

Summary of your feedback on Rosehill, Papakura road safety improvements



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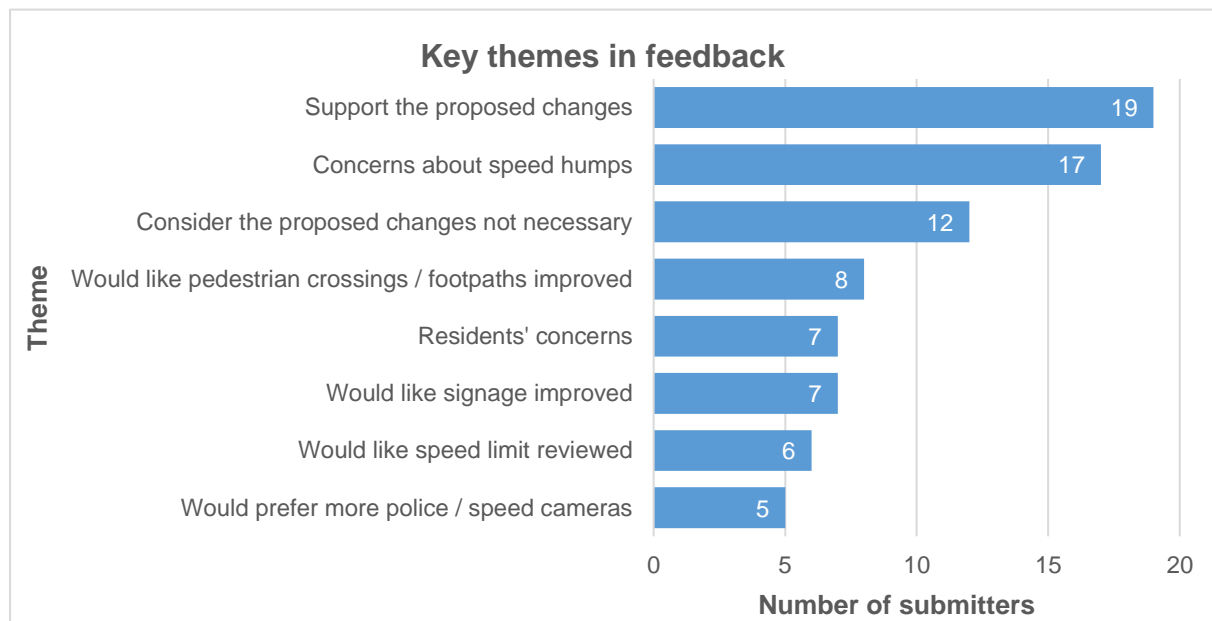
Summary

Auckland Transport is proposing road safety improvements in the Rosehill, Papakura area to make the streets safer and provide a safer environment for all road users in the area. We consulted on this proposal from Monday 29 October to Sunday 25 November 2018 and received 65 submissions.

Key themes in feedback

From your feedback we identified the following key themes:

- Support of the proposed changes (19 submitters, 29%);
- Concerns about speed humps (17 submitters, 26%);
- Consider proposed changes not needed (12 submitters, 18%);
- Would like pedestrian crossings / footpaths improved (8 submitters, 12%)
- Residents' concerns (7 submitters, 11%);
- Would like signage improved (7 submitters, 11%);
- Would like speed limit reviewed (6 submitters, 9%);
- Would prefer more police / speed cameras (5 submitters, 8%).



Submissions may be counted in more than one theme

Project outcome

Auckland Transport has reviewed all of the feedback provided and taken it all into consideration before making any final decisions on the project outcome.

Project outcome: The proposed improvements will go ahead with the following amendments:

- We have removed the raised intersections on Chichester Drive, at both the Rosehill Drive intersection and Jupiter St intersection. They were replaced with a speed hump to the north of both intersections.
- We are relocating the bus stop outside Rosehill College. It will be moved south of the zebra crossing (from 2 Edinburgh Avenue to a new location outside 10 Edinburgh Avenue). This will also improve visibility for the zebra crossing which was a concern for the College.
- We're also relocating the bus stop from 16 Goodwin Drive to 2-4 Goodwin Drive.
- We changed the humps from 5m to 3.7m on Rosehill Dr, Jupiter St, Tatariki St, Goodwin Dr.

See Attachment 3 on p.33 for the final design.

These improvements are part of AT's commitment to reducing the number of deaths and serious injuries on our roads by 60% over the next 10 years. This project is partly funded by the Regional Fuel Tax.

These improvements will result in a small loss of parking around the zebra crossings, at the intersection of Edinburgh Ave / Jupiter St, the crossing at the intersection of Chichester/Marybeth PI and the bus stop relocation on Goodwin Drive. These improvements will result in the loss of around 15 parking spaces. Parking has been removed to enable the safe operation of pedestrian crossings, intersections and bus movements at new and existing bus stops. Otherwise, the proposed improvements will not affect the current extents of parking restrictions in the Rosehill area.

Next steps

Construction of these road safety improvement measures is planned to begin in April 2019.

The contractors will soon be in touch with local residents to provide more details on the construction timelines and potential impacts.

Background

Project information

Auckland Transport (AT) is planning to install speed calming measures in the residential streets in the area of Rosehill, Papakura, within the area bordered by Chichester Drive, Park Estate Road, Rosehill Drive and Great South Road.



The installation of speed calming measures in the streets of Rosehill Papakura will create a slower speed environment and help make the streets safer for everyone by:

- encouraging people to walk, cycle more locally and beyond;
- reducing vehicle speeds to survivable levels. The proposed speed calming measures will enable the speed limit in the project area to be reduced to 30km/h in the future - as a part of the upcoming speed limit bylaw change;
- helping to reduce the risk of accidents, serious injuries and deaths;
- making the streets safer for pedestrians;
- providing a safer environment for children to cross roads, especially around schools.

Context


Why are these changes needed?

More and more people are dying or being seriously injured on Auckland's roads.


Our crash stats show 80% of all deaths and serious injuries occur on 50km/h local urban roads. And nearly half of those deaths and injuries involve vulnerable road users – children, the elderly, people walking and people on bikes or motorcycles.

AT has committed to reducing the number of deaths and serious injuries on Auckland roads by 60% over the next 10 years.


We have identified various areas for road safety improvements and Rosehill has been prioritised based on a number of factors:




Safety concerns raised by local residents




Local crash data



Vehicle speeds on key roads in Rosehill being in excess of the current speed limit



The highest speed recorded was in excess of 121 km/h



Locations of schools, local shops, community facilities and parks, where people walk and cycle frequently

Our road safety engineers have selected the type and location of each proposed safety measure based on various criteria, including:

- Best practice guidelines for positioning speed calming measures to reduce speeds in residential areas;
- Proximity to schools or other locations where there is a higher number of people walking or people on bikes;
- Whether or not a road is a bus route;
- Space available between driveways and/or bus stops.

Proposed road safety improvements

The speed calming measures proposed to be installed to make the streets in Rosehill, Papakura safer include:

A speed table



A speed table is a raised section of the road, with ramps on each side, that aims to slow vehicles to a safe speed. The white arrows, and sometimes signage, make drivers aware of the speed. Around schools, we will be installing zebra crossings on such speed tables wherever pedestrian demand is high.

A raised intersection



This is like a speed table but it covers an entire intersection - with ramps at each entry point. The intersection is raised to the level of the footpath - making it easier for pedestrians to cross.

A speed hump



Speed humps are shorter and more rounded than speed tables and are also designed to slow vehicle speeds. The white arrows, and sometimes signage, make drivers aware of the speed hump.

Entry signage



This is the first visual cue to drivers who enter the area from main roads that they are entering a slow speed area and they must proceed with more caution and at a slower speed.

Some parking may need to be removed as a result of these measures being installed.

See [Attachment 1: Detailed design plans](#) at the end of this report for the detailed proposed design plans.

Consultation

We consulted on the proposed road safety improvements from Monday 29 October to Sunday 25 November 2018.

Activities to raise awareness

To let you know about our consultation, we:

- Sent letters, designs and brochures (with FreePost feedback forms) to residents inside the project area
- Published an advertisement in the Papakura Courier on Wednesday 7 November
- Issued a media release
- Set up a project webpage and an online feedback form on our website
- Ran a geo-targeted Facebook advertising campaign
- Posted information about the proposal on AT social media channels
- Emailed local stakeholders
- Held a public drop-in session on 14 November at the Papakura Library

Giving feedback

AT asked for feedback from the public on the residential road safety improvements planned for Rosehill, Papakura.

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See [Attachment 2: Feedback form](#) at the end of this report for a copy of the feedback form.

Your feedback

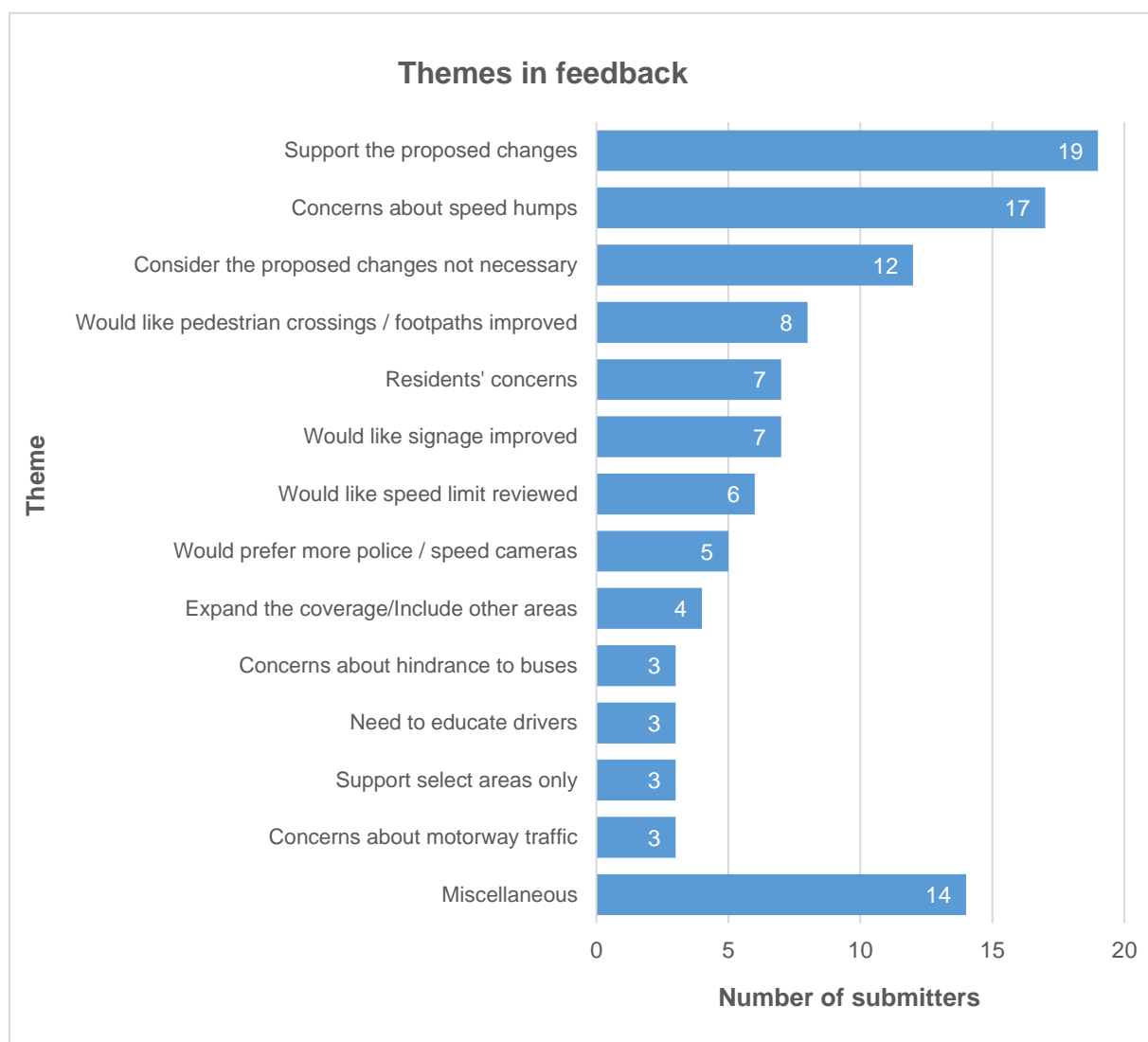
Overview

We received public feedback on the proposal from 65 submitters.

- 38 of these were submitted online, 25 were submitted using the freepost feedback form and 2 were submitted via email.

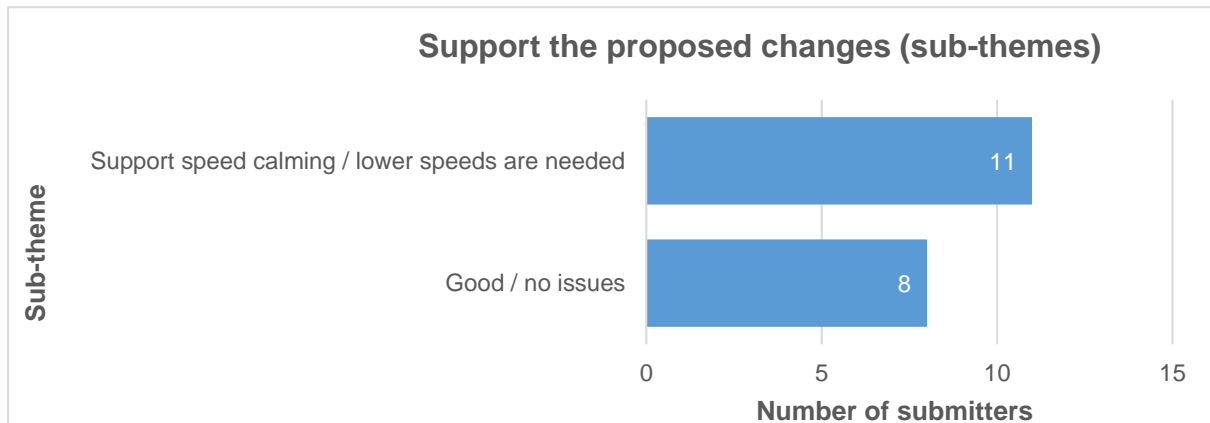
Themes in feedback

We have analysed the public feedback and identified the themes shown below:



Submissions may be counted in more than one theme

Support the proposed changes



Submissions may be counted in more than one sub-theme

Of the 19 submitters who gave feedback saying they support the proposed changes, 11 specifically commented about a need for lower speeds and/or they support speed calming generally.

“Speed has been a major concern and safety for children walking to nearby schools... really impressed with the proposed speed calming measures.”

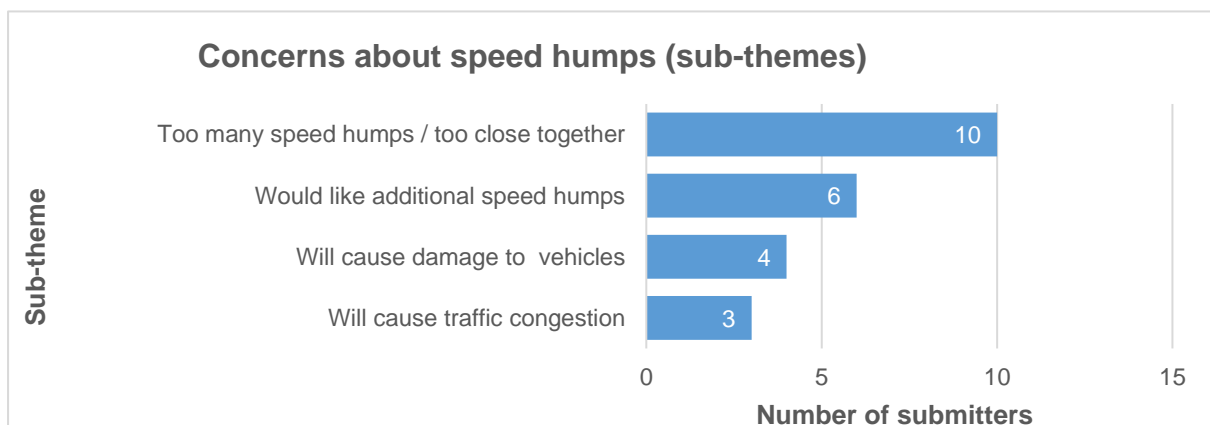
“Measures need to be taken to slow traffic down.”

Eight submitters mentioned they like the proposed changes and don't have any concerns about them.

“Love the proposal.”

“I don't have issues concerning the proposed speed calming measures...build them as soon as possible please.”

Concerns about speed humps



Submissions may be counted in more than one sub-theme

Of the 17 submitters who gave feedback relating to concerns about the proposed speed humps, 10 commented that there are either too many and/or that the humps are too close together.

Eight submitters mentioned there are too many speed humps proposed:

“The number of “measures” are in excess of what is necessary on some streets to achieve the results wanted.”

“There are too many speed bumps.”

Two submitters specifically mentioned there are too many speed humps planned for Chichester Drive, and one submitter mentioned the area around Rosehill College.

“There are far too many speed humps down Chichester Drive and elsewhere...remove at least half of them.”

Two submitters mentioned the speed humps are too close together:

“The distance between some humps are less than 70m which would slow vehicles down to an extent where they cannot travel efficiently... should at least be 100m.”

Conversely 6 submitters mentioned they would like more speed humps than currently proposed. Three submitters specifically mentioned Park Estate Road, two submitter mentioned Rosehill Drive, and one submitter mentioned each of Taonui Street and Takariki Street.

“An additional speed hump nearer the Great South Road end of Park Estate Road.”

“Put a speed bump on the S bend in Rosehill Drive.”

“A speed hump/table on the corner of Great South Rd and Taonui Street.”

“Hope you will be putting speed humps in Tatariki Street.”

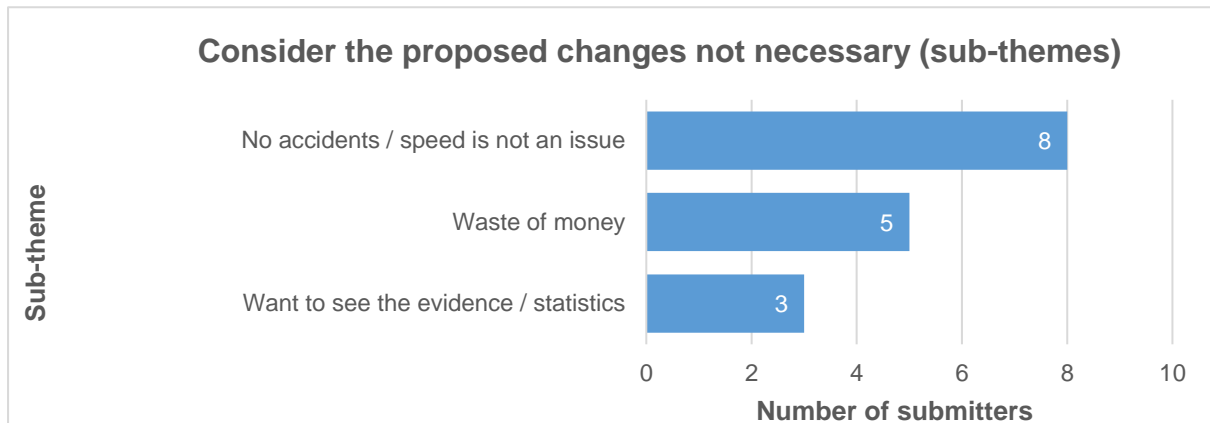
Four submitters commented that the speed humps would cause damage or wear and tear on vehicles.

“Another issue is damage to vehicles that go over the speed humps.”

Three submitters mentioned concerns that the speed humps would slow the traffic but cause traffic congestion:

“Speed calming measures will also be impeding traffic flow and cause major traffic build up.”

Consider the proposed changes not necessary



Submissions may be counted in more than one sub-theme

Of the 12 submitters who commented that they don't consider that the proposed changes are needed, 9 mentioned they felt speed was not an issue and/or there are no accidents in the area.

"We have had no problems with people speeding down our street (Tairere). There is no evidence that a speed bump is necessary."

"I drive through Rosehill every day and I have never seen the speeds you state, in fact no excessive speed at all."

Five submitters mentioned they felt the money could be spent in a better way.

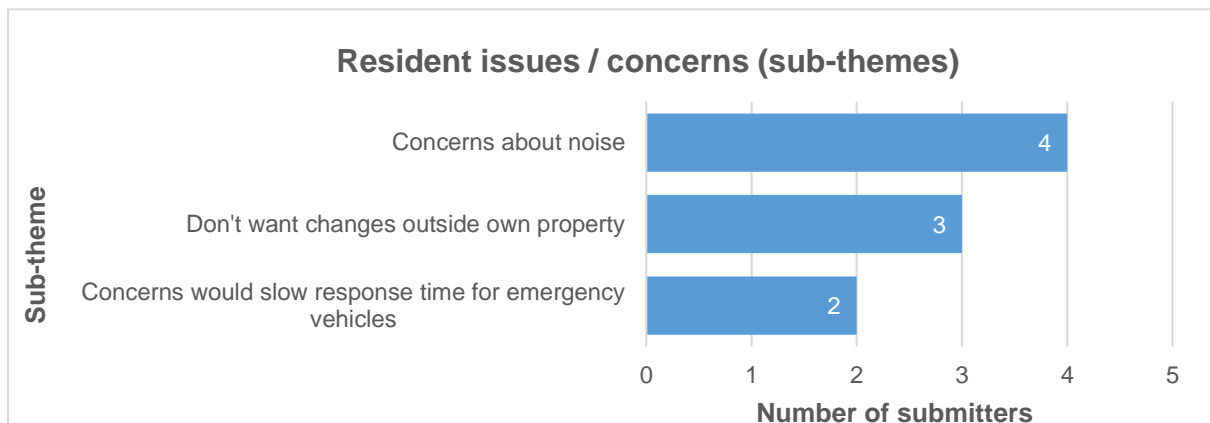
"They are not needed. Spend my money where it is needed."

"I have major concerns with this waste of money."

Three submitters mentioned they would like to see statistics supporting the need for the changes.

"Would like to see the breakdown of the statistics with specifics as to the streets where the speeding is occurring and streets where the crashes are happening."

Resident issues / concerns



Submissions may be counted in more than one sub-theme

Of the seven submitters who mentioned concerns about the changes affecting them personally given the close proximity to where they live, four commented about potential increased noise as a result of the proposed changes:

“The noise levels will be increased if this speed bump is installed as it will mean all vehicles travelling down the crescent will be passing over it and they will be making a significant amount of noise that wasn't there before.”

“Speed bumps create more car noise as vehicles accelerate between bumps.”

Three submitters mentioned they do not want the changes to happen outside their own property, due to the increased noise and/or impact on parking.

“I do not want speed hump put outside my property on Rosehill Drive as it would make it difficult for parking.”

Two submitters mentioned concerns that the proposed speed calming measures will slow response time for emergency vehicles accessing the area.

“There will also be a negative impact on emergency vehicles due to the speed calming measures, causing a slower response time.”

Would like pedestrian crossings / footpaths improved

Eight submitters gave feedback relating to wanting the pedestrian crossings and/or footpaths improved.

“Please include more zebra crossings on the raised tables.”

“There needs to be a pedestrian crossing so they all cross in the one place (Rosehill Intermediate).”

Would like improved signage

Seven submitters gave feedback relating to wanting improved and/or stronger signage:

“The proposed ‘signage/paint only’ threshold treatments at the edges of the scheme are too weak.”

“I question the use of red paint on the road and doubt that it will have any effect at all.”

“More painting/signage on Great South Rd - 50km zone.”

Would like speed limit reviewed

Of the six submitters who mentioned they would like the speed limit reviewed, the majority (5 submitters) commented they felt it was too high, and one submitter felt it was too low:

“We would like the zone to formally become a 30 kph speed limit area.”

“Review the speed limit on Great South Road from Slippery Creek to Rosehill. The limit is too high.”

“The speed restriction of 30kph seems a bit unrealistic, 50kph is appropriate for the area.”

Would prefer more police / speed cameras

Five submitters mentioned they would prefer more police and/or speed cameras in the area instead of the proposed speed calming measures.

“There should be policing of the “little” things in the area. This is the only answer to keeping the streets safe, not obstacles and humps.”

“More speed cameras.”

Other feedback

Other comments were made, however each received less than 5 mentions therefore they are not included as individual themes. Suggestions from all feedback is included in the [Design suggestions in feedback](#) table.

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 groups.

- Consider speed calming not necessary (page 14)
- Concerns about speed humps (page 15)
- Would like additional and/or improved pedestrian crossings/footpaths (page 17)
- Would like signage improved (page 17)
- Would like more policing/speed cameras (page 18)
- Review the speed limit (page 18)
- Expand the coverage to include other areas (page 19)
- Concerns about buses (page 19)
- Concerns about motorway traffic (page 20)
- Miscellaneous suggestions (page 21)

Design suggestion in feedback	AT response
Consider speed calming not necessary	
<ul style="list-style-type: none"> • Don't install speed calming measures in Rosehill. <ul style="list-style-type: none"> - No excessive speed in the area - Is a waste of public money - The cost of these measures outweighs the price of police patrol - Will impede traffic flow and cause traffic congestion 	<ul style="list-style-type: none"> • Every year, we receive more than a thousand requests for speed calming on individual streets around Auckland, however street by street speed calming can be ineffective because of the transfer of speeding issues to neighbouring streets. As such, we have adopted an area wide approach and given the volume of requests from Aucklanders, we have prioritised the residential areas and streets that are most in need of interventions. <p>Rosehill is one of those areas which has been selected because it is considered high-risk, based on the following criteria:</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - Residents will be adversely affected by having numerous speed humps on their streets - There will be slower response times for emergency vehicles to access residents in the area due to the speed calming measures - Increased car noise will cause disruption in the neighbourhood <p>-----</p>	<ul style="list-style-type: none"> - Crash data and risk - Vulnerable road user risk (people not inside motorised vehicles; people walking and cycling) - Speed of motorised traffic - Location of community facilities - Any road curvature, steepness or contours that would prevent speed-calming measures from being effective - Concerns and requests raised by the general public, community groups and elected members <p>Enforcement of the speed limit is the responsibility of the New Zealand Police. However, improving road safety often requires measures that go beyond enforcement only.</p> <p>The proposed safety measures are an area wide change, intended to deter drivers who perceive residential streets as a more efficient route for bypassing traffic signals or busy roads. The speed calming measures can have the added benefit of reducing through traffic, in addition to supporting a safe speed environment.</p> <p>The operating speed and crash data for the network indicates that there would be significant road safety benefits from installing traffic calming devices in the area. The spacing of the traffic calming devices is in accordance with generally accepted best practice to ensure that operating speeds are reduced to survivable speeds in accordance with the Vision Zero goal.</p> <p>Emergency services have been consulted with no issues raised. When required, police and fire emergency vehicles will travel over speed humps as they do so now, at speed. Ambulances may have to slow down when transporting patients.</p> <p>The traffic calming devices will not cause damage to vehicles if drivers travel over them at appropriate speeds. It is acknowledged that there may be some additional noise due to the traffic calming devices being installed, but the selection and design of the devices sought to mitigate this. It is also noted that the treatments are expected to discourage rat-running through the area, which is likely to decrease traffic volumes and the associated traffic noise.</p> <p>-----</p> <ul style="list-style-type: none"> • The proposed safety measures are an area-wide change, intended to create a safe speed environment for high risk residential areas and deter drivers who perceive residential streets as a more efficient route for bypassing traffic signals or busy roads. The speed calming measures can have the added benefit of reducing through traffic, in addition to supporting a safe speed environment.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Don't install speed humps on the smaller streets. - The main through roads such as Jupiter St, Tatariki Steet Chichester Drive would benefit from speed humps, but not needed in the smaller streets 	
Concerns about speed humps	
<p>Too many speed humps</p> <ul style="list-style-type: none"> • Don't install the large speed hump at intersection of Chichester Drive and Rosehill Drive There is an excessive amount of speed humps planned in places where there have been no incidents in five years • Don't install speed humps in Tairere Crescent <ul style="list-style-type: none"> - Cars speed on the main thoroughfares, but there have been no problems with cars speeding in Tairere Crecent - Will create a nuisance - Will reduce the value of properties - Increased car noise as vehicles slow and accelerate • Don't install speed hump directly outside properties on Rosehill Drive <ul style="list-style-type: none"> - Will make it difficult to park outside the property - Will make it difficult to back a trailer into or out of the property • Reduce the number of speed humps <ul style="list-style-type: none"> - In excess of what is necessary on some streets to achieve the results wanted. - There will be 11 speed humps from Chichester Drive to the motorway which is excessive. 	<ul style="list-style-type: none"> • Our road safety engineers have selected the type and location of each proposed safety measure based on various criteria. These include: <ul style="list-style-type: none"> • best practice guidelines for positioning speed calming measures to reduce speeds in residential areas • proximity to schools or other locations where there is a higher number of people walking or people on bikes • whether or not a road is a bus route <ul style="list-style-type: none"> • space available between driveways and/or bus stops • The raised intersection has been removed and replaced with a speed hump north of the intersection of Chichester Drive and Rosehill Drive. • As mentioned above, the proposed safety measures are an area-wide change, intended to create a safe speed environment for high risk residential areas and deter drivers who perceive residential streets as a more efficient route for bypassing traffic signals or busy roads. The speed calming measures can have the added benefit of reducing through traffic, in addition to supporting a safe speed environment. • The traffic calming devices will not cause damage to vehicles if drivers travel over them at appropriate speeds. It is acknowledged that there may be some additional noise due to the traffic calming devices being installed, but the selection and design of the devices sought to mitigate this. It is also noted that the treatments are expected to discourage rat-running through the area, which is likely to decrease traffic volumes and the associated traffic noise. • On-street parking is a public asset and therefore any resident or persons visiting the street can park their vehicles, provided they are parked legally. There are no bylaws, rules or regulations to indicate or support that on-street parking outside any particular property is reserved for the residents of that house.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Remove humps and tables from Butterworth Ave. - Will improve the narrow eastern entry so it can be used as a shortcut 	<p>Vehicle tracking has been carried out for driveways adjacent to speed bumps and can confirm the safe movement of the majority of vehicles.</p> <ul style="list-style-type: none"> • As mentioned above, the operating speed and crash data for the network indicates that there would be significant road safety benefits from installing traffic calming devices in the area. The spacing of the traffic calming devices is in accordance with generally accepted best practice to ensure that operating speeds are reduced to survivable speeds in accordance with the Vision Zero goal. • Butterworth Ave is a street outside of the residential speed zone area where we are proposing safety measures. Additionally, we would not look to remove these speed humps in this street.
<p>Speed humps too close together</p> <ul style="list-style-type: none"> • More distance needed between the speed humps - Some humps are less than 70m apart which would cause damage to vehicles - Will lead to increased wear and tear on cars - Speed humps and tables have a slowing effect (but not calming), but they can be a problem for caravans. can cause the tail end of the caravan to hit and scrape (twice for each bump) and damage the bodywork of the rear of a caravan. 	<ul style="list-style-type: none"> • As mentioned above, the spacing of the traffic calming devices is in accordance with generally accepted best practice to ensure that operating speeds are reduced to survivable speeds in accordance with the Vision Zero goal. The proposed speed calming treatments have been positioned such that the visibility of the treatment is unobstructed, and the treatment is not at a driveway or too close to a bus stop. The proposed design balances these criteria as practicably as possible. <p>The traffic calming devices will not cause damage to vehicles if drivers travel over them at appropriate speeds.</p>
<p>Additional speed humps needed</p> <ul style="list-style-type: none"> • Install speed humps on Park Estate Road. - Morning traffic towards the motorway is heavy and very fast, and at the same time children are making their way to school - Half way between The Great South Road and Goodwin Drive - Near the Great South Road end of Park Estate Road - To prevent cars speeding into Park Estate Road causing danger to residents - The street is long and straight and vehicles speed - There have been a number of incidents down Park Estate Rd on the other side of Park Estate School • Install speed humps on Rosehill Drive. 	<ul style="list-style-type: none"> • A speed table is proposed at the existing zebra crossing outside Park Estate School, and threshold treatments are proposed near the intersection with Great South Rd and close to the motorway overbridge. The Great South Rd/ Park Estate Rd intersection is also proposed to be signalised in the future which will support slower speeds on the approach to this intersection. • Half way between Great South Road and Goodwin Drive, there is a gateway treatment in the form of red road marking, acts as a visual cue to road users that they are entering a residential speed zone, where the speed environment is less than 50km/hr. These thresholds provide a transition area for road users to slow down before they approach the first speed calming treatment. • Speed humps are proposed along Rosehill Dr in addition to the existing speed humps and speed table. The proposed speed calming treatments have been positioned such that drivers have appropriate sight distance when approaching the treatment and the spacing of these treatments is optimal. The curvature and steepness of a road can compromise this sight distance so speed calming treatments are not generally installed on lengths of road with high curvature or steep gradients.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - On the S bend in Rosehill Drive - There have been multiple near-misses with cars being rear-ended when pulling into driveways - Both sides at the pedestrian crossing in Rosehill Drive • Install speed humps on the corner of Taonui Street and Great South Road - Cars speed on Great South Rd and can go onto the footpath • Install speed humps on Takariki Street. - Cars turn from Taonui into Into Tatariki Street and speed down Tatariki • Install speed humps within Roselands. - To deter drivers from using it as a shortcut 	<ul style="list-style-type: none"> • The red road marking threshold acts as a visual cue to road users that they are entering a residential speed zone, where the speed environment is less than 50km/hr. These thresholds provide a transition area for road users to slow down before they approach the first speed calming treatment. Great South Rd is not within the residential speed zone area where we are proposing safety measures. • Speed humps on Takariki Street is part of the existing design. • The Roselands area is not within the residential speed zone area where we are proposing safety measures.
<p>Review existing speed humps</p> <ul style="list-style-type: none"> • Review existing speed hump at 58 Rosehill Drive. - Is too low to slow traffic - Buses heading toward Chichester Drive do not slow down enough and 'bounce' over the hump causing surrounding houses to 'shake' - The number of cars parked on the side of the roads in Rosehill around the high school and Tasman Road by the primary school causes the roads to be narrow • Move speed hump down the hill side of C.P outside 9 and 10. 	<ul style="list-style-type: none"> • The location of specific devices has considered a number of factors including the overall spacing of the devices, and the locations of driveways, bus stops, services, and street lights. Making changes to the positions of individual devices or removing them due to opposition from property owners near the devices would impact on the overall effectiveness of the scheme and hence is not recommended. Speed calming treatments are designed to be driven over comfortably if drivers travel at appropriate speeds and we will remind AT bus drivers/operators of the appropriate speeds to travel over the speed humps. • The proposed speed calming treatments have been positioned in such a way so that drivers have appropriate sight distance when approaching the treatment and the spacing of these treatments is optimal. The curvature and steepness of a road can compromise this sight distance so speed calming treatments are not generally installed on lengths of road with high curvature or steep gradients.
Would like additional and/or improved pedestrian crossings/footpaths	
<ul style="list-style-type: none"> • Include more pedestrian crossings on the raised tables. - Particularly at Rosehill Drive / Chichester Drive intersection, and Jupiter St / Drive Chichester intersection 	<ul style="list-style-type: none"> • With regards to pedestrian crossings, these have been provided at locations where particularly high numbers of pedestrians were observed crossing the road. In other locations where pedestrians tend to

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - Rosehill Drive is currently a difficult intersection to cross - In between Papakura and Drury there is a 70kph zone for 1.2 kilometres on Great South Road that is difficult to cross • Install pedestrian crossing on Chichester Drive around the school. • Install pedestrian crossing on Park Estate Rd. • Install pedestrian crossings on Jupiter Street. <ul style="list-style-type: none"> - Jupiter is used as a main avenue to go to the schools, high school, intermediate and other primary schools. - To allow children attending Rosefill Intermediate to cross safely • Install pedestrian crossing on Tatariki St near Edinburgh Ave. • Review the pedestrian crossing on Rosehill Drive/Great South Rd for safety. <ul style="list-style-type: none"> - It is currently unsafe - Controls needed at the pedestrian crossing at Great South Rd / Rosehill Dr before and after school - To allow groups of pupils to use at a time • Raise the pedestrian crossings on Edinburgh Ave and Park Estate Rd. • Review unusable footpath stretches where cars and trucks are parked and rubbish bins are blocking the footpath. <ul style="list-style-type: none"> - Pedestrians have to move onto the road to avoid obstacles 	<p>cross at various positions along a stretch of road, the provision of traffic calming to slow vehicle speeds is considered sufficient to allow pedestrians to safely cross the road.</p> <p>We are only proposing safety measures within streets that are within the residential speed zone area.</p> <ul style="list-style-type: none"> • As mentioned above, crossings have been provided at locations where particularly high numbers of pedestrians were observed crossing the road. • There is an existing zebra crossing on Park Estate Rd near Park Estate School. We are proposing a speed table at this zebra crossing. • There will be a new crossing at the intersection with Edinburgh. Our investigation and site observations show that the locations of the proposed pedestrian crossings are justified and we do not propose to install further pedestrian crossings within the residential speed management (RSM) zone. The overall lower speeds within the RSM zone, promote a safer speed environment which supports safer speeds for pedestrians. • A pedestrian crossing on Tatariki St near Edinburgh Ave, is part of the existing design. • This street is not within the residential speed zone area where we are proposing safety measures. • This is part of the existing design. • We have found the most effective way to address illegal parking matters is with assistance from the public reporting the matter as and when it is happening. Please contact our Parking Compliance Department on (09) 355 3553 whenever you face an illegal parking issue. When registering a request for enforcement, specific information that is timely and relevant, such as the registration number of the vehicle and details

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - School children going to the Rosehill schools or to Park Estate school have to move onto the road when the footpath is blocked • Widen the footpath from Rosehill College to Jupiter St. - Students walk in groups, requiring people walking the other way to step onto the road or grass to pass them 	<p>of the parking offence will assist our officers greatly. We do appreciate this is not always possible or convenient however any assistance you can give us to address the parking issue is appreciated.</p> <ul style="list-style-type: none"> • Some improvements to footpaths have been proposed as part of the scheme, but generally this is considered a maintenance issue and beyond the scope of this speed management project.
Would like signage improved	
<ul style="list-style-type: none"> • Install improved signage. <ul style="list-style-type: none"> - The proposed paint only threshold treatments at the edges of the scheme are weak • Upgrade paint signage to full raised tables. <ul style="list-style-type: none"> - To ensure a strong signal is given that it's a slow speed zone - Paint can easily be ignored • Inset threshold treatment 1-2 car lengths from the non-affected main roads such as Great South Road <ul style="list-style-type: none"> - To reduce impacts on intersection performance - The thresholds at the transition from arterial to local roads are a key part of the project • Include a sign facing entering drivers to inform them that they are entering a "slow zone". <ul style="list-style-type: none"> - For example, "Residential Slow Zone". • Review use of red paint on the road. <ul style="list-style-type: none"> - Only needed on one side of the road, not right across • Install more painting/signage on Great South Rd - 50km zone. 	<ul style="list-style-type: none"> • As mentioned earlier, the red road marking threshold acts as a visual cue to road users that they are entering a residential speed zone, where the speed environment is less than 50km/hr. These thresholds provide a transition area for road users to slow down before they approach the first speed calming treatment. • As above. • This is part of the existing design. • This is part of the existing design. • The red road marking threshold is required across the width of the street as an indicator to road users entering and exiting the residential speed zone. • This street is not within the residential speed zone area where we are proposing safety measures. • Installing 'Give Way' controls is part of the existing design.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Put Give Way signs at Royston/Royal Arch, Royston/Rosehill Drive and Royal Arch/Orchard Rise intersections. Review entry signage for vehicles turning right from Park Estate Rd into Goodwin Drive. - A large number of signs have been damaged/destroyed on the island as heavy vehicles use this route as a short cut Turn all No Parking signs so drivers can see them. 	<ul style="list-style-type: none"> Some improvements to signage have been proposed as part of the scheme, but generally this is considered a maintenance issue and changes to existing signs are beyond the scope of this speed management project. The 'no parking signs' outside Park Estate Rd are intended to face towards the street because these signs are intended for drivers who are parking rather than drivers who are travelling along the street. These signs indicate the kerbside length which the parking restriction applies to.
Would like more policing/speed cameras	
<ul style="list-style-type: none"> Increase policing of offences in the area. - Speeding - Parking on the footpath and other parking infringements - Before proceeding across a pedestrian crossing, the pedestrian must ensure the approaching vehicle is able to stop first - Driving straight through stop signs Implement security check points in the area. More policing needed at Great South Rd / Rosehill crossing. Install more speed cameras at trouble spots. 	<p>. Enforcement of the speed limit is the responsibility of the New Zealand Police. However, improving road safety often requires measures that go beyond enforcement only.</p> <ul style="list-style-type: none"> As mentioned earlier, please contact our Parking Compliance Department on (09) 355 3553 whenever you face an illegal parking issue. The police in conjunction with the New Zealand Transport Agency's (NZTA) Safety Team and an independent transportation consultant, have a methodology for choosing sites which are suitable for Speed/ Safety cameras
Review the speed limit	
<ul style="list-style-type: none"> Make the zone formally a 30 kph speed limit area. - There are four schools affected and through traffic using it as a shortcut to the motorway Review the speed limit on Great South Road from Slippery Creek to Rosehill. - The limit is currently too high 	<ul style="list-style-type: none"> There is a Speed Limit Review process underway, identifying roads that may be affected by proposed speed limit reductions and will be considered separately. The implementation of speed limit reductions in the residential speed management zones will be relatively straightforward since the proposed safety measures support a lower speed limit zone. As above, there is a Speed Limit Review process underway, identifying roads that may be affected by proposed speed limit reductions and will be considered separately.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Increase the speed limit to 50kph in the area. - Speed restriction of 30kph unrealistic • Make it a 40kph school zone for all of Rosehill Drive, all of Jupiter St, all of Edinburgh, Orchard Rise from the top of the hill, Park Estate Rd from GSR to the bridge, and include signs and red coloured surface at the beginning and end. 	
Expand the coverage to include other areas	
<ul style="list-style-type: none"> • Review and install speed calming measures at the junction of Challen Close coming out onto Great South Road (Conifer Grove Takanini). <ul style="list-style-type: none"> - To improve safety for drivers exiting Challen Close - A traffic light or orange bulb lights on both sides of the road, and a calming measure like a white painted box with criss crossed lines painted onto the road would help keep drivers from speeding and let them know to slow down as they are nearing a traffic light • Install a traffic light at Spartan Road intersection with Great South Road. <ul style="list-style-type: none"> - Cars speed from VTNZ to Mahia Road, Manurewa and take the lane designated for drivers from Papakura turning right into Spartan Road • Include Keri Vista Rise. <ul style="list-style-type: none"> - The number of speeding cars is increasing and there is risk of children being hit by cars • Expand the project to Bunnythorpe Road in Papakura. <ul style="list-style-type: none"> - Families with young children who bike and cross the road - There is a pre-school on the street - Drivers use the street as a thoroughfare and speed from one end to the other 	<ul style="list-style-type: none"> • Every year, we receive more than a thousand requests for speed calming on an individual street, however street by street speed calming can be ineffective because of the transfer of speeding issues to neighbouring streets. As such, we have adopted an area wide approach and given the volume of requests from Aucklanders, we have prioritised the residential areas and streets that are most in need of interventions. Areas (and streets) have been selected because they are considered high-risk, based on the following criteria: <ul style="list-style-type: none"> • Crash data and risk • Vulnerable road user risk (people not inside motorised vehicles; people walking and cycling) • Speed of motorised traffic • Location of community facilities • Any road curvature, steepness or contours that would prevent speed-calming measures from being effective • Concerns and requests raised by the general public, community groups and elected members <p>Areas that are not a high risk based on the above criteria have been excluded from further investigation for safety interventions for the time being.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Include Parkhaven Drive and the streets around Opaheke School. 	
Concerns about buses	
<ul style="list-style-type: none"> • Consider the hindrance to buses. <ul style="list-style-type: none"> - The bus route 377 (formerly 471) travels through Rosehill. Speed humps have the potential to block buses from operating normally - Ensure speed humps, speed tables and raised intersections are suitable for buses which have routes through the area - The steering linkages under the front of the buses and the front and rear of the underside of the bus bodies needs to not connect with the raised areas - Bus drivers on route 377 will have to negotiate 41 speed calming measures on the route. • Reduce 30 seat buses to 12 seater buses. <ul style="list-style-type: none"> - Would save the road • Reduce the number of empty buses on the roads. • Move the bus stops outside Rosehill College to the straight on Edinburgh. <ul style="list-style-type: none"> - To improve visibility for pedestrians on the college crossing 	<ul style="list-style-type: none"> • We have support from AT Metro regarding the proposal and they have advised that there is the potential to simplify the bus route through Rosehill in the future, to support the nearby development. As mentioned above, the operating speed and crash data indicates that there would be significant road safety benefits from installing traffic calming devices in the area. <p>Also mentioned above is that speed calming treatments are designed to be driven over comfortably if drivers travel at appropriate speeds and we will remind AT bus drivers/operators of the appropriate speeds to travel over the speed humps.</p> • The standard bus size and capacity for a single decker bus is currently used on the AT network for most routes. The reduction of bus size to a lower capacity vehicle is unlikely. • The number of passengers using a bus varies dependent on the day of the week and time of day. As such, it is expected that invariably there will be buses travelling with no passengers. • The bus stop has been shifted to improve visibility for pedestrians on the zebra crossing.
Concerns about motorway traffic	
<ul style="list-style-type: none"> • Address the congestion of traffic getting onto the motorway, from Chichester Dr waiting at the left hand giveway onto Beach Rd. <ul style="list-style-type: none"> - From 7am Monday-Thursday the queue of traffic along Chichester Drive goes past the end of Rosehill Drive and back round the corner 	<ul style="list-style-type: none"> • We acknowledge the impact of the motorway on / off ramps on strategic arterials within the region of Auckland and appreciate that the entire road network is operating at maximum capacity on a daily basis during peak travel periods. <p>All motorway on/off ramps and associated signals are operated and monitored by the New Zealand Transport Agency (NZTA) to ensure that the motorways operate at peak flows for as long a period as possible. The on-ramp signals reduce delays at merging points on the motorway by limiting the additional traffic that enters the motorway system. This improves the safety and efficiency of traffic</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Include two left-hand turning lanes onto the motorway on ramp instead of one. <ul style="list-style-type: none"> - The onramp has two lanes as this is where the left hand turning cars move onto the on ramps when there isn't a lane • Make the middle lane on the Hingaia overbridge a straight ahead lane or left hand turn lane to meet up with the two on ramp lanes. <ul style="list-style-type: none"> - The outside lane of the on ramp is often empty as people sit in the left turning lane onto the on ramp and don't use the outside lane\ - Would help ease the congestion along Chichester Drive and cars waiting at the end of Rosehill Drive to join the queue - The peak hour morning traffic in this area is increasing and with traffic queuing back along Chichester, it narrows the width of the road for those people wanting to go straight ahead to Elliot St or turn right at the traffic lights • Consider that the number of proposed tables and humps will encourage some to use the Great South Rd / Beach Rd route to get to the motorway which can be crowded, instead of other routes such as Sunnypark / Goodwin / Tatariki / Chichester. <ul style="list-style-type: none"> - The humps and tables will reduce the amount of traffic on those roads, but will exacerbate the problem on the remaining length of Great South Rd and the intersection with Beach Rd 	<p>flow along the motorways but can lead to additional queues and delay on the approaches to the motorway.</p> <ul style="list-style-type: none"> • As above, motorway on/off ramps and associated signals are operated and monitored by the New Zealand Transport Agency (NZTA) • As above. • The traffic calming proposed is expected to discourage rat-running through the residential area and hence should reduce traffic volumes within the area. There is not expected to be an increase in congestion due to the proposal. • As above, motorway on/off ramps and associated signals are operated and monitored by the New Zealand Transport Agency (NZTA)

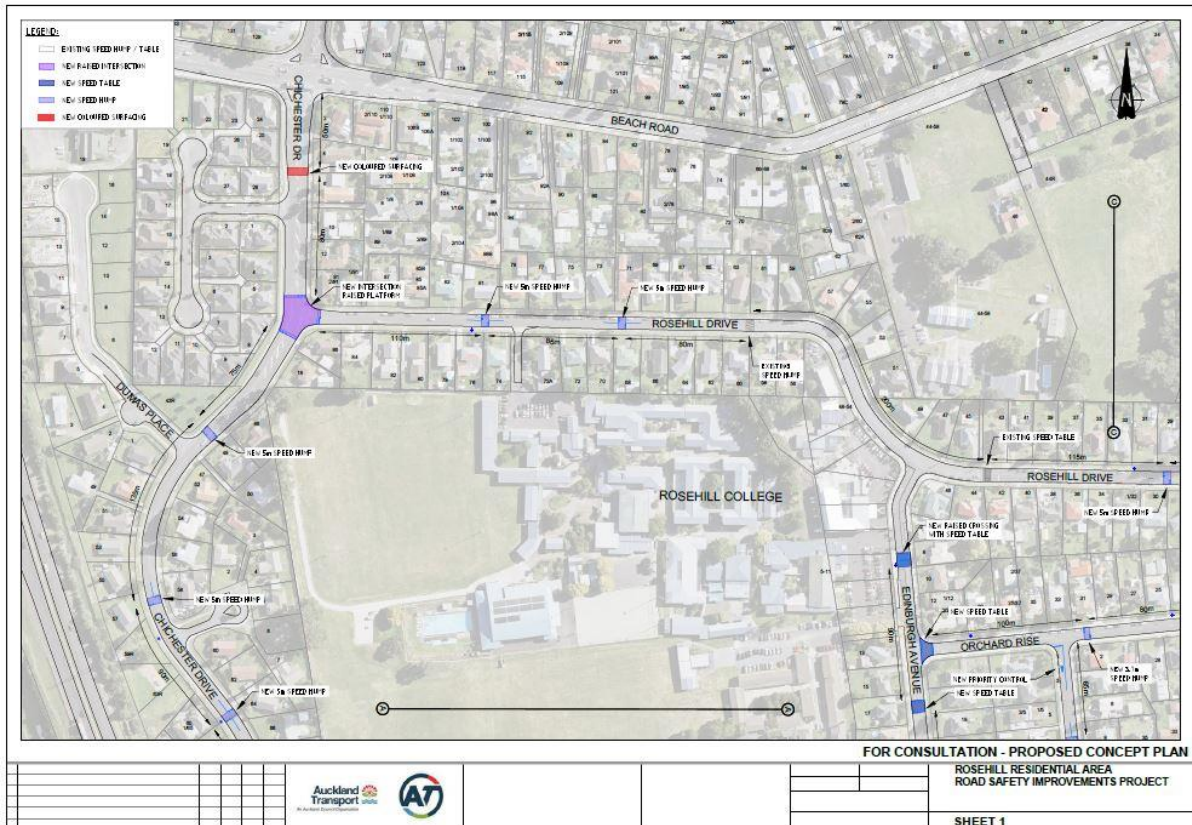
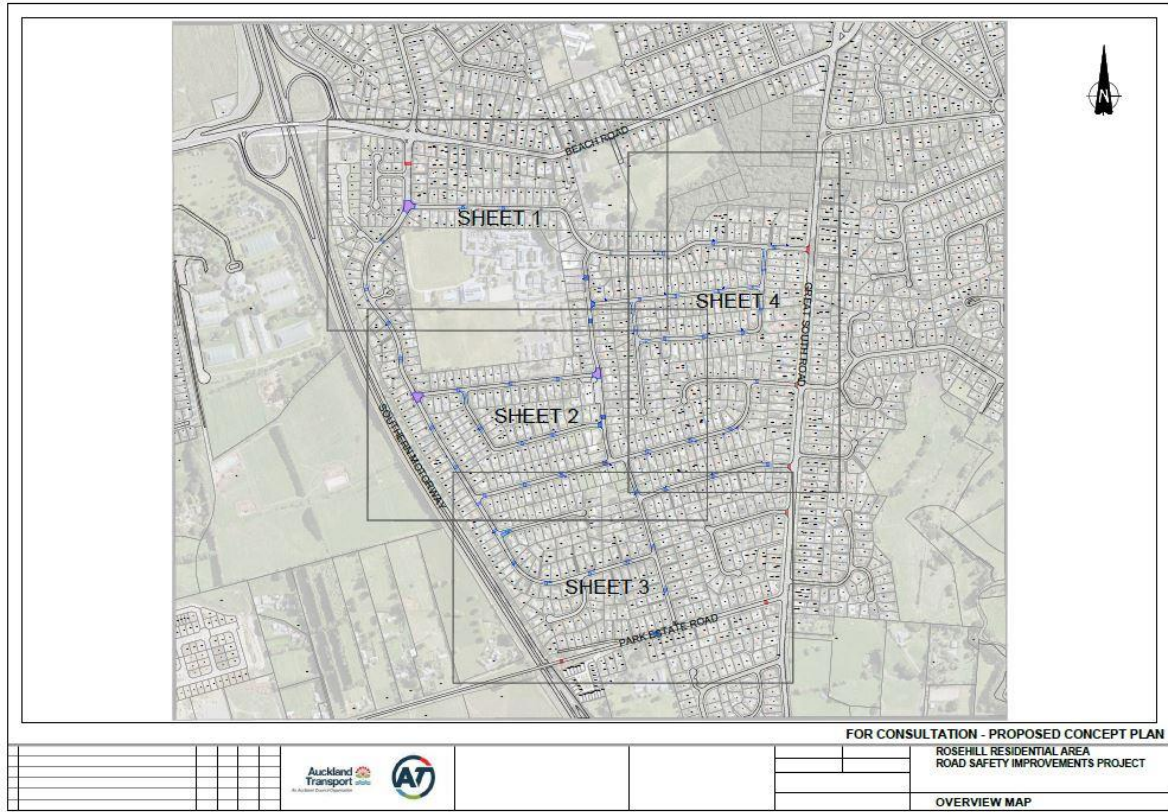
Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Consider the traffic congestion on Great South Rd between the Takanini roundabout and motorway on ramp. - The two cycle lanes can cause a bottle neck on this section of the road between 8 and 10am 	
Miscellaneous suggestions	
<ul style="list-style-type: none"> Remove the large trailer currently using Chichester Rd as a long term parking place. - Is a hazard to traffic. Make allowance for the flooding in Chichester Drive. Remove the centre line from Chichester Drive. - To ensure the road markings align with a slow speed street Consider opportunities for tree planting as part of the threshold treatments. - To beautify the area, and add visual road narrowing elements Install a one way system around the college and Intermediate schools. Install a proper driveway entrance at 53 Rosehill Drive instead of a curb. 	<ul style="list-style-type: none"> On-street parking is a public asset and therefore any resident or persons visiting the street can park their vehicles, provided they are parked legally. There are no bylaws, rules or regulations to indicate or support that on-street parking outside any particular property is reserved for the residents of that house. During the detailed design phase, we check stormwater paths by checking the potential route of water in the event of heavy rainfall. As part of the design, catchpits are positioned in potential low points to drain water away and reduce the likelihood of ponding. The low speed environment created by the speed calming measures is expected to have a minimal operational impact therefore, road marking removal is unnecessary. We are not considering tree planting as part of the threshold treatments since the proposed gateway/threshold treatments will consist of red road marking and signage. These visual cue indicate to road users that they are entering a residential speed zone, which is a low speed environment. These thresholds provide a transition area for road users to slow down before they approach the first speed calming treatment. We have not considered changing any streets within the project area, from a two way to a one way operation, since the streets in the area appear to be operating relatively efficiently. One-way systems can create significant detours for locals in residential areas and can be opposed or ignored due to the detour and inconvenience, compliance, enforcement and safety issues. These systems have also been found to generally encourage higher speeds since opposing traffic can have a traffic calming effect. There is an existing driveway entrance near the southern property boundary of this residence and it is the homeowners responsibility to shift their driveway if they wish to.

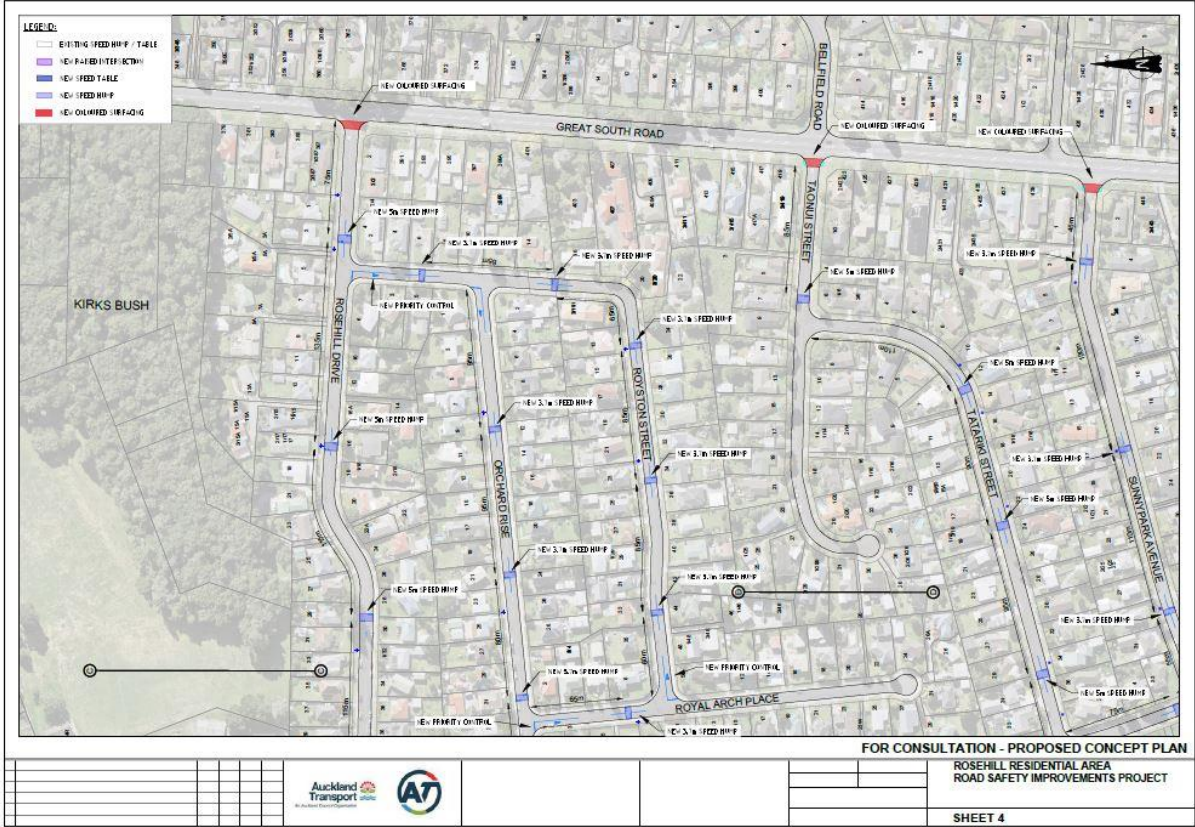
Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Investigate making artificial bends in the street by narrowing the carriageway, instead of speed humps. • Ensure rubbish collection services place bins outside the kerb rather than in the middle of the footpaths, or on the grass verge. • Increase parking on the street for residents, such as Sierra St, Glendowie. • Include yellow no stopping lines at brow of hill in Orchard Rise, both sides of the road and street intersections. • Include 60 min parking restrictions. • Provide breakdown of the statistics with specifics as to the streets where the speeding is occurring and streets where the crashes are happening. • Ensure roadworks don't block the driveway at 10 Orchard Rise. <ul style="list-style-type: none"> - Residents have a 19 year old special needs girl with limited mobility who uses a wheelchair for everyday living and travels to and from Rosehill College via taxi services • Spend the money on educating drivers instead of speed calming measures. <ul style="list-style-type: none"> - These improvements will not stop problem drivers 	<ul style="list-style-type: none"> • The number and spacing of traffic calming devices is considered appropriate and in line with generally accepted best practice so further traffic calming measures are not considered necessary. • This issue is outside of the scope of the residential speed management programme. • This street is not within the residential speed zone area where we are proposing safety measures. • This has not been considered as part of the proposed safety measures however we may consider this at a later date. • Timed parking restrictions are generally used for areas where a high turnover of parking is needed so that parking is available for all road users to use the parking spaces. These parking restrictions are not generally used in residential areas. • This information is available on the AT website here: https://at.govt.nz/projects-roadworks/reducing-speed-limits/rosehill-papakura-road-safety-improvements/ • Our delivery team are aware of this and will maintain access during construction. • At an operational level AT have a number of programmes underway including: <ul style="list-style-type: none"> • Road safety engineering programme targeting urban and rural high risk roads and intersections • Safe Speeds • Improvements to make walking, cycling and motorcycling safer • Walking school buses and road safety community education

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - Drivers are currently ignoring existing compulsory stop signs, particularly at Rosehill Dr / Great South Rd, and Taonui / Great South Rd • Provide an education campaign for pedestrians to recognise their own responsibilities, and liabilities. • Install traffic lights at the intersection of Rosehill Drive and Great South Road. • Widen Rosehill Drive to two lanes, with a right and left turn. <ul style="list-style-type: none"> - To make it easier to turn right from Rosehill Drive onto Great South Road especially at busy times - Currently right turning vehicles block the traffic wanting to turn left • Extend No Parking on the east side of Edinburgh to past the Jupiter Street intersection. • Cut off the corner of Jupiter Street and Edinburgh (north) and put yellow lines on the corner. 	<ul style="list-style-type: none"> • Asset management plan • Red light camera programme with NZ Police. With our road safety and community partners, we are working on the following: <ul style="list-style-type: none"> • Safer communities programme: Using a localised approach to make roads safer and create more opportunities for active transport (walking and cycling). • Safe roads and roadsides (urban and rural) programme • Rural road delineation programme • Safe road use – Red light running programme • Pedestrian crossings • As above. • This location has been added to the Minor Improvements Programme for consideration. This programme involves the collation of all proposed projects before ranking the sites based on their safety and operational issues. There are however a number of projects already awaiting prioritisation and delivery as part of this programme. • Road widening is usually undertaken to increase the efficiency of traffic movements through a street. This is important for arterial roads that have the main function of moving road users efficiently however is less important for other road classifications unless there is a significant safety reason to do so. Some level of delay is expected for minor side roads that connect to a major arterial road. • The extension of the 'No Stopping At All Times' road marking is part of the existing design. • At locations where we have proposed changes to the kerb line, we have also undertaken tracking to ensure that typical vehicles that use a given street, can safely manoeuvre through the new road

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - Will make it easier for buses to get around the corner • Paint broken yellow lines on the corners of Royal Arch/Royston and Orchard Rise/Edinburgh. - To keep parked cars away from corners 	<p>layout. This can include checking for the safe passage of small vehicles, buses and rubbish trucks depending on the vehicles that typically use the street.</p> <ul style="list-style-type: none"> • We have observed that generally, drivers do not park within 6m of an intersection since this is illegal as outlined in the road code. If you do observe that a vehicle is parked illegally, i.e. within one metre of a driveway or within six metres of an intersection; please contact us on (09) 355 3553 with the details of the vehicle to request enforcement action be taken. <p>As part of the residential speed management programme, we have proposed BYLs where they are required to provide sight distance for pedestrians at crossings, near speed tables or at bus stops to improve the bus manoeuvring into/out of bus stops.</p>

Attachment 1: Detailed design plans





Attachment 2: Feedback form

FEEDBACK FORM:
Please complete this freepost form
and return it to us by 25 Nov 2018:

Alternatively, you can provide feedback online at AT.govt.nz/haveyoursay If you need assistance completing the form, please call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone. If your comment relates to a specific location, please be sure to state where. You are welcome to attach additional pages (or provide feedback online) if you need more space.

Questions:

1. Do you have any issues or concerns with the proposed speed calming measures?

If so, please explain what they are and state the precise location.

2. Do you have any other comments or suggestions regarding this proposal?

Personal Information

Name: _____

Business/organisation: _____

Street address: _____

Suburb: _____

Postcode: _____

Email: _____

Phone: _____

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates on the project.

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

Attachment 3: Final design

