

# Manurewa road safety improvements (Area 2)

## Public feedback report



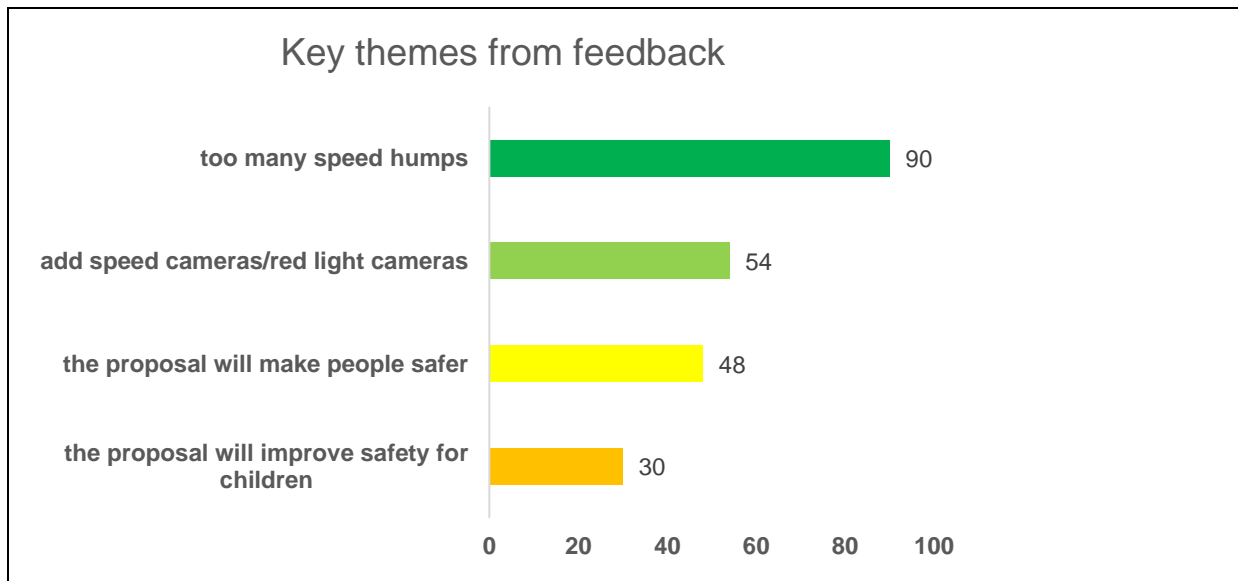
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## Summary

We are proposing a range of measures in a neighbourhood of Manurewa to reduce vehicle speeds and make these roads safer for everyone who uses them. We consulted on this proposal from 11 February to 31 March 2021 and received feedback from 226 people.

### Key themes in feedback



Submissions may be counted in more than one theme

**Too many speed humps:** This received the most comments in the feedback we received. Slightly less than half the people who gave input thought that there were too many speed humps proposed. Some were against almost all the speed humps, while others felt that some speed humps would be beneficial, but the number proposed was excessive.

**Add speed cameras and red-light cameras:** These people suggested that speed cameras or red-light cameras would be an effective way of slowing down traffic in this area of Manurewa. In many cases, speed cameras were offered as an alternative to having the proposed number of speed humps.

**The proposal will make people safer:** These people gave feedback that they thought the proposed safety improvements would make this area of Manurewa safer. They felt that vehicles regularly sped along the streets and by slowing vehicles down would make it safer for other people walking or driving.

**The proposal will improve safety for children:** This group of people made submissions about the proposed changes making Manurewa safer for children. For example, they were particularly excited about the improvements near schools and playgrounds.

## Consultation Decisions and Recommendations

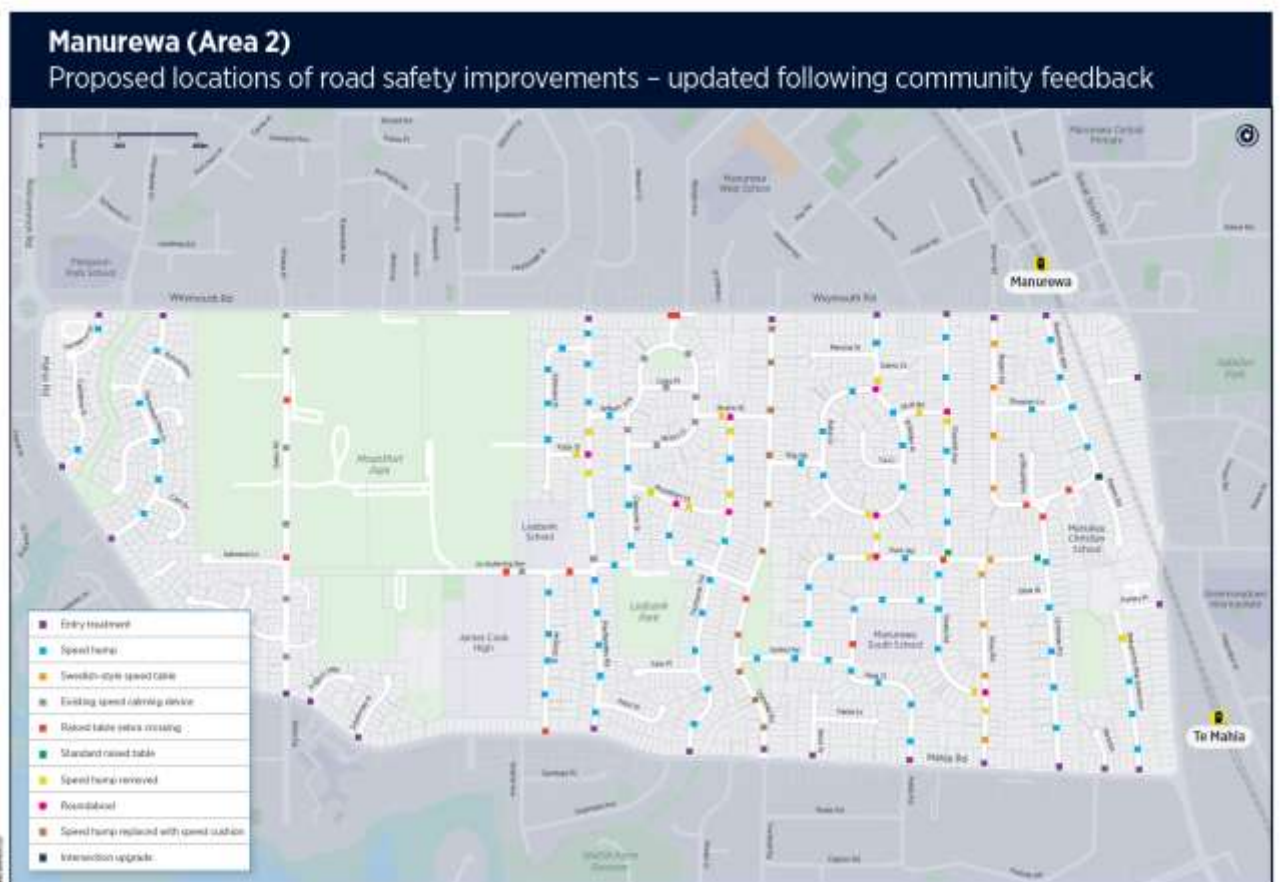
We received public feedback on the proposal from 226 people, including from local schools and Fire and Emergency. 193 of these people submitted online and 33 people submitted using the freepost feedback form.

Fire and Emergency commented that Coxhead Road and Friedlanders Road are roads used frequently when responding to emergencies. It is their preference that physical traffic calming such as speed bumps were not used, or not used frequently on these roads. They encourage AT to consider other interventions on these roads to balance community risk and safety outcomes.

We listened to all feedback and have made the following changes to the proposals:

- Removal of 28 speed humps in total
- Replacing 18 of the proposed speed humps with 9 roundabouts
- Replacing 10 of the proposed speed humps with speed cushions on Coxhead Road

Below is an illustration of areas with changed features in the design. And an accompanying table listing the changes.



Location	Design Change	
	Proposed	Result of feedback
Coxhead Road – between Mahia and Weymouth Road	10 speed humps <small>(The raised table zebra crossing to the south of O'Connell Street remains)</small>	10 speed cushions
Friedlanders Road/Ruby Street intersection	3 speed humps	1 roundabout
Thompson Terrace/Morrin Street intersection	2 speed humps	1 roundabout
Thompson Terrace/Mountfort Street intersection	1 speed hump	1 roundabout
Mountfort Street/ O'Connell Street intersection	2 speed humps	1 roundabout
Bowater Place/Buller Crescent intersection (north)	1 speed humps	1 roundabout
Bowater Place/Buller Crescent intersection (south)	2 speed humps	1 roundabout
Bowater Place/Puriri Road intersection	1 speed humps	1 roundabout
Churchill Avenue/Hutt Road intersection	2 speed humps	1 roundabout
Rimu Road/ Totara Road intersection	1 speed hump and 1 speed table	1 roundabout and the relocation of 1 swedish style table
Rogers Road/Beaumonts Way intersection	1 speed hump	side islands and splitter island
Beaumonts Way Extension (northern end)	1 speed hump	-
<b>Other roads will have the speed calming measures as proposed in the consultation</b>		

Location	Advance Notice of Upcoming Additions
Friedlanders Road	The establishment of 4 new school bus stops on Friedlanders Road. Targeted consultation with directly affected residents to follow.

The updated design plans are available at [at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/residential-speed-management-programme/manurewa-area-2-safety-improvements/](https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/residential-speed-management-programme/manurewa-area-2-safety-improvements/)

## Next steps

### Consultation close-out:

- An inform letter will be sent to all residents/property owners informing them of the updated scheme design based on the feedback received during consultation.

### Finalising Design:

- Detailed design to be undertaken
- We anticipate the proposed changes will be constructed in 2021/2022 (dependent on Auckland's Covid alert levels. We will be in touch with local residents and business prior to any construction taking place.
- Monitoring surveys are planned for 2022 to identify effects and public perception of the improvement measures.

# Background

## What are we seeking feedback on?

Manurewa (Area 2) road safety improvement is the second area-wide speed calming project in Manurewa.

We aim to reduce vehicle speeds by installing a combination of speed-calming measures such as speed humps, raised tables, and zebra crossings where justified.

The improvements are proposed for within the area contained by Mahia Road, Great South Road and Weymouth Road, as shown on the map below.

Find out how we will make our streets safer with our [Residential Speed Management programme](#).

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](#) and supported by the Manurewa Local Board.

## What we identified in Manurewa (Area 2)

We have identified various areas for road safety improvements, Manurewa (Area 2) has been prioritised based on these factors:

- Safety concerns raised by residents
- Local Crash Analysis System (CAS) data – 131 crashes in the last five years
- Vehicle speeds on key roads in Manurewa (Area 2) are in excess of the current speed limits
- The three highest speeds recorded were in excess of 121km/h on Rimu Road, McDivitt Street and Coxhead Road
- Location of community facilities (schools, shops, parks and community centres).

The speed calming measures proposed for the area will help to create a slower speed environment, which is safer for everyone. This will help to reduce the risks of accidents, serious injuries and death as well as make the streets safer for pedestrians, encouraging people to walk and cycle more.

## Road safety improvements

The project aims to reduce vehicle speeds on local residential streets in Manurewa (Area 2) we are planning on installing a combination of speed calming measures including:

- raised table zebra crossings
- raised swedish style speed tables
- standard raised tables

- speed humps
- entry treatment in the form of red coloured surfacing.

The improvements will require the removal of 8 to 10 car parks where zebra crossings and raised tables are proposed. Some bus stops too will be moved for safety and visibility reasons.

Our transportation engineers have selected the type and location of each proposed safety measure based on a variety of criteria. These include:

- Proximity to schools or other locations where there are a higher number of people walking or on bikes.
- International best practice guidelines for positioning measures to reduce speed in residential areas.
- Space available between driveways and/or bus stops.
- Whether roads are bus routes.

The original design plans are available at [at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/residential-speed-management-programme/manurewa-area-2-safety-improvements/](https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/residential-speed-management-programme/manurewa-area-2-safety-improvements/)



# Consultation

We consulted on the proposed safety improvements from 11 February to 31 March 2021.

## What we asked you

- **What do you think about the proposed road safety improvements?**
- **Do you have any suggested changes to what is proposed?**
- **Do you have any other comments or suggestions for improving road safety in this area of Manurewa?**

## Activities to raise awareness

To let you know about our consultation, we:

- mailed brochures to 3150 addresses
- sent a follow up letter to addresses
- hand-delivered brochures to libraries
- set up a project webpage and an online feedback form on our website
- erected signs in the project area showing details
- held a public information drop-in session at the Manurewa Pool and Leisure Centre and at Leabank Primary School
- extended the duration of the consultation by three weeks

## How people provided feedback

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

# Your feedback

## Overview

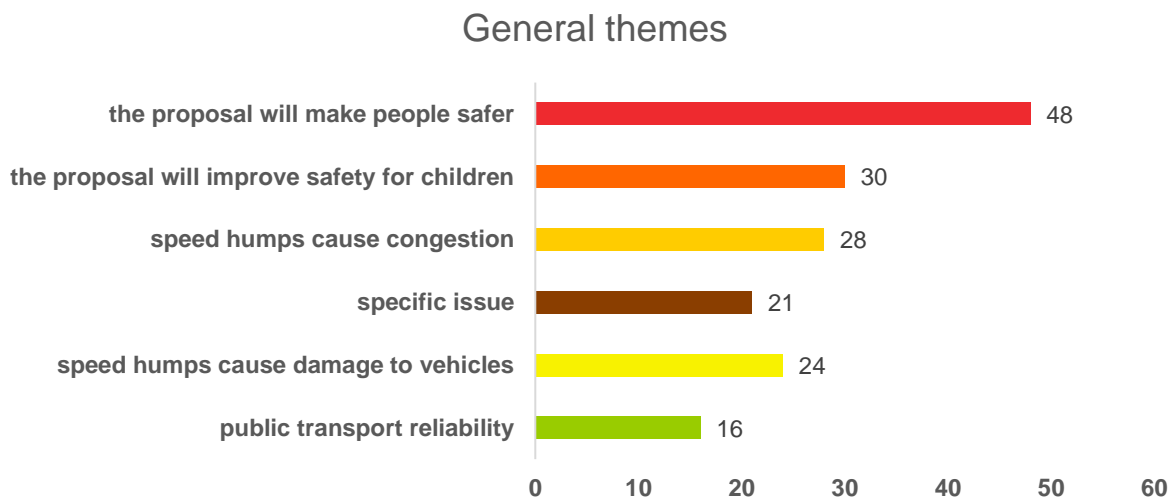
We received public feedback on the proposal from 226 people. 193 of these people submitted online and 33 people submitted using the freepost feedback form.

## Exploring key themes in feedback

We have analysed the public feedback to identify key themes, grouped by major features of the proposal, as follows:

- **1. General themes** relate to the proposal as whole
- **2. Changes to the proposals suggested in feedback** are things that people wanted instead of what was proposed
- **3. Additions to the proposal** are things people wanted beyond what was proposed

### 1. General themes – related to the proposal as a whole



Submissions may be counted in more than one theme.

### The proposal will make people safer

These people gave feedback that they thought the proposed safety improvements would make this area on Manurewa safer. For example, the felt that vehicles regularly sped on the proposed area's streets and slowing vehicles down would make the neighborhood safer for people walking, driving or riding their bike. Some shared close calls with speeding vehicles, and some talked about feeling safer in the area to the north (Area 1), where similar safety improvements have already been installed.

*“Our whānau love the proposed changes. We have lived on Christmas Road for the last two years and we have been plagued by speeding drivers, loud vehicles and massive queues on the street during peak hour traffic.”*

## **The proposal will improve safety for children**

This group of people made submissions about the proposed changes making Manurewa safer for children. They were particularly excited about the improvements near schools and playgrounds. Some people felt that the number of speed humps and other speed calming measures proposed was excessive but still felt that they were warranted to keep children safe.

*“Speed humps good around schools. BUT too many proposed - costs too much on gas when you have to accelerate every time you go over one!”*

## **The speed humps will cause congestion**

These people were unhappy with the number of speed humps proposed because they felt that the speed humps would increase congestion in Manurewa. Some were worried that vehicles moving more slowly through the area would cause traffic to build up more quickly. Others thought that traffic would avoid using these streets, resulting in congestion on main roads like Mahia Road and Weymouth Road.

*“The problem is that the traffic that would use these off streets will now be funneled down the main streets causing worse traffic flow.”*

## **Specific issues**

This group of people discussed dangerous spots and issues they had within this area of Manurewa. Many reported streets that were particularly popular for speeding vehicles. One common complaint was groups of young men driving motorcycles over the speed limit and without wearing helmets, who were not slowed down by the existing speed humps in the area.

*“Alfriston Road has become the racetrack at night now I hear them racing up and down all night”*

## **Damage to vehicles from speed humps**

These people were worried that the proposed speed humps would cause damage to people's vehicles. For example, people were concerned that repeatedly driving over the speed humps would cause wheels to go out of alignment and increase wear and tear. Other worried that lowered vehicles and low sports cars would scrape over the tops of the speed humps.

*“The wear and tear on my vehicle going through these all day every day is going to be costly before it's time ..... give us a break”*

## **Public transport improvements**

These people wanted improvements to be made to the public transport, primarily buses, in this area of Manurewa. Many of these people felt that the public transport options available to them was inadequate and wanted it improved. Some people thought the best way to

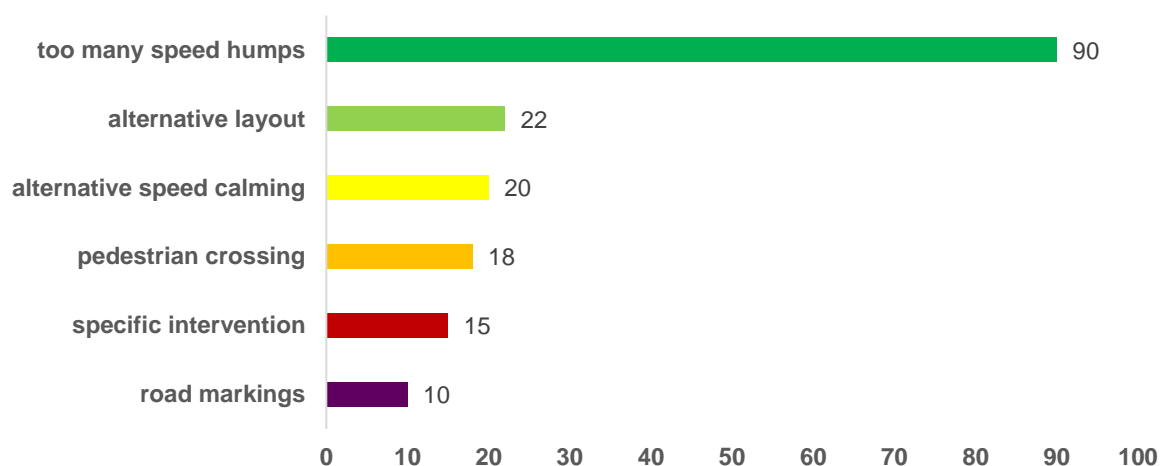
improve road safety would be to decrease the number of vehicles on the road by encouraging people to travel by public transport instead.

*“Improve road safety by encouraging people to use public transport. To do that you need the buses to cover more areas and trains to run from Manukau to Manurewa direct.”*

Some worried that the proposed changes might have a detrimental effect on the reliability of public transport. They suggested that the proposed speed humps and other speed calming changes would slow buses down and make them late.

*“Great idea to increase road safety but please find a way to do this without effecting the efficiency of buses being on time! Buses can't run to schedule WITHOUT the speed bumps, so I highly doubt they'll be able to WITH the speed bumps.”*

## 2. Changes to the proposals suggested in feedback are things that people wanted instead of what was proposed



Submissions may be counted in more than one theme.

### Too many speed humps

This theme received the most comments. Slightly less than half the people who gave feedback thought that there were too many speed humps proposed. Some were against almost all of the speed humps, while others felt that some speed humps would be beneficial but thought the number offered was excessive.

*“The amount of new speedbumps proposed in the Manurewa (Area 2) Road Safety Improvements are just ridiculous, I think this needs to be analysed again. I feel that many of the roads do not need speedbumps specifically roads that are not far in distance, is absolutely ridiculous, unnecessary and a waste of resources.”*

## Alternatives to speed humps

People suggested other alternatives to speed humps as safety measures. Popular suggestions included changing intersections to roundabouts or traffic lights, more road space being put towards walking and cycling, to creating low-traffic neighborhoods by blocking off streets to through traffic.

These alternatives revealed a desire to have fewer speed humps in the area.

*“We wondered whether speed bumps and other similar measures were the best way to slow traffic and if speed cameras and cycleways could be better suited. In particular, cycleways were a popular method of traffic calming.”*

Other popular comments included different approaches to the layout and placement of speed humps. Such as placing them only on major roads and not on smaller side-streets, and speed humps should be spaced further apart.

*“I would suggest sticking to the main roads and any main road off it but not the small streets. Also, lower the amount of speed humps placed per street.”*

## Alternative speed calming options

This theme revealed other preferences to speed humps. Popular suggestions included road narrowing, road islands, chicanes, kerb buildouts and pedestrian prioritization.

*“On the roads that are not connecting directly between Mahia road and Weymouth road employ other measures e.g., Lane narrowing, gateway entries, mini roundabouts to stop the donut behaviours and add attractive features to these streets.”*

## Pedestrian crossings

These people made submissions about pedestrian crossings. Most of these were requests for more pedestrian crossings, mainly where there is high foot traffic. Such as on Great South Road for people wanting to cross to Te Mahia station or on Dr Pickering Avenue to serve the schools there. Also asked for wider and smoother footpaths.

*“Change the standard raised table to a raised table zebra crossing at Churchill Rd entrance where the shops are.”*

*“I support the focus on pedestrians and making the roads safer for them. We should not be prioritising drivers given our climate goals and it is great to see a project recognising this. In saying this, the approaches taken to improve road safety in Manurewa (Area 2) could be more pedestrian friendly.”*

## Specific intervention

These people wanted changes made to small parts of the project. For instance, some people discussed the position of specific speed humps or pedestrian crossings, or about the proposed changes on certain roads. For more details on these site-specific changes see the AT response table below.

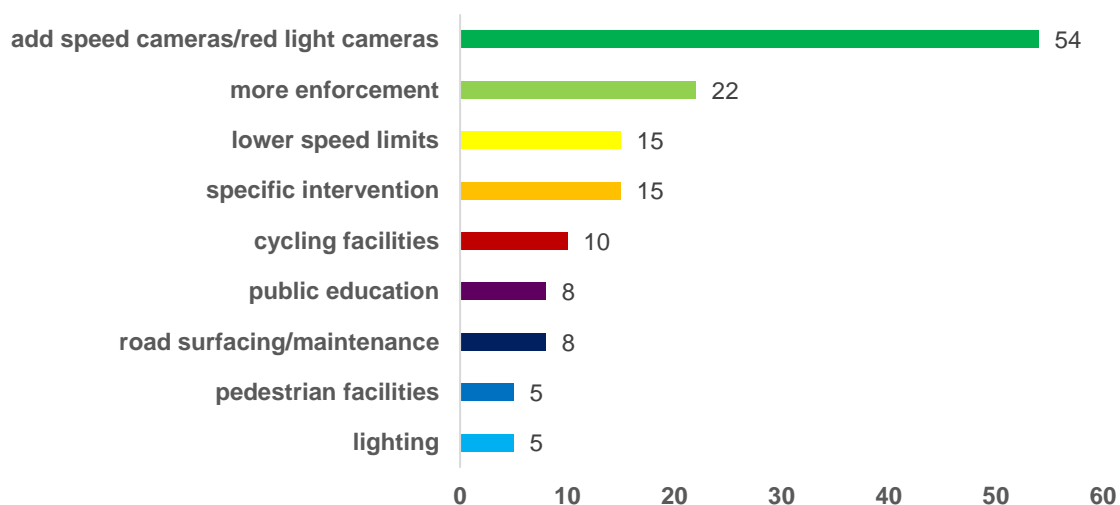
*“I definitely think there needs to be speed bumps on Tawa Crescent at Mahia end before the corner that heads towards the school to slow down drivers in the school area as it is a blind corner and it is a busy street during school hours and after.”*

## Road markings

Feedback received asked that road markings be made more evident, for instance, by repainting them or by making minor alterations to the existing markings, such as moving the line of a stop box back so that stopped vehicles do not creep into the road.

*“I think you could use the raised lines (the same as what they have at the roundabout on Mill Road and Ranfurly) to indicate coming up to the school (James Cook, Leabank School and Manurewa South).”*

## 3. Additions to the proposal beyond what was proposed



Submissions may be counted in more than one theme.

### Add speed cameras or red-light cameras

These people suggested that speed cameras or red-light cameras would be an effective way of slowing down traffic in this area of Manurewa. In many cases, speed cameras were suggested as an alternative to the number of proposed speed humps. They were also suggested as an effective way to discourage motorbikes from doing wheelies down the road as these people noted, they were not slowed by the existing speed humps.

*“The use of movable and randomly placed speed cameras with appropriate fines for speeding.”*

## **More enforcement**

These people wanted more enforcement of the road rules in this area of Manurewa, particularly from the Police. Regular license and registration checks, police checkpoints, and greater police presence were all popular suggestions.

*“More traffic policing to catch culprits. A shame everyone has to suffer because of a few idiots.”*

## **Lower speed limits**

This group of people wanted speed limits to be lowered in this area of Manurewa. Reducing the speed limits to either 30 or 40 km/h were the most popular suggestions. Many of these people felt that only lowering the speed limit would not be enough to create safe street and wanted other kinds of speed calming and more enforcement of the road rules as well.

*“Lower speed limits, increase police visibility, speed bumps for major and busy roads only, more speed cameras in the area.”*

## **Cycling facilities**

This group of people wanted safe cycle lanes to be added to the proposals. Many thought that the area was dangerous to cycle around and felt that the proposed improvements did not adequately ensure safety for people on bikes. Some also felt AT should do more to encourage more people to take up cycling in this of Manurewa and suggested that separated cycle lanes were vital to achieving this.

*“I would like to see the consideration of protected cycleways as a means of traffic calming. Their narrowing effect on roads is well established as an effective means of slowing down cars. They would also have the added benefit of making cycling a more attractive option to travel through the area to schools/homes etc.”*

## **Public education**

These people suggested that running a public education campaign would be a good way of improving safety in this area of Manurewa. Generally, these suggestions were not very specific about what these education campaigns should include and simply wanted ‘more’ and ‘better’ education for drivers and pedestrians.

*“More road code, safety training for drivers.”*

## **Road surfacing and maintenance**

These people made suggestions around improving and maintaining the roads in this area of Manurewa. Mostly these people were against the number of speed humps proposed and felt that the money spent on the speed humps would be better spent on maintaining the roads.

*“Don’t waste time putting in as many speed bumps and maybe fix the roads because they’re pretty rubbish in Manurewa”*

## Lighting

This group of people wanted better street lighting to be included in the proposed changes. They felt that street lighting was inadequate in some places and made the streets more dangerous at night.

*“Get better street lighting - the LED street lights are useless and make our streets dark at night and prime for car thefts. Thieves tend to be the ones speeding through our neighbourhood.”*



## Other submissions

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

### Fire and Emergency

#### Feedback on Auckland Transport's Safer Speeds Programme from Fire and Emergency New Zealand in Tāmaki Makaurau

- The primary objective of Fire and Emergency New Zealand is to reduce the incidence of unwanted fire and the associated risk to life and property.
- Through a Memorandum of Understanding with St John, Fire and Emergency also responds to medical emergencies.
- In 2020 Fire and Emergency attended 82,460 fire, medical and vehicle accident callouts, of which 19,316 were in Tāmaki Makaurau.
- Fire and Emergency in Tāmaki Makaurau would like to work with Auckland Transport in early planning of traffic calming interventions to ensure positive community outcomes and an overall reduction of fatalities and injuries in Tāmaki Makaurau.
- The road network is the primary mode of emergency response, particularly in the urban environment. Delays in attending a fire or other emergencies may risk the safety of people and their property.
- Fire and Emergency in Tāmaki Makaurau is concerned that changes to speed limits and physical traffic calming devices proposed by Auckland Transport through the Safer Speeds Programme will negatively impact emergency response time, which may result in loss of life and/or property.

#### Specific feedback on Manurewa (Area 2) following meetings and further discussions

We have looked at the proposed changes in detail and consulted with local station. The streets that are used frequently as main response corridors are Coxhead Road and Friedlanders Road.

It would be our preference that physical traffic calming such as speed bumps were not used, or not used frequently on these roads. We encourage AT to consider other interventions on these roads such as speed cushions or other non-physical methods, to balance community risk and safety outcomes.

### Leabank Primary School

Leabank Primary School were happy with the proposed plan to mitigate some of the road safety concerns outside the school and fully supported the proposed plan.

However, they felt that the number of proposed speed humps is excessive on the broader project and could easily be halved.

## James Cook High School

James Cook Highschool was generally happy with the project but gave the following specific feedback:

- In terms of the parking although not ideal we understand they need to go for the bigger safety gain.
- We would like to carry on the raised table crossing from our gate right through to make it safer for our students with accessibility issues. Ideally this should happen at the same time as to make it a smooth transition.
- Are there any school zone or other warning signs going in to accompany the change?

## Generation Zero

Generation Zero gave feedback urging AT to consider creating a low traffic neighbourhood (LTN) in this area of Manurewa instead of the proposed safety improvements. LTNs schemes aim to improve safety by reducing the amount of traffic on roads. This is achieved by blocking off certain roads to vehicles, but allowing people walking or riding bikes to pass through. Below is Generation Zero's proposal for how to create a LTN in this area of Manurewa.

### Generation Zero's recommendations for a Manurewa Low Traffic Neighbourhood



1. Black box: the unrestricted roads that general traffic may use to circumvent or access certain parts of the LTN. They include Weymouth, Mahia, and Great South Roads.
2. Orange line: Coxhead Road, the single route through the LTN with full access for vehicles. Speed bumps and raised-table crossings are required here.
3. Purple circles: modal filters e.g. flexi-sticks, which restrict vehicle through-access.

4. Red line: Sykes Road. Three modal filters (purple circle) should be installed at the middle Sykes Road that enable vehicles to access only one or two of the three car parks at a time but restrict through access.

Beyond the safety improvements associated with LTNs Generation Zero also point out that LTN's promote active transport like walking and cycling, which have better health outcomes for people and reduce emissions by reducing people's reliance on vehicles as their main way to get around.

## Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal.

Design suggestion in feedback	AT response
<b>General themes</b>	
<b>Specific Issues</b>	
<b>People gave feedback the following areas had specific issues that should be addressed</b>	
<ul style="list-style-type: none"> <li>• Vehicles often drive on the wrong side of the road when approaching the sharp bend outside 25 Castlefinn Drive. Vehicles coming approaching the corner from the direction of Weymouth Road cannot see vehicles coming from opposite direction.</li> </ul>	<p>Castlefinn Drive is a low volume, low risk, local road. Northbound vehicles can use the cul-de-sac area to edge forward to gain visibility of approaching traffic from the right. As Castlefinn Drive falls within the wider project area, a speed hump is proposed towards each end (on the wider sections only) to deter drivers cutting through/rat running.</p>
<ul style="list-style-type: none"> <li>• People speed over the existing speed humps of Sykes Road</li> </ul>	<p>The proposal includes providing two new crossing facilities on Sykes Road which will have more of a speed calming effect. The profiles of the existing speed humps will also be reviewed during detailed design.</p>
<ul style="list-style-type: none"> <li>• Near Jellicoe Park children often run into the road without looking, which is hard to anticipate for drivers as visibility is blocked by cars parked on the broken yellow lines around the park. Traffic on this road has increased over the last 10 years.</li> </ul>	<p>Jellicoe Park is outside this project area. However, this feedback will be noted and considered as part of future investigations for the area surrounding Jellicoe Park.</p>
<ul style="list-style-type: none"> <li>• People often ride dirt bikes in the area as fast as possible with no helmets</li> </ul>	<p>We will share this feedback with the Police for possible enforcement.</p>
<ul style="list-style-type: none"> <li>• At the intersection of William Avenue and Coles Place people often drive on the wrong side of the road</li> </ul>	<p>This intersection is already treated with speed humps on all three legs. It is a low volume, low speed and low risk intersection with good sightlines for drivers. No further changes are proposed.</p>
<b>People often speed on:</b>	
<ul style="list-style-type: none"> <li>• McDivitt Street</li> </ul>	<p>These roads are within the Manurewa (Area 2) project area and speed calming measures are included in the proposal.</p>
<ul style="list-style-type: none"> <li>• Puriri Road</li> </ul>	
<ul style="list-style-type: none"> <li>• Coxhead Road</li> </ul>	

• Rogers Road	
• Alfriston Road at night	These roads are arterial roads and this project is for local residential roads. This feedback is noted for consideration under a different work stream.
• Mahia Road	
• Holmes Road	Holmes Road is in an industrial/commercial zone and this project is for local residential roads. This feedback is noted for consideration under a different work stream.
• The upper part of Hill Road	These roads are outside this project area. However, this feedback will be noted and considered as part of future investigations for the areas surrounding these roads.
• Jellicoe Road	
• Clayton Road	
<b>Issues on roads outside the project area</b>	
• On Mahia Road people overtake using the flush median	We will share this feedback with the Police for possible enforcement.
• On Wordsworth Road people drive on the wrong side of the road over speed humps to avoid scraping their cars	Our monitoring data confirms that traffic volumes and speeds have reduced on Wordsworth Road since the speed humps were built, therefore reducing the overall risk.
• People speed on Lupton Road and the road is narrowed and visibility reduced by cars using the all-day parking for the train station	Lupton Road is outside this project area. However, this feedback will be noted and considered as part of future investigations for the area surrounding Lupton Road.
• The speed humps on Hill Road are dangerous	This proposal does not include speed humps on Hill Road.
• The pedestrian crossing outside 93 Mahia Road is dangerous as buses at the bus stop often obscure people crossing	This location is outside the project area. This feedback is noted for consideration under a different work stream.
• Children play on the street on Josie Lane and people speed there regularly	Josie Lane is a private road and does not fall under the jurisdiction of Auckland Transport.
• The corner of Russell Road and Browns Road is dangerous and always busy	This feedback is noted and shared with our traffic signals optimisation team for the review of the intersection.
<b>Public Transport</b>	
<b>Money should be spent on public transport instead of the proposed improvements</b>	
• Create much more frequent forms of public transport. We have one bus an hour. Outside of peak times it has very few passengers. It's not the cost of riding in the bus that is limiting use, but rather the low frequency of buses.	We will share this feedback with our AT Metro team with respect to bus and train scheduling. However, there is still the need to address the current road safety issue which affects all road users including pedestrians, cyclists,

<ul style="list-style-type: none"> <li>• Improve road safety by encouraging people to use public transport. To do that you need the buses to cover more areas and trains to run from Manukau to Manurewa direct. No one wants to go to Papatoetoe to swap trains</li> </ul>	<p>private vehicle users as well as public transport users. A reduced speed environment will enhance safety for all road users.</p>
<p><b>The proposed improvements will make taking the bus worse</b></p>	
<ul style="list-style-type: none"> <li>• The 13 speed humps proposed for Coxhead Road will make riding the bus on that road slow and uncomfortably bumpy</li> </ul>	<p>Coxhead Road is a residential collector road, and drivers have been measured traveling well above the speed limit. As such, Coxhead Road requires treatment.</p>
<ul style="list-style-type: none"> <li>• Coxhead Road is the main bus route to Wattle Downs so anyone catching that service will be impacted</li> </ul>	<p>Based on feedback, the location and type of intervention have been reviewed. As a result, the 10-speed humps proposed for Coxhead Road have been replaced by speed cushions.</p> <p>Speed cushions will have less of an impact on larger vehicles, buses, and emergency service vehicles.</p>
<ul style="list-style-type: none"> <li>• Buses in this area can't meet their schedule without speed humps so it is doubtful they'll be able to keep the to schedule if the proposed speed humps are constructed</li> </ul>	<p>Research shows that in urban areas, journey times are affected by more than travel speeds and/or in this example speed humps. Therefore, the overall journey time is expected to be marginally impacted by speed humps slowing down drivers in urban areas.</p>
<ul style="list-style-type: none"> <li>• How are buses supposed to go through Rogers Road onto Mahia Road with 11 proposed bumps?</li> </ul>	<p>The proposed speed calming measures on the frequent bus routes namely: Rogers Road and Rimu Road, are bus-friendly Swedish style tables for durability and comfort. In addition, these concrete tables have a standard approach ramp to reduce approach speeds and shallow departure ramps to enhance bus comfort.</p>
<p><b>Other public transport issues from the feedback:</b></p>	
<ul style="list-style-type: none"> <li>• On the corner of McDivitt Street and Dr Pickering Ave, it's hard for a bus to turn right onto Dr Pickering Ave in peak time when parents are parked outside the school. Perhaps the bus shouldn't be taking that route, or we need to move the island on McDivitt Street for it to turn. Many parents are still parking on yellow lines to drop off kids which is dangerous.</li> </ul>	<p>Thanks for your feedback. As a result, the school bus route has been reviewed and we are looking to shift it to Friedlanders Road. This will be included in a separate consultation by AT, in the later part of 2021.</p>
<ul style="list-style-type: none"> <li>• Maybe providing school bus services to the likes of James Cook High School could minimise the amount of traffic around schools.</li> </ul>	

	School buses are operated by the Ministry of Education. This feedback will be shared with James Cook High School through our Community Transport Coordinators who support our travel wise programme.
<ul style="list-style-type: none"> <li>• Will the bus stops and bus routes be moved to other streets?</li> </ul>	Scheduled bus routes are not being moved as part of this project. Where bus stops need minor adjustments, they will only be moved by a few meters. No major bus stop relocations are proposed.
<b>Changes to the proposal</b>	
<b>Too many speed humps</b>	
<b>There are too many speed humps proposed, they will cause congestion</b>	
<ul style="list-style-type: none"> <li>• If you put speed bumps in, people will use the main roads to avoid side streets, clogging up the main roads even more</li> </ul>	As a result of consultation feedback, the location and form of all devices in the proposed scheme has been reviewed. Consequently, we have removed
<ul style="list-style-type: none"> <li>• Traffic is already congested on the main roads</li> </ul>	

<ul style="list-style-type: none"> <li>• The speed humps installed as part of the previous project have pushed more traffic onto the main roads</li> </ul>	<p>28 speed humps from the proposal, 18 of which have been replaced with 9 roundabouts and 10 have been replaced with speed cushions on Coxhead Road.</p> <p>We acknowledge that there may be an increase in traffic on arterial roads due to the proposed installation of speed-calming devices. However, this needs to be considered in the following context:</p> <ul style="list-style-type: none"> <li>• Residents in this part of Manurewa raised speed-related concerns, based on observations that drivers are using residential streets as a bypass to nearby arterials. Further investigation validated the residents' concerns.</li> <li>• Arterial roads are designed and maintained to carry high volumes of traffic with the intended function of providing for through traffic. In contrast, residential streets have a function predominantly based around property access and parking.</li> <li>• Auckland Transport monitor the operation of arterials and has a dedicated programme to consider optimisation of key congested routes and intersections. The operational performance of the arterial network is managed, reviewed and optimised in accordance with our network operating plan.</li> </ul> <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>
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<ul style="list-style-type: none"> <li>• Slowing down traffic with speed humps will cause congestion on the road in the project area</li> </ul>	<p>Research shows that in urban areas, journey times are affected by more than travel speeds. The impact of a reduced speeds in urban areas on overall journey times is expected to be marginal.</p>
<p><b>There are too many speed humps proposed, they will damage vehicles</b></p>	
<ul style="list-style-type: none"> <li>• Low cars will scrape over the top of the speed humps</li> </ul>	<p>As a result of consultation feedback, the location and form of all devices in the proposed scheme has been reviewed. Consequently, we have removed 28 speed humps from the proposal, 18 of which have been replaced with 9 roundabouts and 10 have been replaced with speed cushions on Coxhead Road.</p> <p>The speed calming devices are designed to ensure a smooth transition and will not cause damage to vehicles if drivers approach and travel over them at appropriate speeds.</p>
<ul style="list-style-type: none"> <li>• Speed humps encourage vehicles to backfire</li> </ul>	
<ul style="list-style-type: none"> <li>• Costs too much on gas when you have to accelerate every time you go over one</li> </ul>	
<ul style="list-style-type: none"> <li>• The speed humps will damage cars suspension and shock-absorbers much faster than usual</li> </ul>	
<p><b>There are too many speed humps proposed</b></p>	
<ul style="list-style-type: none"> <li>• The speed humps are too close together</li> </ul>	<p>As a result of consultation feedback, the location and form of all devices in the proposed scheme has been reviewed. Consequently, we have removed 28 speed humps from the proposal, 18 of which have been replaced with 9 roundabouts and 10 have been replaced with speed cushions on Coxhead Road.</p> <p>Every year, AT receives around a thousand requests for speed calming on individual streets or locations across Auckland. Research and evidence suggest that street-by-street speed calming is largely ineffective because speeding issues simply transfer to neighbouring streets where a layout of the road network allows it.</p> <p>That is why, we have adopted an area-wide approach. You can read more about this approach on our Residential Speed Management page: <a href="https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/">https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/</a></p>
<ul style="list-style-type: none"> <li>• The number of speed humps is excessive</li> </ul>	
<ul style="list-style-type: none"> <li>• The speed humps penalise everyone even though a small minority are causing the issues</li> </ul>	
<ul style="list-style-type: none"> <li>• Targeting every street in this area seems excessive. What are the crash statistics for each individual street?</li> </ul>	

<ul style="list-style-type: none"> <li>• It will make my trip to drop off my kids much longer every day</li> </ul>	<p>Spacing of devices is in accordance with generally accepted best practice for operating speeds to reduce to survivable speeds (30km/h) for the whole area.</p> <p>Crash statistics for individual streets within the project area can be found on the project website.</p> <p>Research shows that in urban areas, journey times are affected by more than travel speeds. The impact of a reduced speeds in urban areas on overall journey times is expected to be marginal.</p>
<p><b>Smaller, quieter streets don't need the proposed speed humps. These include:</b></p>	
<ul style="list-style-type: none"> <li>• Rimu Road</li> </ul>	<p>These are collector roads and are amongst the most problematic routes in the project area in terms of current operating speeds and crash statistics.</p>
<ul style="list-style-type: none"> <li>• Puriri Road</li> </ul>	
<ul style="list-style-type: none"> <li>• Rogers Road</li> </ul>	
<p><b>The proposed speed humps will make the area less safe</b></p>	
<ul style="list-style-type: none"> <li>• People get onto the roads without speed humps such as Russell Road, Weymouth Road &amp; Roscommon Road then they gun it. One has only to look at what goes on in Maich Road that already has speed humps to see the results</li> </ul>	<p>We acknowledge that there may be an increase in traffic on the surrounding arterial roads due to the proposed installation of speed-calming devices. However, arterial roads are designed and maintained to carry high volumes of traffic with the intended function of providing for through traffic. In contrast, residential streets have a function predominantly based around property access and parking. Auckland Transport monitor the operation of arterials and has a dedicated programme to consider optimisation of key congested routes and intersections.</p>
<ul style="list-style-type: none"> <li>• People constantly go up Sykes Road where there are speed bumps and they fly over them to flee police they don't care they are there</li> </ul>	<p>The existing speed humps on Sykes Road will be reviewed as part of this project to ensure they are effective and altered if necessary.</p>
<ul style="list-style-type: none"> <li>• Too many speed humps on one road frustrate people and increase road rage</li> </ul>	<p>There is no evidence that suggests the number of speed humps increases road rage. However, as a result of consultation feedback, the location and form of all devices in the proposed scheme has been reviewed. Consequently, we have removed 28 speed humps from the proposal, 18 of</p>

	<p>which have been replaced with 9 roundabouts and 10 have been replaced with speed cushions on Coxhead Road.</p>
<ul style="list-style-type: none"> <li>• The speed bumps will slow down emergency services which could cost lives</li> </ul>	<p>Emergency services are actively involved in the consultation process for this project and their feedback has been incorporated into the design. As a result of the overall consultation feedback received, the location and form of all devices in the proposed scheme has been reviewed. Consequently, we have removed 28 speed humps from the proposal, 18 of which have been replaced with 9 roundabouts and 10 have been replaced with speed cushions on Coxhead Road.</p>
<ul style="list-style-type: none"> <li>• Some speeders like to do jumps using the speed humps</li> </ul>	<p>The design and the spacing of the traffic calming devices is such that the opportunities for drivers to be able to change speeds between and at the devices is minimised.</p>
<ul style="list-style-type: none"> <li>• Some people drive on the wrong side of the road or on the footpath to avoid scraping their car on the speed humps</li> </ul>	<p>There is no evidence that suggests that some motorists drive on footpaths to avoid speed humps. While some motorists may approach humps at an angle and via towards the opposite side of the road, this is not common practice and approach speeds are very low.</p>
<p><b>The proposed speed humps are a not needed</b></p>	
<ul style="list-style-type: none"> <li>• Police and speed cameras should be used to improve safety and lower speeds</li> </ul>	<p>The NZ Police is largely responsible for the installation of speed cameras. We believe it is not realistic to rely on Police enforcement and fines only to achieve low operation speeds for an entire area. The residential speed management programme treats an entire area rather than focusing on individual streets as speed cameras do. The programme aims to change the speed environment to reduce operating speeds to survivable speeds (30km/h) for all drivers and therefore enable the reduction of the speed limit in the future.</p>

<ul style="list-style-type: none"> <li>• There are already enough speed humps in Manurewa</li> </ul>	<p>There are very few existing speed humps in this particular area of Manurewa (Area 2). This area has been prioritised for treatment as there is a need for speed calming devices to address existing speed related issues.</p>
<ul style="list-style-type: none"> <li>• Slowing traffic will mean cars on the roads for longer and therefore more pollution</li> </ul>	<p>We do not undertake studies in NZ for air quality at speed calming devices because there is not a measurable impact. We do monitor air quality at some of the busiest intersections in Auckland and this reveals that the air quality standards are rarely exceeded. This data is publicly available from the Auckland Council website. <a href="https://environmentauckland.org.nz/Data/Dashboard/61">https://environmentauckland.org.nz/Data/Dashboard/61</a></p>
<ul style="list-style-type: none"> <li>• They won't stop the dirt bikes that are an issue in Manurewa</li> </ul>	<p>We will share this feedback with the Police for possible enforcement.</p>
<p><b>Speeds humps make driving uncomfortable</b></p>	
<ul style="list-style-type: none"> <li>• They are hard on the spine and joints</li> </ul>	<p>The speed humps and the table are designed to ensure a smooth transition provided drivers approach the devices at the appropriate speeds. Emergency services are actively involved in the consultation process for this project and their feedback has been incorporated into the design.</p>
<ul style="list-style-type: none"> <li>• I couldn't drive down some roads when heavily pregnant because of speed humps</li> </ul>	
<ul style="list-style-type: none"> <li>• They could be dangerous or uncomfortable for people riding in an ambulance</li> </ul>	
<p><b>Alternative layout</b></p>	
<p><b>Alternative approaches to improving safety</b></p>	

<ul style="list-style-type: none"> <li>• The proposal should include more placemaking improvements like swale gardens, the use of permeable traffic barriers (i.e. closing of some streets to through traffic apart from bikes/walking), or the one-way operation of some streets</li> </ul>	<p>The suggested placemaking improvements commonly referred to as Low Traffic Neighbourhoods (LTNs) are a new approach in New Zealand and AT has recently trialled it in various locations in Auckland through the Waka Kotahi NZ Transport Agency Innovating Streets programme established 2020. These trials are currently being assessed for impacts and effectiveness in the New Zealand context.</p> <p>AT intend to use the learnings from these schemes for future projects, however as their evaluation is yet to be complete they are not yet at a stage for inclusion into projects which are close to delivery. Their evaluation will also include community feedback and acceptability of this new trialled approach. We will also use the learnings from these LTN trials to understand how effective they are in meeting the ambitious Vision Zero road safety outcomes for Auckland.</p>
<ul style="list-style-type: none"> <li>• Speed humps should be spaced farther apart and cycling facilities should be added to tables so that bikes don't have to go over them</li> </ul>	<p>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 encourages lower vehicle speeds which will make it safer for all modes of transport including cyclists. There are no known issues with cyclists riding over well-designed speed calming devices.</p>
<ul style="list-style-type: none"> <li>• Traffic lights on Weymouth Road instead of a roundabout, as people often don't give way and crashes are common</li> </ul>	<p>This is outside the RSM area, however it will be investigated through another work stream.</p>
<ul style="list-style-type: none"> <li>• Speed humps should be placed on only main roads, not small streets.</li> </ul>	<p>It is important that an area-wide approach is taken as street by street speed calming often leads to the transfer of speeding issues to neighbouring streets.</p> <p>As a result of consultation feedback, the location and form of all devices in the proposed scheme has been reviewed. Consequently, we have removed 28 speed humps from the proposal, 18 of which have been replaced with 9 roundabouts and 10 have been replaced with speed cushions on Coxhead Road.</p>
<ul style="list-style-type: none"> <li>• Provide pedestrian crossings over all the side roads along the main roads</li> </ul>	<p>Pedestrian surveys were undertaken in the area as part of the area investigation. Raised zebra crossings are proposed at locations with high pedestrian demand only.</p>

<ul style="list-style-type: none"> <li>• Connected cycleway network that enables and drives a shift to more active modes like cycling. This network would make it easier and more desirable to cycle to school and work whilst also calming traffic within our neighbourhoods.</li> </ul>	<p>Given there are varying road function requirements and existing road layout constraints to be considered, it was concluded that an overall speed reduction would be the most balanced and best approach to improve safety for all road users. Initial monitoring of Manurewa (Area 1) shows an increase in cycling overall within the local area. Monitoring will continue for Manurewa (Area 1) and Manurewa (Area2) will also be monitored once construction is complete.</p>
<ul style="list-style-type: none"> <li>• Twice as many speed humps</li> </ul>	<p>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>
<ul style="list-style-type: none"> <li>• Create response routes so that delays by emergency responders are limited to a minimum. Leaving main routes like Coxhead Road and Friedlanders Road free of speed bumps, thereby reducing the time taken to navigate across the area.</li> </ul>	<p>As a result of consultation feedback, the location and form of all devices in the proposed scheme has been reviewed. Consequently, we have removed 28 speed humps from the proposal, 18 of which have been replaced with 9 roundabouts and 10 have been replaced with speed cushions on Coxhead Road. Two of the speed humps have been removed from Friedlanders Road and replaced with one roundabouts. Further changes to Friedlanders Road were not possible due to the high number of school children movements on this route.</p>
<ul style="list-style-type: none"> <li>• Put up a barrier in parks to stop kids running out onto the road</li> </ul>	<p>Auckland Council Parks are responsible for playground and parks. Any concerns regarding a particular park needs to be raised with Auckland Council Parks for review.</p>
<p><b>Use temporary or low-cost changes</b></p>	
<ul style="list-style-type: none"> <li>• Tactical treatments, such as bright paint augmented with a few pieces of street furniture, and modal filters should be included</li> </ul>	<p>The suggested placemaking improvements commonly referred to as Low Traffic Neighbourhoods (LTNs) are a new approach in New Zealand and AT has recently trialled it in various locations in Auckland through the Waka Kotahi NZ Transport Agency Innovating Streets programme established 2020. These trials are currently being assessed for impacts and effectiveness in the New Zealand context.</p> <p>AT intend to use the learnings from these schemes for future projects, however as their evaluation is yet to be complete they are not yet at a stage for inclusion into projects which are close to delivery. Their evaluation will also include community feedback and acceptability of this new trialled</p>
<ul style="list-style-type: none"> <li>• Shrink the intersections to reduce turning radii</li> </ul>	
<ul style="list-style-type: none"> <li>• Safety improvements could be better achieved by the use of Low Traffic Networks rather than 200 speed bumps</li> </ul>	
<ul style="list-style-type: none"> <li>• Split the area into grids and reduce the ability for cars to move through. This will result in less rat running and quieter streets</li> </ul>	

<ul style="list-style-type: none"> <li>• Street narrowing, the use of planted chicanes, modal filters, etc. improved intersection treatments, including raised side road entries, and improvements to the roundabouts to a Dutch style design</li> </ul>	<p>approach. We will also use the learnings from these LTN trials to understand how effective they are in meeting the ambitious Vision Zero road safety outcomes for Auckland.</p>
<p><b>Changes to intersections</b></p>	
<ul style="list-style-type: none"> <li>• The Give-away sign on Hill road and Grand Vue Road should be changed to lights. When that road is busy in the morning the cars coming from the east side all have the right of way and the traffic for the cars coming from the great south side is ridiculous.</li> </ul>	<p>This is outside the RSM area however, it will be investigated through another work stream.</p>
<ul style="list-style-type: none"> <li>• A set of lights at the intersection of Mahia and Coxhead Roads for better safety</li> </ul>	<p>This is outside the RSM area however, a review of the intersection has confirmed there are no major operational issues at this roundabout and a roundabout remains the most appropriate intersection control at this stage.</p>
<ul style="list-style-type: none"> <li>• Traffic lights at the intersection of Coxhead and Weymouth Roads to help people turning into and out of Coxhead Road. This would improve the flow of traffic and lessen congestion at this spot.</li> </ul>	<p>This is outside the RSM area however, it will be investigated through another work stream.</p>
<p><b>Alternative speed calming</b></p>	
<p><b>Instead of speed humps you could use</b></p>	
<ul style="list-style-type: none"> <li>• Narrower roads, which also makes more space for pedestrians</li> </ul>	<p>Alternative options for the type of traffic calming devices were considered during the design process. Vertical devices were determined to be the most appropriate and feasible to enable speed reductions on large area-wide scale. The type and profile of various speed humps and speed tables were reviewed, including on-site testing, to determine the most appropriate types of devices. The traffic calming devices proposed are considered the most appropriate treatments that will result in an acceptable speed reduction for all road users.</p>
<ul style="list-style-type: none"> <li>• Narrow lane barriers like the ones on David Avenue</li> </ul>	
<ul style="list-style-type: none"> <li>• One-way islands like what is down Friesan Drive, which will damage vehicles less than speed humps</li> </ul>	
<ul style="list-style-type: none"> <li>• Speed humps that only effect vehicles driving above the speed limit.</li> </ul>	
<ul style="list-style-type: none"> <li>• Road islands</li> </ul>	
<ul style="list-style-type: none"> <li>• Choke points</li> </ul>	
<ul style="list-style-type: none"> <li>• Ripple strips</li> </ul>	
<ul style="list-style-type: none"> <li>• Chicanes</li> </ul>	<p>Threshold treatments in the form of red surfacing are included in the design at all entry points onto the project area.</p>
<ul style="list-style-type: none"> <li>• Speed thresholds</li> </ul>	

<ul style="list-style-type: none"> <li>• Mini roundabouts</li> </ul>	<p>As a result of consultation feedback, the location and form of all devices in the proposed scheme has been reviewed. Consequently, we have removed 28 speed humps from the proposal, 18 of which have been replaced with 9 roundabouts and 10 have been replaced with speed cushions on Coxhead Road.</p>
<ul style="list-style-type: none"> <li>• Zebra crossings</li> </ul>	<p>Pedestrian surveys were undertaken in the area as part of the area investigation. Raised zebra crossings are proposed at locations with high pedestrian demand only.</p>
<ul style="list-style-type: none"> <li>• Cycle lanes, as they will make the road narrower and discourage people from driving at high speeds</li> </ul>	<p>In order to achieve the best outcome for all road users across the project area, we need to consider the varying road function requirements alongside the existing road layout constraints. In considering these factors as part of the investigation process, it was concluded that an overall speed reductions would be the most balanced and best course of action to improve safety for all road users. In addition, there are no known issues with cyclists riding over well designed speed calming devices.</p>
<p><b>Pedestrian crossing</b></p>	
<p><b>Pedestrians should be given greater priority in this area of Manurewa</b></p>	
<ul style="list-style-type: none"> <li>• A zebra crossing to the dairy/bakery on Mahia Road near Beaumonts Way extension</li> </ul>	<p>This is outside the RSM area however, it will be investigated through another work stream.</p>
<ul style="list-style-type: none"> <li>• More pedestrian crossings</li> <li>• A raised table zebra crossing on Christmas Road near Mahia Road</li> </ul>	<p>Pedestrian surveys were undertaken in the area as part of the area investigation. Raised zebra crossings are proposed at locations with high pedestrian demand only.</p>
<ul style="list-style-type: none"> <li>• A pedestrian crossing (stop light activated) on Great South Road for people wanting to cross to Te Mahia Station</li> </ul>	<p>A pedestrian crossing facility (mid-block signal) has been investigated outside Te Mahia Trian Station. We are currently in the process of reviewing the feedback from public consultation.</p>
<ul style="list-style-type: none"> <li>• Change the standard raised table to a raised table zebra crossing at Churchill Road entrance where the shops are</li> </ul>	<p>This was considered however, a marked zebra crossing would mean pedestrians are more likely to cross without taking due care. The layout of the site requires drivers to make multiple decisions with respect to looking out for other traffic and waiting pedestrians at this location, which may impact on safety for all road users. It was therefore was decided to propose</p>



	a courtesy crossing whereby pedestrians would also be required to take more care.
• Dr Pickering Avenue, due to congestion in mornings & afternoons both schools being so close	We are proposing improvements on Dr Pickering Avenue which includes a raised table zebra crossing and new footpath connections.
• A controlled crossing on Mahia Road, near McDivitt Street, with signals	This is outside the RSM area however, it will be investigated through another work stream.
• On the brow of the hill, around 69 Mahia Road	
• Crossing for Elim Christian School because the students are always standing in the medium just to trying to get across.	
• Pedestrian light crossing outside South Auckland middle school.	
• The roundabout at the intersection of Station Road and Maich Road needs a pedestrian crossing. Passengers from railway station especially with kids find it difficult to cross the road.	
• Raised zebra crossings near schools and parks, especially on adjacent main roads where children (and parents) are crossing in the median strip.	Within the study area pedestrian surveys were undertaken as part of the area investigation. Raised zebra crossings are proposed at locations with high pedestrian demand only.
• All pedestrian crossing should be on raised tables.	We have upgraded all the existing flush zebra crossings within this study area to a raised table zebra crossings.
• Some of the speed bumps on Sykes Road should be changed to pedestrian crossings	The existing table outside Manurewa Pool and Leisure Centre and the speed hump closer to Ashmere Lane has been upgraded to a raised table zebra crossing.
<b>Changes to the specific part of the proposal</b>	
<b>Suggested changes to the proposed crossings</b>	
• The crossing on the intersection of Puriri/Churchill/Tawa should be located slightly further down Puriri Road, just past Tawa Crescent and the shops	Pedestrian surveys were undertaken in the area as part of the area investigation. The proposed raised zebra crossing location is where high pedestrian demand and desire line was observed. Additionally, this crossing facility will achieve slower vehicle turning speeds between the Puriri Road/ Totara Road and Puriri Road/ Churchill Avenue intersections.
• The raised pedestrian crossing on Puriri Road should be located further to the west so that it isn't between two intersections and would provide connectivity with the school.	

<ul style="list-style-type: none"> <li>• The crossings at the Hollinbrigg/Rogers/Christmas Road roundabout could cause confusion and accidents, especially the one on Rogers Road. People are accelerating coming out of a roundabout, and its close proximity could cause a nose to tail or for the roundabout to become blocked. I would suggest moving the Christmas Road crossing further back from the roundabout and eliminating the Rogers Road crossing altogether.</li> </ul>	<p>These crossings will provide designated crossing facilities for pedestrians and slower vehicle speeds at the roundabout. The proposed locations for pedestrians crossings are at the observed pedestrian desire lines in the vicinity of the roundabout. It is common practice to have raised crossing facilities close to roundabouts as they work well given the low operating speeds.</p>
<ul style="list-style-type: none"> <li>• Having the pedestrian crossings near the corner of the intersections are not a great idea unless you are going to allow for a decent sized car to cross over and fit in before that crossing. If you look at the ones on Osterley Way in Manukau, there isn't enough room for a decent sized car to turn into that street without the back of the cars sticking out. The cars end up partly on the pedestrian so their tails don't get hit. So if you are going to put pedestrians on McDivitt Street down by the shops, put it in a bit further, on the other side of the shop parking.</li> </ul>	<p>This crossing has been designed to accommodate a vehicle waiting at the limit line on McDivitt Street without interrupting the traffic on Mahia Road.</p>
<p><b>Suggested changes to the proposed raised tables:</b></p>	
<ul style="list-style-type: none"> <li>• Rimu Road appears to have all Swedish style speed bumps with the exception of the southernmost area, which is a standard raised table. Would it not make more sense to turn this into a Swedish style speed bump?</li> </ul>	<p>The original design included a standard table due to site constraints. We have reviewed the design and have now removed this raised table and a roundabout is proposed at the intersection of Rimu Road and Totara Road.</p>
<ul style="list-style-type: none"> <li>• Change the standard raised table to a raised table zebra crossing at Churchill Rd entrance where the shops are</li> </ul>	<p>This was considered; however, a marked zebra crossing would mean pedestrians are more likely to cross without taking due care. The layout of the site requires drivers to make multiple decisions with respect to looking out for other traffic and waiting pedestrians at this location, which may impact on safety for all road users. It was therefore decided to propose a courtesy crossing whereby pedestrians would also be required to take more care. Given the area-wide speed calming measures proposed, the overall risk of the proposed courtesy crossing is considered to be low.</p>
<ul style="list-style-type: none"> <li>• Rimu road - we do not want a speed table or hump because of boat &amp; vehicles on property</li> </ul>	<p>We have reviewed the design and have now removed this raised table and a roundabout is proposed at the intersection of Rimu Road and Totara Road.</p>
<p><b>Suggested changes to the proposed Swedish style speed tables:</b></p>	

<ul style="list-style-type: none"> <li>• Would it be better to have the Swedish style speed tables on Christmas Road, rather than Rimu Road? That way traffic from Weymouth Road will tend to Travel along Rogers, then onto Christmas. Rather than swinging back around into Puriri Road and Rimu Road to avoid all the speed humps. Otherwise I can see a lot of congestion particularly late in the afternoon/early evening.</li> </ul>	<p>Swedish style tables are only proposed for more frequent bus routes in this area. They are designed to provide a smoother transition for buses and allow for improved passenger comfort.</p>
<ul style="list-style-type: none"> <li>• No Swedish-style table right at the entrance onto Rimu Road from Mahia Road. That entrance can get busy, and it is just another factor you have to be mindful of when negotiating the traffic at that time</li> </ul>	<p>We have reviewed the design and have now shifted this Swedish style table away from the intersection in addition to adding a roundabout at the intersection of Rimu Road and Totara Road.</p>
<p><b>Suggested changes to the proposed speed humps:</b></p>	
<ul style="list-style-type: none"> <li>• The speed hump near the Weymouth Road should be moved outside houses 22 and 25 Castlefinn Drive, as the proposed spot doesn't have an issue with speeding</li> </ul>	<p>The intention of the proposed speed humps at these locations is to provide calming at the wider sections, this section of the road is narrow.</p>
<ul style="list-style-type: none"> <li>• No speed hump on Hutt Road. Instead, clear give-way signage and markings on the road at both ends of Hutt Road as Drivers often overshoot when exiting Hutt road causing traffic to swerve</li> </ul>	<p>We have reviewed the design and now propose a roundabout at the intersection of Hutt Road and Churchill Avenue. The other end of Hutt Road is well speed calmed and give it is a low volume road, no other changes are proposed.</p>
<ul style="list-style-type: none"> <li>• Speed humps are not necessary on Churchill Avenue</li> </ul>	<p>Churchill Avenue has known reported and observed speeding issues and is one of the key routes in the area in need of speed calming. However, we have reviewed the design and now removed two speed humps at the intersection of Hutt Road and Churchill Avenue and replaced them with a roundabout. The rest of the proposed speed humps are to remain along the route.</p>
<p><b>Coxhead Road should have fewer or no speed humps because:</b></p>	
<ul style="list-style-type: none"> <li>• It is a main thoroughfare for Wattledowns residents to get through to Manurewa</li> </ul>	<p>As a result of consultation feedback, including feedback from Fire and Emergency the location and form of all devices in the proposed scheme has been reviewed. Consequently, we have removed 28 speed humps from the proposal, 18 of which have been replaced with 9 roundabouts and 10 have been replaced with speed cushions on Coxhead Road.</p>
<ul style="list-style-type: none"> <li>• People see it and use it as a main road</li> </ul>	
<ul style="list-style-type: none"> <li>• It is a bus route for the 463 bus from Wattle Downs to Manurewa</li> </ul>	
<p><b>Road markings</b></p>	
<p><b>Suggested changes to road markings:</b></p>	

<ul style="list-style-type: none"> <li>• Markings should be brighter</li> </ul>	<p>Noted for detailed design, markings will be done to current standards. Speed humps and tables without central islands will have the triangle markings right across.</p>
<ul style="list-style-type: none"> <li>• It is really hard to see the speed bumps if they only have a couple of triangles on them, make them a bit more visible.</li> </ul>	
<ul style="list-style-type: none"> <li>• The entry treatments at the ends of the road are a waste of time and money. They mean nothing and go black from dirt after a couple of months.</li> </ul>	<p>The entry treatments provide a visual cue to drivers that they are entering a slower speed environment.</p>
<ul style="list-style-type: none"> <li>• Repaint the lines on the roads, some are so worn you cannot even see the lines for stop, give way etc.</li> </ul>	<p>Thanks for bringing this to our attention, your request has been passed on to our maintenance team for action.</p>
<ul style="list-style-type: none"> <li>• You could use the raised lines (the same as what they have at the roundabout on Mill Road and Ranfurly) to indicate coming up to the school (James Cook, Leabank School and Manurewa South)</li> </ul>	<p>Traverse markings (raised lines) are not an indication that drivers are approaching a school – they are a trial treatment used in the rural environment on the approaches to high risk intersections. The area-wide speed calming measures in the project area will address speed issues outside the noted schools.</p>
<ul style="list-style-type: none"> <li>• The give-way line at the intersection of Coxhead Road and Kohiwi Road should be moved further back to improve visibility especially to the left</li> </ul>	<p>Thank you for your feedback. This item will be reviewed during detailed design.</p>
<p><b>Suggestions on where to place broken yellow lines:</b></p>	
<ul style="list-style-type: none"> <li>• Weymouth Road opposite Mountfort Park by Josie Lane would improve the safety of people leaving their driveways. The park is well used especially in winter and it's extremely difficult to see when exiting driveways because of the cars parked on the side of the road</li> </ul>	<p>This location is outside the project area however, we can advise that broken yellow lines are usually only installed to address issues with the flow of traffic or significant safety issues along a road. Given the number of driveways across the network, access to residential properties is usually managed through the enforcement of the Road Code. Parking within one metre of a driveway is illegal and this is clearly outlined in the Road Code and drivers should know this. If you see illegal parking, please call us on</p>

	(09) 355 3553 with the vehicle's details so that enforcement action can be taken.
<ul style="list-style-type: none"> <li>• McDivitt Street has a blind spot on slight curve. I think broken yellow lines (no stopping) would improve this, as it is dangerous when driving up this street when cars parked on both sides.</li> </ul>	Thank you for your feedback. This item will be reviewed during detailed design. However, it should be noted that the proposed speed calming measures will reduce operating speeds therefore reducing the level of risk for all road users.
<b>Additions to the proposal</b>	
<b>Speed cameras &amp; red-light cameras</b>	
<b>Speed cameras should be used instead of speed humps</b>	
<ul style="list-style-type: none"> <li>• Cameras would be less intrusive than so many speed humps</li> </ul>	We do not install speed cameras as the responsibility for the enforcement of speeding vehicles is with the NZ Police. The residential speed management programme treats an entire area rather than focusing on individual streets as speed cameras do. The programme aims to change the speed environment to reduce operating speeds to survivable speeds (30km/h) for all drivers and therefore enable the reduction of the speed limit in the future.
<ul style="list-style-type: none"> <li>• Cameras would only penalise the few people breaking the law instead of everyone in the area</li> </ul>	
<ul style="list-style-type: none"> <li>• Speed cameras are more effective and easier on your cars suspension</li> </ul>	
<ul style="list-style-type: none"> <li>• Cameras would generate some revenue</li> </ul>	
<ul style="list-style-type: none"> <li>• Cameras could be moved from place to place as needed</li> </ul>	
<ul style="list-style-type: none"> <li>• Speed cameras would slow down people who speed on motorbikes and can ignore the speed humps</li> </ul>	
<ul style="list-style-type: none"> <li>• Fake cameras could be used as well</li> </ul>	
<b>Suggestions for specific sites for cameras included:</b>	
<ul style="list-style-type: none"> <li>• The top of Mahia Road between the Great South Road and Coxhead Road. There are Kohanga Reo and day-care centre's on Mahia Road and it is becoming difficult to enter and leave these premises when drivers are not complying to the 50k speed limit.</li> </ul>	We do not install speed cameras as the responsibility for the enforcement of speeding vehicles is with the NZ Police. The residential speed management programme treats an entire area rather than focusing on individual streets as speed cameras do. The programme aims to change the speed

<ul style="list-style-type: none"> <li>• Beaumont's Way and Christmas Road or streets longer than 1k</li> </ul>	environment to reduce operating speeds to survivable speeds (30km/h) for all drivers and therefore enable the reduction of the speed limit in the future.
<ul style="list-style-type: none"> <li>• Coxhead Road</li> </ul>	
<ul style="list-style-type: none"> <li>• The sharp bend on Rogers Road where the zone says 25 and drivers are zooming and entering in residential areas</li> </ul>	
<ul style="list-style-type: none"> <li>• All speed cameras should have a warning sign</li> </ul>	
<ul style="list-style-type: none"> <li>• Weymouth and Mahia Roads</li> </ul>	
<ul style="list-style-type: none"> <li>• On Mahia Road outside Suderella</li> </ul>	There are no signalised intersections within the project area. AT and the NZ Police assess and consider the use of red light cameras at high risk signalised intersections only.
<ul style="list-style-type: none"> <li>• Red light cameras at more intersections as many people run red lights</li> </ul>	
<ul style="list-style-type: none"> <li>• CCTV cameras at Churchill shops</li> </ul>	AT only considers the installation of CCTV cameras at signalised intersections for traffic management purposes i.e. to monitor congestion and at large public transport facilities such as trains stations for public safety.
<b>Enforcement</b>	
<b>The following suggestions were made about enforcement</b>	
<ul style="list-style-type: none"> <li>• Police should patrol the area more</li> </ul>	We are aware that the Police do have a targeted presence in the area. Additionally, AT regularly run educational programmes across the region in conjunction with the Police. However, relying on Police enforcement/ fines only to achieve lower operating speeds for the entire area is not realistic.
<ul style="list-style-type: none"> <li>• More police presence is preferable to so many speed humps</li> </ul>	
<ul style="list-style-type: none"> <li>• The proposal won't work without enforcement</li> </ul>	
<ul style="list-style-type: none"> <li>• Police are needed to stop people speeding on dirt bikes with no licence plate or helmets</li> </ul>	
<ul style="list-style-type: none"> <li>• More police check points</li> </ul>	
<ul style="list-style-type: none"> <li>• Regular WOF/Rego, License Checks</li> </ul>	
<ul style="list-style-type: none"> <li>• Higher fines for speeding</li> </ul>	
<ul style="list-style-type: none"> <li>• Confiscate vehicles which speed excessively</li> </ul>	
<ul style="list-style-type: none"> <li>• A transport police force for Auckland</li> </ul>	
<b>Lower speed limits</b>	
<b>Suggestions for appropriate speed limits for the project area:</b>	
<ul style="list-style-type: none"> <li>• 30 km/hr for the whole area</li> </ul>	

<ul style="list-style-type: none"> <li>• 40km/hr for the whole area</li> </ul>	<p>The project aims to change the speed environment to reduce operating speeds to survivable speeds (30km/h) for all drivers, as practically possible, and therefore enable the reduction of the speed limit in the future. The speed limit reduction process has to follow specific speed bylaw guidelines which will be enacted outside of this project.</p>
<ul style="list-style-type: none"> <li>• 35 km/hr for Coxhead Road and Christmas Road</li> </ul>	
<ul style="list-style-type: none"> <li>• Lower speed limits on Beaumonts Way Extension</li> </ul>	
<ul style="list-style-type: none"> <li>• 40 km/hr near schools</li> </ul>	
<p><b>Cycling facilities</b></p>	
<p><b>The proposal should include cycling facilities</b></p>	
<ul style="list-style-type: none"> <li>• Cycle lanes should be included as they narrow the road, slowing vehicles.</li> </ul>	<p>Roads within the project area</p>
<ul style="list-style-type: none"> <li>• Cycle lanes make it easier and more desirable to cycle to school and work</li> </ul>	<p>In order to achieve the best outcome for all road users across the project area, we need to consider the varying road function requirements alongside the existing road layout constraints. In considering these factors as part of the investigation process, it was concluded that overall speed reduction would be the most balanced and best course of action to improve safety for all road users. In addition, there are no known issues with cyclists riding over well designed speed calming devices.</p>
<ul style="list-style-type: none"> <li>• Speed humps should be built so that cyclists can avoid going over the speed hump</li> </ul>	
<ul style="list-style-type: none"> <li>• Cycle lanes are in line with Auckland's climate goals</li> </ul>	<p>Surrounding arterials</p>
<ul style="list-style-type: none"> <li>• Cycle lanes would encourage more people to use the Te Mahia Train Station nearby</li> </ul>	<p>Russell Road, Weymouth Road and Great South Road are part of Auckland Transport's Cycle &amp; Micro mobility Strategic Network, and as such are considered important corridors for cycling both now and in the future. For more information about the Strategic Network visit <a href="http://www.at.govt.nz/futureconnect">www.at.govt.nz/futureconnect</a></p>
<ul style="list-style-type: none"> <li>• Russell Road needs a cycle lane in both directions because it is becoming an increasing popular route for cyclists (due to the schools in the area) and is also experiencing greater volumes of traffic.</li> </ul>	
<ul style="list-style-type: none"> <li>• Improve the cycle lanes on Weymouth Road, particularly at the Weymouth Road and Great South Road intersection. As a cyclist, I've had too many close calls in this area</li> </ul>	<p>AT also has a Minor Cycle &amp; Micro mobility Improvements Programme that will be upgrading existing painted cycle lanes to safe cycle facilities. This is subject to prioritisation against other minor cycle improvements across Auckland.</p>

<b>Education</b>	
<b>The proposal should include education for drivers</b>	
<ul style="list-style-type: none"> <li>• More road-code safety training for drivers.</li> </ul>	Thank your feedback. We will pass this on to our Community Transport team for consideration as part of their community educational programmes.
<b>Road maintenance</b>	
<b>The roads around the project area should be repaired and maintained</b>	
<ul style="list-style-type: none"> <li>• There are potholes, uneven surfaces and debris everywhere</li> <li>• The road surface on just Weymouth road is getting bad with developing pot holes, road subsidence and overflowing drains</li> </ul>	Thanks for bringing this to our attention, your request has been passed on to our maintenance team for review.
<b>Pedestrian facilities</b>	
<b>The proposal should include better pedestrian facilities</b>	
<ul style="list-style-type: none"> <li>• Widening the footpath would reduce the width of the road which would lower vehicle speeds</li> </ul>	It is not practical to widen the footpaths on all the roads in the project area as a means of calming traffic speeds.
<ul style="list-style-type: none"> <li>• There are many schools in the included area and making streets outside of them more friendly to pedestrians would help keep students safe.</li> </ul>	We are proposing to upgrade all the existing pedestrian crossings outside schools and add new pedestrian crossings where pedestrian demand has been observed. Furthermore, localised footpath widening is proposed at the new and upgraded pedestrian crossings.
<ul style="list-style-type: none"> <li>• The proposal should focus more on pedestrians particularly to encourage more people to use the Te Mahia Train Station nearby</li> </ul>	The proposed speed calming measures for the area will enhance pedestrian safety which will make it attractive to walk in this area.
<ul style="list-style-type: none"> <li>• Create a network of off-road paths to make it easy and attractive to walk from these streets into Manurewa Town Centre</li> </ul>	We are proposing to upgrade all the existing pedestrian crossings outside schools and add new ones where pedestrian demand has been observed. A pedestrian crossing facility (mid-block signal) has been investigated outside Te Mahia Train Station. We are currently in the process of reviewing the feedback from public consultation. This project is not proposing any additional off road pedestrian paths.



<b>Lighting</b>	
<b>The following improvements could be made to lighting in the project area</b>	
<ul style="list-style-type: none"> <li>• Replace the streetlights that don't work</li> </ul>	<p>Lighting in this area will be reviewed at the detailed design stage of this project, and additional lighting at the proposed speed calming devices will be installed where it is required.</p>
<ul style="list-style-type: none"> <li>• More lighting in public places or parks and shop areas</li> </ul>	<p>Lighting within the road reserve in the project area will be reviewed at the detailed design stage and additional lighting at the proposed speed calming devices will be installed where it is required. Any concerns regarding a particular park needs to be raised with Auckland Council Parks for review.</p>
<ul style="list-style-type: none"> <li>• Better street lighting – the LED street lights are useless and make our streets dark at night and prime for car thefts</li> </ul>	<p>LED lights are shown to provide a whiter safer light and have the support of AT and Auckland Council. The lights are more reliable and longer lasting and use less electricity and save carbon use.</p>

## Attachment 1: Feedback form

## Feedback form PLEASE COMPLETE THIS FREEPOST FORM AND RETURN IT TO US BY MONDAY 8TH MARCH

Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](https://www.auckland.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.

### Personal Information

Name:

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Business/organisation:

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Street address:

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Suburb:

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Postcode:

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Email:

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Phone:

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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.**

### What best describes your interest in this proposal?

(PLEASE TICK ALL THAT APPLY)

- I live or own property in the project area
- I work in the project area
- I study in the project area
- I pick up or drop off people in the project area
- I drive in the project area
- I walk in the project area
- I cycle in the project area
- Other (please specify)

### How did you hear about this project?

(PLEASE TICK ALL THAT APPLY)

- Information posted / emailed to me
- Auckland Transport website
- News article (paper or online)
- Newspaper advertisement
- Blog e.g. Bike Auckland, Greater Auckland
- Social media e.g. Facebook, Neighbourly
- Word of mouth
- Other (PLEASE STATE)

### Questions

1. What do you think about the proposed road safety improvements?

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FreePost Authority No. 233462



Consultation and Engagement Team  
Auckland Transport  
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Victoria Street West  
Auckland 1142

**PROJECT: MANUREWA (AREA 2) ROAD SAFETY IMPROVEMENTS**



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2. Do you have any suggested changes to what is proposed?

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GLUE

3. Do you have any other comments or suggestions for improving road safety in this area of Manurewa?

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