

27 August 2018

Dear Neighbour,

Project update: Herne Bay walking and cycling improvements

In December 2016, we consulted on a proposal to install traffic calming treatments on some residential streets in Herne Bay. The aim of the project is to make the streets safer and a more enjoyable environment for pedestrians, children, and cyclists, as well as address the community's concerns about speeding and 'rat running' (using residential side-streets instead of main roads) in the area.

The proposal received a high level of support and we had expected to have completed the detailed design earlier this year. However, a review has been undertaken to ensure the design meets the project's key objective of reducing vehicle speeds to 30km/hr along the affected streets.

We are writing to you to provide information about the resulting changes to the design.

Why was the review necessary?

Some Auckland Transport (AT) design standards, including our Transport Design Manual (TDM), are undergoing an update, with greater emphasis being placed on road safety, including reducing vehicle speeds. It is important that our design reflects the latest standards.

New standards for treatment spacing

New standards recommend a desired spacing of between 50-80 metres to achieve a reduction of speed to 30km/h. This spacing is closer than the 80-120 metres applied to the initial design. Closer spacing has been found to be more effective in discouraging people from speeding in-between treatments, and keeping traffic to a more uniform and lower speed. This also has the benefit of reducing vehicle noise associated with acceleration and deceleration.

We can't always achieve the exact spacing, due to the locations of driveways and utilities/manhole covers, but have endeavoured to align with the standards within these constraints.

Listening to feedback from residents about the design

We also considered feedback received during our consultation, including concerns about:

- Parking removal.
- Road narrowing creating congestion and reducing cyclist safety.
- Not enough mid-block treatments to effectively slow traffic.
- Treatment profiles angled so they do not generate vehicle noise or damage vehicles, and suitability for cyclists.

What has changed from the previous proposal?

To achieve closer treatment spacing and address some of the concerns raised by residents, we have **increased the number of mid-block treatments** and changed the treatment type from **speed table** to **sinusoidal hump**. This means some previously proposed mid-block locations have changed.

Why sinusoidal speed humps?

- Vehicles can park on them (provided there are no existing parking restrictions).
- They are relatively easy to locate and relatively unobtrusive.
- Have a gentle profile (sinusoidal curve instead of ramp) and enhance the quality of service for people on bikes.



Figure 1. Example of sinusoidal speed hump

The sinusoidal speed humps will not have kerb build outs or planting, so that people can park on them. The humps will be approximately 3.7m in length, 10cm high, and constructed of bitumen, with 'dragon's teeth' markings (shown in the photo above) – these provide a visual warning to people in cars and on bikes.

The nearest example of a sinusoidal speed humps to you is on Westhaven Drive.

We have also **added a T-intersection speed table** at the intersection of Cremorne Street and Argyle Street. (See example Figure 2)



Figure 2: example of T-intersection speed table.

All other aspects of the design remain unchanged, including the T-intersection, cross intersection and boundary speed tables. Speed tables provide a safer crossing point for pedestrians at intersecting streets, and also act as a 'gateway' for drivers, signalling that they are entering a lower-speed zone.

The attached project plans show the locations for the new sinusoidal speed humps and speed table, as well as the intersection and boundary speed tables.

Parking

The new proposal overall retains 29 parking spaces that would otherwise have been lost in the 2017 proposal. This is because vehicles can park on the proposed sinusoidal treatments (provided there are no existing parking restrictions), so no parking will be removed at these sites. It is estimated that two parking spaces will be removed at the additional T-intersection speed table at Cremorne Street and Argyle Street.

What's happening at the Curran Street and Sarsfield Street intersection?

The design at this intersection is being reviewed to make sure that people on bikes travelling west through the intersection can safely access Sarsfield Street. We will get back to residents in this area once the review is completed.

Questions or concerns?

If you have any questions or concerns about the changes to the design or would like to provide feedback, please get in touch with us by email ATengagement@AT.govt.nz, phone 09 355 355 or Post: Auckland Transport, Attn: Consultation & Engagement Team, Private Bag 92250, Auckland 1142.

What happens next?

We expect to start construction in March 2019 and that it will take approximately five months to complete the work, weather dependant.

We acknowledge that this project is running behind the original schedule. We received a high level of support from the community, and appreciate that many residents are eager to see the project completed.

We believe that the review has improved the design and will deliver a better outcome for the neighbourhood.

We carried out traffic surveys in early 2017, and will carry out further surveys after the project is completed to ensure that the treatments are achieving the desired results.

To find out more about this project, see artist impressions and read the feedback report, please visit at.govt.nz/projects-roadworks/herne-bay-cycling-and-walking-improvements/

We appreciate your on-going patience and support for the project.

Yours sincerely,



Graeme Bean
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