

Papatoetoe West Residential Speed Management Programme Public Feedback Report



October-November 2022

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Summary

Papatoetoe West has been identified as an area where speeds need to be reduced as part of our Residential Speed Management programme.

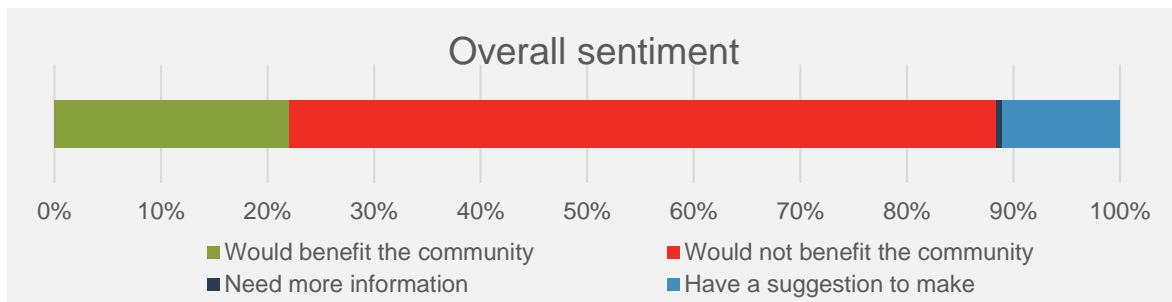
Road safety improvements were proposed to reduce vehicle speeds and create a slower speed environment, which is safer for everyone.

We received:



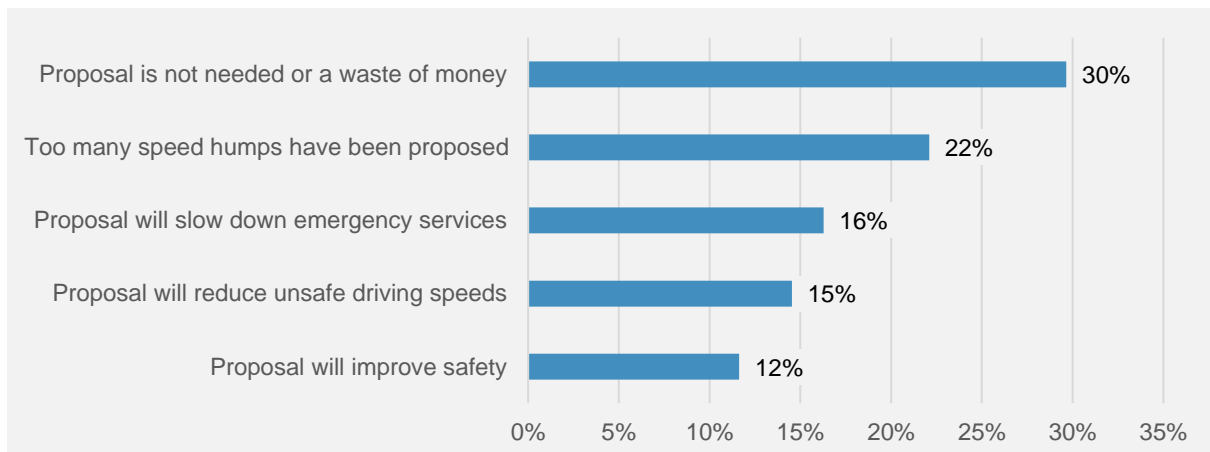
Overall opinion

Overall, 22% of submitters told us the proposals would benefit the community, while 66% expressed concern it would not benefit the community.



Key messages

97% of respondents left comments with their submission. You can read about the community responses in the [Your Feedback](#) section. The comment themes mentioned most frequently in the feedback were:



Themes found in >10% of submissions are listed. Each submission may mention more than one theme.

How we're moving forward

After listening to all the feedback, particularly the concerns about the number of speed calming measures, we are proceeding with the following changes:

- Reduced number of speed calming devices. We removed 23 devices from the plan and 54 will now be installed.
- Replaced speed humps with speed cushions on Park Avenue following feedback from Fire and Emergency New Zealand. Speed cushions are designed to be narrow enough to be driven over by fire vehicles, which minimises the impact on their speed.

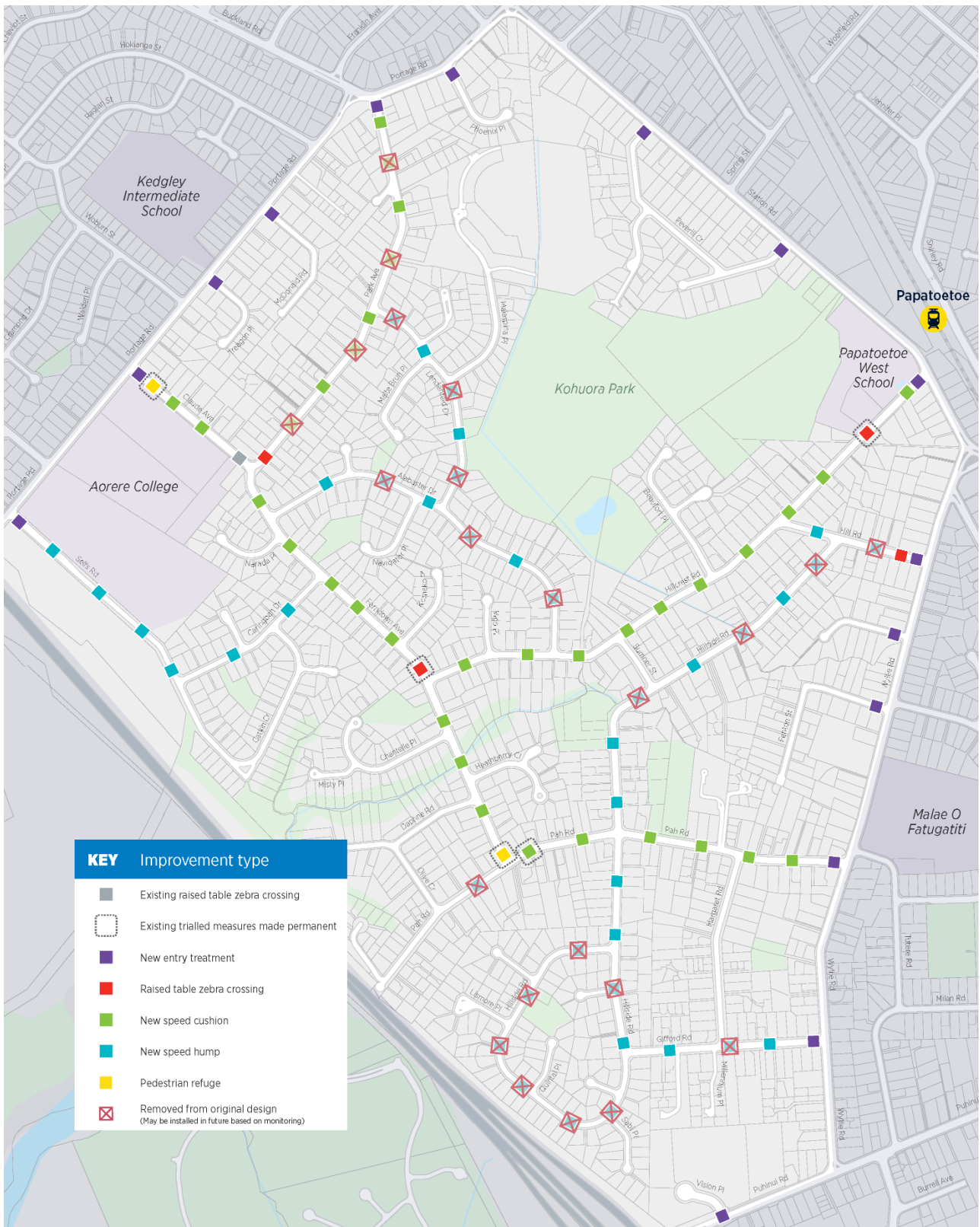
Below is a table listing the changes and, on the next page, an illustration of the design following the consultation.

Location	Design Change	
	Proposed	Result of feedback
Park Avenue	8 speed humps	4 speed cushions
Lendenfeld Drive	5 speed humps	2 speed humps
Alabaster Drive	6 speed humps	3 speed humps
Hill Road	2 speed humps	1 speed hump
Hillside Road – between Hill Road and Pah Road	7 speed humps	4 speed humps
Hillside Road loop	8 speed humps	1 speed hump
Gifford Road	3 speed humps	2 speed humps
Pah Road – between Ferndown Avenue and Olive Crescent	1 speed hump	0 speed humps

All other roads will have the speed calming measures as proposed in the consultation

The updated design plans are available on the [consultation webpage](#).

Map of proposed changes following community feedback



You can download a copy of this map on the [consultation webpage](#).

Next steps

First, we'll make the following temporary measures from the 2021 Low Traffic Neighbourhood trial permanent:

- Pedestrian refuge on Claude Avenue at the intersection with Portage Road.
- Raised pedestrian crossing on Park Avenue near the intersection with Ferndown Avenue.
- Raised pedestrian crossing on Ferndown Avenue near the intersection with Hillcrest Road.
- Raised pedestrian crossing on Hillcrest Road outside Papatoetoe West School.
- Pedestrian refuge and a speed cushion at the Pah Road and Ferndown Avenue intersection.

The construction of the measures listed above is planned to be completed by the end of June 2023. We will be in touch with nearby residents before any construction begins.

Our engineers will finalise the design

The project team will integrate the changes that have come from the community feedback and create the final design. Construction will start after the work listed above is completed.

After the work is completed, we'll monitor the roads to ensure the changes meet the safety goals of reducing speeds, reducing the local roads used as shortcuts, and reducing deaths and injuries.

The project and construction are funded by Waka Kotahi's Safety Intervention Pathway fund.

Background

Why are the changes needed?

Across the Auckland region, we have identified several neighbourhoods for road safety improvements. Papatoetoe West has been prioritised for changes because of:

- Safety concerns raised by residents
- 145 crashes over a five-year period ([View map of crashes here](#))
- High driving speeds well above the speed limits (speeds over 121 km/h were recorded on seven streets in the area)
- Nearby community spaces which include schools, shops, parks and community centres

In 2021, the Ōtara-Papatoetoe Local Board-led a “Low Traffic Neighbourhood” trial to reduce vehicle speeds and prevent people from using the residential roads as a shortcut.

Monitoring after the trial showed:

- Speed and traffic **decreased** on the streets that had temporary measures
- Vehicle speeds and drivers using local streets as shortcuts **increased** on the roads without any safety measures

These results told us that some changes on few of the streets was not enough, and we proposed a neighbourhood-wide speed calming approach.

What did we seek feedback on?

This project aims to reduce vehicle speeds on residential streets in Papatoetoe West for the area contained by Portage, Station, Wyllie, and Puhinui Roads and State Highway 20 by installing a combination of speed calming measures.

These measures include:

- raised zebra crossings
- speed humps and speed cushions
- pedestrian refuges
- road entry treatments in the form of red-coloured surface paint

These will:





- reduce vehicle speeds to survivable levels
- help to reduce the risk of serious injuries and deaths
- help to create a slower speed environment, which is safer for everyone, especially for school children
- encourage people to walk and cycle locally

Consultation

We asked for community feedback on the proposed Papatoetoe West Residential Speed Management Programme changes between **17 October** and **13 November 2022**.

Activities to raise awareness

To let you know about our consultation, we:

 <p>created a consultation webpage</p>	 <p>delivered brochures to nearby homes and businesses</p>
 <p>held two drop-in information sessions</p>	 <p>ran social media advertisements</p>

How people provided feedback

Respondents provided feedback in person at drop-in sessions, online using an online submission form on our [consultation webpage](#), or via a freepost form included in the brochure. See [Attachment 1: Feedback form](#) at the end of this report for a copy of the feedback form.

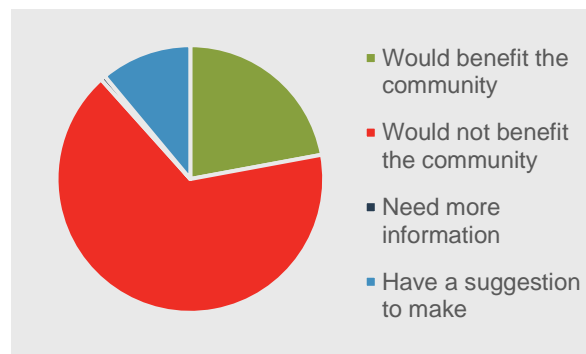
Your feedback

Overview

We received public feedback on the proposal from 172 submitters. The overall sentiment was concerned about the proposal, with 22.1% telling us it would benefit the community and 66.3% expressing concern it would not benefit the community.

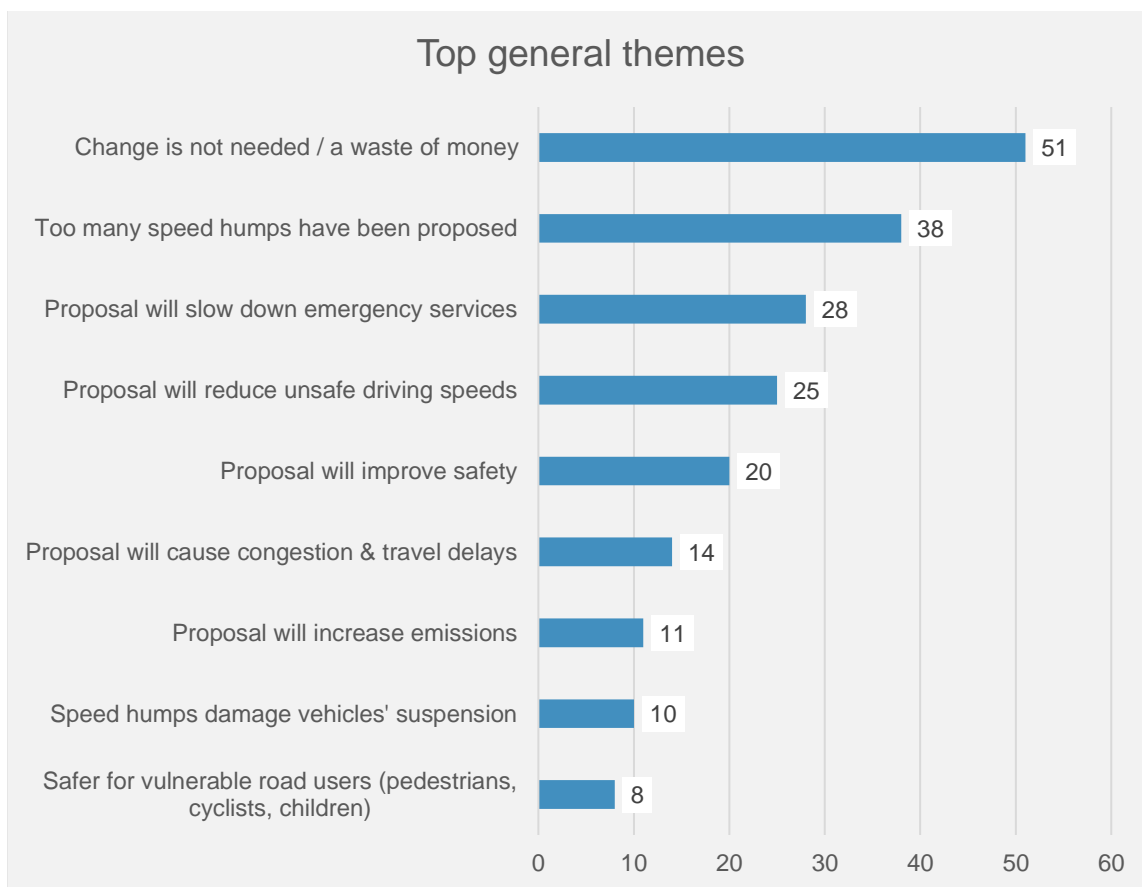
We have organised the most frequently mentioned comments into three sections:

- [General feedback themes](#)
- [Suggested changes to the proposal](#)
- [Suggestions for area improvements](#)



General feedback themes

We received 167 comments from the respondents. Below are the most frequently mentioned comments across the submissions:



Themes found in >10 submissions are listed. Submissions may be counted in more than one theme.

Change is not needed or a waste of money (51 mentions)



"The proposed road safety improvements are an overkill on an area that does not need as much done."

"The cost for very little real-world benefit."

"Total nuisance for motorist with humps and waste of ratepayer money."

People who told us that the project was not needed or a waste of money often mentioned that the cost of the project would outweigh the benefit, or that the speeding was not significant enough to require the number of speed management controls proposed. This group also frequently mentioned that the number of speed humps was excessive.

Too many speed humps have been proposed (38 mentions)



"Far too many speed bumps."

"I believe that the speed humps and cushions will help this area, but do you really need so many of them?"

"These changes are overkill. There are too many speed bumps and speed cushions. Stop trying to make the roads safer for the lowest denominator and start thinking about the normal driver."

Some of these respondents wrote that fewer speed calming changes would be enough, and others told us that no changes were needed. People raised concerns about the inconvenience and cost associated with the number of speed management devices proposed.

Proposal will slow down emergency services (28 mentions)



"Speed bumps affect emergency services (Police, Fire, Ambulance) responding to emergencies and considerably slow down response times."

"Emergency services who are trying to go through these areas or transport patients urgently are going to be heavily disadvantaged, thus disadvantaging us who need medical care, responses to house fires, services from police ect"

"Ambulance and other emergency services needed in the area would be delayed significantly. People's lives could be at stake."

Those that submitted a concern in this theme primarily raised concerns about the response times of emergency services. Some told us they worried about patients inside of ambulances as the vehicles drive over the humps.

Proposal will reduce unsafe driving speeds (25 mentions)



"Speed is the main issue in, around, and on our Street, namely Park Avenue. Calming measures would definitely give me alot more confidence of reversing out of our driveway"

"Love that traffic will slow around the school and rat running will be less"

"Great our street is a racetrack day and night. 5 lamp posts been knocked down since we lived here. Please do ASAP."

Submissions in this theme often included residents telling us about the high driving speeds around their homes. People told us that the changes would reduce accidents, noise, and their safety concerns.

Proposal will improve safety (20 mentions)



"The Papatoetoe West area is a busy traffic thoroughfare, so the mitigation measures will help improve safety."

"Agree with the proposal in terms of safety for walking traffic & decreasing car speed in the area."

"As a resident who lives on Portage Rd, these proposals will definitely benefit the neighbourhood especially homeowners in the area as there are a lot of boy racers travelling on a very high speed (exceeding speed limit) on surrounding streets specifically Portage Rd and Sells Rd."

Respondents in this theme told us that the proposal would make the neighbourhood safer. Many noted that the roads in the area are used for racing and shortcuts, which have made them feel unsafe.

Proposal will cause congestion / inconvenience (14 mentions)



"Too many speed restrictions that will cause congestion throughout the area."

"There is no evidence that these changes will have any effect other than frustrate drivers and cause congestion."

"It's already a low-speed zone. I live in the area and drop my kids to school every day and get stuck in traffic queues caused by slower traffic."

People told us that the speed humps would slow traffic and cause congestion on the roads in the area. In the submissions, the respondents worried about how long their journey to work or to drop their children at school might take.

Proposal will increase greenhouse gas emissions (11 mentions)



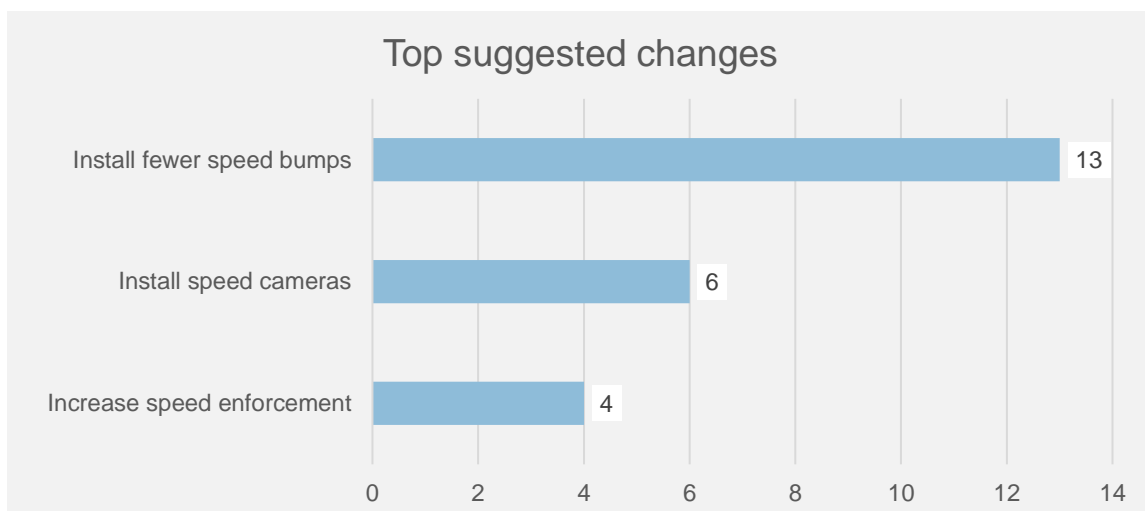
“All the accelerating and braking will completely increase co2 emissions on the roads.”

“There is no evidence that these changes will have any effect other than frustrate drivers and cause congestion.”

“What a way to increase carbon emissions, completely irresponsible and stupid on the councils part.”

Responses in this theme wrote that the introduction of the speed humps and other speed management devices would cause cars to brake and accelerate, which would increase fuel use and greenhouse gas emissions.

Suggested changes to the proposal



Themes found in more than 3 submissions are listed. Submissions may be counted in more than one theme.

Install fewer speed humps (13 mentions)



“The number of ‘humps’ of all kinds in the road is excessive, limit them to where they are most useful i.e., at approach to main intersections.”

“Halve the number of speed bumps being proposed.”

“Absolutely crazy to have that many speed bumps... Only would need a couple for safety.”

Submissions in this theme told us that the number of speed management devices should be reduced or limited to key intersections. Several respondents noted that they support the construction of speed humps but the number proposed should be reduced.

Install speed cameras (6 mentions)



“Speed camera may be cheaper on long run.”

“Put speed cameras if you want to reduce peoples speed.”

“Put up speed cameras.”

Most people who suggested speed cameras said that cameras should be installed instead of the speed humps and cushions, but a few said they should be installed alongside the proposed changes.

Requests for increased speed enforcement (4 mentions)



“More policing of present restrictions. Bring back checking around schools.”

“Police the speeders & phone users.”

“Give fines to those that speed - again - and again. Take their license, impound their cars, why do we have to suffer for those idiots that speed?”

Respondents who requested increased speed enforcement suggested that it would help reduce speeding if more tickets were issued or the consequences for speeding were increased.

Suggestions for area improvements

Though not part of the proposed changes, one theme that came through clearly was concerns about on-street parking making it difficult to drive in the area.

We received 7 requests for parking restrictions in specific locations and had 6 submissions raise the issue of vehicles, particularly large trucks, parking in the neighbourhood.



“Get rid of roadside and berm parking. Mainly huge trucks. We'd like to see more greenery on berms.”

“Can I suggest also in the project area there be a ban on heavy trucks & trailers being parked on residential roads unless they have legitimate business reasons on the road? Businesses are using residential roads as personal parking yards for their trucks.”

“Should be no more 5ton truck parking on the road :)”

These respondents told us that the roads have become busier over time as the population of Papatoetoe has grown. They wrote that the high levels of on-street parking reduce visibility and driving space on the roads, making it less safe. Many respondents that raised these issues requested parking restrictions or removal on the roads.

Other submissions

In addition to feedback from individuals, we received a submission from Fire and Emergency New Zealand.

Fire and Emergency NZ

Thank you for the opportunity to provide feedback on the Papatoetoe West Residential Speed Management Programme. The primary objective of Fire and Emergency is to reduce the incidence of unwanted fire and the associated risk to life and property. We seek:

- to protect and preserve life
- prevent or limit injury
- prevent or limit damage to property and land, and;
- prevent or limit damage to the environment.

The main functions of Fire and Emergency are to:

- promote fire safety and provide fire prevention response and fire suppression services
- stabilise or render safe incidents involving hazardous substances
- rescue persons who are trapped as a result of transport accidents or other incidents
- provide urban search and rescues services.

In addition to the above core functions, Fire and Emergency also supports St John in medical emergencies through:

- medical co-response to all immediate or life threatening calls
- medical first response to:
 - immediate or life threatening calls
 - potentially life threatening or time-critical calls, and;
 - urgent or potentially serious calls.

The roading network is the primary mode of response, and therefore its design is critical to ensuring effective and efficient response. Response to fire, medical and other emergencies are time critical and delays experienced by emergency response can affect the outcome of incidents they attend.

- A house fire can become fatal within three minutes.
- For every minute that goes by without CPR or using an AED, the chance of survival drops by 10-15 percent.
- The number of people killed in traffic accidents increases with increasing emergency response time.

Fire and Emergency in Tāmaki Makaurau acknowledges that on average, one person is killed every day on New Zealand roads. As part of the Tāmaki Makaurau Transport Safety Governance Group, Fire and Emergency supports Auckland Transport's Vision Zero, to reach zero road deaths or serious injuries by 2050. We further support the principal of traffic calming to reduce the risk of road accidents and associated fatalities on roads in Tāmaki Makaurau.

However, during an emergency, Fire and Emergency is most efficient and effective when fire appliances have fast and clear access. Delays getting to and dealing with an emergency may risk the safety of people and their property. Because of the functions performed by Fire and Emergency our response appliances are larger and heavier than those used by other emergency services. Traffic calming strategies can impact fast and clear access. Active strategies, which prevent or reduce movement of

traffic through such things as volume control devices or physical barriers, have the greatest potential impact on emergency service response time.

In general, Fire and Emergency recommends that primary response routes have limited physical impediments (vertical or horizontal devices), such as speed humps, speed cushions, traffic circles and chicanes, or narrowing of roads, so as not to slow emergency response. Mapping of primary routes for Fire and Emergency across Tāmaki Makaurau have been shared with Auckland Transport. We acknowledge and appreciate that the design proposes:

- minimal interventions on Fire and Emergency primary routes, with only Park Ave having speed cushions
- speed cushions rather than speed humps on streets moderately used by Fire and Emergency (Hillside Road, Ferndown Ave, and Hillcrest Road)
- speed humps on residential streets, that are not part of the Fire and Emergency response routes.

In 2022, Fire and Emergency commissioned research into the impact of traffic calming devices on emergency response. The research provided recommendations on interventions, and location of interventions, that would support pedestrian and road user safety while limiting impact on emergency response. This research has been shared with Auckland Transport. In line with the research findings, Fire and Emergency recommends that:

- Vertical deflection devices including raised zebra crossings do not occur mid-block, but at intersections. This is unlikely to cause delay to appliances as Fire and Emergency drivers slow down at intersections for the safety of other vehicles and vulnerable road users.
- Speed cushions are designed with widths that enable fire appliances to straddle them, thereby minimising impact on appliance speed.
- Vertical deflection devices, including raised zebra crossings, occur on the entry into side streets as the delay associated with appliances slowing down to make a safe turn in and out of a side-street will be minimal.
- Deflection be designed to the absolute minimum height and profile that achieves the desired effective speeds (75mm high ramps, with a 1 in 15 gradient). Applying the minimum intervention is likely to minimise the potential response time impacts and potential wear and tear impacts on appliances.
- That proposed medians or pedestrian islands provide a 500mm clearance envelope between a 2.5m wide vehicle and any vertical kerb on either side to ensure fire appliances can traverse the street.

The Firefighting Operations Emergency Vehicle Access Guide provides guidance to ensure appliances can access sites, buildings and structures in an emergency. This includes:

- minimum widths for carriageways
- minimum widths for curved carriageways or corners
- requirements for turning areas (i.e. dead ends)
- kerb dimensions on carriageways
- maximum gradients for ramps/inclines.

Ensuring roading interventions align with the specifications outlined in the Access Guide is likely to further mitigate negative impacts on emergency services and ensure emergency appliances can access locations in the event of a fire or other emergency.

Fire and Emergency in the Counties Manukau District welcomes the opportunity to engage further with Auckland Transport and its working group on pedestrian safety interventions in Papatoetoe. We further

welcome the opportunity to work with Auckland Transport to monitor and evaluate the impacts of traffic calming interventions on pedestrians, road user safety and emergency response.

Ngā mihi,
Brad Mosby
District Manager, Counties Manukau

AT response:

Emergency services have been involved in the consultation process for this project and their feedback has been incorporated into the design. As a result of their feedback, the location and form of all devices in the proposed scheme was reviewed and speed cushions were proposed on the moderately used Fire and Emergency routes including Claude Ave, Ferndown Ave, Hillcrest Road and Pah Road.

Following further feedback from Fire and Emergency, the design was updated to include speed cushions on Park Ave and every second speed hump on Hillside Road was removed

AT responses to community concerns & design suggestions

Submitters raised some concerns and suggested a wide range of changes to the proposal. We have collated and responded to some key concerns and all design suggestions identified in the feedback below.

Community concerns

Community concern in feedback	AT response
<p>Proposal will cause congestion and inconvenience to drivers</p>	<p>As a result of community feedback, the number of speed calming devices like speed humps in the proposed scheme has been reviewed, and we have reduced the number of devices from 77 to 54.</p>
<p>Any changes should improve traffic flow instead of lowering speeds</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> <p>Residents in this part of Papatoetoe raised concerns about speeding drivers and told us that drivers are using residential streets as a shortcut.</p> <p>Nearby arterial roads like Portage Road and Station Road are designed and maintained to move a high volume of vehicles through the area, but the roads in the Papatoetoe West project are residential streets, which are designed to help people access their properties. Auckland Transport has a dedicated programme to improve congested arterial roads and intersections.</p> <p>The average driving speed and crash data for the Papatoetoe West neighbourhood tells us 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.</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>

Community concern in feedback	AT response
<p>Proposal will increase greenhouse gas emissions</p>	<p>National and regional climate plans aim to gradually reduce the number of kilometres travelled in vehicles. To achieve our goals a strong uptake towards sustainable transport modes such as walking, cycling and public transportation is essential.</p> <p>Currently, one of the key reasons for people not choosing one of these transport modes is safety. Traffic calming devices promote lower speeds which encourage a safer environment.</p> <p>Safer roads will encourage people to choose to travel by public transport, walking and cycling. These other travel choices will reduce greenhouse gas emissions across the Auckland region, which aligns with AT's Transport and Carbon Emission Reduction Plan.</p> <p>AT, together with Waka Kotahi, is undertaking further research into the effects of traffic calming on emissions and air quality. This information will be published when the study is complete.</p>
<p>Speed humps will damage vehicle suspension</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>

Design suggestions

Design suggestion in feedback	AT response
<p>Suggested changes to the proposal</p>	
<p>Install fewer raised speed calming devices</p>	<p>As a result of consultation feedback, the number of devices in the proposal has been reviewed. We have removed every second device on Park Avenue, Lendenfeld Drive, Alabaster Drive, Hill Road, Gifford Road and Hillside Road (except near the Pah Road roundabout). This has reduced the total number of devices from 77 to 54. Once construction is finished, we will monitor vehicle speeds and may install additional devices if they're needed.</p>

Design suggestion in feedback	AT response
Install speed cameras	<p>The New Zealand Police is responsible for the enforcement of speed limits and installation of speed monitoring cameras and speeding fines. We will relay these suggestions to NZ Police.</p> <p>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 in the area.</p>
Requests for increased speed enforcement	
Increase speeding fines	
Only install speed calming near key intersections or risky corners	<p>When speed calming measures are implemented on one or just a few individual streets, speeding drivers will drive down a nearby street as an alternate route or a shortcut.</p> <p>To prevent moving the speeding issue to other streets, we have adopted an area-wide speed calming approach, focusing reducing speed in an entire area rather than on one or two streets.</p> <p>We have considered the consultation feedback and reduced the total number of devices from 77 to 54.</p>
Install a pram crossing and broken yellow lines at the McDonald/Portage Road intersection	<p>Thank you for your feedback. We will review the provisions for pedestrians and broken yellow lines as part of the detailed design stage for this project.</p>
Keep zebra crossings and speed cushions around schools only and reduce the number of speed humps by half	<p>After considering the public feedback, we have reduced the total number of devices from 77 to 54. However, the number of devices around schools will remain as proposed. After the installation of these devices, we will monitor vehicle speeds and may install additional changes should they be required.</p>
Road-specific suggestions	
The speed hump on west end of Hill Road is not necessary as it is steep	<p>As an outcome of this public consultation, the proposed speed hump outside number 10 Hill Road has been removed. However, the one near the Hillside Road intersection will proceed as proposed to increase safety at this intersection.</p>

Design suggestion in feedback	AT response
Reduce the interventions on Hillcrest Road to three speed humps	Further changes to Hillcrest Road, Caringbah Drive, Claude Avenue and Selfs Road were not possible due to the high number of school children who travel along on these routes. However, we have reduced the total number of devices from 77 to 54.
Only one speed hump is required on Caringbah Drive	
Claude Avenue only requires one speed cushion not two	
Only one speed hump is required on Selfs Road (the second one from Portage Road intersection)	
The three speed humps on Pah Road between Margaret Road and the trialled speedhump at Pah-Ferndown intersection are not needed	The proposed speed humps on Pah Road will reduce drivers' speeds when entering the roundabout and around the nearby shops. Residents have reported speeding issues and crashes, and our observations on Pah Road have recorded high driving speeds. It is one of the key routes in the area in need of speed calming, so the proposed speed humps will proceed.
Only one speed hump near the park playground is needed on Hillside Road loop	As a result of consultation feedback, the number of devices in the proposed scheme has been reviewed. Consequently, we have removed all the speed humps proposed within the Hillside Road loop. Following the installation of the devices, we will monitor vehicle speeds and may install additional speed humps should they be required.

Design suggestion in feedback	AT response
Just three humps are sufficient on Alabaster Drive	<p>We have reduced the number of devices on:</p> <ul style="list-style-type: none"> • Alabaster Drive from 6 to 3 • Hillside Road between Hill Road and Pah Road from 7 to 4 • Lendenfeld Drive from 5 to 2 • Park Ave from 8 to 4 • Gifford Road from 3 to 2 <p>Following the installation of these devices, we will monitor vehicle speeds and may install additional speed humps if they are needed.</p>
No speed humps are needed on Alabaster Drive as it is a narrow street	
Only install two speed humps one prior to the bend before Sumner Street and another halfway along Hillside going to Hill Road	
Only one hump is needed on Lendenfeld Drive by the park/playground	
The 8 speed humps proposed on Park Ave should be reduced to 2	
Gifford Road only requires two speed humps, the one close to Margaret Road is not needed	
Ferndown Avenue only requires two speed humps: one before Hillcrest intersection, one before the bend Park Ave Claude Road	<p>Ferndown Avenue is a collector road, which is a type of road that is expected to have more traffic than a local road. It is one of the key routes identified in the neighbourhood in need of speed calming interventions due to high crash rates and speeding issues where many school children commute daily.</p> <p>Because of the number of drivers that use Ferndown Avenue and the speed and crash data, the changes will proceed as proposed.</p>

Design suggestion in feedback	AT response
<p>The Park Avenue-Portage Road intersection the island needs to be smaller or moved further down Park Avenue.</p>	<p>The existing pedestrian island helps to slow vehicle speeds as people drive into Park Avenue by narrowing the traffic lanes. The island also helps pedestrians cross the road in two stages by providing a safe stopping place in the middle of the road.</p> <p>The current location of the pedestrian refuge is at the pedestrian ‘desire line,’ where people like to cross the road. If we were to move the refuge away from this location, experience from similar locations throughout Auckland suggests pedestrians would continue to cross the road where they find it most convenient and not use the relocated refuge island. This may create an increased safety risk for pedestrians.</p> <p>The width of the island is based on national guidelines so that waiting pedestrians and/or their belongings do not stick out into adjacent traffic lanes while they’re waiting to cross the road</p>
<p>Suggested neighbourhood changes</p>	
<p>Limit large vehicle parking in the neighbourhood</p>	<p>On-street parking is a public resource and anyone visiting the street can park their vehicles, provided they are parked legally.</p>
<p>Ban heavy trucks from parking on the residential streets in the area</p>	<p>We can’t discriminate against any vehicle parking on the road unless they create an operational or safety issue. We appreciate that large, parked vehicles can be problematic at times. However, there are no laws preventing them from parking on the road in residential areas. We are unable to justify banning heavy vehicles as there is no evidence to suggest that their presence is creating unsafe conditions.</p> <p>If you see illegal parking, please call us on (09) 355 3553 with the vehicle’s details so that enforcement action can be taken.</p>
<p>Install additional signage or cycle lane separators outside 78 Portage Road to reduce illegal parking</p>	<p>Thank you to those who raised this issue. In response to this feedback in March 2023 we repainted the broken yellow lines and reinstalled flexiposts to remind drivers parking is not allowed in this location.</p> <p>If you see illegal parking, please call us on (09) 355 3553 with the vehicle’s details so that enforcement action can be taken.</p>
<p>Create more cul-de-sacs to reduce rat-running</p>	<p>This was previously trialled within the area and was not supported by the community. However, there was general support for speed-calming in the area, including the trialled speed-calming measures and raised table zebra crossings.</p>

Design suggestion in feedback	AT response
Prohibit on-street parking	<p>Parking restrictions are only implemented where a significant safety or accessibility issue has been identified. We do this because on-street parking is a valuable community resource that residents and their visitors enjoy.</p> <p>If you see illegal parking, please call us on (09) 355 3553 with the vehicle's details so that enforcement action can be taken.</p>
No parking on Caringbah Drive at peak school hours 7.30-8.30am, 2.30-3.30pm	<p>Parking restrictions are only implemented where a significant safety or accessibility issue has been identified. At this time, we are not proposing any changes to parking restrictions on Caringbah Drive.</p> <p>If you see illegal parking, please call us on (09) 355 3553 with the vehicle's details so that enforcement action can be taken.</p>
Speed limits around school area should be 40km/h on schooldays, otherwise 50km/h	<p>The aim of this project is to change the speed environment in the area so that people drive at a reduced and safe speed at all times. For changes to any existing speed limit, specific speed bylaws have to be enacted, which is outside the scope of this project.</p>
Provide more road safety training to drivers and pedestrians	<p>Thank you for your feedback. We will pass this on to our Community Transport team for consideration as part of their community educational programmes.</p>
Maintain AT roads to acceptable levels instead (fix potholes, etc)	<p>Thanks for bringing this to our attention. This project aims to address safety concerns in Papatoetoe West. Your request for general maintenance has been passed on to our maintenance team for action. If you see something on the roads that requires our attention, let us know by ringing (09) 355 3553 or report the issue online.</p>
Install cameras to reduce illegal dumping	<p>Thank you for raising this issue. Your request has been forwarded to Auckland Council. You can follow up with the case number CAS-704032-H2Z7L7.</p>
Install no parking or stopping signs from 104 to 152 Wyllie Road 7am-7pm	<p>This is outside the residential speed management area, however, is currently being investigated through another work stream. Your case number is CAS-697376-K1V1F9.</p>
Improve safety at the Pah Road-Wyllie Road intersection	<p>This is outside the residential speed management area, however, is currently being investigated through another work stream. Your case number is CAS-704000-Y2M3F3.</p>

Design suggestion in feedback	AT response
<p>Improve the intersection of Buckland Road, Portage Road, and Park Avenue</p>	<p>This is outside the residential speed management area, however, the issue is currently being investigated through another work stream. Your case number is CAS-704013-P7P0Q3.</p>
<p>Replace the signalised crossing at St George Street to a pedestrian zebra crossing to remove the bottleneck</p>	<p>This is outside the residential speed management area, however, the area is currently being investigated through another work stream. Your case number is CAS-704058-L7B0B9.</p>

Attachment 1: Feedback form

Feedback form

Please complete this freepost form and return it to us by 13 November 2022.

Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursaysouth](https://at.govt.nz/haveyoursaysouth) 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:

Business/organisation:

Street address:

Suburb:

Postcode:

Email:

Phone:

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

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

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?

FreePost Authority No. 233462



Consultation and Engagement Team
Auckland Transport
Private Bag 92250
Victoria Street West
Auckland 1142

PROJECT: Papatoetoe West Road Safety Improvements



FOLD

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

FOLD

GLUE

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