for Auckland. Please find the funds, it will be worth it, and cheaper in the long run. Thx for your time."

The majority of submissions which indicated a need for a cycleway through Mission Bay, supported the 'Bike Auckland' submission, as posted on the Bike Auckland website;

"I support Bike Auckland's better design for Mission Bay! We need a separated bikeway here, and pedestrians need their own safe space Yes to the new zebra crossings on raised tables for better safety Please don't create new pinch points for road riders Please future-proof the works, to allow for the Tamaki Drive Master Plan".

Shared path concerns

8%	73 submissions

73 submissions were concerned about cyclists using the shared path in Mission Bay. These submissions considered, given the popularity and high usage of multi-modal transport within Mission Bay, that a shared path consisting of pedestrians, cyclists and e-scooters, results in many conflicts and is hazardous.

"The current cycleway just isn't safe, hazards for cyclists & e-scooter users include opening car doors & pedestrians who pop out therebetween cars randomly. The hazards for pedestrians withe the status include e-scooter users & cyclists. Many

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cyclists who cycle in the 15km/h to 25km/h range face a predicament as whether they should go on the road sticking left & risk car doors opened by parked cars, drive down middle of road & risk angry drivers or go on the foot path & potentially take out a young child popping out in between 2 parked cars. I have had to get off my bike & walk it through the entire mission bay segment of the cycleway on a busy summers day".

"This area is very heavily used by cyclists (and scooter users / rollerbladers etc.) of all ages and abilities, and a proper separated cycleway is desperately needed to ensure the safety of all users (including pedestrians), and to allow for commuters to feel safe cycling this route, and hence reduce traffic congestion by allowing Eastern Bays residents to cycle to work, linking to the excellent Quay St cycleway"

"The current shared path is woefully inadequate and is unsafe for pedestrians and people on bikes. Seems crazy to go to all the trouble of digging up the street to have to inevitably dig again with the Tamaki drive cycleway makes its way here."

Other Cycling Considerations

Alternative Suggestions

42%	387 submissions

387 submissions received, suggested that a segregated cycle path or an improved shared path (which differs from the safety improvements proposed), should be included in the safety improvement design for Mission Bay.

As this is an alternative suggestion, it is discussed in the 'Cycle Lane / Improved shared path' section of this report.

Other suggestions from public feedback

72%	651 submissions

651 submissions suggested design alternatives which could be incorporated instead of, or in conjunction with, the proposed safety improvements.

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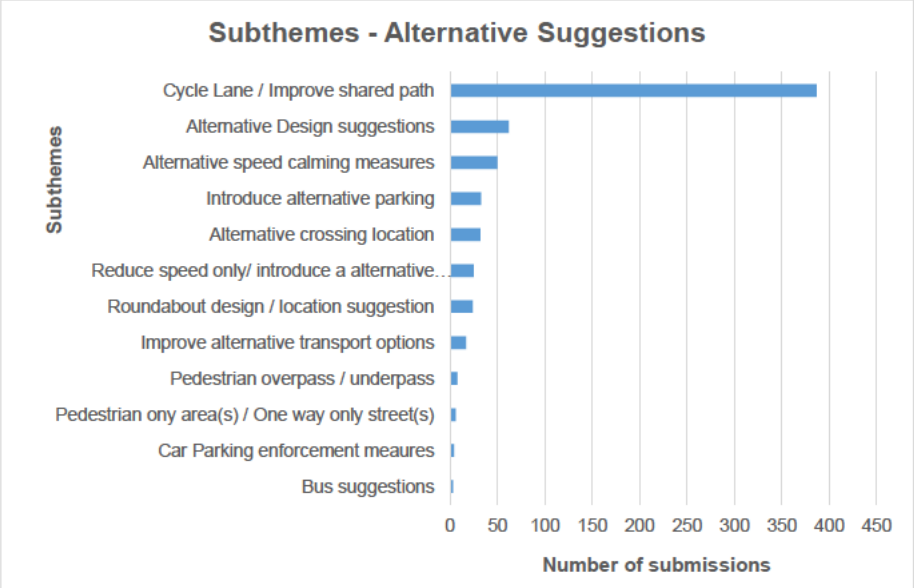

This is based on 651 submissions. Note, not all submissions provided feedback in this area. Submissions may be counted in more than one theme.

Cycle Lane / Improved shared path

42%	387 submissions

387 submissions suggested that a segregated cycle way through Mission Bay is needed now, and/or improvements need to be made to the existing shared path facilities in Mission Bay.

A significant proportion of these submissions indicated support for the Bike Auckland design proposal, as this provides for a segregated cycle path.

> *"There are issues in Mission Bay, but they are not addressed by the plans. Number one to address safety issues would be to create wide and separate paths for cycles and pedestrians and perhaps even a third path for skaters, scooters and the like. Walking the waterfront every weekend has become a nightmare".*

> *"Pinch points for cyclists. Can cycle lanes be put somewhere, the shared footpath does not work it is full of peds and lime scooters."*

> *"There needs to be a designated cycle lane as part of the road layout. Many pedestrians walk in the shared lane, people open car doors and walk across without looking. This is a major hazard. On the current layout road cyclists will be funnelled on the pedestrian crossings which is hazardous".*

> *"the design does not adequately cater for cyclists. I used this area on a bike, with an 8 and a 6-year-old within the last week and observe that this proposed design does not go far enough in protecting this type of road user. Intersections are still risky; separated*

cycle paths are not provided (shared is not appropriate in an area with this level of pedestrian and vehicle activity)."

"Great goal - improving safety for pedestrians. And fully support having plenty of raised table zebra crossings. Major missed opportunities here though: shifting kerblines and doing any sort of structural work should definitely include improving the separated cycle/scooter infrastructure, and a separate pedestrian footpath."

It is noted that a significant proportion of the submissions which supported a separate cycle way through Mission Bay, based their submission on Bike Auckland's design recommendation. This is discussed further in the '**Error! Reference source not found.**' section of this report.

Alternative Design suggestions

7%	62 submissions

62 submissions suggested alternative designs which could be incorporated in Mission Bay. Many of these submissions provided very detailed feedback in this area. The areas focused on within the design suggestions feedback provided, included all of, or a mixture of, suggestions which would;

- Create safer environments for all road users (pedestrians, cyclists and motorists).
- Enable a segregated cycle way to be included.
- Downgrade the dominance of private vehicles in the village.
- Allow for continuous traffic flow.
- Reduce negative impacts on residents.
- Simplify the Marau Crescent / Selwyn Avenue intersection.
- Reduce the overall costs required to deliver the proposal.

"I have reviewed AT's proposed road safety improvements to St Heliers and Mission Bay and believe this would not achieve the best safety for all road/path users, especially pedestrians and cyclists in the longer term. For example, road cyclists would find it difficult to cycle over several speed bumps without risk of falling. Therefore, I would like to submit for AT's consideration an alternative design proposal that offers not only improved user safety but would enhance natural beach sight-lines, reduce noise/petrol fumes for café diners, is attractive for tourists and local visitors that would in-turn boost local businesses economically and sustainably in the long term."

Alternative vehicle speed calming measures

As previously indicated, AT has sought consultation about the proposed engineering solutions only, in isolation of the TDMP and urban design opportunities.

5%	50 submissions

50 submissions suggested alternative measures that could be used to calm traffic through Mission Bay instead of, or in conjunction with raised pedestrian crossings. Most of the submissions which provided feedback about alternative vehicle speed calming measures were concerned that the raised pedestrian crossings were too steep, would give pedestrians too much priority, would create traffic congestion through the village, will damage vehicles,

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and/or, are dangerous for cyclists; these submissions therefore considered other forms of speed calming would be more suitable in the village.

Feedback on speed calming measures included use of;

- Planter boxes.
- Use of a 40kph speed limit.
- Raised pedestrian crossings with a reduced gradient/ or use of speed bumps.
- Use of pedestrian crossings without the raised design.
- Measures that accentuate the importance pedestrian crossings, this could be done by;
  - Illuminated road studs on pedestrian crossings (and cycle lanes).
  - Change in road surfacing (and/or colouring) to accentuate a low speed area approaching.
  - Use of signage, particularly gateway signage to inform motorists they are entering a pedestrian environment.
- Phased traffic lights.
- Pedestrian refuges.
- Use of vehicle speed camera reinforcement.

"I would like to see the plantings along the new streetscape outside Mission Bay Cafe and all along there plus new plantings along where the car park is on Tamaki Drive."
"The most effective solution will be to install heaps of speed cameras, and enforce a limit of 40km/hr. Simple and cheap."

"Why not improve the existing crossings to achieve the same safety objectives as well as slowing traffic"

"In support of any features that add amenity for active modes (cycling and walking) such as use of illuminated road studs on crossings and cycle lanes, showing motor vehicle drivers and bicycle riders where to expect each other".

"A pedestrian refuge in Patteson Ave near Marau Cres (location 6). There is little justification for a full pedestrian crossing here, but a refuge in the centre of the road would make it easier for pedestrians to cross safely".

"I would recommend that they [raised crossings] should be driven over at 30 kph safely, so not as steep sided as the ones at Carlton gore Newmarket."

Introduce Alternative Car Parking

4%	33 submissions

33 submissions suggested that additional parking should be provided elsewhere in Mission Bay if car parking spaces are to be removed.

Some submissions indicated where and how this car parking could be provided. This included;

- Use of car parking buildings.
- Use of underground car parking.
- Changing existing parallel parking in Mission Bay to angled parking.

"To overcome this issue [parking] I suggest a parking building nearby the town centre. Apart from this issue I consider the proposed changes to be excellent."

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"Reduce the super wide verges / footpath on Atkin Ave, Marau & Patterson Avenue to get more parallel or angle parking in to replace any taken for crossings."

Alternative Crossing Location

4%	32 submissions

32 submissions suggested that the proposed crossings were in the wrong locations, and/or should be located elsewhere. Many of these submissions identified a specific location for a crossing which differs from the locations indicated within the proposal.

"The proposed crossing on Selwyn Ave is in a dangerous position for pedestrians and vehicles. The crossing should be moved up the hill on Selwyn Ave so the crossing links up with Marau Crescent. There would then be no need for the proposed crossing to the grass corner at Selwyn Ave".

"One pedestrian crossing instead of two on Atkin Avenue should be sufficient. It would be better to place it several car lengths up Atkin Ave so that vehicles from the city that are turning into Atkin have room to stop without blocking the Tamaki Drive traffic."

Reduce speed only / introduce an alternative speed limit

3%	25 submissions

25 submissions suggested that safety improvements in Mission Bay could be achieved; through a reduction in vehicle speed only, without the need for other speed calming measures, that a reduced speed (other than 30kph) should be introduced, or a reduced vehicle speed limit be included in conjunction with the use of other (alternative) speed calming measures.

"To increase the pedestrian friendly environment, you could reduce the speed limit to 40 instead."

"Lower the speed limit to 30km & place a traffic lights instead of roundabout. Roundabout ruins the scenic drive which Tamaki Drive is known for."

"All these extra crossings will cause major traffic build ups and cyclists will be overtaking cars. 2) a 30km speed limit would be enough to cause less harm to pedestrians."

"There is already a plan to impose 30km/hr. speed restrictions to the entire area and the impact of this on the (already low) serious crash rate should be assessed before spending a considerable amount of money on the proposed additional changes."

Roundabout Design / Location suggestion

3%	24 submissions

24 submissions suggested an alternative design and/or location for a roundabout in Mission Bay.

"If you want to build a roundabout at the end of Marau Crescent get rid of the existing "island" at Marau Crescent, Tamaki Drive & Selwyn Avenue.

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A roundabout would be okay at intersection of Patterson and Marau Cres but is not necessary on Tamaki Drive".

"It is firmly believed that the proposed roundabout is not suitable at this location due to:
- Roundabouts typically have higher injury crash rates for cyclists than at other intersection types such as priority control or signals. This design would force cyclists to "take the lane" and ride in the centre of the lane as part of the mixed traffic".

A number of submissions received indicated support for a submission which provided a 'no roundabout solution'. Elements of the 'no roundabout solution' design included;

- Simplification of the intersection to improve safety.
- Extension of the 30kph zone further east to slow traffic prior to entering Mission Bay.
  - The subsequent removal of the roundabout (as its purpose was to provide a 'gateway effect' for vehicles entering Mission Bay); this is no longer needed as the 30kph area is extended beyond this intersection.
- Provision of an additional raised crossing further East of Selwyn Avenue to support vehicle speed reduction and provide a safe area for pedestrians to cross and access the bus stop.
- Introduction of a 'formal right turn bay' on Tamaki Drive for vehicles entering Selwyn Avenue.
- Introduction of pedestrian refuges as opposed to raised crossings at the roundabout intersections, as it was indicated a relatively low level of pedestrians will cross at this locality.
  - If raised crossings were supported, the submission recommended that these are sufficiently setback from the roundabout intersection (conflict points).
- Retention of on street car parking at the Marau Crescent / Selwyn Avenue locality.

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- Reduced cost (compared to the roundabout design).

  "[my design] - Greatly improves pedestrian connectivity and safety on the southern side of Tamaki Drive with minimal crossing points. - Retains on road cycle facilities, reduces the speed differential between cyclists and vehicles and removes new safety issues from the introduction of a roundabout. - Provides scope for an off-road facility on the south side of Tamaki Drive if desired. - Is a low impact design that is in keeping with the natural amenity along Tamaki Drive and provides an opportunity for AT to create a proper gateway into Mission Bay. - Addresses all the operational constraints at this location. - Is expected to be significantly cheaper than the proposed roundabout design thus representing better value for money for AT. - Has a lower impact on the surrounding residents thus preserving the balance between arterial function, high impact public realm and residential area. - Maintains the existing parking at this location which supports a vibrant town centre."

Improve alternative transport options

2%	17 submissions

17 submissions suggested that public transport options to Mission Bay should be improved if 34 car parking spaces are to be removed. Many submissions indicated that public transport was not utilised due to the lack of car parking at the locations where this service can be accessed and therefore it is more convenient to travel by car.

"If you want people to use more public transport - provide more parking!"

"A major concern for me is that it will reduce parking in the area by no fewer than 34 car parking spaces. Our preferred way of going into the CBD has until fairly recently was to use the excellent rail system. But this has become impractical during the week because it has been almost impossible to get parking within walking distance of the Orakei or Glenn Innes railway stations (and there are no shuttle services)."

Pedestrian overpass / underpass

1%	8 submissions

8 submissions suggested that a pedestrian overpass or underpass should be built instead of raised pedestrian crossings because these structures would provide safe areas for pedestrians to cross without impeding the flow of traffic through Mission Bay.

"Why don't you consider underground walkways or bridge walkways over roads to keep traffic flowing, happier drivers, less obstacles, less accidents."

"The changes go too far. If you want to put more pedestrian crossings in, they should be pedestrian bridges over the road, so they don't interfere with traffic".

One way only street(s)

1%	6 submissions

6 submissions suggested that one-way streets should be considered. This is because some submissions considered that the surrounding residential side streets are too narrow for dual

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directional traffic, and some of these streets should be made one-way only. This would also maximise on street parking.

Some submissions considered the use of one-way streets would negate the need for some of the speed calming measures proposed through Mission Bay (i.e. the roundabout).

> *"My suggestion would be to make Marau Crescent one way east to west from Tamaki Drive to Paterson Avenue. No roundabout necessary."*

> *"Traffic should be discouraged from using Marau Crescent. In fact, it could be turned into a one-way street with no exit at the Selwyn Ave end. There is very little demand for Selwyn Ave from Tamaki Drive and it should be left as it is."*

Car Parking enforcement measures

1%	4 submissions

4 submissions suggested time limit parking should be incorporated in Mission Bay and this would reduce car parks occupied by park and ride users and would open up more car parks for visitors to shop in Mission Bay. It was also suggested that disabled car parks should be incorporated to ensure that elderly residents can still readily access Mission Bay should there be a decrease in car parking spaces available.

> *"To compensate for the loss of parking, introduce restrictions on all day parking for a larger area".*

> *"Time restrictions should stop 'park & ride' commuters blocking parking for shop/business users. Time restrictions on parking should also acknowledge that it takes more than 90 minutes to have a decent lunch, if dining with a group of friends. 120-180 minutes is good. Loss of car parks is not a problem.".*

Bus Suggestions

1%	3 submissions

Three submissions made suggestions regarding the use of busses in Mission Bay. These submissions indicated that the current busses used are too big to navigate the narrow side streets, suggested amendments to the bus lane to provide for improved traffic flow, and suggested bus areas should be better signposted to improve safety;

> *"If anything should be changed it should be the bus lane at the Paterson Road Intersection should be restructured to allow straight through traffic to proceed to the East when buses are not stopped using it."*

> *"I fully support all the proposed changes in Mission Bay. The existing bus slip lane may need to be better signposted to prevent cars travelling through it at high speed."*

> *"With the road being narrowed, there is insufficient space for a motor vehicle and a road cyclist, let alone a heavy PSV (Passenger Service Vehicle) in the form of commuter and tourist buses and a road cyclist, when approaching the speed tables with zebra crossings or when negotiating the proposed roundabout at Marau Crescent."*

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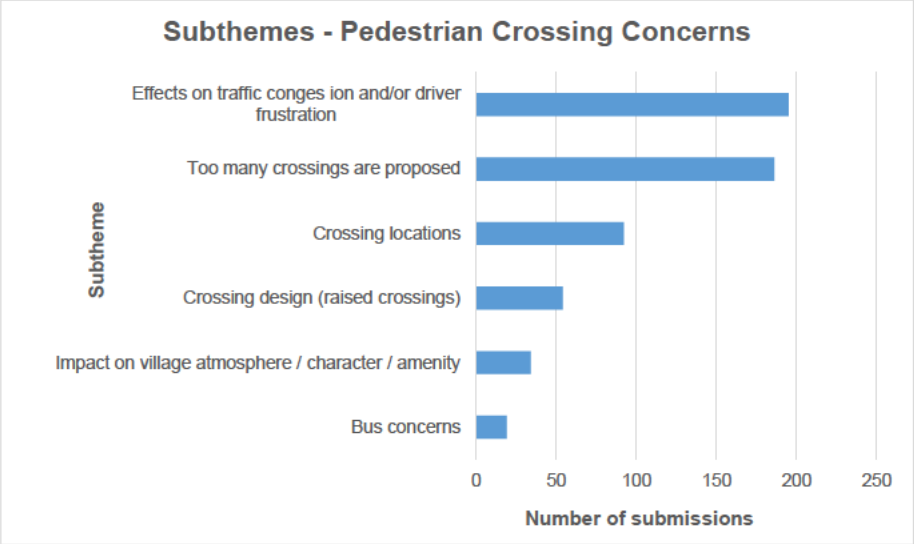
Pedestrian Crossing Concerns

AT has proposed to install nine new raised zebra crossings within the Mission Bay village centre. See Attachment 1: Proposed designs, for detailed drawings of the proposal.

64%	580 submissions

580 submissions were concerned about the proposed pedestrian crossings. The themes to emerge from the pedestrian crossing feedback are shown in the graph below.



This is based on 580 submissions. Note, not all submissions provided feedback in this area. Submissions may be counted in more than one theme.

Traffic congestion and/or driver frustration

21%	195 submissions

195 submissions were concerned that the introduction of new pedestrian crossings, as proposed, will worsen traffic congestion in Mission Bay village centre and will contribute to driver frustration for vehicle users (including inhibiting emergency vehicle travel).

> *"The only additional crossing needed is the one crossing on Tamaki drive nearest to Mission Bay. Pedestrians have no problem crossing to the beach at Atkin Avenue and with the lights at Patteson Avenue. Any more pedestrian crossings would cause major traffic backups during fine weekends and from 4.30pm to 7 pm."*

> *"This is crazy, Zebra crossings on main roads do not work. This will create major traffic hold ups and frustration […]."*

Too many crossings

20%	186 submissions

186 submissions specifically indicated that too many pedestrian crossings were proposed.

> *"These plans are complete overkill for a problem that does not exist."*

> *"The amount of new crossings proposed in Mission Bay is crazy and disappointing that car parks will be lost. Pedestrians need to take more personal responsibility. I don't support any new crossings being built."*

Concerns with crossing locations

10%	92 submissions

92 submissions indicated the proposed pedestrian crossings were located in an undesirable or dangerous location.

> *"Placing pedestrian crossings on or near roundabouts & intersections is not safe as turning traffic/drivers do not always see the pedestrians as they are focused on cars & turning. Move the pedestrian crossings further away from these."*

Concerns with crossing design (raised crossings)

6%	54 submissions

54 submissions were concerned about the raised design of the proposed pedestrian crossings.

> *"Why would you put 9 new 'raised pedestrian crossings' if so many people tow boats around that area {…] Adding 9 new 'speed bumps' will just hurt anyone towing a trailer."*

> *"Raised speed bumps - inviting more people to get hit on the road because drivers have to contend with the bump, pedestrians AND intersections. Why don't you consider underground walkways or bridge walkways over roads to keep traffic flowing, happier drivers, less obstacles, less accidents."*

Impact on atmosphere, character and/or amenity

4%	34 submissions

34 submissions were concerned the introduction of the pedestrian crossings as proposed would adversely impact on the atmosphere and character of the Mission Bay village centre, therefore effecting the amenity value and enjoyability of the village area.

> *"[…] As a pedestrian I like to be able to cross the road in safety. However, as a walker and runner along Tamaki Drive it is upsetting when one of the most beautiful walks in the world is overshadowed by walking next to stationary cars in a traffic jam. The convenience of pedestrians needs to be balanced against the potential destruction of the amenity of the Tamaki Drive walkway as a major feature of the Eastern Bays area. […]"*

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"The effect of the roundabout and numerous crossings will create more congestion, constant noise pollution as cars slow down and start in low gears and pollute the air of the resident living in the bay; the patrons of cafes and bars trying to eat/drink in the bay and children and families out on the open grassed areas. Add to that the roar of the numerous buses that will be stopping and starting and roaring off and motorbikes with their fumes - it will become an undesirable and unsafe area for pedestrians and residents/ratepayers"

Bus Concerns

2%	19 submissions

19 submissions were concerned that the additional pedestrian crossings as proposed would specifically affect the use of buses through Mission Bay. Issues raised include;

- Impact on the bus schedule.
- Impact on the pleasantness of the bus journey.
- Would deter people from travelling by bus.
- Noise and pollution from the busses impacting on residents and users of Mission Bay.

"How will the proposed measures affect the now very regular bus journeys? They will make these journeys very unpleasant for both passenger and driver […]"

"Have you asked the bus drivers for their feedback. I wonder what these professionals who drive this road every day have to say about the proposals."

"Raising pedestrian crossings and buses - Is this a good idea? It certainly makes travel on this key arterial significantly more uncomfortable and slower for commuters."

Other considerations

Several submissions indicated that pedestrians often do not obey road rules and will cross where they like, which causes traffic hold ups and a dangerous environment for all road users.

Similarly, some submissions indicated that drivers are often distracted and may not pay attention to the users of the pedestrian crossings, resulting in more incidents.

Some submissions indicated that education or enforcement could represent a more cost-effective solution for enhanced safety in Mission Bay.

"The current pedestrian crossing at Atkin Avenue already causes a considerable backlog of traffic as pedestrians casually cross with no regard to cars."

"What is necessary is training drivers to be more aware of their surroundings, to pay attention, to slow down, to get off their phones. People should be able to cross a normal suburban street without the need of a pedestrian crossing […]. We want safer streets, not over complicated over constructed measures that result in driver frustration."

Several submissions indicated that Mission Bay is a main vehicle through route to the city centre for residents within the eastern suburbs.

The introduction of pedestrian crossings, as proposed, would therefore encourage people to avoid Mission Bay village altogether during peak travel times and would result in an increase

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in 'rat running' through residential side streets, creating a dangerous environment for users of those side streets, particularly children walking to school.

> *"I understand your drivers, but I do not think you have looked at the significant unintended consequences of your proposals. Without doubt morning traffic and weekend traffic will use back roads to bypass the slowed down area on Tamaki Drive. I know this will happen as I have already seen it occur when you added lights there. I suspect this will make people drive faster than they should down residential streets in order to beat the queue that will have now created on Tamaki Drive. This will likely raise the incident rate, not reduce it."*

> *"There are far too many zebra crossings proposed. Slowing this area down is going to make commuter traffic even worse. It will force more traffic to use the back roads making those areas unsafe. Those roads already have speeding cars using it as a way to get around the banked-up traffic. Kids are walking to school and nearly hit sometimes."*

It is noted that 352 submissions were concerned that the proposed safety improvements, particularly the raised design of pedestrian crossings in Mission Bay, would affect the safety of cyclists riding through Mission Bay. This is discussed further in the '**Error! Reference source not found.**' section of this report.

Design Feedback

10%	93 submissions

93 submissions received (out of 912) provided specific feedback in relation to the pedestrian crossings as proposed. This feedback was provided in such a manner that statistics could be extracted and used to identify which crossings were 'supported' and which were 'not supported'.

Note, feedback was recorded where;

- A submission indicated 'support' or 'disl ke' for a specific crossing.
- A submission made a broad reference which expressed 'support' or 'dislike' to a group of crossings (i.e. '*I like crossing 'A'* (support), *but the rest of the crossings are not needed*' ('don't support' for the rest of the crossings).

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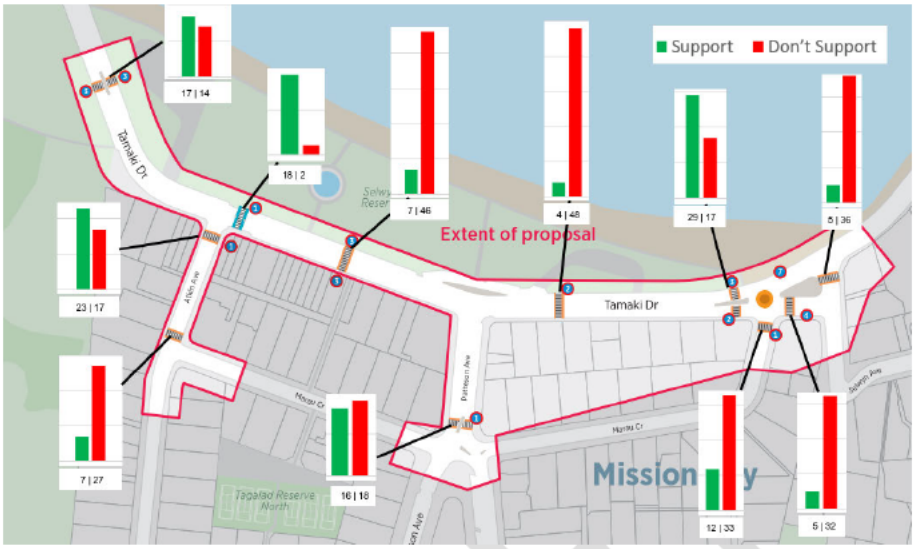

This is based on 93 submissions. Note, not all submissions provided feedback in this area. Submissions may be counted in more than one theme.

Support

- 18 submissions indicated support for the existing crossing on Tamaki Drive near Atkin Avenue being raised. 2 Submissions were opposed to this.
  - A number of submissions considered this existing crossing worked well and supported it being raised, instead of introducing new crossings as proposed, as several crossings along Tamaki Drive were not considered necessary.

  "There is an existing pedestrian crossing across Tamaki Dr at corner with Aitkin Ave. Raise that zebra crossing and delete the one a bit further along to the East."

  "On the far left on the proposal map, I agree with the new zebra crossing on Tamaki Drive and keeping the existing zebra crossing on Tamaki Drive at Atkin Avenue."

- 29 submissions indicated support for the additional crossing along Tamaki Drive near the Marau Crescent intersection. 17 submissions did not support this crossing.
  - A number of submissions received indicated support for this crossing (in conjunction with the new western (city end) crossing on Tamaki Drive) as it would provide a 'gateway effect' into Mission Bay, indicating to drivers they are entering a pedestrian orientated environment and therefore reinforcing that slow vehicle speeds are required in this area.

  "The high number of proposed raised crossings is unnecessary and will enormously disrupt traffic. Agree with need for crossing at the St Heliers end and create one opposite the Bastion Point steps - but other than that there are sufficient crossings."

  - 1 submission indicated a crossing in this locality would provide safety security when accessing the bus top across the road;

"I am a pedestrian and I use public transportation as my main means of transportation. I want and need a pedestrian crossing on Tamaki Drive near Marau Crescent and Selwyn Avenue so that I can use the bus-stop on the shore side of Tamaki Drive."

- 23 submissions indicated support for the additional crossing along Atkin Avenue near the Tamaki Drive intersection. 17 submissions did not support this crossing.

Not Support

- 27 submissions did not support the additional raised crossing along Atkin Avenue near the Marau Crescent intersection. 7 submissions supported this crossing.
  - Those submissions which commented on this crossing indicated there was a low number of pedestrian activity in this area of Mission Bay, and so this crossing is not needed.

"The proposed pedestrian crossing on Atkin Ave near Marau Cres (location 4). We see little justification for this crossing, with very little pedestrian demand here, no pedestrian accidents in recorded history, and slow traffic speeds in the vicinity making unassisted crossing quite safe".

- 46 submissions did not support the additional crossing along Tamaki Drive between Atkin Avenue and Patteson Avenue. 7 submissions supported this crossing.
- 48 submissions did not support the additional crossing along Tamaki Drive between Patteson Avenue and Marau Crescent. 4 submissions did support this crossing.
  - Strong objections were given to these two crossings along Tamaki Drive as it was considered they are in close proximity to the existing traffic lights, which already provide a safe area for pedestrians to cross.

"the proposed crossing on Tamaki Drive halfway between Atkin and Patteson Ave seems pointless as there are already crossings near the Atkin Ave T-junction and at the traffic lights on Patteson Ave."

"I am not convinced that pedestrian crossing numbers 2 and 3 (over Tamaki Dr) on the AT map are necessary as people can just cross at the lights/they are so close to the lights at the end of Patteson Ave."

- 33 submissions did not support the additional crossing along Marau Crescent, south of the proposed roundabout. 12 submissions supported this crossing.
- 32 submissions did not support the additional crossing directly east of the proposed roundabout. 5 submissions supported this crossing.
- 36 submissions did not support the additional crossing on Selwyn Ave near the Tamaki Drive intersection. 5 submissions supported this crossing.
  - Several submissions were concerned that there were too many crossings near the roundabout, and these were located too close to the intersections, and would create a dangerous environment for both motorists, cyclists and pedestrians.

"AT has given no indication of what problem they are trying to solve here [roundabout and additional crossings], and yet they propose a rather complex and expensive solution. We see no significant benefits and significant unintended consequences such as providing priority to minor side roads over Tamaki Drive, the main arterial route for the area, as well as delays to commuter traffic and a likely increase in minor accidents."

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"The proposed four new crossings and roundabout at the Tamaki Drive/Selwyn Ave/Marau Cres intersection is totally ludicrous and hugely dangerous."

Neutral

- Mixed response was provided to the western crossing along Tamaki Drive (towards the city centre); 17 submissions indicated support and 14 submissions did not support this crossing.
- Mixed response was also given to the additional crossing along Patteson Avenue near the Marau Crescent intersection; 16 submissions indicated support and 18 submissions did not support this crossing.

Other Crossing Considerations

Alternative Suggestions

17%	150 submissions

150 submissions provided alternative design suggestions which differ from the raised pedestrian crossings in the locations as proposed. These were in the areas of;

- Alternative speed calming measures;
- Use of pedestrian over or under passes;
- Use of one-way only streets;
- Alternative crossing locations which differ from those proposed;
- Alternative design suggestions with multiple aspects considered.

This is discussed in the '**Error! Reference source not found.**' section of this report.

3 submissions provided alternative suggestions that would improve the bus service in Mission Bay. This is also discussed in the 'Bus Suggestions' section of this report.

Positive Feedback

40%	367 submissions

367 submissions provided positive feedback in relation to the addition of pedestrian crossings, in some form, within Mission Bay.

This is discussed in the 'Positive Feedback' section of this report.

Positive Feedback

59%	538 submissions

538 submissions received provided positive feedback about the proposed safety improvements within Mission Bay village.

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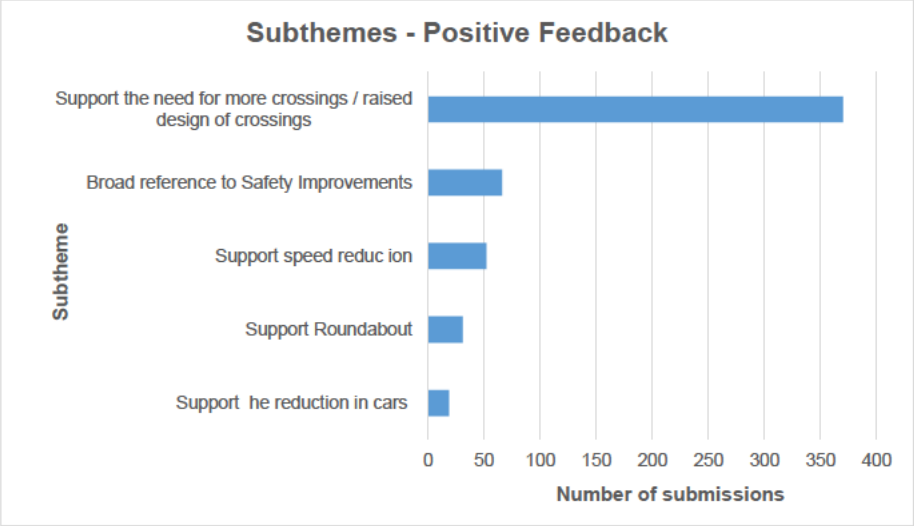

This is based on 538 submissions. Note, not all submissions provided feedback in this area and submissions may be counted in more than one theme.

Positive feedback was split into categories for the purpose of analysis, as follows;

Support the need for more crossings / raised design

40%	370 submissions

Submissions supported the need for:

- More pedestrian crossings in Mission Bay (be that one or two additional crossings).
- All the pedestrian crossings, as proposed, and/or
- The raised design of crossings in Mission Bay.

"We fully support your proposed plan. In particular the additional crossings on 1. Aitkin Avenue both at the Tamaki Drive junction and the Marau Crescent. junction. 2. the crossing at the intersection of Paterson Avenue and Marau Crescent. As elderly resident pedestrians and enthusiastic bus users these will be of if great assistance to us".

"Reducing road speeds through Mission Bay is a great idea and so too is adding speed tables with pedestrian crossings to make it safer for pedestrians to cross the road. This proposal does, however, miss the opportunity to vastly improve safety and the riding experience for cyclists."

"We need 2 or 3 more pedestrians crossings but 9 is far too many and is going to result in much more congestion".

It is noted that a significant proportion of the submissions which indicated support for the addition of pedestrian crossings, based their submission on Bike Auckland's design recommendation. The submission encouraged by Bike Auckland indicated support for "*new zebra crossings on raised tables for better safety*". The Bike Auckland submission is discussed further in the '**Error! Reference source not found.**' section of this report.

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Broad reference to safety improvements

7%	66 submissions

66 submissions indicated that safety is the main reason why all of, part of, or the intent of, the proposal was supported.

> *"I agree that pedestrian safety is extremely important and so having raised pedestrian crossings is one way to achieve this. However, the raised pedestrian crossing limit speed too far in my opinion for such a busy road with the maximum speed you can achieve safely over them being around 15 kph. I don't see the need to slow people down to that extent"*

> *"I am in support of all the changes you are planning. the safety of people walking and cycling is more important than making it easy to drive fast and park where you like."*

> *"Cycle and pedestrian safety is paramount. I am concerned that there are not clearly marked cycle lanes through the main stretch of road. And that even with a reduced car speed, cars will not provide space or conscious safety around cyclists".*

Support Speed Reduction

6%	52 submissions

52 submissions supported the introduction of a reduced speed limit in Mission Bay, and some submissions indicated that this can be introduced and enforced in a manner that benefits all users of Mission Bay.

Some submissions considered the 30kph speed limit should be further extended along Tamaki Drive to cover a larger catchment area.

> *"I also support and future change to 30kph speed, even if this is not included in this consultation directly."*

> *"we recommend consulting with cycling organisations to design less intrusive raised speed tables that would enforce speeds of 30km/hr without increasing risks or delays".*

> *"I cycle, walk and drive in Mission Bay for recreation occasionally. I believe the streets should be slow speed with more priority for pedestrians. There needs to be a wider cycle path right through to the city and it should be separated from pedestrians".*

> *"In support of appropriate speeds, including 30 km/h for St Heliers, Mission Bay & City Centre; I also believe that the currently proposed 30kph zones should be extended along Tamaki Drive to include the high-risk sections just outside the village centre".*

Support Roundabout

3%	31 submissions

31 submissions supported the introduction of a roundabout as proposed, as the existing intersection configuration is confusing.

Some of the submissions received supported the roundabout as proposed, whilst some liked the idea or the intent of the roundabout, however, considered the design could be improved.

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Some submissions considered this roundabout is necessary due to the anticipated increase in vehicle traffic from future developments in and around Mission Bay, which will put increased pressure on the Marau Crescent / Selwyn Avenue intersection.

> *"I think these changes look very good including speed restrictions and new roundabout and crossing".*
>
> *"I think the placing of the new crossings is excellent, the widening of the cycle/footpath is urgently needed, and the new roundabout will help local flow. Congratulations on integrating safety into the road instead of continuing to hope that drivers, cyclists and pedestrians will be alert enough not to harm each other in the years to come."*
>
> *"The roundabout at Marau will probably work OK. The present arrangement is not good. However, nine new pedestrian crossings will serve only to jamb up traffic through the Bay."*
>
> *"The roundabout and crossings would slow traffic but would be necessary to cope with projected crowds".*

Support the reduction in cars

2%	19 submissions

19 submissions supported the proposal because it would result in a reduction of vehicles and/or would be a deterrent to the use of vehicles in Mission Bay. Many of the submissions received considered the proposal will benefit active modes of travel and therefore would encourage people to not travel to Mission Bay by private vehicle.

Some submissions supported the intent of the proposal to encourage active modes of travel, but considered the proposal is not the best way to achieve this and that it could be improved.

> *"I think the proposed changes are excellent. I often cycle to Mission Bay or pass through it. I also often walk around the Mission Bay town centre. It is a very busy town centre and the current dominance of cars on the road is not ideal. Improving safety by slowing the traffic down and providing better pedestrian crossing facilities will greatly improve the walkability and safety of Mission Bay."*
>
> *"Excellent initiative to improve safety for pedestrians, provide more pedestrian crossings, and detune, and hopefully slow down traffic. This street and area could be so much nicer and less car-focused than it is now, and these efforts will help."*
>
> *"The new Tamaki link bus is great and reduces the need for so much parking. Make the bus more frequent, remove the parks and make everything safer for cyclists and pedestrians. It is going to have to happen ONE DAY. So be environmentally friendly and reduce the waste and disruption that construction causes, dig once!*
>
> *"I think that the proposed changes that improve the safety of pedestrians and cyclists and which downgrade the priority of cars is a VERY good thing."*

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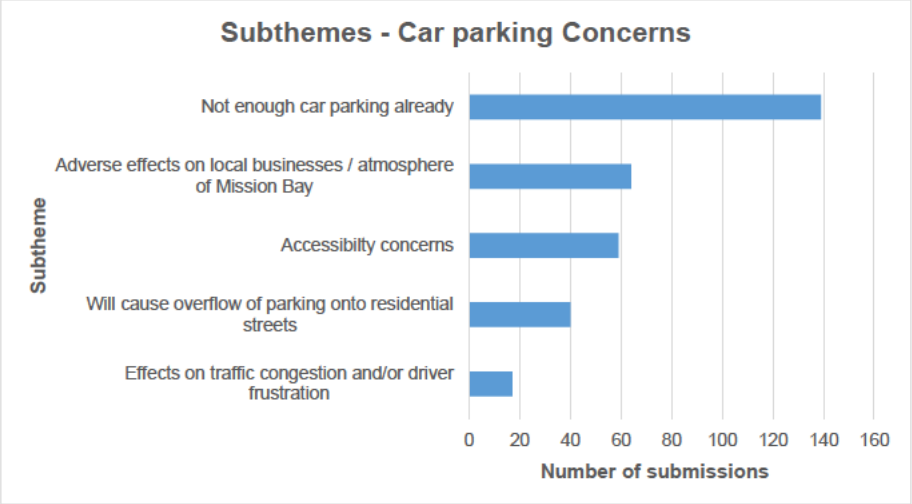
Car Parking Concerns

AT have proposed to remove 34 public car park spaces in and surrounding Tamaki Drive to make room for the new pedestrian crossings.

35%	319 submissions

319 submissions were concerned about the loss of car parking spaces. The themes to emerge from the car parking feedback are shown in the graph below.



This is based on 319 submissions. Note, not all submissions provided feedback in this area and submissions may be counted in more than one theme.

Not enough car parking already

15%	139 submissions

139 submissions were concerned that there is not enough car parking within Mission Bay village and the removal of 34 car parks will make it even more difficult to find a car park.

> *"It is already very hard to find car park in weekends. Once more car parks are removed, how will people come here?"*
>
> *"There is already a shortage of parking in Mission Bay, removing 34 parking spaces will increase this problem."*

Effects on local business and atmosphere in Mission Bay

7%	64 submissions

64 submissions were concerned that the removal of any car parking in Mission Bay village will have a detrimental effect on local businesses and this in turn may lead to shop closures which will affect the atmosphere and vibrancy of Mission Bay.

- A submission from the Attic Bar & Restaurant (local business), located along Tamaki Drive within Mission Bay, indicated this concern;

  "As a local business owner, the removal of further car parks will further hurt all the businesses in Mission Bay. Mission Bay is a destination location which relies on people being able to conveniently get here, if there are no parks they carry on to other locations and also may not try to come back due to the inconvenience of not being able to find a park or having to circle the block"

- Some submissions that are residents and users of Mission Bay expressed similar concerns;

  "I totally oppose the scheme as removing 34 carparks in the Mission Bay area will be detrimental to business and people who visit Mission Bay."

  "I do not agree to any changes in Mission Bay. Taking out 34 car parks is not sensible. Businesses will suffer with a drop in turnover. Businesses struggle currently in the winter".

  "Reduction in Car Parking - I completely disagree with the removal of car parking spaces. - Businesses and locals would be affected by the removal of carparks - actually more are needed".

Accessibility concerns

6%	59 submissions

59 submissions were concerned that the removal of car parking will make Mission Bay less accessible, particularly for those who rely on a private motor vehicle, being the elderly and young families. Some submissions also indicated that people often visit Mission Bay with a range of beach equipment (such as towels, chilly bins, parasols) and taking these items on public transport is not a viable option.

"The removal of carparks will also impact as cars will now need to park further away from the shops, meaning the elderly and younger children have further to walk to get to the beach/shops, and this means more side roads (with potentially more traffic as per above) to negotiate."

"This plan will ruin a beautiful little village. The loss of car parks will mean businesses close, and the elderly and disabled will lose their independence by not being able to go to the shops or beach."

"This will Make it difficult to access the beach with watercraft such as paddleboards or large families taking picnic gear. This strongly detracts from Auckland as a liveable city. It is also at odds with the 'destination park' function of many eastern bays beaches - large numbers of visitors have no choice But to travel and access this area by car - it is ridiculous to take out so much parking that they can't do this easily - it will result in underuse of park infrastructure that has already seen heavy investment by the council."

Car parking overflow

4%	40 submissions

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40 submissions were concerned that the removal of further car parking in Mission Bay will result in an overflow of parking onto neighbouring residential streets and will contribute to people parking illegally. This in turn will make the surrounding narrow residential streets dangerous to navigate and will impact on the residents within these neighbouring streets.

> *"Parking is at a premium around the town centre as it is and taking some 35 carparks away is only going to make the situation a whole lot worse. On a recent Sunday when Tamaki Drive was closed for a sporting event, there were cars parked all the way to the top of Atkin and Patteson Ave, obviously not enough parking."*

> *"Also, the loss to car parking spaces as a result of putting in more pedestrian crossings would create more issues - e.g. people driving around for longer looking for spaces (creating more traffic) and potentially parking in unsuitable places (across driveways/on grass verges)."*

> *"On busy weekends visitors often park far back into surrounding neighbourhoods. This added congestion, dangerously narrows streets and negatively impacts surrounding residents. These proposed changes while well-meaning need further consideration as they will actually be detrimental to the residents of Mission Bay and surrounding suburbs. While they may offer a lower risk profile to those in the immediate area of the shopping district I feel they actually increase the risk to residents as more traffic will be forced into surrounding residential streets due from congestion caused by these changes."*

Traffic congestion and/or driver frustration

2%	17 submissions

17 submissions were concerned that the removal of car parking spaces will contribute to traffic congestion and will lead to frustrated drives who will undertake dangerous manoeuvres in order to access a car park space.

> *"Parking is already very tight and losing a number would only add to the frustration seen by drivers and encourage them to park illegally or inconveniently for example on verges or blocking driveways."*

Other Car parking Considerations

Alternative Suggestions

6%	54 submissions

54 submissions indicated alternative suggestions that would potentially alleviate the loss of car parking in Mission Bay village centre. These suggestions include;

- 4 submissions suggested introducing carparking enforcement measures, including disabled parking and time-limit parking.
- 33 submissions suggested introducing alternative car parking in Mission Bay. Some submissions indicated where this parking could be located.
- 17 submissions suggested improving public transport to Mission Bay so that people would not need to travel by car.

This is discussed in the '**Error! Reference source not found.**' section of this report.

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Positive Feedback

2%	19 submissions

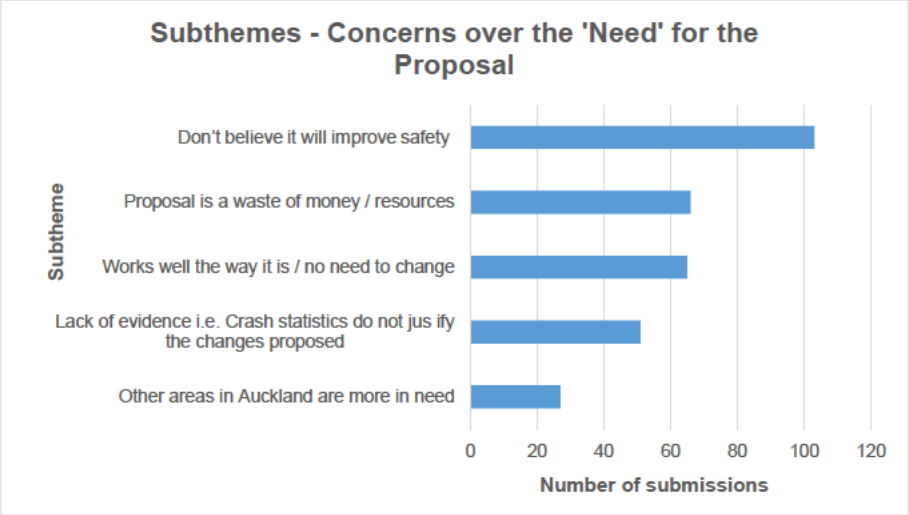
19 submissions supported the reduction of car parking in Mission Bay because it would create a less car dominated environment and would result in an improved safety environment for pedestrians and cyclists. Some submissions indicated that there are too many cars in Mission Bay and would like to see this reduced.

This is discussed further in the 'Positive Feedback' section of this report.

Feedback on whether safety improvements are needed

34%	312 submissions

312 submissions questioned the need for the proposed safety improvements in the village. These submissions considered; the proposed design may not result in a safer environment for all vulnerable road users, that the proposal is 'over the top' and a waste of tax payers money, that they are not needed as the current infrastructure is adequate, the statistics used to support the need for the proposal are not justified, or, that other areas in Auckland are more in need of safety improvements.



This is based on 312 submissions. Note, not all submissions provided feedback in this area and submissions may be counted in more than one theme.

Don't believe it will improve safety

11%	103 submissions

103 submissions considered the proposed changes in Mission Bay would not improve safety and could result in a more dangerous environment particularly for cyclists and pedestrians. It was considered the proposal would not improve safety because;

- Pedestrian crossings located near intersections endanger pedestrians and increase minor vehicle incidents. This includes over complication of the Mara Crescent / Selwyn Avenue intersection where the roundabout is proposed.
- There are too many raised crossings which give pedestrians priority. This results in situations where pedestrians cross and assume vehicles will stop for them. This may lead to an increase in accidents.
  - Pedestrian crossings will not enhance safety as people will continue to jaywalk (even with the introduction of additional pedestrian crossings).
- The area is self-regulating and therefore motorists rarely travel over 30kph anyway, therefore these changes are inhibiting traffic flow without enhancing safety.
- The raised design of crossings is dangerous for cyclists.
- The proposal reduces the length of the existing on road cycle lane and creates pinch points for road cyclists.
- Some submissions expressed confusion over the mapping provided by AT. Some submissions thought the existing traffic signals at the Patteson Avenue intersection (considered a safe crossing option) were being replaced with pedestrian crossings (not in addition to).
- Will lead to rat-running down residential side streets, creating a dangerous environment for those affected areas.
- Will impact on emergency vehicles accessing these areas when needed.

"The addition of Several crossings will ensure people think it's ok to cross anywhere and more accidents will occur!"

"I suspect this will make people drive faster than they should down residential streets in order to beat the queue that will have now been created on Tamaki Drive. This will likely raise the incident rate, not reduce it".

"so many crossings & a traffic island are likely to increase driver distraction. As this is the main emergency services route - what will be the impact on ambulance & fire services?"

"Irresponsible motorists that speed in 50 kph areas are also motorists that will speed in 30 kph areas, speed is not usually the cause of accidents here – it is the type of visitor/tourist you have coming here, executing unsafe and absent-minded driving sills, along with lazy jaywalkers. These proposed changes will not eliminate these human behaviours that are casing accidents. I hope this feedback is interest/help."

Some submissions also considered the proposed safety improvements would be:

- A waste of money (6%, 62 submissions);
- The area works well the way it is, and so changes are not needed (6%, 60 submissions);
- There is lack of evidence to support the changes proposed (5%, 50 submissions);
- Other areas of Auckland are more in need of the safety improvement changes (3%, 25 submissions).

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"SLOW the traffic down by all means with speed restrictions if this is the goal & save hundreds of thousands of 'our' dollars".

"The proposal has insufficient justification for major changes to what is a major commuter route for many. The map of reported crash locations suggests that the majority of crashes are very minor in nature - however without further information about the nature of the more serious crashes it is impossible to use it to justify the proposed changes".

"If something is not broken, why fix it?? AT can save funds by NOT proceeding with an unnecessary proposal".

"The proposal is a bad one. Other places would definitely benefit more from the funds you are going to waste here."

Roundabout Concerns

A new roundabout at the Tamaki Drive and Marau Crescent intersection is proposed.

13%	113 submissions

113 submissions were concerned over the need for the roundabout and its impact upon road users.

These submissions were concerned that the introduction of a roundabout as proposed will add to traffic congestion along Tamaki Drive (particularly for commuter traffic and during busy summer periods).

Many of the submissions received also questioned the need for a roundabout in this locality; many of these submissions indicated that a low volume of vehicles accessed this intersection from the neighbouring streets (Marau Crescent and Selwyn Avenue), with the majority accessing the junction from along Tamaki Drive, and therefore, a roundabout may not be suitable in the proposed location (due to its traffic calming and speed management effects).

Many submissions were concerned that a roundabout will be dangerous for road cyclists as it will create pinch points and because it reduces the existing green painted cycle lane on the road. Many of these submissions considered that the roundabout, in conjunction with the pedestrian crossings as proposed, would create intersection confusion that would be dangerous for vehicles and pedestrians.

A summary of the concerns raised are outlined below;

Traffic congestion

- Will cause traffic congestion, especially for commuter traffic and during busy summer periods.
- Will result in vehicles queuing back into the intersection as vehicles give way to crossing pedestrians who will have priority.
- Will contribute and facilitate vehicles using side streets to avoid the raised pedestrian crossings along Tamaki Drive ('rat-running').

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"a roundabout and all the additional pedestrian crossings will add significant congestion to what is already a congested area"

"A roundabout will mean frayed tempers as people wait trying to get in to the flow of traffic."

Not needed

- No need for it or not suitable at the locality; low volume of traffic using this intersection (coming from Marau Crescent and/or Selwyn Avenue).
  - Most vehicles entering the intersection do so from Tamaki Drive.
  - Will just give right of way to vehicles travelling from the side streets and slow the Tamaki Drive route.
  - Existing layout works fine.
- Unclear of what the purpose of the roundabout is:

"Roundabout at Tamaki/Marau/Selwyn not justified. I know the area. This intersection is not busy except for Tamaki Drive."

"Fail to see how the proposed roundabout at Marau / Tamaki is beneficial. There are not large numbers of cars going in and out of Marau Cres, and the crash stats show only one minor no-injury accident at that location. This is just going to be a nuisance, not beneficial."

"Is the roundabout at Marau crescent mainly for buses to turn around as I can think of no other reason."

Confusing and dangerous intersection

- Roundabout with crossings as proposed, creates a confusing intersection which will be dangerous for motorists, pedestrians and cyclists.
- Creates additional pinch points for cyclists and reduces the existing green painted cycle lane.
- Will affect cycle and running events through Mission Bay.

"As a pedestrian and driver in the Mission Bay and St Heliers Area, positioning zebra crossings directly on intersections (as proposed at the Tamaki Drive/Marau Cres/Selwyn Ave roundabout) creates a high workload spotting the hazards from multiple directions,"

"Down the bottom of Selwyn and Marau, a roundabout with crossings either side is another way of setting people up for accidents. Driving through a roundabout and looking right to make sure it's clear and then going and having to stop straight away for someone crossing only to have a car up your bum because they've sped around the roundabout. Or you don't see the person crossing and you go straight into them as you're concentrating on navigating the roundabout."

"the roundabout is a nasty pinch point for cyclists and will severely impact on triathlons held there."

"It is firmly believed that the proposed roundabout is not suitable at this location due to: Roundabouts typically have higher injury crash rates for cyclists than at other intersection types such as priority control or signals. This design would force cyclists to "take the lane" and ride in the centre of the lane as part of the mixed traffic. NZTA guidance suggests that this is appropriate for roundabout legs with up to 8,000 vehicles

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per day (i.e. in both directions, giving 4,000 vehicles per day for the approach direction). Tamaki Drive alone records around 17,000 vpd so this would be a busy cyclist location. Therefore, it is considered that the removal of existing cycle lanes and replacing with a roundabout would decrease cyclist safety at this location. […] So overall it is considered that the design does not provide a holistic safety response".

Poor design

- It is in the wrong location and would be better suited elsewhere. Is designed poorly.
  - Several submissions provided design suggestions / alternative locations for the roundabout (see 'Alternative Suggestions').
- The location of the proposed crossings near the roundabout requires pedestrians to cross at four separate conflict points compared to the current situation which is an uncontrolled 50kph zone with two conflict points.
- The roundabout would have unbalanced flows, as the majority of traffic will enter the roundabout from Tamaki Drive.

"The roundabout is unnecessary and is too small and tight. The adjacent crossings will trap cars and cyclists in the roundabout and halt the flow of traffic."

Will affect scenic drive/cycle and general amenity

- Will ruin the picturesque drive/cycle along Tamaki Drive.
- Will create additional light and noise pollution for surrounding residents.
- Will affect the amenity value of the beach.

"Lower the speed limit to 30km & place a traffic lights instead of roundabout. Roundabout ruins the scenic drive which Tamaki Drive is known for."

"The proposed new roundabout is not justified by the crash statistics and potentially will increase risks to road users - in particular I have concerns that crashes involving cyclists at the roundabout will increase. Adding a Roundabout to Tamaki drive will also spoil what is one of the World's most scenic rides for recreational cyclists."

"This area is used by the Beach Volley Ball organisation as it is the widest and flattest area of sand, so they would be a lot closer to the traffic under your proposal".

Other roundabout considerations

Alternative suggestions

2%	18 submissions

18 submissions provided suggestions for an alternative roundabout design or location.

This is discussed in the 'Roundabout Design / Location suggestion' section of this report.

Positive Feedback

2%	30 submissions

30 submissions supported the introduction of a roundabout as proposed.

This is further discussed in the 'Positive Feedback' section of this report.

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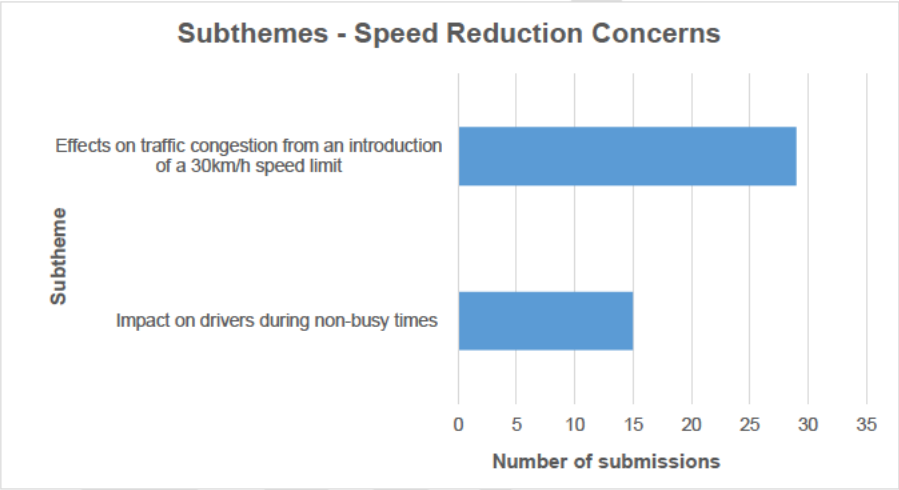
Speed Reduction Concerns

AT proposes to introduce a 30kph speed limit to Mission Bay village as part of a wider Auckland Regional Safe and Appropriate speed management programme. This would mean in addition to the proposed safety improvements, '30' road surface markings would be included to advise drivers of the reduced speed limit.

5%	44 submissions

Although not directly part of the safety improvements proposed in Mission Bay, 44 submissions provided feedback specific to a reduction in speed limit to 30kph within Mission Bay village.



Based on 44 submissions. Note, not all submissions provided feedback in this area and that submissions may be counted in more than one theme.

Effects on traffic congestion from the introduction of a 30kph speed limit

3%	29 submissions

29 submissions were concerned that an introduction of a 30kph speed limit will cause traffic congestion and driver frustration within Mission Bay.

> *"The 30kph speed limit will cause disruption and congestion on the road in an area that is already difficult"*
>
> *"Current speed limit is fine. All of the proposal changes will lead to more traffic congestion and increased idle time. This adds to greenhouse gases emission, driver intolerance, and will discourage business in the area."*
>
> *"I do not agree with reducing the speed limit around Mission Bay to 30kph – it seems pointless, as during peak traffic times cars are crawling below that speed anyway, during off-peak times it will unduly slow down traffic and generate unnecessary traffic congestion."*

Impact on drivers during non-busy times

2%	15 submissions

15 submissions were concerned that the introduction of a 30kph vehicle speed limit will unnecessarily impact drivers travelling through Mission Bay during off peak times. Some submissions also indicated that those who speed will take no notice of this reduced speed (and will continue to speed). The proposal is designed to self-enforce a 30kph speed reduction limit.

> *"As is, speed is governed by traffic and the narrow streets surrounding Mission Bay. A lower limit would be largely symbolic and penalise traffic for the odd quiet time."*
>
> *"It seems nonsensical to have to slow to 30kph at midnight when the area is deserted. A possible solution would be to make it a variable speed zone with appropriate signage to facilitate."*
>
> *"To reduce the speed limit to 30 is absurd. When there is peak traffic, you would never achieve more than 30, and when there is no traffic, 30 is far too low. Leave the speed alone"*
>
> *"It is almost impossible to travel at more than 30km per hour through Mission Bay anyway, and drivers who are intent on speeding will not take any notice of a reduced speed limit or raised pedestrian crossings."*

Other Speed reduction Considerations

Other concerns raised within the submissions received, but which were not specific to a 30kph speed reduction, included;

- Cyclists riding through Mission Bay will not comply with the reduced speed limit.
- If the speed limit is reduced, there will be no need for the other safety improvements proposed, and this will reduce the overall costs of the project.
- Will push the traffic congestion problem onto the surrounding streets, as people will try to avoid driving through Mission Bay.

> *"If pedestrian crossings are to slow the traffic, the proposed 30km speed limit will achieve that. Any reduce speed will also need to be in place for cyclists who often speed through this area including the slip road at the traffic lights that they use to avoid the lights."*
>
> *"The 30kph speed limit will also stop the flow of traffic through the whole area. This would be fine if there was an alternative route, but for people who are travelling through Mission Bay from the Eastern suburbs and beyond, Kepa Rd is the only alternative route, without going a long way in the wrong direction. Kepa Rd is also very congested so to the push more traffic that way will only exacerbate the traffic congestion."*

Concern over the need for the reduced vehicle speed limit

Many of the submissions received considered that a reduced 30kph vehicle speed limit in Mission Bay is not needed as motorists do not (and cannot) travel at 50kph through Mission Bay currently (i.e. the speed is currently partly 'self-regulating'). This is discussed in the '**Error! Reference source not found.**' section of this report.

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Alternative suggestions

3%	25 submissions

25 submissions considered there should be a different speed through Mission Bay (other than 30kph), such as a reduced speed to 40kph to align with vehicle speeds around school areas.

Some submissions also considered that if vehicle speeds were reduced to 30kph, then other speed calming measures (such as raised pedestrian crossings) would not be needed.

Some submissions thought this should be done before any permanent vehicle speed calming measures are introduced in Mission Bay. This is discussed in the 'Reduce speed only / introduce an alternative speed limit' section of this report.

Positive Feedback

5%	48 submissions

48 submissions supported the reduction of vehicle speeds in Mission Bay as it would create a safer environment for all road users. This is discussed in the 'Positive Feedback' section of this report.

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Key stakeholder submissions

In addition to public feedback, we also received submissions from 5 key interest groups. Their feedback is summarised below and their concerns and suggestions have been included in the list of design suggestions.

Bike Auckland

Bike Auckland provided a submission indicating support for many of the key safety aspects of the proposal, particularly the reduction in vehicle speeds and the inclusion of raised crossings for pedestrian safety.

However, Bike Auckland stated that 'they were disappointed that safe cycling facilities were not incorporated in the proposal, as the design does not align with existing cycle infrastructure along Tamaki Drive and did not consider or align with the Tamaki Drive Master Plan. This is summarised below;

- Support safety improvements.
  - Vehicle speed reduction.
  - Raised pedestrian crossings.
- Do not support the lack of cycle safety infrastructure
  - Lack of alignment with existing cycle infrastructure on Tamaki Drive
  - Lack of alignment with the Tamaki Drive Master Plan.

Bike Auckland provided a proposed design for Mission Bay at https://www.bikeauckland.org.nz/a-better-beachfront-boulevard-mission-bay-and-st-heliers-need-you/.

30%	274 submissions

274 submissions received, based their submission on Bike Auckland's design for Mission Bay, which suggests a segregated dual directional cycleway. The submission as advertised on the above website link is below;

> *"I support Bike Auckland's better design for Mission Bay! We need a separated bikeway here, and pedestrians need their own safe space. Yes to the new zebra crossings on raised tables for better safety. Please don't create new pinch points for road riders. Please future-proof the works, to allow for the Tamaki Drive Master Plan"*

Bike Tamaki Drive

Bike Tamaki Drive provided a submission indicating aspects of the proposal they support, aspects they do not support, and provided an alternative scheme that would improve safety and amenity for all users of the village to be investigated by AT.

Bike Tamaki Drive supported the following;

- Introduction of a 30kph speed limit for the village.
- Introduction of crossings which improve pedestrian safety.

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Bike Tamaki Drive were not in support of the following;

- The overall proposal, as in combination, it is considered to significantly diminish the amenity of Tamaki Drive and does not support active travel modes.
- Raised tables/crossings/sections on Tamaki Drive, as they are considered dangerous for cyclists.
- A design that introduces new risks and hazards, such as pinch points, raised sections and roundabouts. B ke Tamaki Drive considers these design elements are particularly hazardous to cyclists.
- Any crossing points that are located closer than 20m to busy road junctions.

Bike Tamaki Drive instead suggest the following;

- Introduction of raised tables where it is proven to be easily navigable by bicycle. Bike Tamaki Drive promote the Westhaven Drive tables as an example.
- Introduction of features that add amenity for active modes (cycling and walking) such as use of illuminated road studs on crossings and cycle lanes.
- Crossing point designs that support both cyclists and pedestrians (as cyclists use both sides of Tamaki Drive on-road & path and frequently need to cross).
- Measures that encourage motorists to drive at slow speeds, such as active speed display boards and enforcement cameras.
- A foliage maintenance programme to give uninterrupted clear views of the safety related signage and clear sightlines.
- Introduction of safety measures at Kohimarama and Okahu village / beach centres and high risk intersections, including: Ngapipi, Kohimarama, Atkin, Averill, Solent and Watene (this is outside the Mission Bay village area).

Mission Bay-Kohimarama Residents Association

The Mission Bay-Kohimarama Residents Association considers the proposal goes too "overboard" with the safety improvements that are proposed, and these were not justified by the crash statistics presented.

The Mission Bay-Kohimarama Residents Association are in support of new pedestrian crossings, pedestrian refuges and planting upgrades in certain locations to enhance safety and slow traffic, however, do not support the use of raised crossings, the number of crossings proposed, or use of a roundabout at the Marau Crescent, Selwyn Avenue intersection.

Tamaki Drive Protection Society Inc.

The Tamaki Drive Protection Society Inc. advised that the proposed safety improvements in Mission Bay should strongly align with the Tamaki Drive Master Plan

The Tamaki Drive Protection Society advised that any plan for a section of Tamaki Drive should be part of a plan for the whole of Tamaki Drive.

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The Tamaki Drive Protection Society supported some of the proposed pedestrian crossings and have advised where these crossings should be located. They consider these crossings should not be raised as they create pinch points for cyclists. The Tamaki Drive Protection Society advised that any plan for Mission Bay village should integrate with plans for the wider area. The Tamaki Drive Protection Society also advised that they do not support the proposed roundabout.

Orakei Local Board

The Orakei Local Board provided a submission indicating '*general support for safer streetscapes that enable residents to move around using various transports modes safely and easily*'.

The Orakei Local Board, however, was disappointed in the consultation process, and did not support the extent of the proposal, considering the safety improvements went 'overboard' and marginalised particular road users such as the vulnerable users of the village.

The Orakei Local Board supported the following aspects of the proposal;

- The provision of an additional pedestrian crossing in Mission Bay across Tamaki Drive from Selwyn Reserve to the café precinct, and other urban design solutions which deter the current practice of 'jaywa king' in Mission Bay.

The Orakei Local Board did not support the following aspects of the proposal;

- The consultation process, believing it should be undertaken in conjunction with the vehicle speed reduction consultation (not separately).
- The loss of car parking in Mission Bay; the Orakei Local Board considers too many crossings are proposed resulting in too many on street car park spaces being removed.
- The crash statistics used to support the proposed improvements.
- The creation of pinch points which present hazards for cyclists.
- Lack of alignment with the Tamaki Drive Masterplan.

The Orakei Local Board recommended the following;

- Greater consideration be given to the existing busway slip road; any safety improvements in the village should include this slip road.
- The inclusion of a 'left turn' only rule for the Selwyn Reserve east carpark (should the proposed roundabout at the Marau Crescent/Tamaki Drive intersection be installed).
- The reduction of a vehicle speed limit only, before any major permanent speed calming measures are introduced.
- Consideration of the increase in pedestrian and vehicle traffic from the proposed mixed use development (extending from Patteson Avenue, along Tamaki Drive, towards Selwyn Avenue) when designing any safety improvements for the village.

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Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by the following [theme group / feature / feedback form question]:

- [bullet point theme groups / features / feedback form questions + page number if not included on contents page].

Commented [RB(8]: Need to add all the themes and subthemes into this section

Design suggestion in feedback	AT response
[Theme group #1]	
[Subtheme group]	
[Subtheme or however suggestions have been grouped – if necessary] • [Suggestion #1] - [individual point #1] - [individual point #2] • [Suggestion #2]	[AT response]
1.12 [Subtheme or however suggestions have been grouped – if necessary] • …	[AT response]
[Subtheme group]	
… • …	[AT response]
[Theme group #2]	
[Subtheme group]	
… • …	[AT response]

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Attachment 1: Map of proposed changes

Attachment 2: Feedback form

Feedback form

Mission Bay town centre safety improvements

Please complete this freepost form and return it to us by **Tuesday 30 April 2019**.

Alternatively, you can provide feedback online at **AT.govt.nz/haveyoursay**

If you have difficulty completing the form, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

If your comment relates to a specific location, please be sure to state where. You are welcome to attach additional pages (or feedback online) if you need more space to provide feedback.

Do you have any feedback on these proposed changes?

.....

.....

.....

.....

.....

.....

PERSONAL INFORMATION

Name .....

Business/Organisation .....

Street address .....

Suburb .....

City/Town ..... Post code .....

Email address ..... Phone number .....

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project. The following information is for statistics purposes only, and does not affect your feedback.

PRIVACY: AT is committed to protecting our customers' personal information.

What best describes your interest in this proposal?
(please tick all that apply)

- ☐ I live or own property in 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)*

.....

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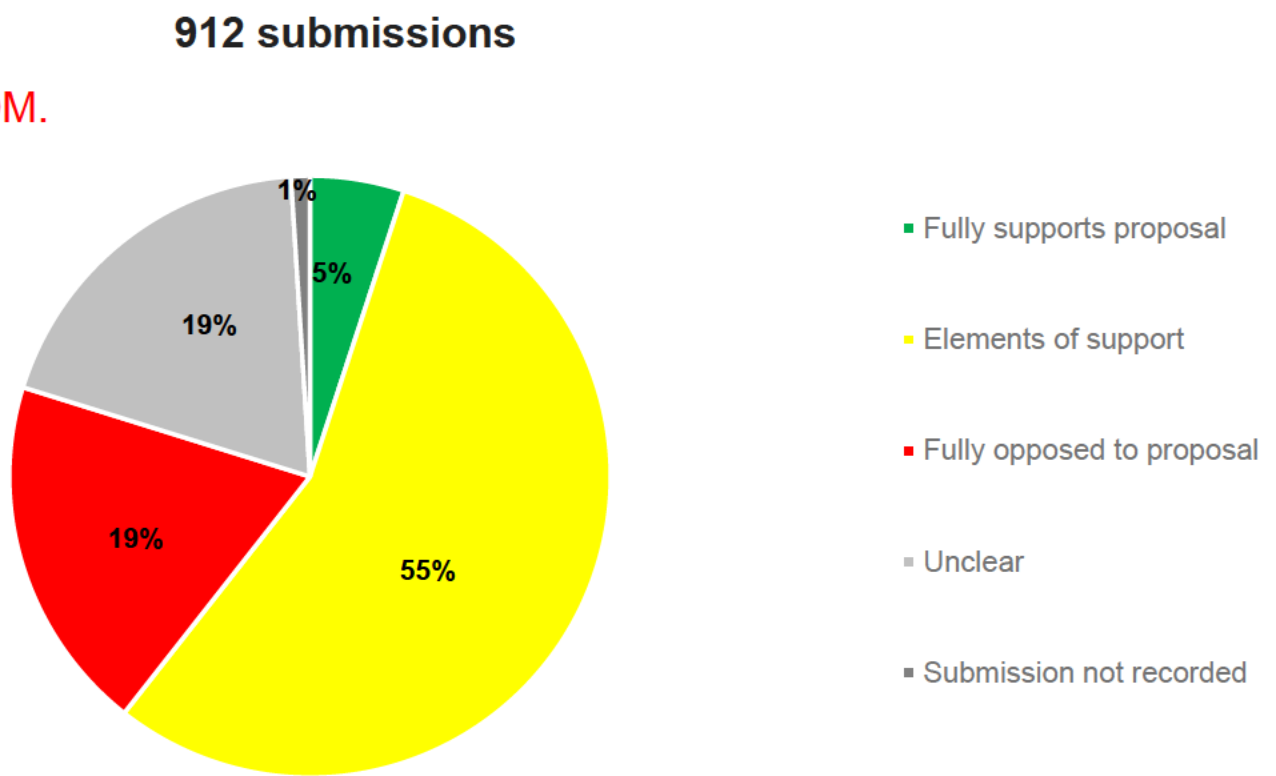
Consultation Feedback summary

Mission Bay town centre safety improvements

Auckland Transport
An Auckland Council Organisation

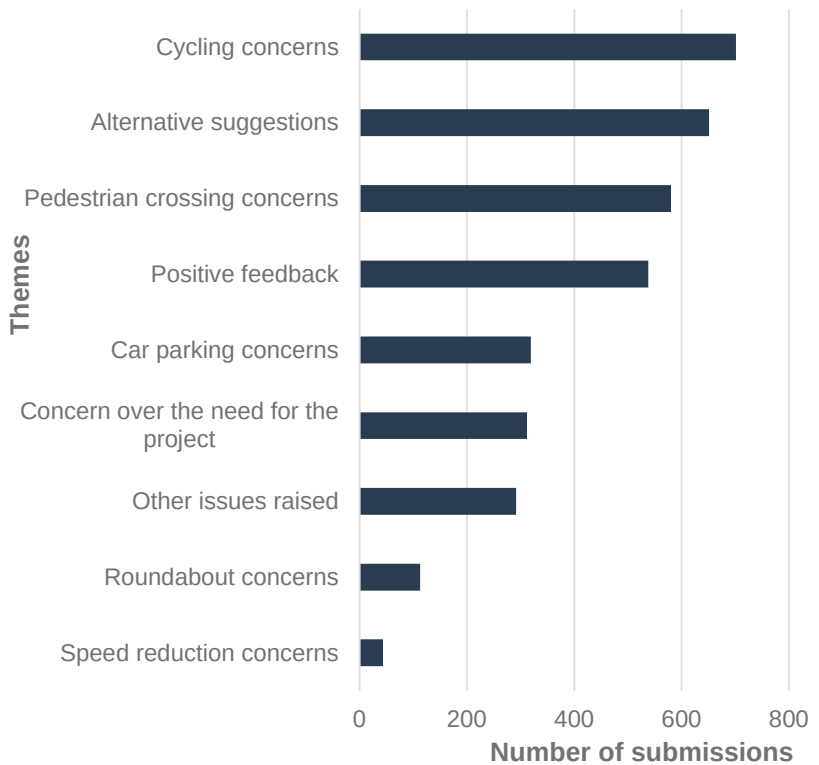
Overall sentiment

Need to change title of 'submission not recorded' once received from AECOM.



Need to change 'cycling concerns' to 'cycling amenity' once editable graph received from AECOM

Key themes

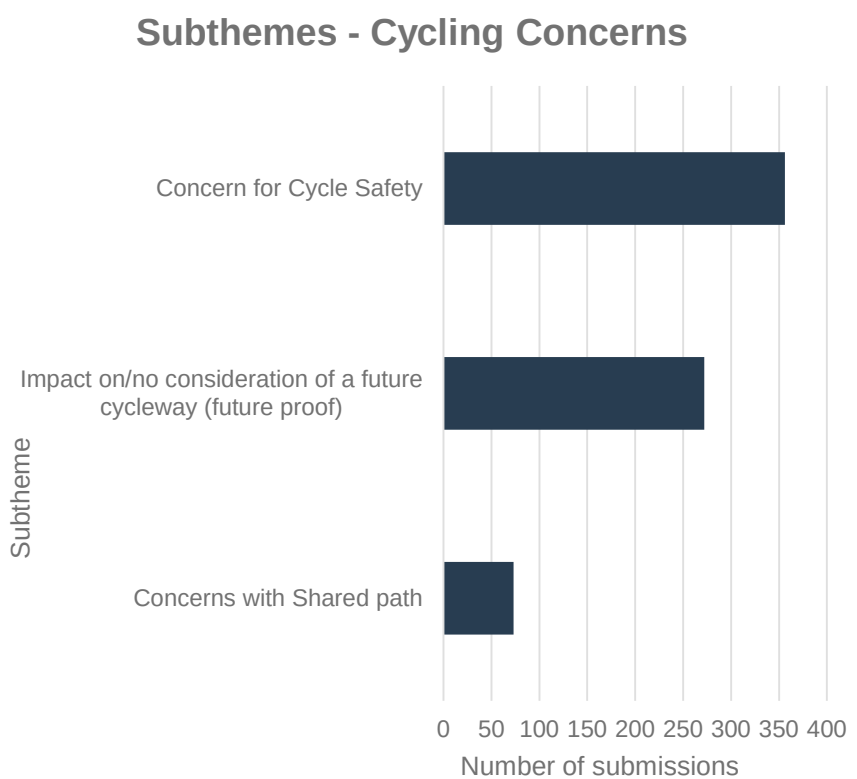


Submissions may be counted in more than one theme

- 77% of submitters would like to see more consideration given to bike amenity both in terms of improved cycling facilities, future proofing, and safety for people on bikes.
- 71% of submitters suggested looking at other options than what was proposed.
- 64% of submitters were concerned around the proposed pedestrian crossing facilities; particularly around the number proposed, design, and impact the crossings could have.
- 59% of submitters were supportive of the proposed safety improvements in some capacity.
- 35% of submitters were concerned about the loss of car parking and the impact this could have on Mission Bay.
- 34% of submitters questioned the need to make safety improvements in Mission Bay.
- 12% of submitters were concerned about the proposed roundabout and the implications this would have on road users.
- 5% of submitters had concerns around a 30km/h speed restriction should it be implemented in Mission Bay .

77%	701 submissions

Cycling amenity

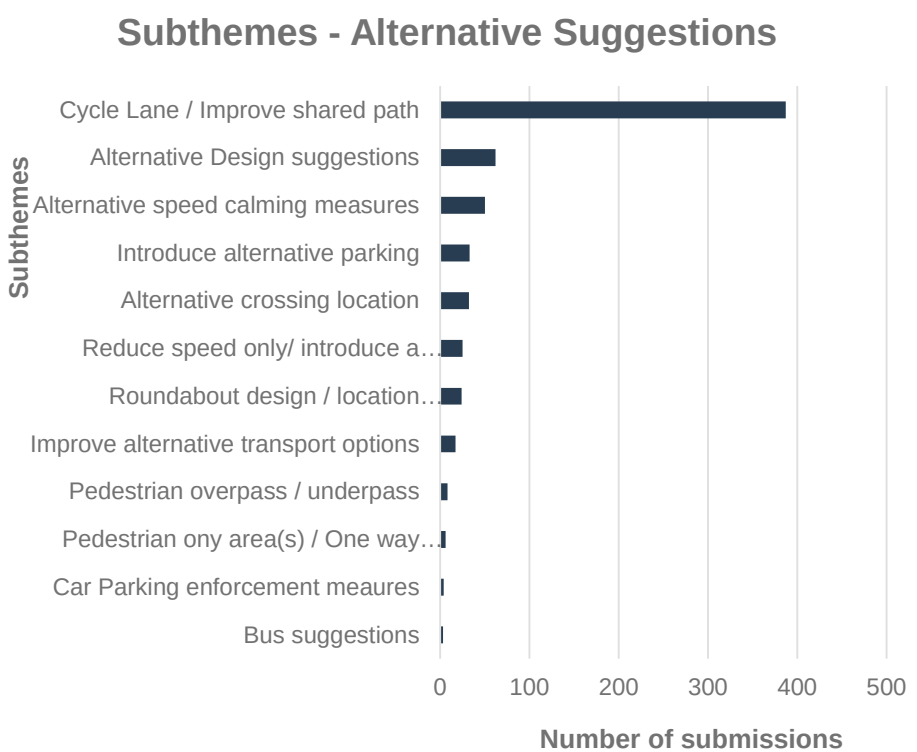


Based on 701 submissions. Note: not all submissions gave feedback in this area. Submissions may be counted in more than one theme.

- 356 submissions (39%) were concerned that the proposed safety improvements will result in a dangerous environment for cyclists, and that this is particularly important given the popularity of Mission Bay as a daily cycle route.
- 272 submissions (30%) were concerned that the proposed safety improvements would prevent a segregated cycle way being built through Mission Bay.
- 73 submissions (8%) were concerned about cyclists using the shared path in Mission Bay. These submissions considered, given the popularity and high usage of multi-modal transport within Mission Bay, that a shared path consisting of pedestrians, cyclists and e-scooters, results in many conflicts and is hazardous.

72%	651 submissions

Alternative suggestions

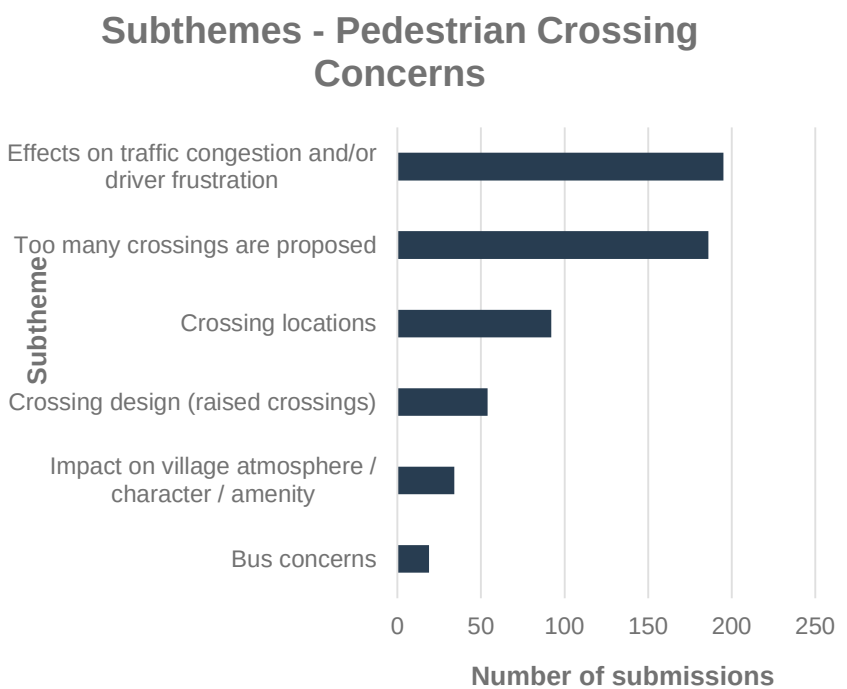


This is based on 651 submissions. Note, not all submissions provided feedback in this area. Submissions may be counted in more than one theme.

- 387 submissions (42%) suggested that a segregated cycle way through Mission Bay is needed now, and/or improvements need to be made to the existing shared path facilities in Mission Bay. A significant proportion of these submissions indicated support for the Bike Auckland design proposal, as this provides for a segregated cycle path.
- 62 submissions (7%) suggested alternative designs which could be incorporated in Mission Bay.
- 50 submissions (5%) suggested alternative measures that could be used to calm traffic through Mission Bay instead of, or in conjunction with raised pedestrian crossings.
- 33 submissions (4%) suggested that additional parking should be provided elsewhere in Mission Bay if car parking spaces are to be removed.
- 32 submissions (4%) suggested that the proposed crossings were in the wrong locations, and/or should be located elsewhere.

64%	580 submissions

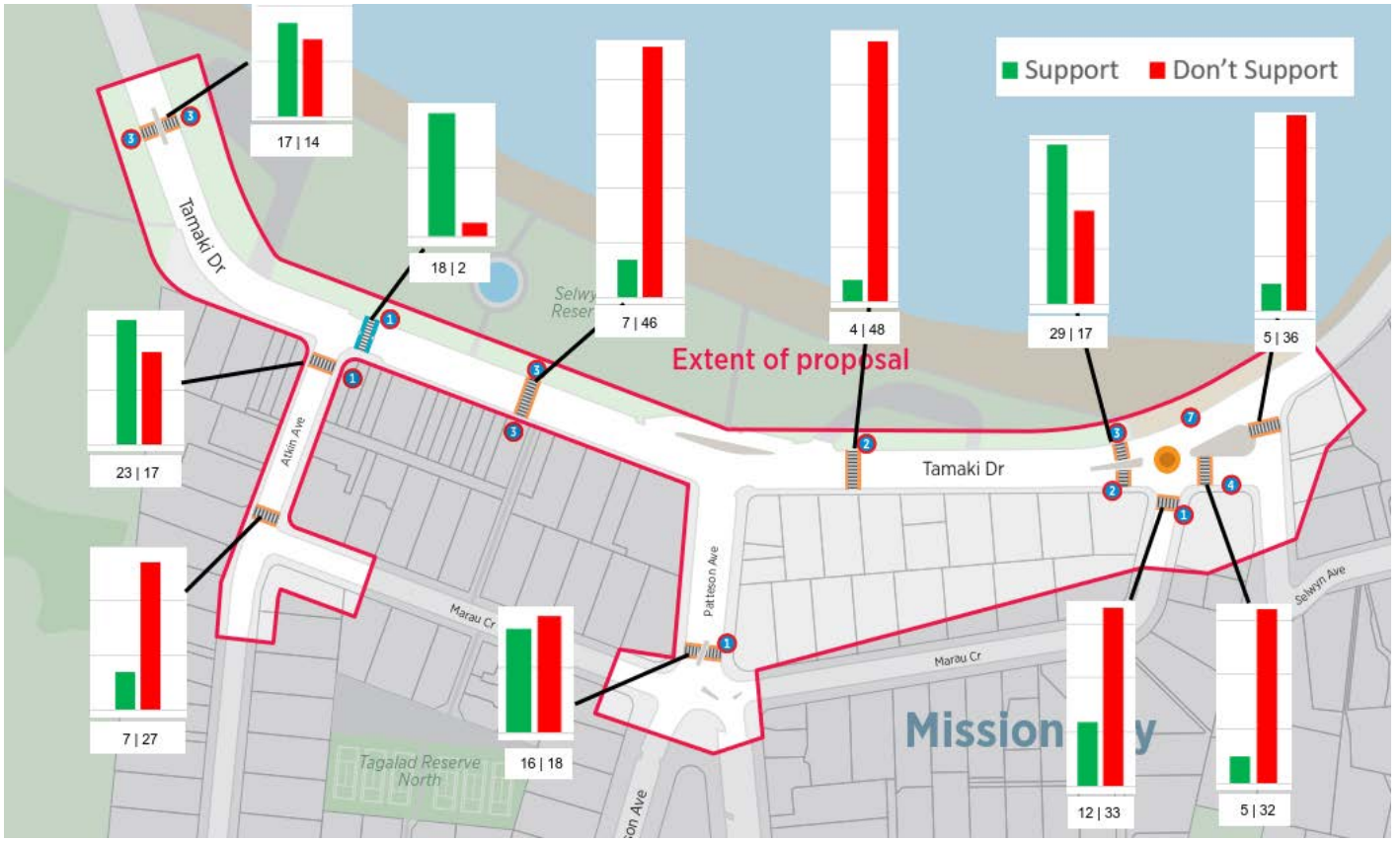
Pedestrian crossing concerns



This is based on 580 submissions. Note, not all submissions provided feedback in this area. Submissions may be counted in more than one theme.

- 195 submissions (21%) were concerned that the introduction of new pedestrian crossings, as proposed, will worsen traffic congestion in Mission Bay village centre and will contribute to driver frustration
- 186 submissions (20%) specifically indicated that too many pedestrian crossings were proposed
- 92 submissions (10%) indicated the proposed pedestrian crossings were located in an undesirable or dangerous location.
- 54 submissions (6%) were concerned about the raised design of the proposed pedestrian crossings.
- 34 submissions (4%) were concerned the introduction of the pedestrian crossings as proposed would adversely impact on the atmosphere and character of the Mission Bay village centre.
- 19 submissions (2%) were concerned that the additional pedestrian crossings as proposed would specifically affect the use of buses through Mission Bay.

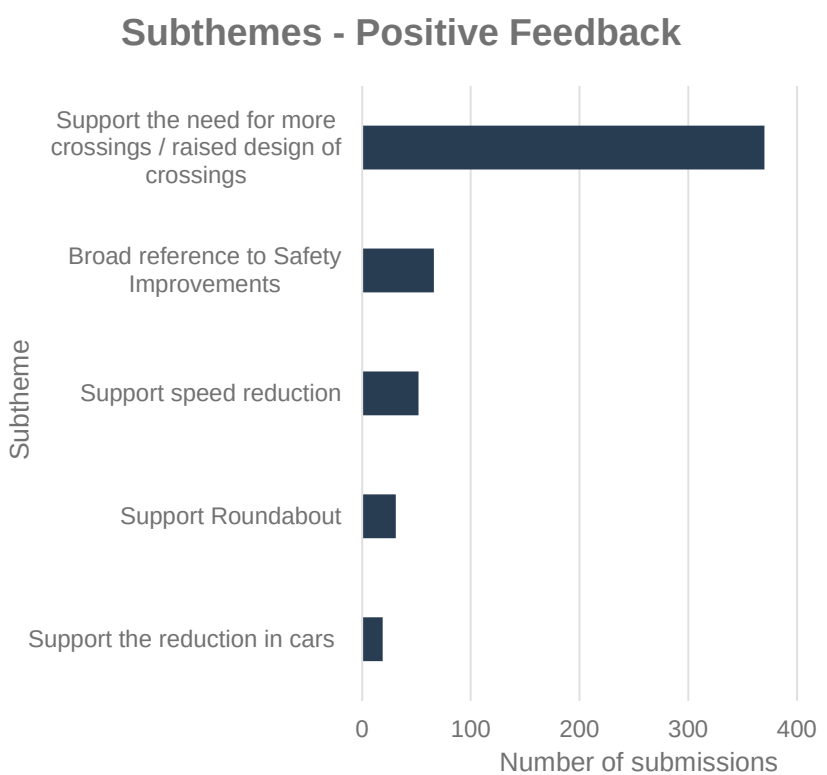
Feedback on specific crossings



***This is based on 93 submissions.**
Note, not all submissions provided feedback in this area. Submissions may be counted in more than one theme.

59%	538 submissions

Positive feedback

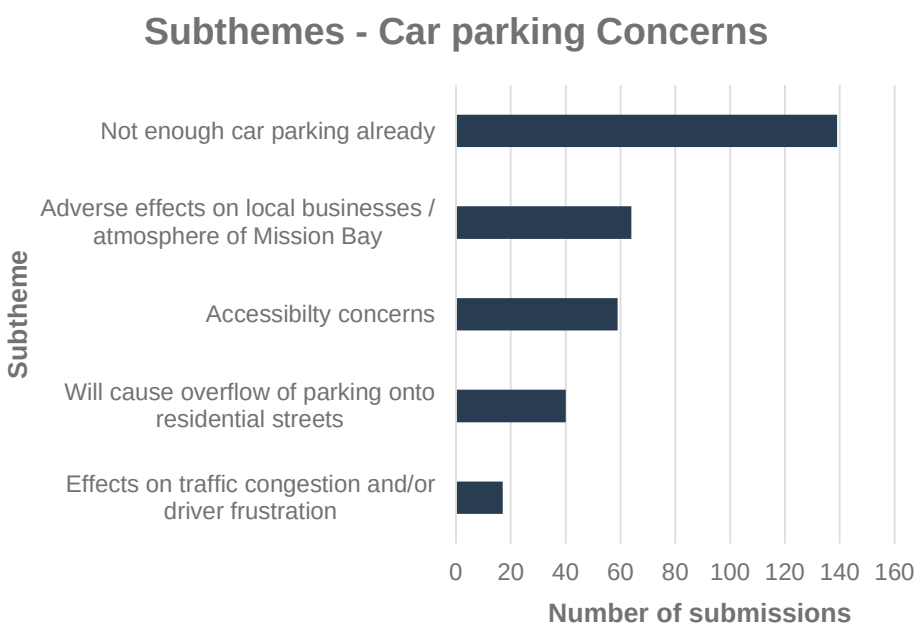


This is based on 538 submissions. Note, not all submissions provided feedback in this area and submissions may be counted in more than one theme.

- 370 submissions (40%) support the need for more crossings in Mission Bay and/or the raised design of the crossings.
- 66 submissions (7%) indicated that safety is the main reason why all of, part of, or the intent of, the proposal was supported.
- 52 submissions (6%) supported the introduction of a reduced speed limit in Mission Bay
- 31 submissions (3%) supported the introduction of a roundabout as proposed, as the existing intersection configuration is confusing
- 19 submissions (2%) supported the proposal because it would result in a reduction of vehicles in Mission Bay.

35%	319 submissions

Car parking concerns

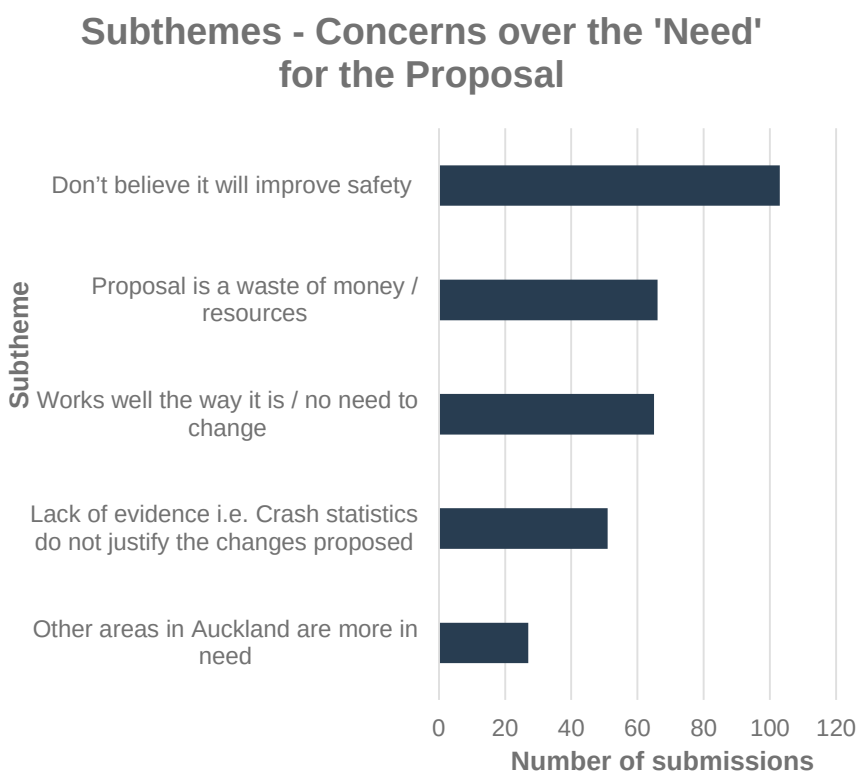


This is based on 319 submissions. Note, not all submissions provided feedback in this area and submissions may be counted in more than one theme.

- 139 submissions (15%) were concerned that there is not enough car parking within Mission Bay village and the removal of 34 car parks will make it even more difficult to find a car park.
- 64 submissions (7%) were concerned that the removal of any car parking in Mission Bay village will have a detrimental effect on local businesses
- 59 submissions (6%) were concerned that the removal of car parking will make Mission Bay less accessible, particularly for those who rely on a private motor vehicle
- 40 submissions (4%) were concerned that the removal of further car parking in Mission Bay will result in an overflow of parking onto neighbouring residential streets and will contribute to people parking illegally.
- 17 submissions (2%) were concerned that the removal of car parking spaces will contribute to traffic congestion and will lead to frustrated drives who will undertake dangerous manoeuvres

Feedback on whether safety improvements are needed

34%	312 submissions



This is based on 312 submissions. Note, not all submissions provided feedback in this area and submissions may be counted in more than one theme.

- 103 submissions (11%) considered the proposed changes in Mission Bay would not improve safety and could result in a more dangerous environment particularly for cyclists and pedestrians.
- 62 submissions (6%) considered the proposal to be a waste of money
- 60 submissions (6%) considers the area to work well as it is, so changes are not needed
- 50 submissions (5%) considered the proposal to lack evidence to support the changes
- 25 submissions (3%) considered other areas of Auckland to be more in need of the safety improvements

13%	113 submissions

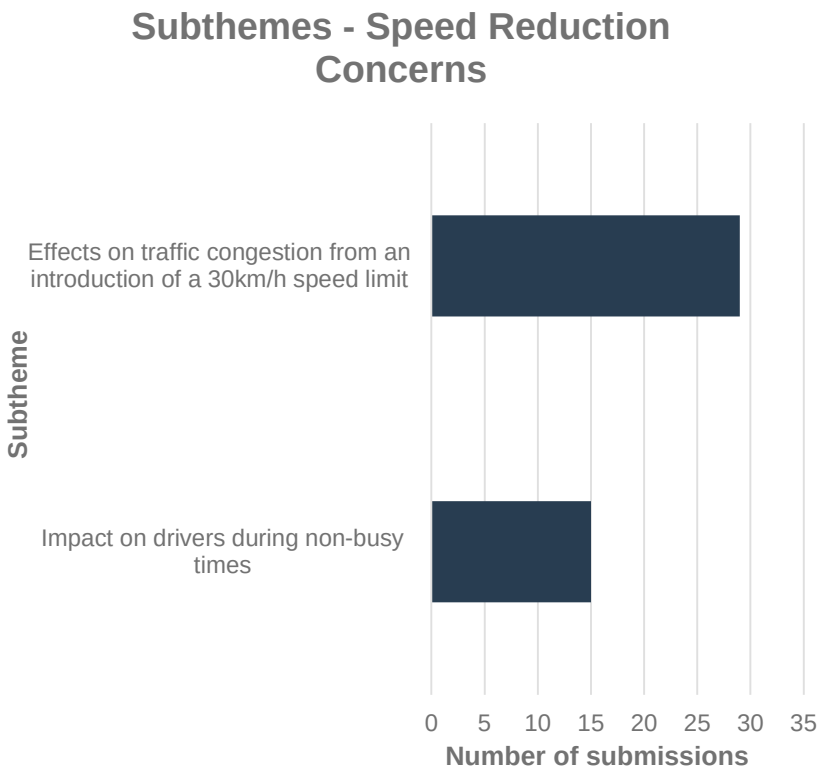
Roundabout concerns

No graph here? Need to get one from AECOM and can then expand these subthemes

- **Traffic congestion**
- **Not needed**
- **Confusing and dangerous intersection**
- **Poor design**
- **Will affect scenic drive/cycle and general amenity**

5%	44 submissions

Speed reduction concerns



Based on 44 submissions. Note, not all submissions provided feedback in this area and that submissions may be counted in more than one theme.

- 29 submissions (3%) were concerned that an introduction of a 30kph speed limit will cause traffic congestion and driver frustration within Mission Bay.
- 15 submissions (2%) were concerned that the introduction of a 30kph vehicle speed limit will unnecessarily impact drivers travelling through Mission Bay during off peak times.
- 25 submissions (3%) considered there should be a different speed through Mission Bay (other than 30kph), such as a reduced speed to 40kph to align with vehicle speeds around school areas.