

Public feedback report Māngere Bridge Safer Communities (phase 3)



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Summary

- Nearly half of you (43%) were in support of the proposal and feel that the changes will make Māngere Bridge safer for people and children on foot to get around Māngere Bridge.
- 12% of submitters do not support the proposal, largely because it was felt that the changes were unnecessary (that the streets are safe as they are). Removal of car parking was also a key concern.
- 45% of you did not expressly state support or had mixed feedback (liking some aspects and not others). Some submitters thought that the proposal should go further (i.e. Vision Zero) and others felt that it lacked provision for people on bikes.
- 30% of submitters expressed concern about the removal of car parking – from within the village (22 comments) and off-street parking (18 comments)
- 23% of submitters commented on the positioning of pedestrian crossings at the roundabouts and on each leg of the roundabout (31 comments). Most felt that this was unsafe and would cause congestion.
- 13% of you requested speed calming at other locations.
- 11% of you (14 people) are concerned about reducing the Fresh Choice car park entries to a single entrance. Many believe the entrance is too narrow and one entry is insufficient to cope with demand and will lead to congestion, especially coupled with trucks accessing this entry to reach the service lane (West Lane).
- 11% of submitters are concerned about the lack of provision for cyclists in the design (5 comments) and some treatments (roundabouts and ‘gateway’ treatments) causing pinch points (9 comments).
- 8 submitters (10%) are concerned that the amount of treatments will lead to driver frustration/ that the design does not take into consideration vehicle movements
- 8 submitters (10%) commented on the service lane (West Lane) and believe more investigation is needed in this area to better manage goods vehicles and separate pedestrians from vehicles.

Outcome

Auckland Transport has read and reviewed all the feedback received during the consultation on the proposed walking improvements in Māngere Bridge. AT will proceed with the proposal. However, as a direct result of the feedback, AT has made the following revisions:

Māngere Bridge Village

- The western service lane (at the back of the village shops) will be retained as a two-way instead of the one-way consulted on and upgraded with speed humps along the lane.
- At roundabouts we will ensure that there will be a one-car queue length between the limit line and ramp of the speed table so cars won't be 'stopping' on the zebra crossing while waiting for a gap to leave the roundabout.
- We will add new bike racks outside the supermarket
- After further investigation we will add two new car parking spaces at the supermarket car park rather than the three consulted on.
- We will convert several car parking spaces to disabled car parks.

Church Rd

- The profile of the raised pedestrian crossings will now be more gentle on exit which means drivers will only need to slow on the approach and is more comfortable for bus passengers.

Taylor Road

- We are no longer proposing a roundabout at the Woodward / Taylor intersection. Instead we will build out the kerbs at the Mountain entrance opposite Woodward Avenue and improve the footpath and pedestrian crossing facilities for better walkability.
- We will add 'slow' road marking and build out kerbs at the crest of Taylor Road to encourage slower vehicle speeds on approach to Māngere Bridge School.

Mountain Road

- We will no longer move and upgrade the existing crossing outside Mountain View School. Instead we will investigate raising and upgrading the existing crossing. We will consult with proximity affected properties for the possibility of 1 or 2 car parks to be removed at this location to enable this.
- The proposed raised zebra crossing on the northern approach at the intersection with Miller Road will be relocated closer to the intersection.
- Two sets of new side islands with "SLOW" road marking and red road paint will be introduced near #79 and #116 Mountain Road.

Domain Road

- The proposed raised crossing will be located outside #5 Domain Road, instead of #3 Domain Road. The relocation will provide a better design for the required crossing widths of a zebra crossing.

Wallace Road

- Some existing bus stops will be further formalised with road marking which could result in some on-street car parking removal to improve bus movements.

Other investigations

As a direct result of feedback, AT will also be investigating the following improvements.

Seaforth Ave/Kiwi Esplanade intersection

- We are investigating intersection improvements at the Seaforth Ave / Kiwi Esplanade intersection. This is subject to investigation and available funding.

Muir Avenue

- We are currently reviewing bus stop locations and crossing facilities outside 45 and 46 Muir Avenue and will consult with affected properties before any changes occur.

Mountain Road

- We are investigating additional traffic calming measures or crossing facilities along the northern end of Mountain Road. This is subject to further consultation with the school and available funding.

Taylor Road

- We will investigate the realignment of the Tennis Court driveway to reduce the conflict between pedestrians and cars using this.

Wallace Road

- Instead of side islands we are looking to add pedestrian refuge islands at three locations on Wallace Road to improve pedestrian crossing amenity.
- As part of the above investigations we will extend the new footpath to link to the Watercare Coastal Walkway which will improve connectivity

Next steps

The construction of the confirmed improvements is scheduled to take place in early 2020. The precise construction dates are still being finalised. Once the construction is underway, the work will take approximately four months to complete.

The contractors will be in touch with residents and businesses in due course to let them know about what will be happening. Residents and businesses will be notified in advance of construction commencing.

Background

The aim of the Māngere Bridge safer communities' proposal is to improve safety for pedestrians and help ensure walking is a desirable option for people. AT has consulted twice previously with the Māngere Bridge community to ensure pedestrian improvements are designed in partnership with the community. The two previous phases of consultation have helped us to develop detailed designs incorporating this feedback. The following feedback summary is from the third and final phase of consultation on the detailed designs.

Project overview

Pedestrian surveys have backed the need for improvements to be made given the high numbers of people including school children walking on these roads. The roads we are proposing improvements to include Coronation Road, Wallace Road, Church Road, and Mountain Road.

Planned improvements

- New raised pedestrian crossings surrounding both roundabouts on Coronation Road in Māngere Bridge Village.
- New raised pedestrian crossings and 'slow' road markings on Church Road, Wallace Road, and Swanson Road.
- New crossing facilities near the local shops and bus stops on Wallace Road.
- Install a roundabout at the Miller/Mountain intersection and add new raised pedestrian crossings.
- Install a roundabout at the Taylor/Woodward intersection.
- Upgrade existing pedestrian crossings around the schools to be raised crossings.
- Focus areas are around Waterlea Primary School, Māngere Bridge School, Auckland Seventh-day Adventist School and Mountain View School (see the plans below for more information on crossing locations).
- Remove 116 on-street carparks to enable the pedestrian improvements and 'slow' road markings which will help improve vehicle speeds. Proposed carpark removal locations are spread over a wide area and will mostly occur near intersections and the new roundabout locations.
- New pedestrian crossings and coloured surface treatments to the service lanes behind Māngere Bridge Village shops to encourage drivers to slow down.

Activities to raise awareness

To let you know about our consultation, we:

- Posted 2330 letters and feedback forms to the project area
- Had several meetings with local schools and Māngere – Otahuhu Local Board.
- 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
- Distributed a media release on the 22 November 2018
- Presented at a Māngere Bridge Residents and Ratepayers Association meeting on 12 December 2018.
- Sent an email to a stakeholder database including business and resident associations.
- Held one public drop-in session:
 - 9 December 2018, 9am - 12pm, Māngere Bridge Market

Feedback sought from you

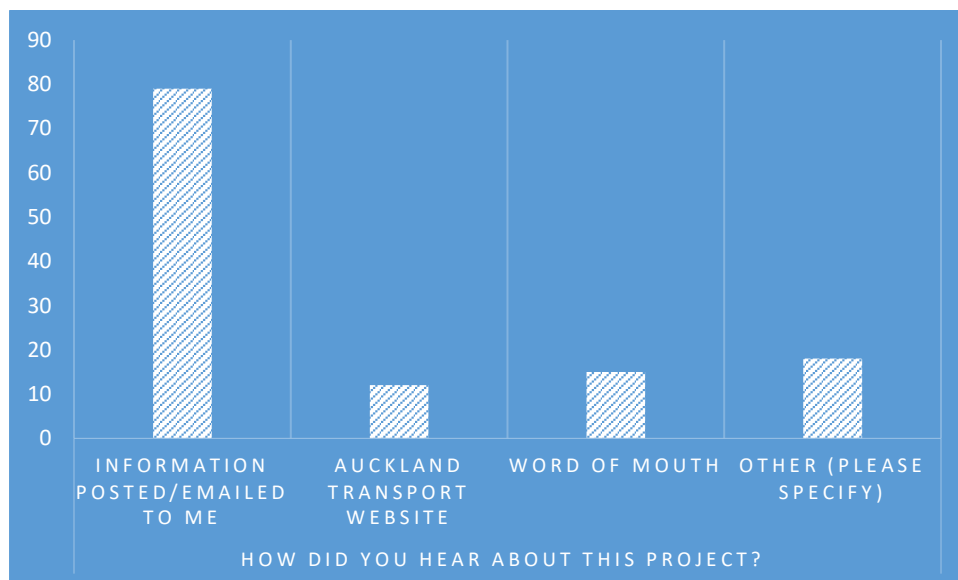
The consultation ran from 19 November to 14 December 2018. We asked for feedback on the final proposal. You could provide feedback using an online submission form (on our [Have Your Say website](#)), via email, or by completing the hard copy feedback form that was included with the consultation letter. A copy of the feedback form may be found in [Attachment 1](#) at the back of this report.

Your feedback

About you

We received feedback on the Māngere Bridge Safer Communities' proposal from 121 submitters:

- 58 were completed online, 50 were submitted using the hardcopy feedback form, and 13 submissions were received by email.
- Of the 121 submitters:
 - 96 submitters (80%) live or own property in/near the project area,
 - 7 (6%) work or own a business in the area,
 - 65 (54%) walk or cycle in the area.
- How you heard about this project:



Please note: respondents could select more than one option

What you told us

Multiple answers could be given to many of the questions, so the total number of responses and comments may exceed the number of submissions. Similarly, percentages should not be summed where multiple responses have been given to a question and expressed as a proportion of submitter numbers.

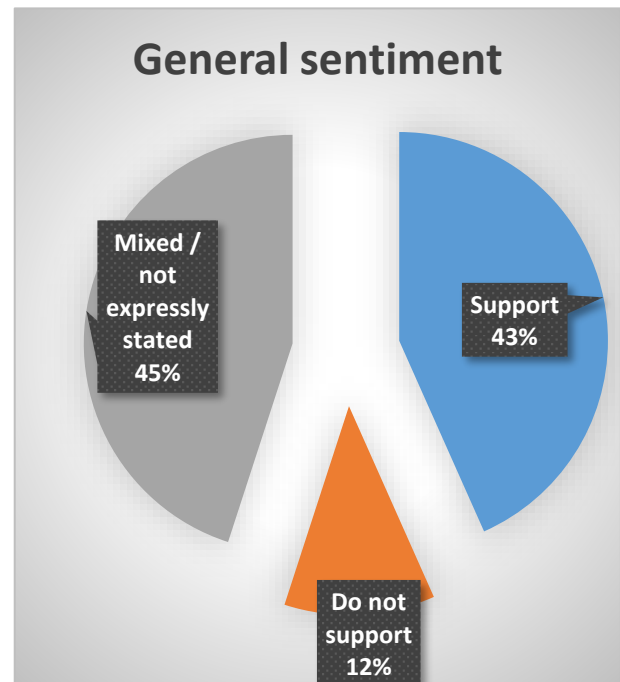
Overall sentiment

From all the comments we received, nearly half of you (43%) were in support of the proposal and believe feel that the changes will make Māngere Bridge safer for people and children on foot to get around Māngere Bridge.

“The changes are exciting. We have a young family and love the changes making the roads more pedestrian friendly and safer to cross.”

12% of submitters do not support the proposal. Most felt that the changes were unnecessary (that the streets are safe as they are). Removal of car parking was also a key concern.

“Re the changes at Māngere Bridge Village, then all of them are not necessary you would know if you lived in the area.”



45% of you did not expressly state support, or had mixed feedback (liking some aspects and not others). Some submitters thought that the proposal should go further (i.e. Vision Zero) and others felt that it lacked provision for people on bikes.

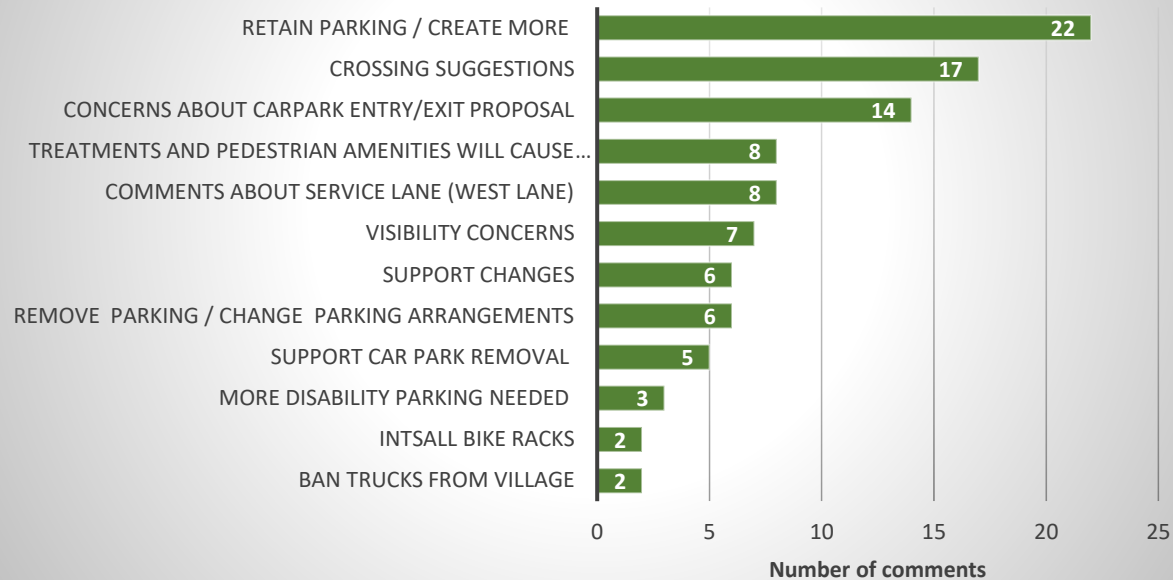
“I don't agree with the removal of the car parks as there is not enough parking already!”

The areas where you felt further consideration is needed are captured within each of the following sections of this report.

1. Māngere Bridge Village/Swanson Lane

86 people provided feedback on the proposed changes in this area. The themes to emerge from the feedback are shown in the table below. We have also responded to comments and suggestions; our responses may be found within the [design suggestions table](#).

Key feedback themes - Māngere Bridge Village / Swanson Lane (N= 86)



Please note: not all submitters gave feedback on this area. Submissions may be counted in more than one theme.

Car parking was a key theme raised in your feedback for the village and Swanson Road. The largest proportion of submitters wanted the current number of car park spaces to be retained as a minimum or increased (22 respondents). Many of these people are concerned about the impact car parking removal will have on the village shops and their ability to shop there.

“I also feel we need more parking around the supermarket and shops area so that our local businesses don’t miss out on custom because of lack of parking.”

Several of these submitters suggested increasing parking opportunities elsewhere. This included:

- On the unused sloping portion of Swanson Park, west of the library.
- On Coronation Rd, from the roundabout to Kiwi Esplanade.
- At the rear of the shops
- On McIntyre Road

Five people expressed support for the removal of car parking and a further six people felt that car parking arrangements in the village could be further improved; either by removing all parking (and creating an open space) or by changing the parking to reverse in only. One submitter thought a median could be installed to prevent double parking in the village.

“If this is really about safety, why not be radical. Consider changing all the angled car parking in the town centre to reverse in/drive out. OR If the point of this exercise isn’t safety but traffic control, why not go full hog and ban all vehicles bar buses from Coronation Road between the roundabouts. Make the town centre pedestrian only.”

Three submitters requested more differently abled parking in the village. One person asked for a disabled car park to be provided outside the doctor’s surgery located at 29 Coronation Rd specifically.

Pedestrian crossings was another key theme (17 submitters). Many of you felt that crossings on all legs of roundabouts is excessive or not necessary, and felt that the crossings were too close to the roundabout. The main concern was resulting congestion they may cause or that this arrangement is unsafe.

“The 4 crossing around each of the Miro/McIntyre & Rimu/Church roundabouts are too close to the roundabouts. If a vehicle enters the roundabout and has to stop for a pedestrian the roundabout is blocked to other traffic flow.”

We also received requests to install additional pedestrian crossings at other locations, in particular across McIntyre Rd to more easily reach Swanson Park without having to double back from the roundabout (4 submitters).

Visibility concerns were highlighted by seven people, largely in relation to the hedge at the corner of Coronation Rd and McIntyre Rd obscuring the view at this corner making crossing here unsafe (6 submitters).

“Either the hedge on the corner needs to go or some sort of mirror on the island of the roundabout so you can see up the road and cars can see people crossing behind the hedge.”

14 people expressed concern about the proposal to change the car park to a single entrance. You felt that the car park is very busy and having only one narrow entrance will result in congestion here.

“Please leave the existing dual car-park from MCINTYRE ROAD entries for the carpark. The proposed Swanson or ‘West Lane’ only entry is NOT suitable for the volume of traffic using the carpark, it has poor pedestrian access and sightlines”

Eight people raised concerns about the gateway treatments and raised crossings/ number of crossings and felt that these could cause congestion in and around the village.

“Four pedestrian crossings are not required, this is too many where cars have to slow down any way to give-way and will cause traffic congestion. Road markings would be sufficient.”

“Would the lane width reduction by installing the side islands impact movement for these larger vehicles? Last thing you’d want is for traffic build up in this area because manoeuvrability has become an issue for larger vehicles.”

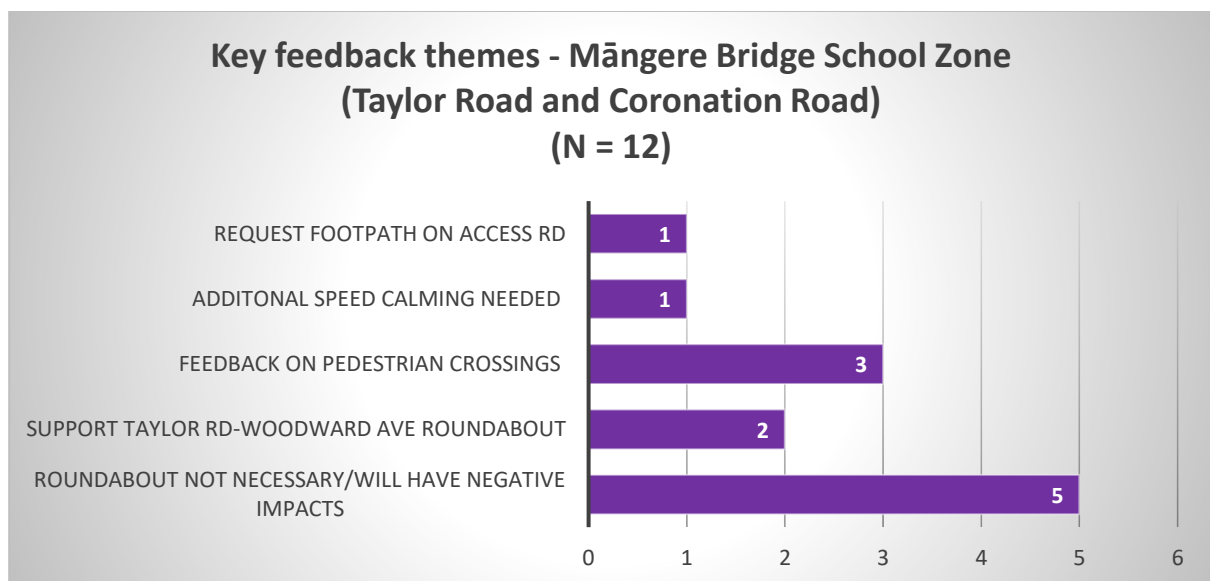
Eight people also commented on arrangements in the service lane (West Lane) behind the shops. Some felt that more could be done to separate pedestrians and trucks, and congestion was a key concern here as well, especially given delivery trucks have been observed to block the lane. Some people felt more investigation should be done.

“Does the goods delivery area behind FreshChoice (Swanston Lane?) for supermarket deliveries need to be improved or better managed to ensure that delivery trucks do not queue and block the laneway? Have you looked at the current practices and what needs to be done? Placing a time lapse camera in the library for a week pointing at the delivery area may be quite insightful for this. There is also a playground, playing field and library adjacent to this area of loading/ unloading/ reversing and forklift activity for which there are no physical barriers so it should be a key safety focus area as young children are around.”

Six people expressed their support for the proposed changes in the village:

“The general arrangements through the village supermarket – brilliant.”

2. Māngere Bridge school zone



Please note: not all submitters gave feedback on this area. Submissions may be counted in more than one theme.

12 people gave feedback on this area of focus. Of these, five people do not support the proposed roundabout at the intersection of Taylor Rd and Woodward Ave, chiefly because they do not believe it is necessary in this location.

“From reading the report of the last consultation, only 7 people made input in relation to Taylor Road, and based on the number of topics, only a maximum of 3 people may have mentioned this intersection. I do not see putting in a roundabout representative of the limited feedback gathered for this proposal.”

Two submitters expressed support this roundabout:

“I love the changes especially the Taylor/Woodward roundabout.”

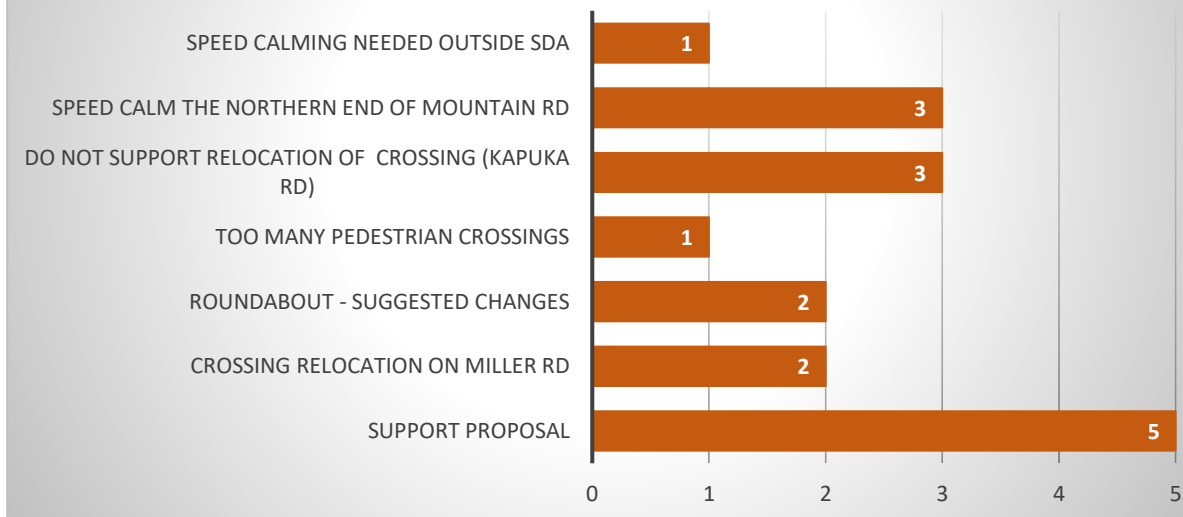
One submitter felt that the roundabout should be raised or have other physical intervention to effectively slow drivers.

One person suggested that the pedestrian crossing should be located on the eastern side instead, where there is better visibility. Another person felt the crossing (refuge) is not significantly safer than what is currently there and a more formalised crossing would be safer.

We have responded to comments and suggestions; our responses may be found within the [design suggestions table](#).

3. Mount View School/Auckland Seventh Day Adventist High School zone

Mountain View School/Auckland Seventh Day Adventist High School zone (Mountain Rd, Kapuka Rd, Miller Rd) (N=18)



Please note: not all submitters gave feedback on this area. Submissions may be counted in more than one theme.

18 people commented on the proposed design in the Mountain View School/Auckland Seventh Day Adventist High School zone.

Five people expressed their support for the design here, in particular for the roundabout and pedestrian crossings.

“I’m most supportive of the roundabout proposed on the Miller/Mountain Rd intersection. I use it (by car) several times a week and it’s a bit tricky and of course lots of school kids using this area.”

Three submitters, including the Mountain View School Board, do not support the proposed relocation of the pedestrian crossing on Mountain Rd near Kapuka Rd. These submitters are concerned that it:

- moves it further away from shops (destination).
- requires two road crossings instead of one, one of which (Kapuka Rd) does not have crossing.
- puts it in direct conflict with the school staff car park entry/exit.

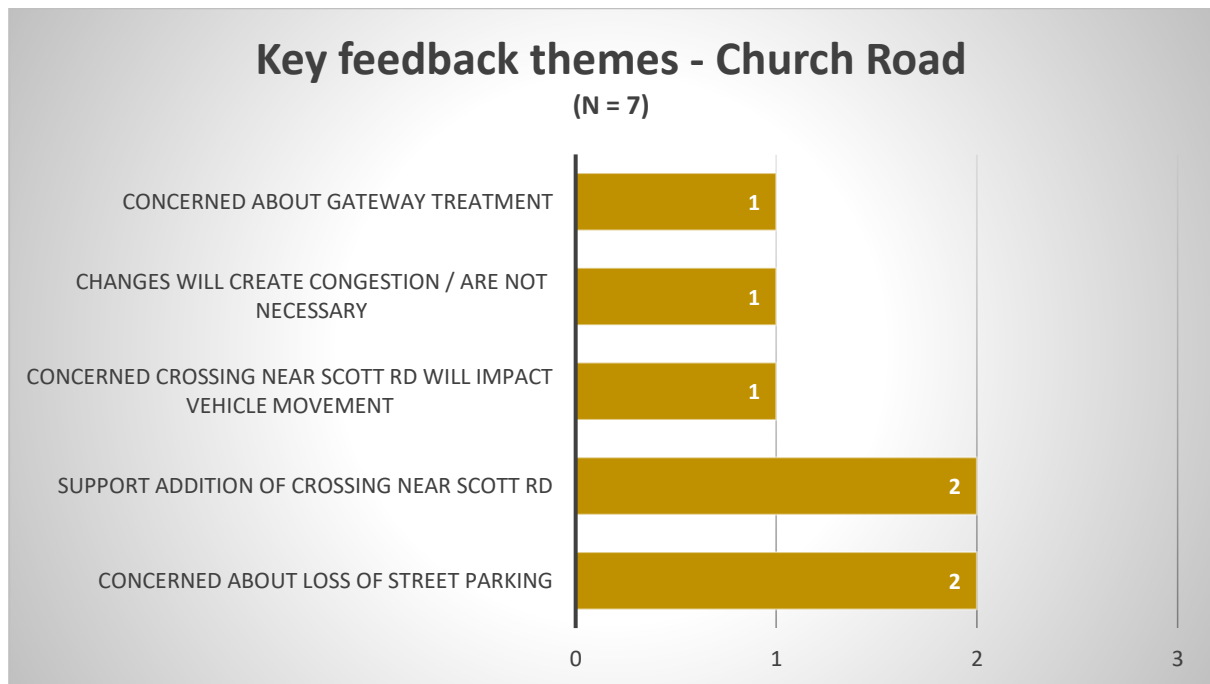
“Regarding the proposal to remove the pedestrian crossing from the corner of Mountain Road and Kapuka. As a member of the community I feel this will cause more risk to users as the main users of the crossing children going from the shops to/from the school. Now having them cross

Mountain Road further away and then back across Kapuka Road which would have no pedestrian crossing would be more of a danger to users than the current location of the pedestrian crossing. “

Two submitters commented on the relocation of the pedestrian crossing on Miller Road, outside the school. Mountain View School welcome the relocation because it locates it is closer to the alleyway many children use to access their homes and shifts it away from the school driveway. Another person was concerned about the relocation and that it locates the crossing near more driveways which might make it unsafe.

We have responded to all comments and suggestions; our responses may be found within the [design suggestions table](#).

4. Church Road



Please note – not all submitters gave feedback on this area. Submissions may be counted in more than one theme.

Seven people commented on proposed changes on Church Road specifically.

Two people were concerned about the resulting loss of parking from the proposal.

“Again this will also take much needed parks for the community and the people that live in the houses nearby. It appears little thought has been made for those people, who could be families or elderly, who may need to park on the road.”

While two other people expressed their support for the new pedestrian crossing, another submitter is concerned it will make it harder for vehicles to turn out of Scott Ave.

“The crossing at Church road near Scott Avenue is a welcome addition to make it safer to get over to the bus stop.”

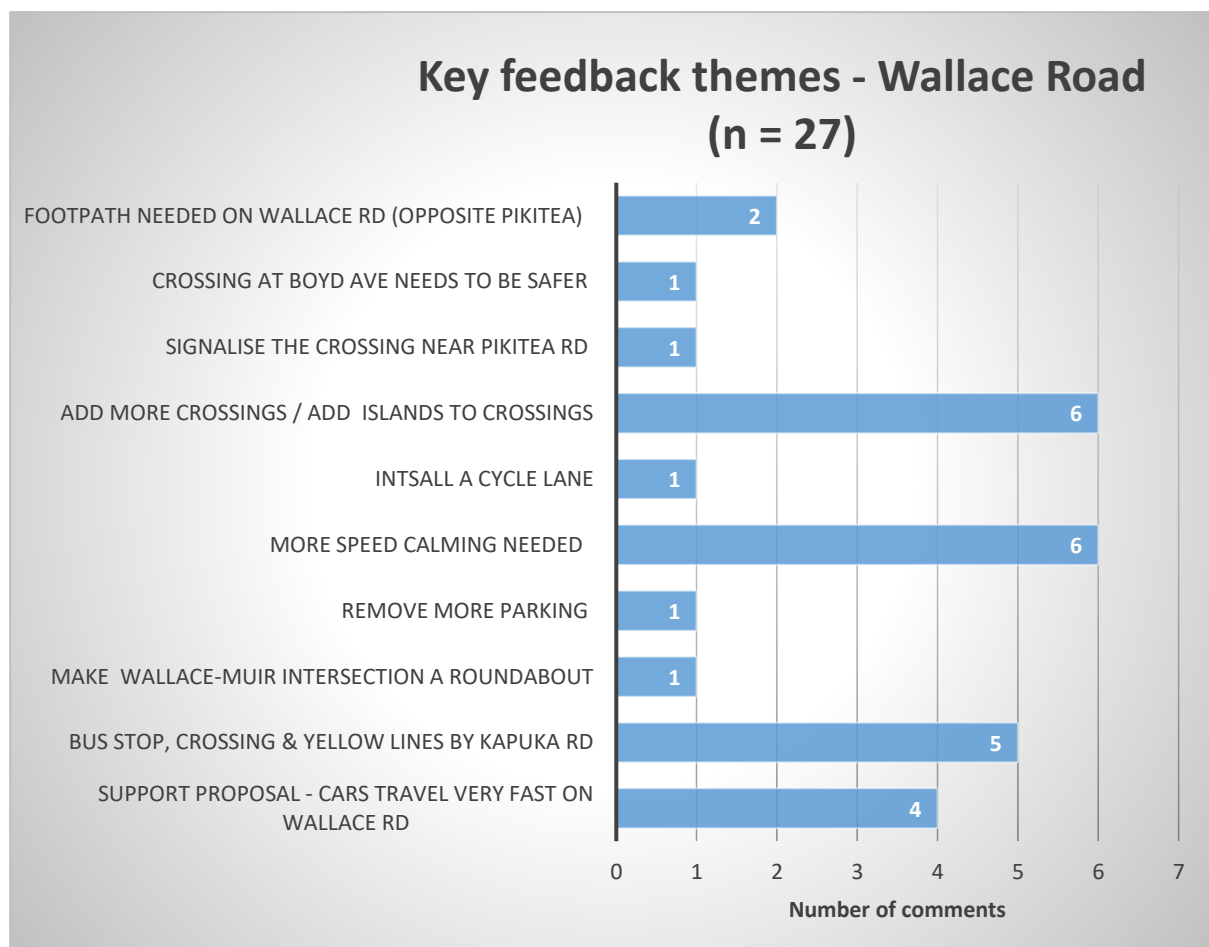
“The suggested placement of the crossing at the intersection of Scott Ave will make it particularly difficult for vehicles to turn towards the crossing.”

One person felt that the treatments and pedestrian crossings are not necessary and would result in congestion’

“I don’t support these, and would rather prefer an approach of road speed signs (not cameras) showing people how fast they are going. Pedestrian crossings are going to cause a lot of congestion on this road, especially if there are two.”

We have responded to all comments and suggestions; our responses may be found within the [design suggestions table](#).

5. Wallace Road



Please note – not all submitters gave feedback on this area. Submissions may be counted in more than one theme.

In total 27 people commented on the proposed changes for Wallace Road.

Five of you felt that *more* speed calming and physical interventions is necessary including on; corners and more frequently. One person requested treatments be applied on southern end of Wallace Rd.

The "gateway treatments" are good, however their potential may be neutered by the lack of further calming measures along the adjacent stretches of road. In the places where there is a pedestrian crossing nearby, this might work ok, but in some other spots such as Wallace Road, I'm not convinced this will have very much effect, as the road immediately widens again afterwards and will be able to increase their speed again. These are also more of a "suggestion" to slow down; drivers are not really forced to do so. Chicanes with kerb buildouts would be much better here. There's plenty of space for them; please don't pander to some locals who are worried about losing another carpark or two (remember Vision Zero!).

Six respondents requested more pedestrian crossings, particularly at all bus stops and/or suggested that the crossings should have islands for safety because of the speed cars sometimes travel at on Wallace Rd.

"It is totally unprotected and vey unsafe; it needs a solid 'island' in the middle of the road at the least if not a pedestrian crossing with a central island and lights etc"

Five people expressed concerns about the loss of parking on Wallace Rd and Kapuka Rd as a result of the proposed bus stop relocation, extended yellow lines and new pedestrian crossing. Several questioned whether a crossing was necessary here at all.

"With a housing shortage, urban intensification is encouraged but where is everyone meant to park if you take away their parking. I know AT mind set is to get people out of their cars and encourage walking, cycling and public transportation but I am a tradesman and need my van."

Four submitters expressed their support for the proposals for Wallace Rd.

"I find that cars go so fast along Wallace Road, and sometimes it is very difficult to cross Wallace unless we are at the one crossing near Muir Ave. I [sic] fully support slowing the traffic down with red road markings. Definitely anything that you can do to slow traffic along the whole of Wallace Road will be good, because so many people use that as a through-way."

“As noted above, traffic absolutely rockets down this road, including trucks and there have been several accidents from speed e.g. twice closer to Kapuka Road in two years.”

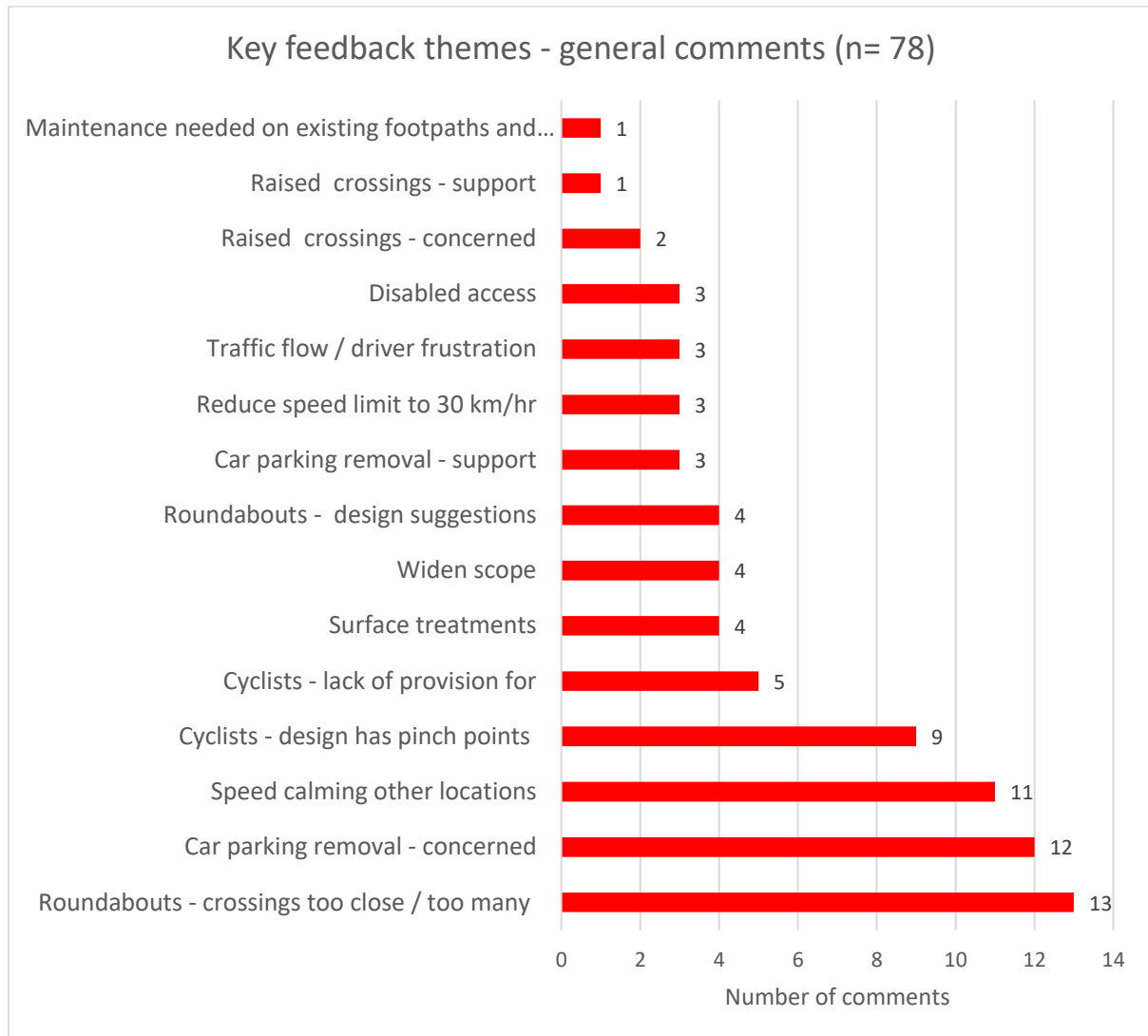
Other comments/ suggestions from people in this area included:

- Making the Wallace Rd - Muir Rd intersection a roundabout (1 comment).
- Remove more parking from Wallace Road to make it wider (it's narrow and unsafe with parked cars) (1 comment).
- Installing a cycle lane (1 comment).
- Signalising the pedestrian crossing on Wallace Rd near Pikitea Rd (1 comment).
- Improving/formalise the crossing on Wallace Rd near Boyd Ave to make it safer (1 comment).
- Installing a footpath on the southern side of Wallace Rd (opposite Pikitea Rd) to connect to the Watercare walkway/ for bus users (2 mentions).

All suggestions received in your feedback about the proposals for the Wallace Road area have been grouped by feedback themes and responded to in section five of our [design suggestions table](#).

6. General comments

78 people commented about different aspects of the design and treatments with citing a specific location.



14 of you felt the design lacked provision for cyclists (5 comments) e.g. should include cycle lanes, or felt that the design compromised cyclist safety by introducing ‘pinch points’ (9 mentions).

“Why narrow the road, especially when entering intersections? This will force cyclists & cars together with the possibility of more ‘accidents’.”

13 people have concerns about the location of pedestrian crossing so close to the roundabouts. They feel that this could be dangerous for drivers and people on foot. Many of these people also feel that pedestrian crossings on all legs of the roundabouts is excessive/ not necessary/will lead to congestion.

“Crosswalks right next to roundabout is a bad idea. It is very hard as a driver to watch for cars when entering a roundabout & exiting. While also looking out for pedestrians at a crosswalk. It's too hard to multitask like this - huge safety risk for pedestrians. It's not hard for pedestrians to

walk an extra 10m to a crosswalk. This would be much safer for everyone. I speak from personal experience.”

12 of you commented on the loss of car parking across Māngere Bridge resulting from the proposed changes.

“The removal of 116 parks is ridiculous. People should be able to park outside there (sic) homes.”

Four people requested more disabled car parking.

“I am not disabled myself but as a volunteer, care for a stroke patient and a disabled person who need walker frames. Both have disabled parking permits but it’s hard to find convenient parking for their ease of access.”

Three people want assurance that the proposal takes into account the needs to differently abled persons.

“I hope all the changes will be very accessible [sic] for the disabled. I use a wheelchair and there are a lot of elderly in Māngere Bridge that use walkers and mobility scooters.”

“I have macular degeneration but still like to walk. Could the kerbs be clearly marked as I find steps and kerbs difficult to judge when the levels on the road alters, especially in the shopping centre.”

Eleven people have asked for speed calming at other locations as well. These locations are:

- Woodward Ave (3 comments)
- Crawford Ave (1 comment)
- House Ave (Kiwi Esplanade end) (3 comments)
- McIntyre Rd (1 comment)
- Coronation Rd from Church Road roundabout to the old bridge (1 comment)
- Seaforth Ave and Kiwi Esplanade (1 comment)
- Māngere Domain / Domain Rd (1 comment)

Three people commented on the surface treatments. One felt that coloured surfaces would have little effect, and another person queried whether the effectiveness was proven. The third submitter mentioned their support for the new SLOW road markings.

The areas marked slow in Red. Has it been proven this works? As people will just drive through normally? Māngere Bridge shops is a busy area, so hoping all these proposed changes have been used before, and thought through clearly.

Another person thanked us for recent road making changes on Wallace Road -

“Thank you for the realignment of the white lines and the slow signs on the road – I do believe these have had a good effect in some slowing down of traffic and the realignment on the corner back towards Piketea (sic) and the realignment of white lines after Miller Rd (still on Wallace) has made a great difference to driving the road.”

Four people felt that the scope of the proposal should be widened further to include things like:

- Cycle lanes
- Speed cameras
- CCTV
- Streetscape improvements/ place making and planting

“Integrating this proposal with three "speed" cameras to monitor/record Wallace, Coronation and Rimu road traffic and to capture everyone entering and exiting Māngere Bridge in a vehicle would provide a powerful safer community protection from speeding antisocial behaviour, car theft etc.

My first criticism is that the scope is not wide enough; while you're digging up the roads and improving pedestrian amenity, this is a perfect opportunity to do something similar to the Westmere project AT is currently undertaking.”

All suggestions received in your feedback about the proposal have been grouped by feedback themes and responded to in section five of our [design suggestions table](#).

Other submissions

In addition to public feedback, we also received written submissions from the following key stakeholders and interest groups. Their feedback is summarised below, and their suggestions or concerns included in the [design suggestions table](#).

Mountain View School Board of Trustees

- The Mountain View School Board supports:
 - the installation of a roundabout and four pedestrian crossings surrounding the Mountain Road and Miller Road intersection; and
 - the relocation of the pedestrian crossing outside the Miller Road entrance of the school because it is closer to the alleyway many children use to access their homes and also enables better access to the Mountain View School driveway which is the main access for large vehicles.
- The Mountain View School Board objects to the proposed relocation of the Mountain Rd pedestrian crossing. The proposed new location puts the crossing in conflict with the staff carpark driveway, a safety problem that was eliminated in previous years through finding by the Ministry of Education to relocate the car park entrance. This proposal moves the crossing back into conflict. Additionally, the relocation requires two road crossings to reach the shops, one of which is not a formal crossing (Kapuka Rd). The board is concerned this will encourage people to jaywalk to reach the shops
- The board believe that AT has failed to address the issue of slowing down traffic on the Coronation Road end of Mountain Road, and that a pedestrian crossing is also needed here to provide safe access to and from the Early Childhood Education Centre “Tadpoles”.

Bike Auckland

- Applaud the initiative to improve the pedestrian environment for residents and the focus on local schools. Slowing traffic speeds is central to improving pedestrian, biking and residential conditions.
- Request a broader approach so 30km is normalised throughout Māngere Bridge, including around all schools and roads such as the full length of Wallace Rd and Kirkbride Rd.
- Are concerned that the build-outs for the new pedestrian crossings project will narrow the on-road route of people biking, so need to be reviewed to avoid creating pinch points, and suggest by-passes for bikes.

- Control traffic speed at the southern end of Wallace Rd (near the Christmas tree farm).
- Suggest remove parking from Coronation Rd within village (except for disabled car parks), widening the footpath and do some planting.
- Provide more bicycle parking around the village, especially around Fresh Choice where there is no bicycle parking. ‘
- Query why Kirkbride Rd and McKenzie Rd have a 60km/h speed limit as they are residential roads.

Design suggestions and our responses

Feedback suggestions	AT response
1. Māngere Bridge Village/Swanson Road	
1.1 Road and road users	
<p>Swanson Rd and carpark entry</p> <ul style="list-style-type: none"> • Single entry will create congestion, not adequate for number of vehicles using car park; retain two entrances. • Car park Exit should be left turn only out for safety and to relieve congestion • Remaining single entry is too narrow, widen • Retain McIntyre Rd entry as a 1-Way and convert the other McIntyre Rd entry to Exit Only. 	<p>Swanson Rd and carpark entry</p> <ul style="list-style-type: none"> • Thank you for your feedback. The proposed McIntyre driveway closure is to eliminate the conflict between pedestrians and turning vehicles. Pedestrian surveys suggest that there are approximately 83 pedestrians crossing across McIntyre Road near this driveway in an hour. Closing the driveway allows for more queuing space on McIntyre Road for the right turning vehicles into the supermarket/shops. It also improves the operation of the roundabout as it was observed that there is often a queue formed on McIntyre Road waiting to turn right into the supermarket/shops sometimes extending into the roundabout. We understand reducing the entry points into one would create some inconvenience and a minor delay to the carpark users, however it is expected the pedestrian safety will be improved and hence there will be no changes to the current proposal. • The 'car park exit' on Coronation Rd is proposed to be left turn out only. • It is our proposal to widen the 'remaining single entry' to allow for two-way movements. • One of the McIntyre Rd entries will be removed and the western entry will be a two-way entry. Please refer to the above for further details.
<p>Service lane (West Lane)</p> <ul style="list-style-type: none"> • Separate trucks and foot traffic; install footpath or physical barriers to make safer. • Needs better lighting. • Lane arrangements need improving, delivery trucks regularly block the lane impeding access to the park, library, and deliveries to other businesses. • Restricting car park access to McIntyre Rd with exacerbate congestion in this area with trucks competing for access and with shoppers and visitors to the library. 	<p>Service lane (West Lane)</p> <ul style="list-style-type: none"> • Thank you for your feedback. For the western service lane (West Lane), our proposal primarily focussed on improving the section outside the library and playground as it is where most pedestrians use the service lane. For this section of service lane, our proposal includes new footpaths and a new raised zebra crossing to improve safety and connectivity as well as improve vehicle speed. No physical barriers were proposed as it is not a cost-effective treatment. • The lighting will be upgraded as part of the new raised zebra crossing proposal.

Feedback suggestions	AT response
<ul style="list-style-type: none"> Consider implementing a two-way access on the Church Rd side to enable access when lane is blocked. 	<ul style="list-style-type: none"> We have reviewed the feedback and will retain the current two-way operation along the western service lane and provide several speed humps to reduce the vehicle (truck) speed. For lane blocking due to delivery trucks, we understand that shops have their own loading space at the rear of the shop and should be utilised accordingly. As above, the proposed 'McIntyre driveway' closure is to eliminate the conflict between pedestrians and turning vehicles. Please note the other 'McIntyre Rd access/driveway' will be widened to accommodate the two-way operation. As above, the western service lane will retain its current two-way operation and to be improved with several speed humps to slow down vehicle speed.
<p>Speed treatments and pedestrian amenities will cause in congestion</p> <ul style="list-style-type: none"> Crossings so close to roundabouts and on all legs will create traffic build up ("similar to the Royal Oak roundabout") Raised crossings will impact traffic flow, change to road markings only Treatments not appropriate on feeder road to motorway Will impede manoeuvrability of trucks and buses, slowing traffic. 	<p>Speed treatments and pedestrian amenities will cause in congestion</p> <ul style="list-style-type: none"> The current proposed location for the zebra crossing is at the desired crossing line where people are currently crossing. We have received positive feedback from the public complimenting these additional safe crossings throughout the area. Please note that we have allowed for a one car queuing space between the limit line and the zebra crossing where possible, so cars won't be stopping on the zebra crossing while giving way to the oncoming traffic. The raised crossings are to provide a safe crossing facility for pedestrians as well as to encourage motorists to drive at a safe and appropriate speed where pedestrians are present. For road marking only changes, it has minimal effect in reducing the vehicle speed in this instance and thus will not provide a safe crossing environment for the pedestrians in the village. Coronation Road in Māngere Bridge Village is classified as a Mixed-Use Collector road, whereby movement is a mix of traffic and supports a lower level of vehicle through movement for general traffic or public transport. For Coronation Rd, we have proposed to improve the pedestrian facilities, low speeds around schools, shops to align with the function of Mixed-Use Collector. Yes, one of the desired outcomes for this project is to make the environment safer for all road users including people on foot and bike.
<p>Ban trucks from Village</p> <ul style="list-style-type: none"> Restrict or ban articulated trucks (other than those servicing local shops) from driving through Village. 	<p>Ban trucks from Village</p> <ul style="list-style-type: none"> Truck accesses are currently required to service the business within the village. Further, we expect the proposed improvements such as raised tables are likely to discourage non-village bound trucks due to the number of raised tables, kerb build outs, and 'slow' road marking they will need to drive through and at a

Feedback suggestions	AT response
	<p>slower speed. Further signage (e.g. no trucks or the like) will also be provided on Coronation Rd, Miller Rd and Mountain Rd to advise truck drivers.</p>
1.2 Car parking	
<p>Retain current parking spaces</p> <ul style="list-style-type: none"> • There is already insufficient parking in the Village and surrounds • Intensification in Māngere Bridge requires more • Parking needed for elderly and those not able to walk to the shops; more disabled car parks needed; • Install disabled car park outside the doctor's surgery at 29 Coronation Rd. • Re-consider angle park arrangements, they cause traffic build-up • Remove gateway treatment and yellow lines on McIntyre Rd to retain parking 	<p>Retain current parking spaces</p> <ul style="list-style-type: none"> • We understand the importance of existing car parking spaces on Swanson Rd (outside Fresh Choice supermarket) and Coronation Rd in the village and hence these existing marked car parking spaces will be retained. As for the on-street parking, any removal is to provide additional safe crossing facilities and speed calming treatment for the area. We have received positive feedback from the public about the proposed additional safe crossing facilities and speed calming measures for the area. In addition, the parking survey suggests that there is currently appropriate supply to accommodate for the demand in the area. • One of the key desired outcomes for Māngere Bridge Safer Community Project is to improve walkability and provide a safe roading environment for walking and crossing. Creating further parking spaces does not align with the goal of this project. • Thank you for your feedback. We will review the current numbers and locations of the disabled car parking and modify the proposal accordingly. • Thank you for your feedback. We will consider this during the detailed design stage as it depends on the available road width. • Thank you for your suggestion. One of the key desired outcomes for this project is to encourage a safe and appropriate speed within the village area to enhance safety for all road users including people on foot and bike. The gateway treatments proposed for the area is to create a slower and consistent speed environment. We have received positive feedback from the public about the proposed speed calming measures.
<p>Create new/more car parking</p> <ul style="list-style-type: none"> • Create more parking near the Village <ul style="list-style-type: none"> - On the unused sloping portion of Swanson Park, west of the library. - Coronation Rd, from Church/ Rimu Rd roundabout to Kiwi Esplanade. - At rear of the shops (East Lane) 	<p>Create new/more car parking</p> <ul style="list-style-type: none"> • One of the key objectives for Māngere Bridge Safer Community Project is to improve walkability and provide a safe roading environment for walking and crossing. Creating further parking spaces does not align with the goal of this project.
<p>Remove car parking / change car parking arrangements</p> <ul style="list-style-type: none"> • Remove parking from Coronation Rd within village/ make village pedestrian only 	<p>Remove car parking</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> • Change angled car parking to reverse in/drive out • Remove the parking from West Lane, except the library parking spaces. • Install a median barrier to prevent double parking 	<ul style="list-style-type: none"> • We have considered all feedback and understand the importance of car parking to the community. The existing marked car parking spaces on Swanson Rd (outside Fresh Choice supermarket) and Coronation Rd in the village will be retained. • For 'reverse in/drive out' angled car park, it requires motorists to park into the car park in such manoeuvre and cannot be designed. We understand that it is also illegal in NZ. • We have considered the feedback regarding parking removal and all the existing marked car parks in the village will be retained. • Thank you for your suggestion. We consider the most effective way to address this driving behaviour is enforcement. Please contact AT to request for enforcement when illegal parking behaviour occurs.
1.3 Pedestrian and cycling amenity	
<p>Crossings</p> <ul style="list-style-type: none"> • Crossings on all legs of roundabouts is excessive/ not necessary • Crossings are too close to the roundabout (unsafe) • Pedestrian crossings across Coronation Rd (at the McIntyre/Miro Rd intersection) not necessary - people cross by Post Office instead • Install an extra crossing on Miro Rd east of the roundabout • Install an additional pedestrian crossing on McIntyre Rd: <ul style="list-style-type: none"> - so people do not have to walk to the roundabout and avoid crossing car park entrance to reach the park/ library. - to connect the ramps between Swanson Park and Nos. 7-9 McIntyre Road. 	<p>Crossings</p> <ul style="list-style-type: none"> • Thank you for your feedback. One other function of the raised crossings is to encourage safe and appropriate vehicle speed. We consider the provision of raised crossings on all legs to be fundamental as it not only calms vehicle speed but also provides a consistent speed environment for the vulnerable road users in the area and for high pedestrian area like the village. • The proposed raised zebra crossings at the roundabouts are to cater for the pedestrian crossing demands. They are proposed at the desired crossing location and where pedestrians are currently crossing. We have allowed for a one-car queue length between the limit line and the zebra crossing where possible, so the zebra crossing is not directly at/too close to the roundabout. • Thank you for your feedback. Please refer to the above response for the functions of these raised zebra crossings. In addition, our pedestrian surveys suggest that there are demands across Coronation Rd near the proposed new raised zebra crossing. We also expect there will be an increase in number of people on foot in this area. • Thank you for your suggestion. We will not be investigating for additional pedestrian crossings on Miro Rd east of the roundabout at this stage. We will monitor once the proposed improvements are implemented and determine should additional pedestrian crossings are needed. • Thank you for your feedback. Our current proposal provides a safe pedestrian connection between the shops and the library/park and thus we encourage the

Feedback suggestions	AT response
	community to use these new pedestrian crossings. Therefore, we will not be investigating for additional pedestrian crossing(s) on McIntyre Rd near the roundabout. Please note that we will also be providing an educational campaign to encourage the community to cross at the safe locations.
<p>Visibility</p> <ul style="list-style-type: none"> Trees obscure visibility at the Coronation Rd crossing in the village. Hedge at the cnr of Coronation Rd and McIntyre Rd obscures visibility; trim/remove/replace hedge or move pedestrian crossing. 	<p>Visibility</p> <ul style="list-style-type: none"> Thank you for your feedback. The visibility for the 'Coronation Rd crossing' in the village will be improved. We will review the location of the McIntyre Rd pedestrian crossing and modify accordingly. Please note the vehicle speed through this area is expected to be improved with the proposal.
<p>Bike racks</p> <ul style="list-style-type: none"> Bike racks are often full, more are needed. Bike racks needed by Fresh Choice where there is none. 	<p>Bike racks</p> <ul style="list-style-type: none"> Thank you for your suggestion. We will review and provide more bike racks accordingly. Thank you for your suggestion. We will review and provide more bike racks in the village area accordingly.
<p>2. Māngere Bridge School zone (Taylor Rd and Coronation Rd)</p>	
<p>2.1 Road and road users</p>	
<ul style="list-style-type: none"> Object to roundabout at Taylor Rd and Woodward Ave intersection: <ul style="list-style-type: none"> Is not necessary – is low traffic/accident area. Is dangerous for vehicles coming down the hill to suddenly have to come to a halt for the roundabout; will lose speed going up the hill. Creates a hazard to cyclists by pinching the road Relocating the power poles on Taylor Rd to accommodate the roundabout may compromise visibility of traffic coming over the Taylor Rd hill when turning out of Woodward Ave. Will prevent annual community trolley derby to operate Must be raised or have other physical intervention to effectively slow drivers. Traffic calming needed outside # 26 Taylor Rd - the brow of the hill obscures view of the intersection. 	<ul style="list-style-type: none"> The original proposal at this intersection has been revised and no roundabout will be proposed at this intersection because of the recent changes made at this intersection. We will look at improving pedestrian amenity across the vehicle access to the mountain. A traffic calming “gateway” will be provided at the brow of the peak near #30 Taylor Road to help warn road users to slow down and change their driving behaviour accordingly.

Feedback suggestions	AT response
2.2 Pedestrian and cycling amenity	
<p>Crossing</p> <ul style="list-style-type: none"> • At the Taylor Road / Woodward Ave roundabout: <ul style="list-style-type: none"> - Position on west side offers poor visibility due to the steepness of the hill, locate the on the east side instead where cars coming both ways can see you. - Proposed crossing (refuge) is not significantly safer than what is currently there. Please improve. • Additional pedestrian crossing on Coronation Rd by the school is not necessary. 	<p>Crossings</p> <ul style="list-style-type: none"> • The original proposal at this intersection has been revised and no roundabout will be proposed at this intersection because of the recent changes made at this intersection. We will look at improving pedestrian amenity across the vehicle access to the mountain. • The pedestrian crossing on Coronation Rd (near Hastie Ave intersection) will progress at this stage as our investigation indicates that there is currently a demand for school children to cross across Coronation Rd at this location from Hastie Ave footbridge. We also expect there will be an increase in the number of people on foot in this area. Further, the additional pedestrian crossing on Coronation Rd will be on a speed table to help reduce the traffic speed appropriately and create a more consistent speed environment for all road users.
<p>Footpath</p> <p>A footpath is needed on the Access Rd.</p>	<p>Footpath</p> <ul style="list-style-type: none"> • Thank you for your feedback. We will forward your 'new footpath' request on Access Rd to the appropriate team for them to consider under a separate 'Footpath' programme.
2.3 Car parking	
<ul style="list-style-type: none"> • Retain parking to support school drop-offs and pick-ups, resident parking, and for overflow parking for the War Memorial Hall, Bowling Club, Tennis Club and Scout Hall. 	<ul style="list-style-type: none"> • Thank you for your feedback. Pick-up and drop-off can still occur, however one of the objectives for this project is to provide safe walking and improved connectivity across roads for those parked further away from the school and other destinations. Therefore, the community will have multiple travel mode options such as park and walk.
2.4 Other	
Kerb cut back	Kerb cut back

Feedback suggestions	AT response
<ul style="list-style-type: none"> The berm on the corner of Taylor and Woodward is very steep and would need at least a 2 metre high retaining wall to achieve the suggested cutbacks into the berm. 	<ul style="list-style-type: none"> A kerb cut back at this site is now not proposed.
3. Mountain View School/Seventh Day Adventist High School zone	
3.1 Road and road users	
<p>Intersections</p> <ul style="list-style-type: none"> Traffic lights more suitable than a roundabout at Miller Rd/ Mountain Rd. Install roundabout at Mountain Rd - Coronation Rd. 	<p>Intersections</p> <ul style="list-style-type: none"> Thank you for your suggestion; a traffic signal option for the intersection of Miller/Mountain was considered however not progressed. The roundabout option offers a safer solution by reducing speed for all modes of transport and changing the intersection control which provides better flow. The roundabout option is also widely supported by the schools. Thank you for your suggestion. Mountain Rd / Coronation Rd is not prioritised for an improvement at this stage due to lower amount of feedback received for this intersection. We also looked at the safety rating of this intersection and it has a lower risk compared to other high risk intersections in the Auckland network.
<p>Traffic calming</p> <ul style="list-style-type: none"> Needed along the Coronation Rd end of Mountain Rd. Outside SDA High School. 	<p>Traffic calming</p> <ul style="list-style-type: none"> Thank you for your feedback. We will investigate and prioritise the project(s) accordingly. It is likely that these projects may proceed as 'Stage 2' of the programme with the residential area improvement subject to funding availability. Our current proposal does include traffic calming outside SDA High School. They are proposed as 'gateway treatment' in the form of side islands and red road marking outside SDA High school on Mountain Road as well as on Miller Road. Please note that we are also raising the existing zebra crossings in the area to encourage a safe and appropriate speed.
3.2 Pedestrian amenity	
<p>Crossings</p> <ul style="list-style-type: none"> Four pedestrian crossing at the roundabout unnecessary Pedestrians controlled by lights more suitable. Too many crossing in close proximity <p>Proposed relocations</p>	<p>Crossings</p> <ul style="list-style-type: none"> The four pedestrian crossings at the roundabout has a two-fold benefit. One is to provide a safe crossing facility for the school children using it, and the other benefit is to encourage a safe and appropriate speed as they will be on a speed table.

Feedback suggestions	AT response
<ul style="list-style-type: none"> Relocating crossing from outside Mountain View School impacts more driveways and the footpath has less space for children to congregate. Concerns about relocation of crossing on Mountain Rd near Kapuka Rd <ul style="list-style-type: none"> Moves it further away from shops (destination) Requires two road crossings instead of one, one (Kapuka Rd) does not have crossing. Puts it in conflict with the school staff car park entry/exit Suggest removing one carpark from the shops and building out the kerb/, shifting the road intersection half a metre to the north to create enough space to put the pedestrian crossing as close to the desire lines as possible. <p>Additional</p> <ul style="list-style-type: none"> There is no pedestrian crossing at the northern end of Mountain Rd. Would be helpful outside the Early Childhood Education Centre "Tadpoles". 	<ul style="list-style-type: none"> Thank you for your suggestion. The traffic signal option for the intersection of Miller/Mountain was considered however it is considered that the roundabout solution offers greater overall benefits for the road users. It is a safer solution by reducing speed for all modes of transport and changing the intersection control which provides better flow. The number of crossings offered in the area is to accommodate for the demands and for traffic calming purpose. <p>Proposed relocations</p> <ul style="list-style-type: none"> We will reconsider the relocation of the improved zebra crossing to be at the current location with possible removal of parking near the shops. This will be further consulted with the mostly affected properties. <p>Additional</p> <ul style="list-style-type: none"> Thank you for your feedback. We will investigate and prioritise the project(s) accordingly. It is likely that these projects may proceed as 'Stage 2' of the programme with the residential area improvement subject to funding availability.
4. Church Road	
4.1 Pedestrian amenity	
<p>Crossings</p> <ul style="list-style-type: none"> Crossing at the intersection with Scott Ave will make it difficult for vehicles to turn towards the crossing. Pedestrian crossings will cause congestion on Church Rd, especially if there are two. 	<p>Crossings</p> <ul style="list-style-type: none"> Thank you for your comments. Detailed vehicle tracking assessment has been undertaken to ensure that both vehicles and rubbish truck can turn safely towards the crossing. Thank you for the feedback. The primary purpose of the raised pedestrian crossings is to provide a safe crossing facility for the pedestrians and to encourage motorists to travel at a safe and appropriate speed. We have received complimentary feedback from the public about the additional pedestrian crossings provided along Church Rd that it will provide them with a safe crossing opportunity across Church Rd.

Feedback suggestions	AT response
4.2 Road and road users	
<p>Traffic calming</p> <ul style="list-style-type: none"> Road speed signs (not cameras) showing people how fast they are going are preferable to road markings and other interventions. 	<ul style="list-style-type: none"> Thank you for the suggestion. We consider the road speed signs (electronic warning sign) has minimal impact on improving the vehicle speed on Church Rd. The traffic speed data that we collected along the route suggests that motorists are currently travelling over the posted speed limit in excess of 55km/hr.
4.3 Car parking	
<ul style="list-style-type: none"> Road markings would have less impact on parking than physical build-outs. 	<ul style="list-style-type: none"> Yes, road markings would have less impact on parking however has minimal effect in reducing vehicle speed and thus create a consistent slower speed environment for the route.
5. Wallace Road	
5.1 Pedestrian and cycling amenity	
<p>Crossings</p> <ul style="list-style-type: none"> Make crossings safer, add islands and ensure they are solid and protected. Signalise crossing by Pikitea Rd. Add more crossings; by all bus stops. Boyd Ave crossing needs to formalised/ safer. 	<p>Crossings</p> <ul style="list-style-type: none"> We agree that crossings should be made safer. This has been provided at key locations along this route via raised zebra crossings and additional side islands where possible. Signalising the crossing by Pikitea Rd is not considered necessary at this point in time. Crossing points have been provided to bus stops along Wallace Road to improve accessibility. A crossing near the intersection of Wallace Road/Church St/Shortt/Boyd is not considered appropriate due to the bend in the road and restricted visibility between vehicles and pedestrians. However, we proposed to provide new raised zebra crossing(s) on Church Rd near Scott Ave and on Wallace Rd near Kowhai Ave where we encourage people crossing at these locations.
<p>Footpaths</p> <ul style="list-style-type: none"> Create footpath on southern side Wallace Rd (opposite Pikitea Rd) to access the Watercare walkway/ for bus stop users. 	<p>Footpaths</p> <ul style="list-style-type: none"> Agree, this will be added to the design.

Feedback suggestions	AT response
<p>Cycling amenity</p> <ul style="list-style-type: none"> Install cycle lanes along Wallace Rd, it's wide enough. 	<p>Cycling amenity</p> <ul style="list-style-type: none"> Thank you for your feedback. We will pass on your comments to the cycling team for their consideration as this project mainly focuses on providing better connectivity and walkability for pedestrians. Please note that we expect the operating speed to be improved in the area with the proposal and hence will be a safer environment for all road users.
<p>5.2 Road and road users</p>	
<p>Traffic calming</p> <ul style="list-style-type: none"> Speed calming insufficient. "Gateway treatments" are good, but lack of treatments along other stretches and will result in speeding. Install chicanes with kerb buildouts Install barriers on the bends of Wallace Rd to stop speeding cars ending up in people's properties. Add judder bars at bends to slow traffic. Speed calming needed at the southern end of Wallace Rd (by Christmas Tree Farm). 	<p>Traffic calming</p> <ul style="list-style-type: none"> Thank you for your comments. For Wallace Road, we have considered route treatment and hence our current proposal includes three 'gateway treatments' as well as two raised zebra crossings at several locations along the route to ensure lower vehicle speeds and improved safety for crossing pedestrians. In addition, all the key intersections along Wallace Rd are also proposed to be upgraded to encourage slower turning speeds. At this stage, no further speed tables or speed bumps are considered necessary. Thank you for your suggestion. Wallace Road is classified as a Neighbourhood Collector under this programme and we consider the chicanes treatment may not be an appropriate traffic calming measure for Wallace Rd as it is a long continuous street. We consider raised zebra crossing to be a more suitable treatment for Wallace Rd and hence our current proposal includes multiple raised tables and gateway treatments (kerb buildouts) along the route. Chicane however is considered to be a more suitable treatment for local road such as those quiet residential streets. There is an existing barrier (guardrail) at the bend on Wallace Rd between Boyd Ave and Shortt Ave. Thank you for your suggestion. We consider speed table and gateway treatment to be a more appropriate speed calming treatment for Wallace Road. Judder bars are more suitable for places such as car parks. Thank you for your feedback. The southern end of Wallace Rd is not currently prioritised for significant traffic calming improvement as it is further away from the Māngere Bridge Village area / residential area with greater foot generation.

Feedback suggestions	AT response
Intersections <ul style="list-style-type: none"> Muir Rd- Wallace Rd intersection should be a roundabout, it is especially hard exiting from Muir turning right into Wallace. 	Intersections <ul style="list-style-type: none"> Thank you for the suggestion to change this location into a roundabout. This intersection is not currently prioritised for improvement in this project and we consider this intersection operates and functions appropriately at this stage.
5.3 Car parking	
<p>Retain the on-street parking</p> <ul style="list-style-type: none"> Too much lost parking (yellow lines); yellow lines on Kapuka Rd too long/unnecessary Bus stop relocation will be further away from new development (Ambury Lane) Yellow no parking lines on Kapuka Rd are too long The proposed crossing removes too much parking. With a housing shortage and urban intensification where is everyone meant to park? So people (i.e tradesmen) need their vehicles) The crossing is unnecessary – people don't have to wait long to cross the road here/ there doesn't appear to be much demand. <p>Remove more on-street parking</p> <ul style="list-style-type: none"> Remove parking on both sides of Wallace Rd – it narrows the road and is not safe. 	<p>Retain the on-street parking</p> <ul style="list-style-type: none"> The amount of yellows lines on Kapuka Road has been reviewed and less parking loss will occur at this location. However, we will maintain adequate visibility and sight distance for intersections, as part of the improvements proposed for the area. The bus stop relocation along Wallace Rd is to accommodate provision of new crossing facilities and for the bus stop to be at a safer location. E.g. tail to tail with a crossing facility in between two bus stops. As above – the yellow no parking lines on Kapuka Rd has been reviewed and less parking loss will occur at this location. However, we will maintain adequate visibility and sight distance for intersections, as part of the improvements proposed for the area. The proposed on-street parking removal is to accommodate new gateway treatments and to provide adequate visibility and sight distance for new crossing facilities and/or for intersections. The crossing is to provide a safe crossing facility for the community. <p>Remove more on-street parking</p> <ul style="list-style-type: none"> We acknowledge that on-street parking is a valuable parking opportunity for the community and hence our proposal only proposed for removal as and where required. E.g. for new crossing facility / gateway treatment.
5.4 other	
<ul style="list-style-type: none"> Coloured road markings takes away the rural feeling on the southern section of Wallace Rd (makes it feel more urban). 	<ul style="list-style-type: none"> The coloured road marking is to help identify the residential nature of the roads extending from Wallace Road.
6. General comments	
Provision for cyclists	Provision for cyclists

Feedback suggestions	AT response
<ul style="list-style-type: none"> Design lacks provision for cyclists; should include cycle lanes Design has 'pinch points' – roundabouts and gateway treatments. 	<ul style="list-style-type: none"> Thank you for your feedback. As highlighted during the early stage of the engagement/consultation, this programme focuses on improving walkability and provide a greater priority for pedestrians. Unfortunately at this point in time we don't have the budget to investigate separated cycleway facilities. Thank you for your comments. The primary objective of the gateway treatment is to improve the vehicle speeds and create a more consistent and appropriate safe speed environment. This is likely improving people's ability to cross the road safely and provide a safe environment for all road users including the cyclists.
<p>Roundabouts design</p> <ul style="list-style-type: none"> Location of pedestrian crossing so close to the roundabouts is dangerous and will cause congestion. Pedestrian crossings on all legs of the roundabouts is excessive/ not necessary/will lead to congestion. 	<p>Roundabouts design</p> <ul style="list-style-type: none"> Thank you for your comment. The proposed location of the raised pedestrian crossings is to cater for the pedestrian crossing demands. They are proposed at the desired crossing location and where pedestrians are currently crossing. Please note we have allowed for a one-car queue length between the limit line and the zebra crossing where possible so the zebra crossing is not directly at/too close to the roundabout. The raised pedestrian crossings on all legs has twofold benefits. One is to slow down traffic speed and thus creates a consistent slower speed environment. The other is to provide a safe crossing facility for the vulnerable road users in the area including the elderly and young kids.
<p>Loss of on-street parking</p> <ul style="list-style-type: none"> People should be able to park outside their homes 	<p>Loss of on-street parking</p> <ul style="list-style-type: none"> The proposed on-street parking removal is to provide a safe crossing facility for the community as well as provide speed calming treatment for the area. We have reduced parking removal as much as possible and only proposed removal as and where required for safety improvements. E.g. for new crossing facilities / gateway treatment.
<p>Differently abled access</p> <ul style="list-style-type: none"> More disabled car parking needed. Ensure proposal/ designs take into account the needs to differently abled persons. 	<p>Differently abled access</p> <ul style="list-style-type: none"> Thank you for your feedback. We will review the opportunity of converting some parking spaces in the village area to disabled parking. Thank you for your comment. Yes, we will review and convert some parking spaces in Māngere Bridge Village to disabled parking.
<p>Speed calming</p> <p>Needed in other locations in Māngere Bridge</p> <ul style="list-style-type: none"> Woodward Ave (3 comments) 	<p>Speed calming</p> <p>Thank you for the suggestions.</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> • Crawford Ave (1 comment) • House Ave (Kiwi Esplanade end) (3 comments) • McIntyre Rd (1 comment) • Coronation Rd from Church Road roundabout to the old bridge (1 comment) • Seaforth Ave and Kiwi Esplanade (1 comment) • Māngere Domain / Domain Rd (1 comment) <p>Reduce speed limit to 30km/hr</p> <ul style="list-style-type: none"> • On more roads; across Māngere Bridge, on Wallace Road; outside all schools <p>Speed cameras</p> <ul style="list-style-type: none"> • Install speed cameras 	<ul style="list-style-type: none"> • <i>Woodward Ave:</i> We are currently investigating the 'residential area' identified for speed calming treatment under this programme and Woodward Ave is one of the streets to be improved for speed calming. The projects will be prioritised and subject to funding availability. • <i>Crawford Ave:</i> We will not be investigating speed calming improvements on Crawford Ave currently within this programme as we received low numbers of feedback thus we weren't able to prioritise further improvements here within the limited budget. We will forward your request to the appropriate team in AT for them to consider as we understand that there is a residential area speed calming programme that can investigate this. Further, we also understand that Auckland Light Rail may be investing in this area. • <i>House Ave:</i> Our proposal includes raising the existing zebra crossing outside Waterlea Primary School on House Ave. We expect the operating speed will be improved with the proposed new speed table at this location. • <i>McIntyre Rd:</i> We are currently investigating the 'residential area' identified for speed calming treatment under this programme and McIntyre Rd is one of the streets to be investigated for speed calming. The projects will be prioritised and subject to funding availability. • <i>Coronation Rd from Church Rd roundabout to the old bridge:</i> Our proposal includes a new speed table on Coronation Rd northern approach at the roundabout. Additional speed table(s) beyond this roundabout is not being prioritised at this stage for this project. • <i>Seaforth Ave and Kiwi Esplanade:</i> We will be investigating for intersection improvement at Seaforth Ave/Kiwi Esplanade. The project will be prioritised and subject to funding availability. • <i>Māngere Domain/Domain Rd:</i> We will not be investigating Māngere Domain/Domain Rd within this programme as we received low numbers of feedback thus we weren't able to prioritise further improvements here within the limited budget <p>Reduce speed limit to 30km/hr</p> <ul style="list-style-type: none"> • Yes, it is our objective to reduce the traffic operating speed where appropriate through engineering design and infrastructure. It is likely that the speed limit of the school area and Māngere Bridge Village area will be reduced to 30km/hr under a separate speed management programme in the future.

Feedback suggestions	AT response
	<p>Speed cameras</p> <ul style="list-style-type: none"> • Thank you for your suggestion. We have a separate speed camera programme targeting higher risk locations.
<p>Extend scope of project</p> <ul style="list-style-type: none"> • To include place making and streetscape improvements • More landscaping/ planting • Install CCTV 	<p>Extend scope of project</p> <ul style="list-style-type: none"> • Thank you for your suggestion. We may consider place making and streetscape improvements in the future projects should budget allow.
Questions	
<p>1. Taylor-Woodward Ave roundabout</p> <ul style="list-style-type: none"> • In the report AT released there was only minimal concern about this intersection (Taylor-Woodward Ave roundabout) yet it has a very high amount of work / expense allocated to it? • ...the images in this website don't reflect the changes that are to be made? There have been islands put at the ends of Woodward Rd but the proposed changes involve a roundabout. Could you advise about this please and the car park situation? • When this consultation came out in December 2018, I was disappointed that there were already some major works going on near Woodward Ave and Taylor Road. I didn't understand why road works had started before consultation had closed? 	<p>1. Taylor-Woodward Ave roundabout</p> <ul style="list-style-type: none"> • After review of the consultation, the roundabout at this intersection will not go ahead. Instead, changes to the mountain access are proposed, and providing warning to vehicles at the crest of Taylor Road to "slow" in the eastbound direction (towards Coronation Rd)
<p>2. Service lane (West Lane)</p> <ul style="list-style-type: none"> • Why is FreshChoice allowed to block Swanson Rd every day? Surely under the law they should apply for an official "Road Closure"? 	<p>2. Service lane (West Lane)</p> <ul style="list-style-type: none"> • Thank you for your feedback. We can highlight this to the Police for them to undertake appropriate enforcement accordingly.
<p>3. Road safety</p> <ul style="list-style-type: none"> • "80% of all road deaths occur on local urban roads." How many in Māngere Bridge? • Has there even been an accident with people walking in the area, not that we know of (you may have more information than we do). Most people use their car. I have counted the Bikes for many days & hardly any. • How many complaints and accidents have there been? 	<p>3. Road safety</p> <ul style="list-style-type: none"> • There are approximately 4 DSI (Death and Serious injury) and 30 minor injury crashes reported in the 'key' areas that we proposed for improvement and investment in Māngere Bridge. Please note these are the number of crashes, not the number of people affected. • The key desired outcomes of this programme are to improve walkability and reduce traffic speed where appropriate. We want to improve people's ability to cross the road safely and schools, shops are priority destinations for the walking network. We also want to build a more consistent roading

Feedback suggestions	AT response
	<p>environment so people will be driving at a safe, appropriate and consistent speed, pay more attention to roads and be alerted to react in time. This is not just about the 'accident with people/complaints' walking in the area but more of a holistic approach to improve road user's behaviours through engineering infrastructure and also through education via the programme with the various schools in the area.</p>
<p>4. Road markings</p> <ul style="list-style-type: none"> • Outlet from supermarket and Coronation Road, what does the red piece of tarmac signify? I don't think the road code I studied talked of differing road colours • The areas marked slow in Red. Has it been proven this works? As people will just drive through normally? Māngere Bridge shops is a busy area, so hoping all these proposed changes have been used before, and thought through clearly. 	<p>4. Road markings</p> <ul style="list-style-type: none"> • The red road marking is just to increase the driver's awareness. • As above, the primary purpose of the red marking is to increase driver's awareness.
<p>5. Road maintenance</p> <ul style="list-style-type: none"> • Fix the pot-hole at exit of car-parking precinct on Coronation Rd (Fresh Choice etc.) Has been unattended for months! 	<p>5. Road maintenance</p> <ul style="list-style-type: none"> • Thank you for your comments. We will forward your feedback to our maintenance team for them to action accordingly.
<p>6. Speed limit</p> <ul style="list-style-type: none"> • Is there any reason why Kirkbride Rd and McKenzie Rd have a 60km/h speed limit? They are residential roads? 	<p>6. Speed limit</p> <ul style="list-style-type: none"> • It is likely that the speed was set based on the function of the road at that time. We will forward your comment to the appropriate team who is looking after the speed management programme.
<p>7. Planting</p> <ul style="list-style-type: none"> • Will the roundabouts be planted with flowers? 	<p>7. Planting</p> <ul style="list-style-type: none"> • The roundabouts will be planted with trees/plants where possible.
<p>8. Outside of scope</p> <ul style="list-style-type: none"> • Bus routes - why not have all the bus routes pass by the same central stops that are located on Coronation Road in Māngere Bridge village for a better connection to the village? Eg. 309, 309x, 313 and 380. Surely there is an opportunity to look at this and locations of bus stops in this exercise? As an aside the connections of the 309 bus to the train at Onehunga are a joke. Who would schedule the 309 bus to leave Onehunga station towards Māngere Bridge just 2 minutes before the train arrives? One also questions why the devices to tag on and off the train at Onehunga Train Station are exposed to the elements to give those queuing to tag off, and run for a connecting bus to Māngere Bridge, a good soaking every time it rains..... 	<p>8. Outside of scope</p> <ul style="list-style-type: none"> • Thank you. We will forward your comments to the AT Metro team who is looking after the bus timetable and planning. • Yes, it is our understanding that AT is monitoring some T2 lanes installed. • Thank you. We will forward your comment to the lighting team for their consideration of the lighting upgrade.

Feedback suggestions	AT response
<ul style="list-style-type: none"> • The T2 needs monitoring • Better lighting behind shops (East Lane) 	

Attachment 1: Proposed designs



Artists impression of improvements to Māngere Bridge village.

Planned improvements

- New raised pedestrian crossings surrounding both roundabouts on Coronation Road in Māngere Bridge Village.
- New raised pedestrian crossings and 'slow' road markings on Church Road, Wallace Road, and Swanson Road.
- New crossing facilities near the local shops and bus stops on Wallace Road.
- Install a roundabout at the Miller/Mountain intersection and add new raised pedestrian crossings.
- Install a roundabout at the Taylor/Woodward intersection.
- Upgrade existing pedestrian crossings around the schools to be raised crossings.
- Focus areas are around Waterlea Primary School, Māngere Bridge School, Auckland Seventh-day Adventist School and Mountain View School (see the plans below for more information on crossing locations).
- Remove 116 on-street carparks to enable the pedestrian improvements and 'slow' road markings which will help improve vehicle speeds. [Proposed carpark removal locations](#) are spread over a wide area and will mostly occur near intersections and the new roundabout locations.
- New pedestrian crossings and coloured surface treatments to the service lanes behind Māngere Bridge Village shops to encourage drivers to slow down.

Attachment 2: Feedback form

Feedback form

Mangere Bridge – Safer Communities



Please complete this freepost form and return it to us by **Friday 14 December 2018**.

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?

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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 Mangere
- I work or own a business in Mangere
- I walk or cycle in Mangere
- Other *(please specify)*

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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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