

Key issues raised during consultation for a way safer crossing on Heaton Street – March 2023

Issue raised by submitter(s)	Staff response
Requests for cycle lanes/extension of cycle lanes.	Cycle lanes are being added within the scope of the project area. Any extension of cycle lanes on Heaton Street will need to be considered as a longer term project.
Concerns around the traffic light sequencing and alignment with the Innes Rd/Papanui Rd intersection/traffic flows.	The signalised crossing will operate on demand, so it will only stop traffic if a pedestrian has pushed the button to cross. It will also cancel a request for a pedestrian if the pedestrian walks away or crosses in advance. During school times, the school will still have a teacher managing the crossing so the signals will be activated for a group of students as opposed to every student crossing individually.
Papanui/Innes Road intersection is also very busy with many vehicles running orange lights into red lights. How about some red light cameras or random patrols here.	We can discuss enforcement at this intersection with the Police. Waka Kotahi (NZ Transport Agency) is working on expanding the safety camera network on both local roads and state highways throughout Aotearoa New Zealand, as part of delivering Road to Zero. Currently they are deciding on the locations which will have the greatest impact, the number of cameras and mixture of camera types to use, to deliver the most effective safety outcomes. Camera site selection work has begun with Road Controlling Authorities (RCAs) being consulted nationally. This process will deliver a shortlist of potential camera sites and types, where installation will support people to travel safely on our roads. Potential camera locations will complement the speed limit and infrastructure changes already planned on high-risk corridors and intersections.
Requests for right turning arrow at Papanui Road into Heaton/Innes.	Requests for changes to signal phasing have been passed to the Real Time Operations Team at Council.
Requests for 30kph or lower speed limit.	It is proposed to install a 30km/h speed limit at school times as part of the Safe Speed Neighbourhoods Programme.
Would it not make more sense to leave the bus stop locations where they are to ensure that buses are easily let in by vehicles approaching the new crossing, which are more likely to be going slower? If the bus stops are moved to the opposite sides of the crossing as proposed, buses will need to wait until a red light to re-join the traffic. The South side bus stop in its existing location is also closer to the hospital.	Waka Kotahi guidance recommends that bus stops are provided on the departure side of mid-block crossings.
Can the 3min parks either side of the crossing be removed to make it easier to see people, cyclists and motor vehicles? That would also make it easier for the buses to get in and out of their bus stops.	The entry and exit of buses into the stops is supported by lengths of no stopping that are required to be provided for these movements. This should not be impacted by the P3 parking. Removing the P3 parking would require additional consultation with directly affected users.
Concern about cutting down the tree near the crossing.	The tree has been assessed as being in poor condition, due to the trees structure. The tree has been heavily pruned over the carriageway and footpath, and it appears to have been topped. Due to the limited space available and the location of the tree within the existing crossing there is no alternative method available that would allow for the retention of the tree. There will be replacement planting carried out as per the Council's Tree Policy. Due to the limited amount of space available, replanting within the same location will not be viable. Alternative locations within the vicinity of the works have been identified.
I think you need to do this further along on Innes road outside St Francis school. I've been nearly hit many times across the pedestrian crossing there, drivers are often speeding to 70km/h as the road is too wide.	Concerns are noted and these have been passed to the Transport team.
Please do the same on Milton street crossing with Simeon street.	Concerns regarding Milton Street will be passed to the Transport team.
Concerns about unsafe condition of Rutland Street.	Concerns regarding Rutland Street will be passed to the Transport team.
Request for crossing on Rossall Street for Elmwood School.	Concerns regarding Rossall Street will be passed to the Transport team.
Request for other uncontrolled crossings on Heaton Street opposite the Elmwood Park and Innes Road opposite Malvern Park are also considered for safer raised crossings.	Concerns regarding other crossing on Heaton Street will be passed to the Transport team.
How will students get to school safely during construction?	We would organise construction during the school holiday period so the school road patrol wouldn't be in use. This will mean far less people will need to cross the road here. The contractors who will build the new crossing will need to follow our Temporary Traffic Management Local Operating Procedure which means they will create a traffic management plan to ensure the safety of all road users during construction (this includes people wanting to cross the road).
Questions around why traffic lights aren't aligned with the St Georges entrance/exit.	The location of this crossing is aligned with the existing crossing at the school. This is where the greatest demands are for people crossing the road.

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	Providing traffic signals at the Heaton Street/St George's Hospital access would reduce the level of service for people travelling along Heaton Street.
I would like to raise a long-standing question. NZ is a new island. Why are the city roads so narrow, why can't the city municipality buy a plot where the streets are so narrow and make it convenient for everyone to pass through? All the more, do not narrow the street where there are pedestrian crossings. This makes it more difficult and dangerous for cyclists to pass. What a bad decision is made when the streets are narrowed with wide curbs. It is difficult and dangerous to turn to the streets. Why are such decisions made?	The project is working within the existing kerb lines on Heaton Street. It is not possible to widen the road without significant land take.