

Summary of your feedback on Te Atatu South residential area road safety improvements



Contents

Summary	2
Key themes in feedback.....	2
Outcome.....	3
Next steps	3
Background.....	4
Project information	4
Context.....	5
Proposed road safety improvements	6
Consultation.....	7
Activities to raise awareness.....	7
Giving feedback	7
Your feedback	8
Overview	8
Themes in feedback.....	9
<i>Strong support for speed calming improvements</i>	<i>10</i>
<i>Concerns about speed tables and humps</i>	<i>11</i>
<i>Alternative speed calming improvements</i>	<i>13</i>
<i>Would like pedestrian crossings / footpaths improved</i>	<i>15</i>
<i>Would like speed limit reviewed.....</i>	<i>16</i>
<i>Speed calming improvements not necessary</i>	<i>17</i>
<i>Would like the gateway/entry signage treatments improved</i>	<i>18</i>
<i>Cycling concerns.....</i>	<i>18</i>
<i>Reduce number of parked cars</i>	<i>19</i>
<i>Add greenery and landscaping to improve aesthetics/ appearance of the area</i>	<i>19</i>
<i>Road / roadside markings</i>	<i>19</i>
<i>Impact on residents / businesses</i>	<i>20</i>
<i>Not needed on Sylvan Crescent and/or Sherwood Avenue</i>	<i>20</i>
<i>Would like more information / evidence to justify the proposed changes.....</i>	<i>21</i>
<i>Extend speed calming improvements to other areas</i>	<i>21</i>
Other submissions.....	22
Flanshaw Road School	22
Te Atatu South community association / Heart of Te Atatu South (HOTAS)	23
Key themes and submitter comments with AT responses	26
Attachment 1: Concept design plans	57
Attachment 2: Feedback form	60

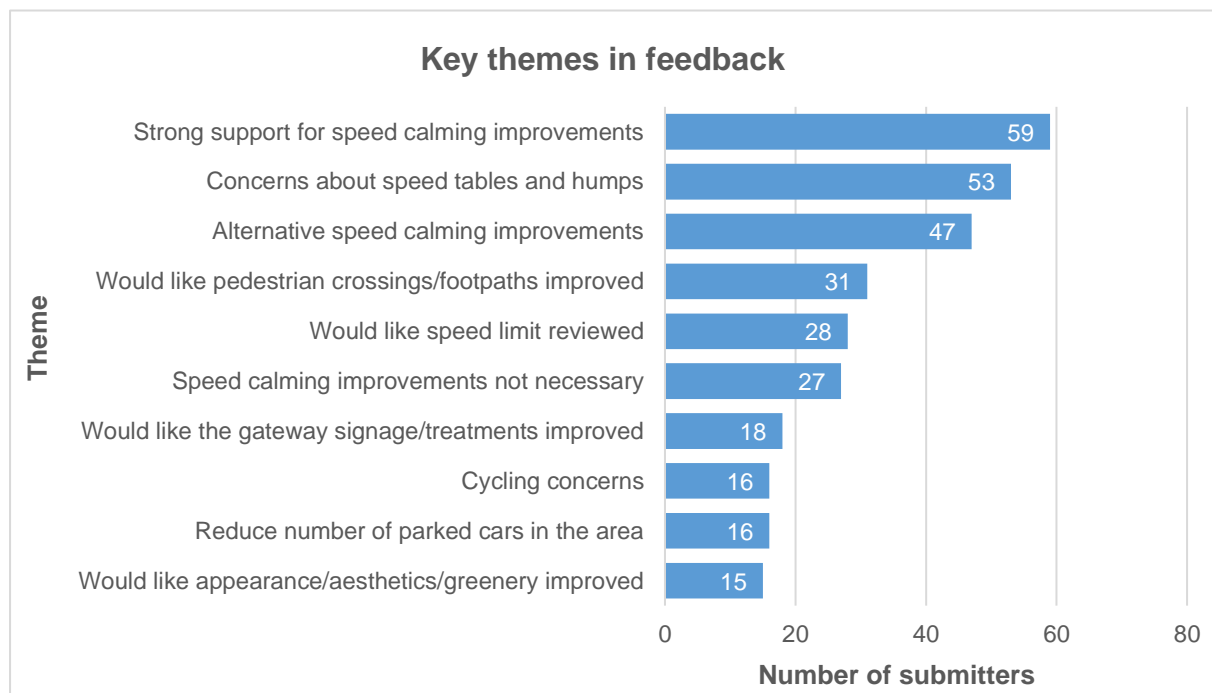
Summary

Auckland Transport is proposing road safety improvements in Te Atatu South residential area to make the streets safer and provide a safer environment for all road users in the area. We consulted on this proposal from Tuesday 23 October to Sunday 18 November 2018 and received 188 submissions (feedback responses).

Key themes in feedback

From your feedback we identified the following key themes:

- Strong support for speed calming improvements (59 submitters, 31%);
- Concerns about speed tables and humps (53 submitters, 28%);
- Alternative speed calming improvements (47 submitters, 25%);
- Would like pedestrian crossings / footpaths improved (31 submitters, 16%);
- Would like speed limit reviewed (28 submitters, 14%);
- Speed calming improvements not necessary (27 submitters, 14%);
- Would like the gateway signage / treatments improved (18 submitters, 10%);
- Cycling concerns (16 submitters, 9%);
- Reduce number of parked cars in the area (16 submitters, 9%);
- Would like greenery and landscaping added to improve appearance of the area (15 submitters, 8%).



Based on 188 submissions. Submissions may be counted in more than one theme

Outcome

We have used your feedback to help us finalise the location and design of the proposed speed calming treatments or measures. As a result, we have decided to:

- Removed all 5 speed humps from Sherwood Avenue
- Removed 2 speed humps from No. 62 and No. 29 Sylvan Crescent, reducing total number from 6 to 4
- Speed hump moved from No. 110 Flanshaw Rd (north of Paton Ave) to No. 113 Flanshaw Rd (south of Paton Ave)
- Additional speed hump added to 127 Flanshaw Rd (north end)
- Entry signage/gateway treatments with red road marking to include signage indicating slow speed zone area
- Bus stop relocation from 85 Royal View Road to 81 Royal View Road
- Some additional broken yellow lines will be added
- Additional tactile paving changes at crossing points

Bus stop and bus shelter relocation consultation is taking place separately to this. Outcome from bus stop and bus shelter relocation consultation will be available on the website when a decision is made.

Next steps

Construction will start in early April 2019 and to be completed by July 2019. You will receive a letter from AT appointed contractor about start of construction work and timelines.

Please note that there will be some preparatory work prior to construction start to check for underground services, utilities etc.

Background

Project information

Auckland Transport (AT) will be making road safety improvements on local residential streets in Te Atatu South area to provide a safer environment for all road users. The improvements will be made south-west of the North-Western Motorway, bound by Te Atatu and Edmonton roads to the south and Central Park Drive and Henderson Creek to the west, as shown in the map below. This project does not include Te Atatu Road, Edmonton Road and Central Park Drive as these are arterial roads.



The installation of speed calming measures in the residential streets in Te Atatu South will create a slower speed environment and help make the streets safer for everyone by:






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

These improvements will slow vehicle speeds and involve the installation of speed calming measures such as speed tables, speed humps, and raised intersections. This project is partly funded by the Regional Fuel Tax.

The proposed changes are in line with AT’s Safe System approach to create a more forgiving road network by setting safe and appropriate speeds.

Details are available on our website: at.govt.nz/speed.

Context

<h3>Why are these changes needed?</h3>		<p>Safety concerns raised by local residents.</p>
<p>More and more people are dying or being seriously injured on Auckland’s roads.</p>		<p>Local crash data – 31 crashes in the project area.</p>
<p>Our crash stats show 80% of all deaths and serious injuries occur on 50km/h local urban roads. And nearly half of those deaths and injuries involve vulnerable road users – children, the elderly, people walking and people on bikes or motorcycles. A vulnerable road user is anyone not in a vehicle.</p>		<p>Vehicle speeds on key roads in Te Atatu South are in excess of the current speed limit.</p>
<p>AT has committed to reducing the number of deaths and serious injuries on our roads by 60% over the next 10 years.</p>		<p>The highest speed recorded was in excess of 121 km/h on School Rd and Flanshaw Rd.</p>
<p>We have identified various areas for road safety improvements and Te Atatu South has been prioritised based on a number of factors:</p>		<p>Locations of schools, local shops, community facilities and parks, where people walk and cycle frequently.</p>

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

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

Proposed road safety improvements

The speed calming measures proposed to be installed to make the streets in Te Atatu South safer include:

Speed table



A speed table is a raised section of the road, with ramps on each side, that aims to slow vehicles to a safe speed. The white arrows, and sometimes signage, make drivers aware of the speed table.

Speed hump



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

Raised intersection



This is essentially a raised table, which covers an entire intersection – with ramps at each entry point. The intersection is raised to the level of the footpath – making it easier for vulnerable road users to cross.

Entry signage



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

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

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

Consultation

We consulted on the proposed road safety improvements from Tuesday 23 October to Sunday 18 November 2018.

Activities to raise awareness

To let you know about our consultation, we:

- Mailed consultation brochure and letter to 1950 property owners and occupiers within Te Atatu South residential project area. Additional copies of the brochure were made available at the Henderson Library and Te Atatu Peninsula library.
- Hand-delivered additional copies of consultation brochures to all residents and businesses within the Te Atatu South residential area project boundary.
- Emailed the consultation letter and brochure to the Henderson-Massey Local Board, Flanshaw Rd School, Edmonton School, Flanshaw Early Childhood Centre, emergency services such as police, fire and ambulance services, Te Atatu Peninsula business association and Automobile association.
- Distributed a media release on 23 October 2018 <https://at.govt.nz/about-us/news-events/survivable-speeds-planned-for-te-atatu-south/> and published articles on the [Bike Auckland website](#)
- Set up a [project webpage](#) and an online feedback form on our website
- Posted information on AT Facebook and Auckland Council pages, as well as Neighbourly, Twitter and LinkedIn.
- Placed an advertisement in the Western Leader newspaper on 6 November 2018.
- Held an open day (as advertised in the letter, consultation brochure and local newspaper) to provide information about our proposed road safety improvements at the Te Atatu South Community Centre, 247 Edmonton Rd, Te Atatu South on Saturday, 10 November.

Giving feedback

We asked you if you have any issues or concerns with the location of the proposed speeding calming measures planned for Te Atatu South, and if so, to let us know what your concerns are and the location. We also asked if you had any other comments or suggestions regarding the proposal. Your feedback helps AT to confirm the locations of the traffic calming measures, including speed tables and humps.

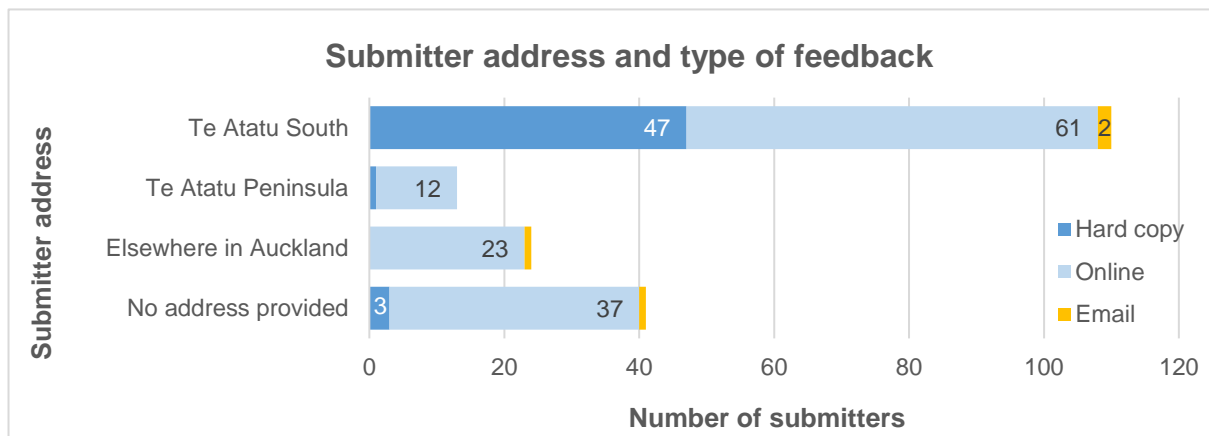
You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See [Attachment 2: Feedback form](#) at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received public feedback on the proposal from 188 submitters (people who provided feedback).

- 133 of these were submitted online, 51 were submitted using the freepost feedback form and 4 were submitted via email.
- 178 submissions were received from residents, 5 from local businesses, 3 from community groups, 1 from Flanshaw Road school, and 1 from Heart of Te Atatu South (HOTAS) local community association
- 147 submitters provided an address. Of these, 110 are from Te Atatu South, 13 from Te Atatu Peninsula and 24 from elsewhere in Auckland.



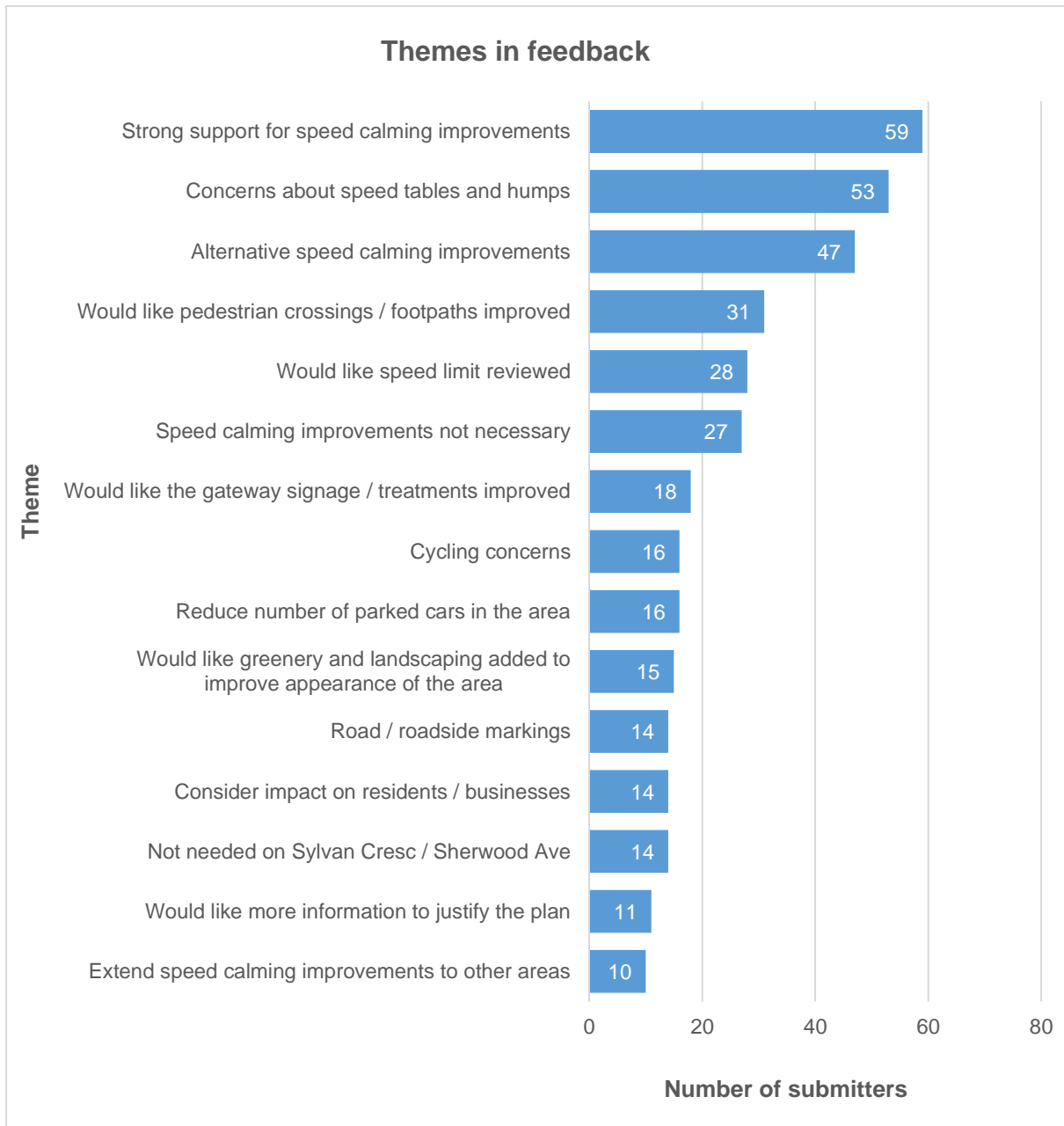
Based on 188 submissions.

The Te Atatu South Community Association / Heart of Te Atatu South (HOTAS) and Flanshaw Road School submitted as part of this consultation and their feedback is addressed in the [‘Other submissions’](#) section.

Please see [‘Key themes and submitters comments with AT responses’](#) for AT responses to the themes identified in the public feedback and design suggestions.

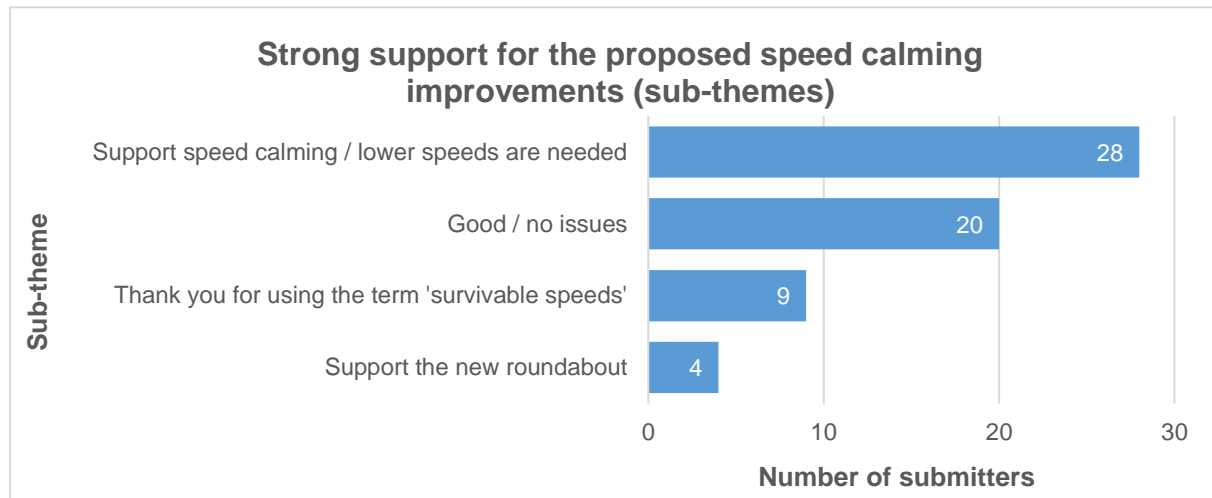
Themes in feedback

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



Based on 188 submissions. Submissions may be counted in more than one theme.

Strong support for speed calming improvements



Based on 59 submissions. Submissions may be counted in more than one sub-theme

Of the 59 submitters who gave feedback indicating they strongly support the proposed speed calming improvements, 28 specifically commented about a need for lower speeds and/or that they support speed calming generally.

“Greatly appreciate these changes being made to the area for the safety of the residents who live there. They are much needed.”

“I strongly support the idea of a slower-speed neighbourhood and hope to see this type of project replicated across Auckland in future.”

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

“I am happy with the proposed changes.”

“I do not have any issues or concerns at all. I think all of your plans and what you are doing, improves the area, and makes it safer for everybody in the area.”

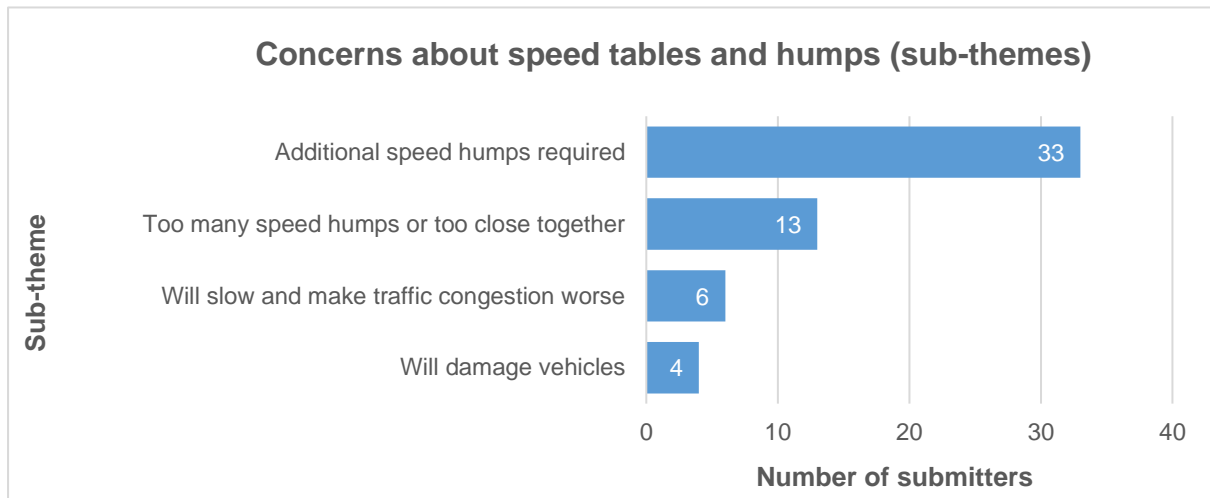
Nine submitters commented that they appreciate AT talking about survivable speeds.

“Thank you, AT, for using the term ‘survivable speeds’, it helps people understand why you are doing this and that we want all people to survive in this suburb.”

A few submitters specifically mentioned they support the proposed roundabout at the intersection of School Road and Vodanovich Road.

“Can't wait for the roundabout at the bottom of School Road and Vodanovich Road.”

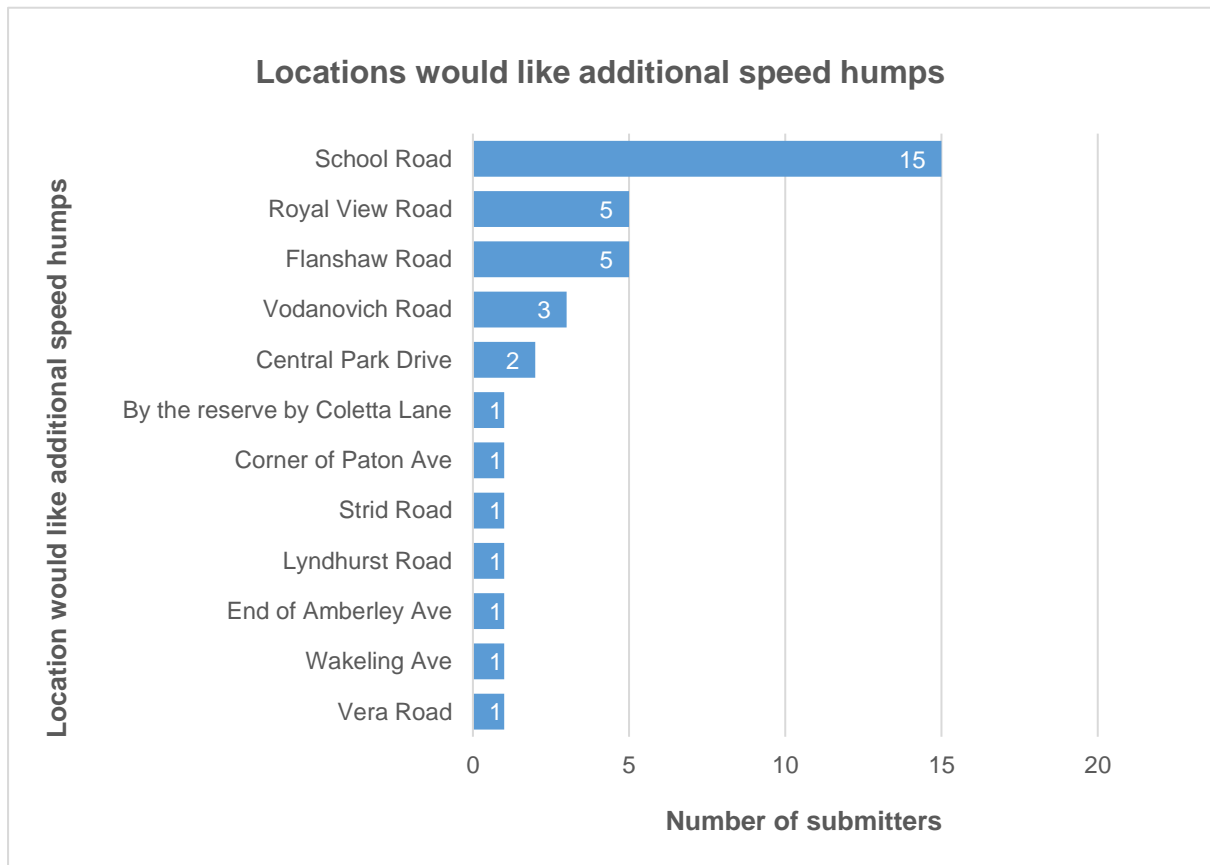
Concerns about speed tables and humps



Based on 53 submissions. Submissions may be counted in more than one sub-theme

Additional speed humps required

Of the 53 submitters who gave indicated concerns about speed tables or humps around six in ten mentioned they would like more speed humps included in the plan (33 submitters, 62%). The specific locations mentioned are shown in the chart below.



Based on 33 submissions. Submissions may be counted in more than one sub-theme

The most mentioned location for additional speed humps is School Road, due to the steepness of the road and tendency for cars to speed on the downhill stretch.

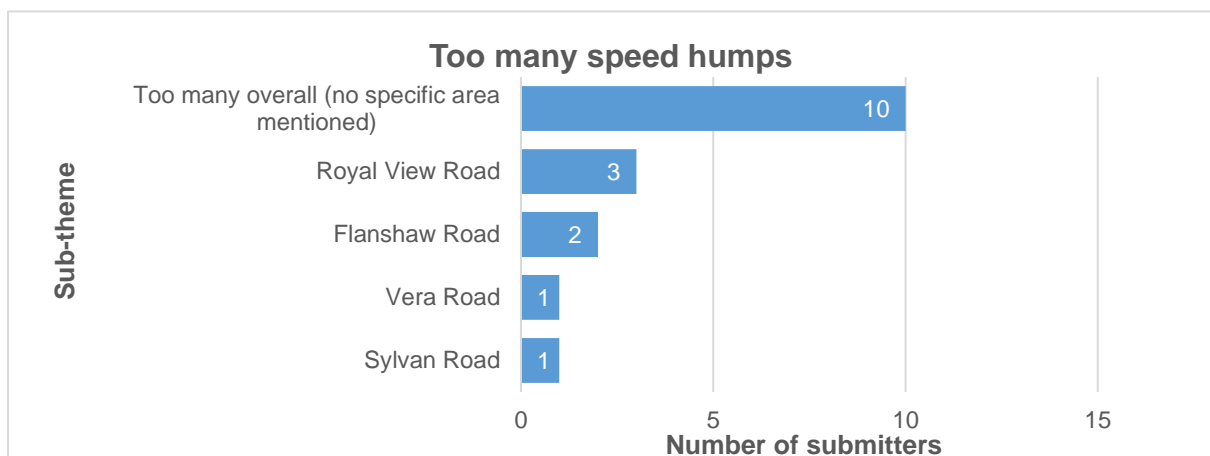
“School road needs more speed humps or speed tables than currently suggested, particularly to slow the cars going heading downhill.”

“I would like to see more attention paid on School Road to slow people down the hill around the school.”

Additional speed humps were also suggested in Royal View Road, Flanshaw Road, Vodanovich Road and Central Park Drive, along with other streets with one mention each. All suggestions relating to additional speed humps are included in the Key themes and submitter comments with AT responses table at the end of the report.

Too many speed humps or too close together

Conversely a quarter of the submitters with concerns about the speed humps commented about there being too many speed humps or that they are too close together (13 submitters, 25%).



Based on 13 submissions. Submissions may be counted in more than one sub-theme

Ten submitters made general non-location specific comments about the proposed number of speed humps being too many.

“Reduce total number and frequency of speed humps / tables proposed. (too many on most routes).”

“Preference for fewer, well placed and spaced speed tables plus entry signage versus too many speed humps.”

A few submitters mentioned too many speed humps in Royal View Road and/or Flanshaw Road, and Vera Road and Sylvan Crescent were each mentioned by one submitter only.

Other feedback about speed humps

Six submitters indicated concern that the amount of speed humps will slow the traffic too much, leading to increased traffic congestion.

“The speed bumps will then cause traffic to pile up, and worse, it will then cause drivers to become more agitated and more willing to do dangerous driving actions.”

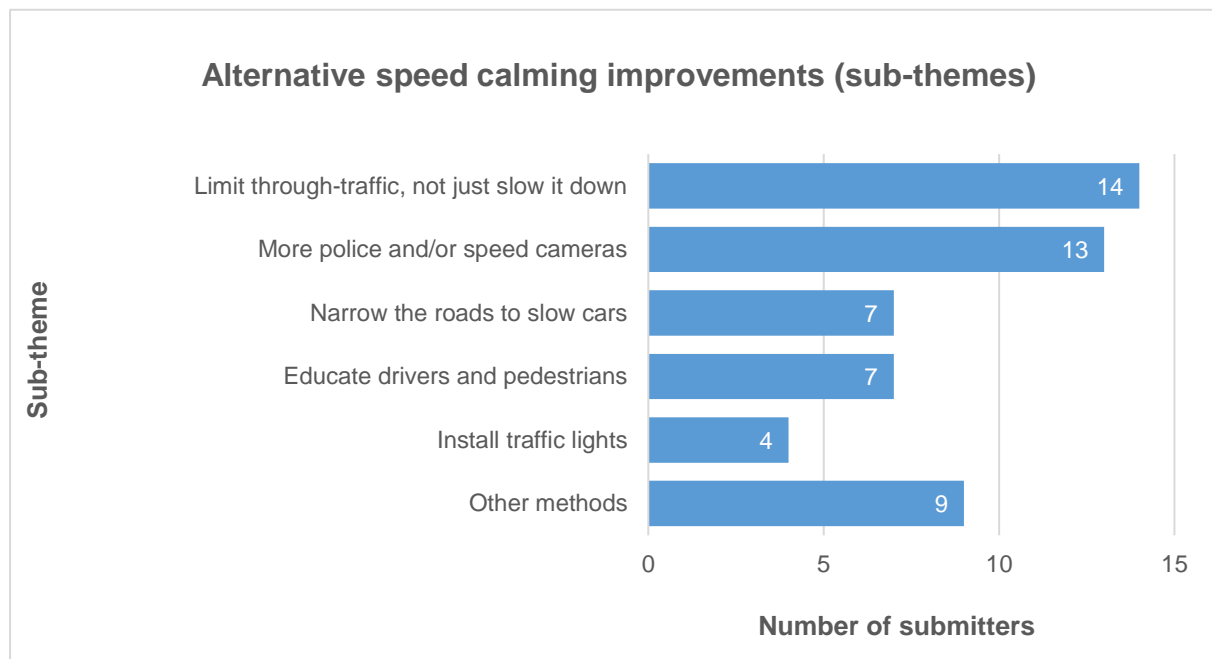
“Implementation of speed humps would significantly impede Motorists travel time... This would hinder the efficiency and timeliness of transport through this area and reduce economic productivity.”

Four submitters mentioned concerns about the potential for vehicles to suffer damage as a result of the speed humps.

“Speed humps are also causing drivers with low vehicles to drive up the hump on an angle then crossing the centre line.. in attempt to stop the speedhump damaging the lower end of the bumpers and potentially scraping the underneath of their vehicles.”

“Wear and tear on vehicles with speed humps.”

Alternative speed calming improvements



Based on 47 submissions. Submissions may be counted in more than one sub-theme

Of the 47 submitters who suggested other means of speed calming, the main alternative mentioned is limiting the through traffic in the area, such as a trial scheme to make Grainger Road one-way to slow traffic speeding to the motorway in the morning (14 submitters).

“Take steps to limit through-traffic, not just slow it down, e.g. make Grainger Road one-way at the western end, to discourage morning rat-running towards the motorway.”

A similar number of submitters suggested more police and/or speed cameras would be preferable (13 submitters).

“Money would be better spent policing that traffic stops at stops signs than adding raised intersections, where traffic is already slowing down/stopping.”

“Instead of reducing the speed limit after all the other proposed speed calming measures, why not install speed cameras.”

Narrowing the road to slow traffic was mentioned by 7 submitters.

“Visual narrowing of the carriageway through tree planting and landscaping is also an effective way to reinforce the 'slow speeds' message.”

“To further calm traffic, slow speeds, and make things as safe as possible for pedestrians, cyclists, and motorists, the mouths of the streets opening out onto Flanshaw Road would ideally be narrowed.”

Seven submitters talked about the need to educate drivers, pedestrians, and/or cyclists about road safety.

“People with a license should be well aware their surroundings when they are driving, if they don't then it's natural selection or they might need to read the road code again.”

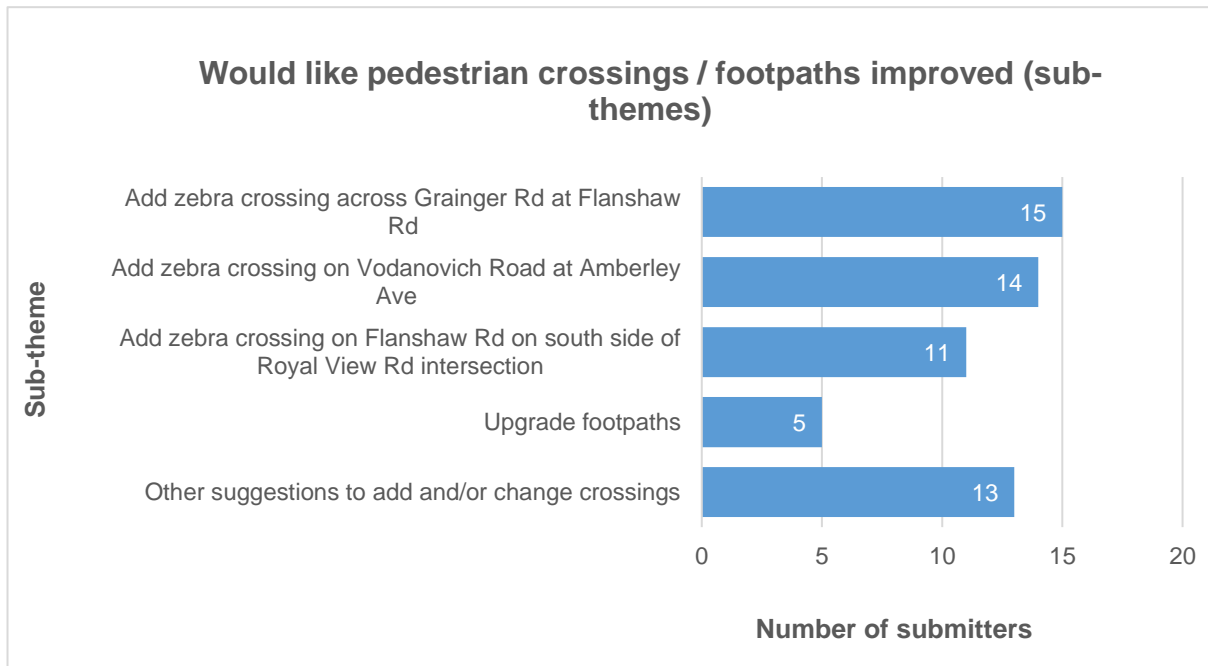
“It will not stop people recklessly speeding and the money should be put into pedestrian and driver education.”

Four submitters suggested installing traffic lights, particularly at the intersection of School Road and Vodanovich Road in place of the proposed roundabout.

“I would suggest lights at school - Vodanovich Roads. It is very busy with traffic coming off Central Park Drive. Is there enough room for an effective roundabout?”

Nine submitters gave feedback relating to alternative methods of speed calming, each with one mention. All suggestions relating to alternative speed calming improvements are included in the Key themes and submitter comments with AT responses table at the end of the report.

Would like pedestrian crossings / footpaths improved



Based on 31 submissions. Submissions may be counted in more than one sub-theme

The main suggestion about pedestrian crossings and/or footpath improvements is to add a crossing at Grainger Road at Flanshaw Road, as cars use Grainger Road to get to the motorway (15 submitters).

“Add a zebra across Grainger Road at Flanshaw (Grainger is part of a notorious rat-run).”

Next most mentioned is to add a crossing on Vodanovich Road at Amberley Ave, to make it easy for children to walk to Edmonton school through the reserve (14 submitters)

“Add a zebra on Vodanovich Road at Amberly Ave, so kids can walk to Edmonton Primary through the reserve.”

Eleven submitters mentioned adding a crossing at Flanshaw Road on the southern side of the Royal View Road intersection.

“Add a zebra at Flanshaw Road on the southern side of the Royal View Road intersection table.”

Comments about footpaths needing upgrading were made by 5 submitters.

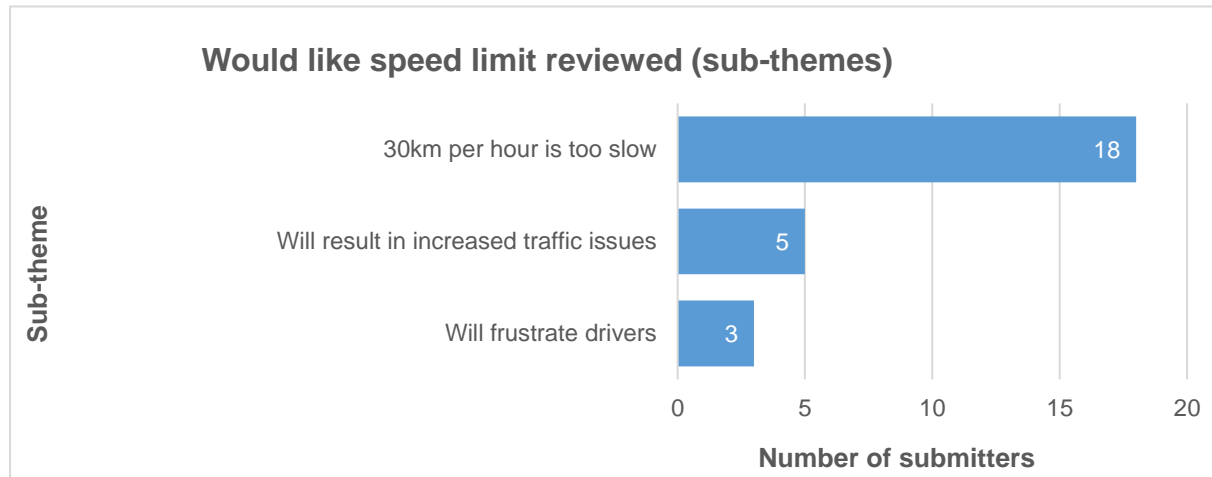
“Combine this work with any footpath remediation as there are many that need work.”

“Replace all footpaths that have an open rebate channel on the side and complete the remainder of broken footpath which have been started.”

Thirteen submitters commented on other additions and/or changes to crossings or footpaths, each with one mention. All suggestions relating to improved pedestrian crossings/footpaths

are included in the Key themes and submitter comments with AT responses table at the end of the report.

Would like speed limit reviewed



Based on 28 submissions. Submissions may be counted in more than one sub-theme

Of the 28 submitters who gave feedback related to wanting the speed limit reviewed, three quarters mentioned that 30km is too slow (18 submitters).

“I don't agree with the reduced speed to 30k/h in the whole area. Yes, it makes sense around the school at certain times, but other than that no.”

“I do not believe the proposed reduction to 30kmh is a good idea. People self-regulate their speed. If pedestrians are crossing the road, they should be aware...they need to take responsibility for their own safety.”

Five submitters mentioned concerns that the reduced speed limit will result in increased traffic issues.

“This would create chaos traffic everywhere most especially on Te Atatu Road.”

“To drop the speed limit to 30 km/h will create a lot of unnecessary delays, there is a large volume of traffic that passes through this area to get to the motorway, this will only create more delays.”

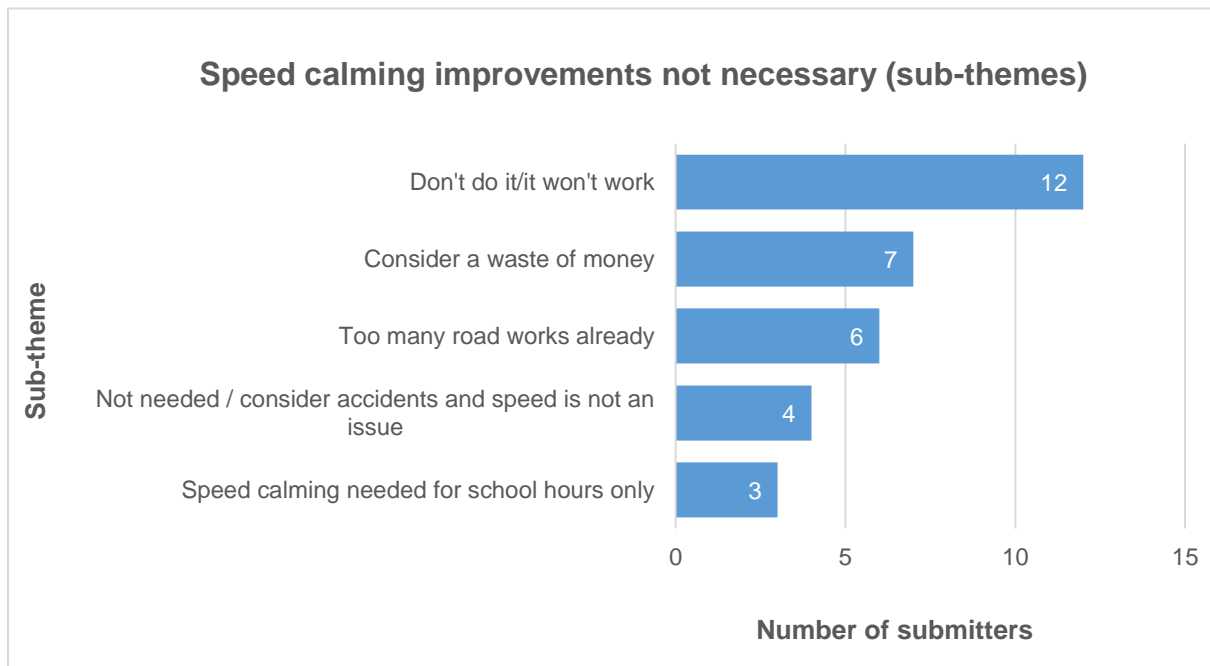
And a few submitters commented the speed limit will result in irritated and/or frustrated drivers (3 submitters).

“All you are going to do is cause more impatient drivers if you lower the speeds.”

“Having a 30 km/h speed limit will create more road rage, more aggressive driving behaviour i.e. dangerous overtaking.”

One submitter commented on changing the 50km/h “School Zone Ends” on Grainger Road to 40km/h speed limit for certain times on the left side of the street heading towards Vera Road. Another submitter commented about speed limit on Edmonton Rd would still be 50-60km/h.

Speed calming improvements not necessary



Based on 27 submissions. Submissions may be counted in more than one sub-theme

The comments made by the majority of the 27 submitters who consider the speed calming measures are not needed indicate they strongly oppose the changes (23 submitters).

"I am strongly opposed to proposed speed calming measures. There are plenty of pedestrian zebra crossings and controlled intersection crossings in place currently."

"Ridiculous."

The main reason given is that they will not achieve the desired result and/or don't want the proposed changes to proceed (12 submitters).

"This will not help to reduce incidents. The speed "calming" measure will be more likely to agitate drivers especially during rush hours."

"Don't do it, don't like the idea."

Other reasons for not considering the proposed changes being necessary include feeling the money could be spent elsewhere (7 submitters) and that there has already been disruption from road works in the area (6 submitters).

"Is an unnecessary waste of tax payer money that will benefit just a few people."

"Having had Roadworks in this area for the last 3 years we have had enough."

Some submitters mentioned they don't consider speed is an issue in the area (4 submitters) and/or that speed calming is only required during busy times around schools (3 submitters).

"I do not believe the majority of the proposed speed calming measures are required... speeding is not an issue. I live in the area and am not aware of any changes in traffic issues that warrant these changes."

“School time is only 30 minutes in the morning and 30 minutes in the afternoon. AT are trying to “fix” a problem that exists every 1 hour out of 24 in a day (4.2%).”

Would like the gateway/entry signage treatments improved

18 submitters gave feedback about wanting the gateway/entry signage treatments improved and made clearer or more robust, as they feel paint is not enough to slow traffic down. Twelve submitters specifically mentioned they would like robust physical ‘gateway’ treatments added at the intersection of School Road/ Edmonton Road.

“Add robust physical ‘gateway’ treatments – because a zone is only as secure as its borders, and paint is not enough. Especially at the intersection of School Road/ Edmonton Road.”

“Make the gateway areas to the road VERY obvious to denote the change in speed limit, etc. Particularly at School road entries, Royal View Road entry and Flanshaw entry points.”

8 submitters made other comments about entry/gateway signage improvements, each with one mention each. All suggestions relating to the gateway signage treatment improvements are included in the Key themes and submitter comments with AT responses table at the end of the report.

Cycling concerns

Of the 16 submitters who commented about concerns related to cyclists, 7 specifically mentioned they would like the speed calming improvements to be cyclist friendly.

“We hope the sides of speed bumps, islands, etc are built to allow cyclist to pass by without forcing them out in to traffic.”

“I’d like to see the speed humps to be done in a way that allows for easier passing of bikes (preferably lower on the side, by the curb, with no parking for a few meters from each hump).”

Four submitters gave feedback that they would like separated cycling infrastructure included in the proposal.

“I am disappointed that separated cycling infrastructure is not being proposed in this area to be done at the same time as the traffic calming measures.”

“Suggest adding physical separators along all on-road cycle lanes in the scope area between the Te Atatu Rd near the intersection with Covil Ave and Edmonton Rd-Central Park Dr intersection, preferably concrete.”

Reduce number of parked cars

Sixteen submitters commented they would like the proposed changes to consider reducing the number of parked cars in the areas, particularly by adding yellow lines on the sides of the roads.

“Further yellow ‘no parking’ lines. There are spots along the bends of Royal View Road that are narrow and have tight corners that may require no parking lines on both sides of the road. This seems to be a major reason for a lot of the parked car crashes along this road.”

“Would like to see yellow non-parking lines both sides of Te Atatu Rd from McLeod Rd to Glendene Ave. As it is now with car parked either side of the road you are forced into the centre strip to pass.”

“I’d rather see action to reduce the number of cars parked overnight on the side of narrow roads.”

Add greenery and landscaping to improve aesthetics/ appearance of the area

Fifteen submitters gave feedback that they would like more greenery included in the proposed changes to make the area more attractive.

“Include trees and landscaping to enhance the area. Add trees, landscaping and artwork to make this treatment something the locals will be proud of.”

“Please add more trees and landscaping.”

Road / roadside markings

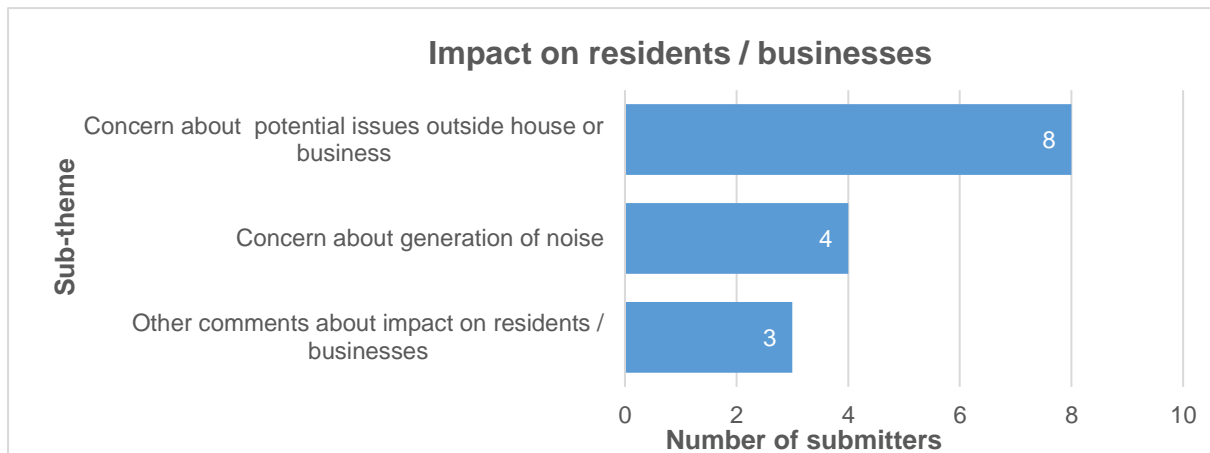
Ten of the 14 submitters who gave feedback about the road markings specifically mentioned they would like the existing ‘runway’ centre lines and parking edge lines (particularly on Flanshaw Road) and the painted flush medians on Vodanovich Road removed.

“Please remove any existing ‘runway’ centre lines and parking edge lines, particularly on Flanshaw.”

“Please remove the painted flush medians on Vodanovich Road.”

Four submitters made other comments relating to road and/or roadside markings, each with one mentioned only. All suggestions relating to road/road side markings are included in the Key themes and submitter comments with AT responses table at the end of the report.

Impact on residents / businesses



Based on 14 submissions. Submissions may be counted in more than one sub-theme

Of the 14 submitters concerned about the impact of the project in their neighbourhood, 8 specifically mentioned the proposed changes would cause a nuisance immediately outside their property, i.e. house or business.

“This will also cause an issue with backing my boat and trailer into my own driveway. This is already difficult due to the narrowness and the sharp camber of the road.”

“We own and operate the Medical Surgery on the corner of Te Atatu Road and Vera Road and would be happy to see traffic slowing measures in Vera Road however... would like no loss of carparks and access to the Surgery not blocked during the works.”

Four submitters commented about potential noise as a result of the proposed changes.

“It is also not clear as to what noise mitigation will be provided to offset the increased traffic noise resulting from the speed tables, bumps and intersections.”

“I believe this will generate noise as it is on an incline and cars will brake and then accelerate away.”

Three submitters made other comments about the potential impact of the project on local residents, each mentioned by one submitter only, e.g. impact on response of emergency call out vehicles, loss of carparks, general inconvenience to local residents. All suggestions relating to impact on businesses and residents are included in the Key themes and submitter comments with AT responses table at the end of the report.

Not needed on Sylvan Crescent and/or Sherwood Avenue

Fourteen submitters mentioned they don't think speed calming improvements are needed on Sylvan Crescent and/or Sherwood Ave.

“Speed humps proposed for Sherwood Avenue and Sylvan Crescent are unnecessary as they are loop roads with almost no through traffic.”

“I think the speed bumps are a good idea for many of the other roads, but I don't think Sylvan Crescent or Sherwood Avenue really need speed bumps as they aren't a thoroughfare for people to get to the motorway faster.”

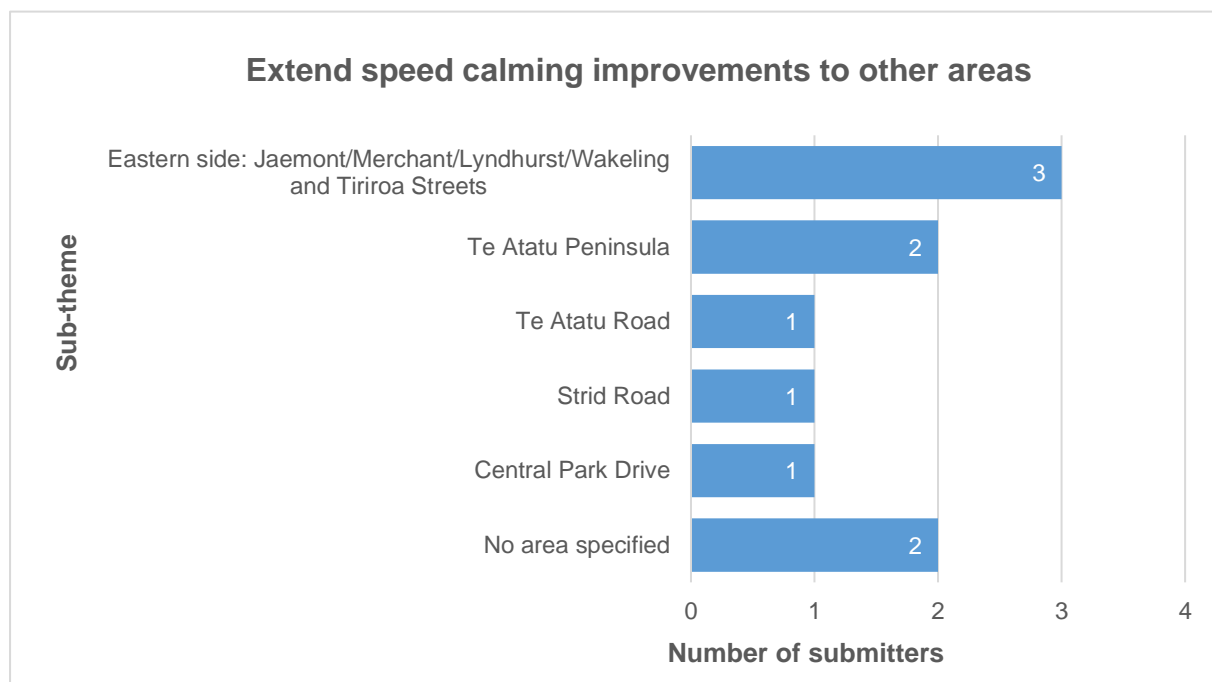
Would like more information / evidence to justify the proposed changes

Eleven submitters gave feedback that they'd like more information or evidence to explain reasons the proposed speed calming improvements are needed.

“Provide justification that is clearly based on statistics derived only from the secondary streets and excludes the main arterial routes.”

“How many deaths or injuries in Te Atatu South? Why this area? How much is this costing?”

Extend speed calming improvements to other areas



Based on 10 submissions. Submissions may be counted in more than one sub-theme

Ten submitters suggested extending the speed calming improvements to other areas: Jaemont and/or the eastern side, and Te Atatu Peninsula were each mentioned by a few submitters.

“Please look at the Traffic flow in the streets on the eastern side of Te Atatu Rd (Jaemont/Merchant/Lyndhurst/Wakeling and Tirooa).”

“Encourage you to take the same approach in Te Atatu Peninsula. Taikata and Matipo Roads in particular are terrible for speeding.”

Other submissions

In addition to the public feedback, we received submissions from key interest groups. Feedback from Flanshaw School and the Heart of Te Atatu South (HOTAS)/Te Atatu South Community Association is summarised below.

Flanshaw Road School

Flanshaw School has submitted feedback on the proposed speed calming improvements for Te Atatu South. The school has conducted a Kea Crossing road safety exercise on Vera Road and submitted a report of findings along with their concerns and suggestions. These are summarised below.

We have responded to most of the suggestions in AT responses section towards the end of the report. Some of the suggestions are outside the scope of this project but we will pass them onto relevant AT teams to consider as a part of their future work planning where appropriate.

Speeding concerns on Vera Road

During the operation of the Kea Crossing there is an average of 30 to 40 cars travelling at 50 kph or more on Vera Road, and vehicles cross to the right side of the road. This combined with no warning school signs at the Royal View Road end of Vera Road until just before the bend of the Kea Crossing creates concern that vehicles may speed without paying attention.

Suggestions:

- Create humps along Vera Road at a certain angle aid speed reduction;
- Change the Kea crossing to a pedestrian crossing;
- Change the 50km/h “School Zone Ends” on Grainger Road to 40km/h speed limit for certain times on the left side of the street heading towards Vera Road.

Car parking concerns in the streets off Vera Road

Grainger Road

Cars parking on either side of the road creates congestion making it difficult for other cars to pass through, and some families are crossing Grainger Road without using the island. This can create potential accidents where cars turning into Grainger Road from Te Atatu Road may not notice someone crossing.

Rowan Terrace

Parents park in Rowan Terrace when picking their children up from school, and issues can occur if cars are parked on either side of the road.

Porter Avenue

Cars are parked on either side which creates an issue for cars coming in and out of the road, and there are no yellow lines, so cars park at the corner of the street which creates safety issues for families and young children walking on their own when crossing the road.

Suggestions:

- Have yellow lines at the corners of Porter Ave;
- Widen the roads;
- Make one side of the road 'no parking' during the operation of the Kea crossing.

Concerns about vehicles going into driveways or doing U-turns

Vehicles going into driveways blocks the path for families and children who are walking by themselves, which forces pedestrian to either walk around the back or the front of the car towards the road while traffic is moving.

Vehicles going into driveways next to the Kea crossing creates a blind spot for student patrols.

Suggestion:

- Increase community safety awareness on why driving into residents' driveways are not safe during the operation of the Kea crossing.

Concern about roadworks

Roadworks can cause the following issues:

- Increased congestion on Vera Road;
- Intolerant drivers entering the school carpark without waiting or checking for pedestrians crossing;
- Tailgating;
- Children not knowing what to do or where to cross when cones are blocking the Kea crossing area.

Suggestions:

- Consider the placement of cones during roadworks;
- Consistently notify the school about roadworks so they can inform and prepare the community;
- Notify the school of the contact person for roadworks in the Te Atatu area.

Te Atatu South community association / Heart of Te Atatu South (HOTAS)

The local community association in Te Atatu South that operates under the name Heart of Te Atatu South (HOTAS) have provided feedback on the proposed Te Atatu South road safety improvements. In general, HOTAS are very supportive of the proposal and hope the initiative improves safety for the residents in the area and helps encourage the community to be able to walk and cycle safely in the streets. HOTAS indicated they do not foresee any issues with the location of the speed calming measures and support the proposed lowering

of speed limits and introduction of speed bumps / tables through the area, however they provided some suggestions for enhancements to the proposal. These suggestions are summarised below. Suggestions relating to the wider Te Atatu South plan have been passed to another division of AT that is working closely with Auckland Council.

Improved pedestrian and cycling environment

While HOTAS acknowledge that the proposed speed calming improvements will improve safety of pedestrians and cyclists, they would like to see further enhancements to the overall environment to make it pleasant so that pedestrians feel prioritised and comfortable in.

Suggestions:

- Additional pedestrian crossings
- More trees planted (without obscuring visibility from cars)

Additional road safety improvement suggestions

- Include “Gateway” landscaping treatments to visually signal to drivers they have entered a residential zone. The red markings on the road are not considered to be sufficient to remind drivers.
- Add speed humps in the mid-point of School Road, as vehicles build up speed at this point when going down the hill making it a dangerous environment. We understand the gradient of School Road is an issue, however would like this to be investigated and/or other options considered, such as low-level landscaped islands to narrow the road.
- Ensure speed humps/ tables/ islands allow for cyclists, such as the sides of speed bumps and islands built to allow cyclists to pass by without forcing them out into traffic.
- Add more pedestrian crossing points to encourage more people to walk to school and the local shops, parks, etc. Potential positions for additional crossing points are the raised intersections at Vodanovich, Mickle and Grainger. We believe pedestrian counts will improve if better facilities are provided.
- Add a pedestrian crossing on Vodanovich Road that leads to Edmonton Primary School via the back gate and reserve.
- Include further yellow ‘no parking` lines. There are spots along the bends of Royal View Road that are narrow and have tight corners that may require no parking lines on both sides of the road.
- Widen the walking and cycling network in Te Atatu. We have been advocating over the years for a wider walking and cycling network through the suburb, to get people away from busy roads and try to find safe connections to important locations like shops, community centre, parks and schools.
- Include wider shared footpaths to schools especially along the full eastern side of Flanshaw Road and the northern side of School Road. Feedback received from schools is that school children, for safety reasons, do not ride bikes on streets but ride on footpaths.

Other considerations in close proximity to the project area

Road safety to the east of Te Atatu Road: There is concern from the community about speeds and reckless driving evident through the streets of Jaemont, Merchant, Lyndhurst and Tiroroa as vehicles try alternative routes to get to the motorway. These streets are filled with children making their way to pre-schools, primary and intermediate schools around this area.

Key themes and submitter comments with AT responses

Theme	Feedback points included in theme	AT response
Strong support for speed calming measures (59 submitters)		
	<p>Strong support for speed calming measures</p> <ul style="list-style-type: none"> • It is about time this work is being done. This area is a nightmare for boy racers. Lower speed limits will be good to make the area safer. • I love the idea of the 30km area. Good, no issues. • Thanks for using the term 'survivable speeds' and addressing the problems in this area. • I really like it a lot, thanks for making our neighbourhood safer. 	<ul style="list-style-type: none"> • Thanks for your support and comments.
Concerns about speed tables / humps (53 submitters)		
	<p>Review proposed speed calming measures on Vodanovich Road</p> <ul style="list-style-type: none"> • Make the Blethyn Place/Vodanovich Road intersection all a raised speed hump area/ speed table. <ul style="list-style-type: none"> - Would be difficult for drivers coming down the hill to see the current proposed speed hump - Would be dangerous as vehicles speed from the top of the hill down to the proposed speed hump • Install speed humps at the end Vodanovich Road. <ul style="list-style-type: none"> - Currently vehicles run through the stop signs 	<ul style="list-style-type: none"> • The operating speed and crash data for the road 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. The proposed speed calming treatments have been positioned such that drivers have appropriate sight distance when approaching the treatment and the spacing of these treatments is optimised. Due to the topography of the road, the location of other existing driveways and services, and the required distance from the roundabout, the location as proposed is the only suitable location for a speed table. This project will help to reduce speeds significantly on School Road, and make the intersection with Vodanovich Road safer. • There are a number of existing speed calming measures already in place along Vodanovich Road and the proposed measures have been positioned at the optimum spacing of 80m to 120m.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Exchange the new speed entry signage at Vodanovich Road for a speed hump. <ul style="list-style-type: none"> - Vehicles speed up and down this hill • Move the speed hump position on Vodanovich Road to be before Blethyn Place. <ul style="list-style-type: none"> - Cars are already speeding by the time they get to the proposed speed hump • Don't install speed humps on Vodanovich Road. <ul style="list-style-type: none"> - Install speed humps only on the feeder roads 	<p>The responsibility for enforcing motorist behaviour lies with the NZ Police so specific instances of illegal behaviour can only be addressed by them. Should you notice common trends in illegal motorist behaviour, we suggest that you contact the police who may choose to carry out targeted enforcement in the area.</p> <ul style="list-style-type: none"> • The red road marking threshold (new speed entry signage) acts as a visual cue to road users that they are entering a residential speed zone, where the speed environment is less than 50km/hr. These thresholds provide a transition area for road users to slow down before they approach the first speed calming treatment. A speed table is proposed as part of the Vodanovich Rd and School Rd, Te Atatu South - Intersection upgrade. This project will help to reduce speeds significantly on School Road and make the intersection with Vodanovich Road safer. • As mentioned above, the operating speed and crash data for the road 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. • Every year, we receive more than a thousand requests for speed calming on an individual street, however street by street speed calming can be ineffective because of the transfer of speeding issues to neighbouring streets. As such, we have adopted an area wide approach and given the volume of requests from Aucklanders, we have prioritised the residential areas and streets that are most in need of interventions. <p>This is one of those areas which has been selected because it is considered high-risk, based on the following criteria:</p> <ul style="list-style-type: none"> • Crash data and risk • Vulnerable road user risk (people not inside motorised vehicles; people walking and cycling) • Speed of motorised traffic • Location of community facilities • Any road curvature, steepness or contours that would prevent speed-calming measures from being effective

Theme	Feedback points included in theme	AT response
		<ul style="list-style-type: none"> • Concerns and requests raised by the general public, community groups and elected members <p>With respect to Vodanovich Rd specifically, there are a number of speed calming measures already in place along this street.</p> <p>We are proposing additional speed calming measures because Vodanovich Rd is within the Te Atatu South area which has been prioritised for safety improvements based on these factors:</p> <ul style="list-style-type: none"> • Safety concerns raised by local residents. • Local crash data shows 31 crashes in the project area over last 5 years • Vehicle speeds on key roads in Te Atatu South are in excess of the current speed limit. • The highest speed recorded was in excess of 121km/h on School Road and Flanshaw Road. • Location of schools, local shops, community facilities and parks, where people walk and cycle frequently.
	<p>Review speed calming measures on Royal View Road</p> <ul style="list-style-type: none"> • Reduce number of speed tables/humps on Royal View Road. <ul style="list-style-type: none"> - People regularly queue at intersections of Vera Road with Grainger Road and Royal View Road - Speed humps at those intersections may be difficult for drivers to navigate smoothly when merging into main traffic flow - Too many speed tables/humps will create frustration for drivers • Install speed calming measures at the top of Royal View Road. <ul style="list-style-type: none"> - The traffic that turns right into Royal View Road from Te Atatu Road accelerates as soon as they have turned 	<ul style="list-style-type: none"> • 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. <p>Due to the close proximity of these streets to the main arterial of Te Atatu Rd and the SH16 motorway on ramp, some level of delay is expected.</p> <p>Many of our roads operate at a range of speeds and it is complicated to calculate an average journey time increase for the road as journey speeds are typically more significantly influenced by the road environment, prevailing traffic patterns and route intersection traffic controls. Consequently, the increase in average journey time tends to be minimal if affected at all.</p> <ul style="list-style-type: none"> • The top of Royal View Rd has a gateway/ threshold treatment (new speed entry signage) rather than a speed calming measure because it is an entry road for the Residential Speed zone. The red road marking threshold acts as a visual cue to road users that they are entering a residential speed zone, where the speed environment is less than 50km/hr. These thresholds provide a transition area for road users to slow down before they approach the first speed calming treatment.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Move the speed calming crossing further up Royal View Road. • Install a speed table at the intersection of Royal View Road and Vera Road. • Install a speed hump in Royal View Road on the bend approaching Flanshaw Road. • Paint broken yellow lines on the corner of Royal View Road and Flanshaw Road. <ul style="list-style-type: none"> - It's dangerous to park either side of that corner 	<ul style="list-style-type: none"> • 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 measures have been positioned at the optimum spacing of 80m to 120m. • The proposed speed calming treatments have been positioned such that the visibility of the treatment is unobstructed, and the treatment is not at a driveway or too close to a bus stop. The proposed design balances these criteria as practicably as possible. • There is restricted visibility at this location. As mentioned above, the proposed speed calming treatments have been positioned such that the visibility of the treatment is unobstructed, and the treatment is not at a driveway or too close to a bus stop. • This is part of the existing design.
	<p>Review speed calming measures on Flanshaw Road</p> <ul style="list-style-type: none"> • Install additional speed humps along Flanshaw Road. <ul style="list-style-type: none"> - Vehicles speed down Flanshaw Road because it's so straight • Install speed hump at the neck at the bottom of Flanshaw Road. <ul style="list-style-type: none"> - Vehicles do wheelspins and burnouts by the cycle / walkway 	<ul style="list-style-type: none"> • The spacing of the traffic calming devices (speed calming measures) is in accordance with generally accepted best practice to ensure that operating speeds are reduced to survivable speeds in accordance with the Vision Zero goal. The proposed speed calming treatments have been positioned such that the visibility of the treatment is unobstructed, and the treatment is not at a driveway or too close to a bus stop. The proposed design balances these criteria as practicably as possible. • This is part of the existing design.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Reduce the number of speed tables/humps on Flanshaw Road. <ul style="list-style-type: none"> - There are 10 speed measures to navigate to exit the area via Flanshaw Road - There are too many and too close together • Don't implement speed calming measure on Flanshaw Road just before Thomas Rea Place <ul style="list-style-type: none"> - Is entry into a cul-de-sac with 16 homes so only residents and their visitors would be impacted 	<ul style="list-style-type: none"> • 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. • Making changes to the positions of individual devices or removing them due to opposition from property owners near the devices would impact on the overall effectiveness of the scheme (project).
	<p>Review speed calming measures on School Road</p> <ul style="list-style-type: none"> • Add more speed humps or speed tables to School Road. <ul style="list-style-type: none"> - To slow the cars along the steep downhill • Review the proposed location of the speed table on School Road. <ul style="list-style-type: none"> - The location of the speed table could cause a problem for residents at Castaing Crescent as it would block the entrance to their new driveway - Could cause an issue for drivers when road is wet and poor visibility 	<ul style="list-style-type: none"> • School Rd is an arterial road designed and maintained to carry high volumes of traffic with the intended function of providing for through traffic. Speed calming is not generally installed on arterials unless there is significant safety concern being mitigated such as improving the level of service for pedestrians or improving interaction with side roads. As such, the proposed speed calming measures are considered appropriate. • Due to the topography of the road, the location of other existing driveways and services, and the required distance from the roundabout, the location as proposed is the only suitable location for a speed table. This project will help to reduce speeds significantly on School Road, and make the intersection with Vodanovich Road safer.
	<p>Review speed calming measures in Sylvan Crescent and Sherwood Avenue</p> <ul style="list-style-type: none"> • Reduce number of speed humps on Sylvan Crescent. <ul style="list-style-type: none"> - There have been no accidents in Sylvan Crescent • Don't install speed calming measures on Sylvan Crescent <ul style="list-style-type: none"> - Is no issue on this road, not a through road - Cars park on Sylvan Crescent and creates a natural speed reducer 	<ul style="list-style-type: none"> • The number of speed humps on Sylvan Crescent have been reduced from six to four • Making changes to the positions of individual devices or removing them due to opposition from property owners near the devices would impact on the overall effectiveness of the scheme (project).

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Don't install speed calming measures on Sherwood Ave. <ul style="list-style-type: none"> - The accident on Sherwood Ave two years ago was caused by a car thief and not related to the safety of this road 	<ul style="list-style-type: none"> • We are no longer implementing speed calming on Sherwood Crescent since the risk is very minor on this street, however we will monitor.
	<p>Review speed calming measures in other streets within project area</p> <ul style="list-style-type: none"> • Install a speed hump at the corner of Paton Ave. <ul style="list-style-type: none"> - To slow cars turning right from Flanshaw Road to Paton Ave • Add a speed hump by the reserve by Coletta Lane close to Henderson Creek. 	<ul style="list-style-type: none"> • This is part of the existing design. • As mentioned earlier, the spacing of the traffic calming devices (speed calming measures) is in accordance with generally accepted best practice. This spacing can range between 80m and 120m which is close to the lengths of most cul-de-sac streets in the area that we are proposing the speed calming. Installing speed calming in these streets is unnecessary since there is a low speed environment at the start and end of these streets.
	<p>Review speed calming measures outside of project area</p> <ul style="list-style-type: none"> • Install more speed humps on Central Park Drive. <ul style="list-style-type: none"> - Central Park Drive is currently too wide and some speed tables are needed • Install speed humps in Lyndhurst Road. • Install speed humps in Strid Road off Edmonton Road. 	<p>Please note that Central Park Drive, Edmonton Road and Te Atatu Road are not included in this project as they are arterial roads. Speed calming is not generally installed on arterial roads unless there is a significant safety reason being mitigated.</p> <p>Our proposed road safety residential area improvements are for local residential streets within the project area. Unfortunately, Lyndhurst Road and Strid Road are outside the scope of this project.</p>
	<p>Other suggestions relating to speed calming measures</p> <ul style="list-style-type: none"> • Reduce the number of speed calming measures by half. <ul style="list-style-type: none"> - Will aggravate drivers with speed calming measures nearly every 100m on every road 	<ul style="list-style-type: none"> • The proposed safety measures are an area wide change, intended to create a safe speed environment for high risk residential areas and inconvenience drivers who perceive residential streets as a more efficient route for bypassing traffic signals or busy roads. The speed calming measures can have the added benefit of reducing through traffic, in addition to supporting a safe speed environment.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Consider the increased traffic congestion that may be caused by the speed calming measures. <ul style="list-style-type: none"> - This area is currently congested both morning and evening, and slowing traffic throughout the day will increase congestion further - Would hinder the efficiency and timeliness of transport through this area and reduce economic productivity • Consider damage and wear and tear caused to vehicles going over speed humps. • Position the new speed humps away from driveways. <ul style="list-style-type: none"> - So it's easy for residents to leave their homes • Make the speed humps curved and smooth. <ul style="list-style-type: none"> - To make it easier on cars • Put speed humps at the intersections where people are supposed to stop. <ul style="list-style-type: none"> - For example, painting arrow signs with 0 is not clear enough for people making right hand turns from School Road into Vodanovich Road 	<ul style="list-style-type: none"> • The traffic and calming proposed is expected to discourage rat-running through the residential area and hence should reduce traffic volumes within the area. It is not expected that there would be an increase in congestion due to the proposal. • The traffic calming devices will not cause damage to vehicles if drivers travel over them at appropriate speeds. It is acknowledged that there may be some additional noise due to the traffic calming devices being installed, but the selection and design of the devices sought to mitigate this. It is also noted that the treatments (speed calming measures) are expected to discourage rat-running through the area, which is likely to decrease traffic volumes and the associated traffic noise. • Vehicle tracking (movement of vehicles) has been carried out for driveways adjacent to speed bumps and can confirm the safe movement of vehicles. • Alternative options for the type of traffic calming devices (speed calming measures) were considered during the design process. 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 while minimising adverse effects such as passenger discomfort, noise and vibrations. • A roundabout is proposed as part of the Vodanovich Rd /School Rd intersection upgrade. This project will help to reduce speeds significantly on School Road, and make the intersection with Vodanovich Road safer.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Support additional speed humps on major through-roads and especially near primary and pre-schools. • Install speed humps only around the schools. 	<ul style="list-style-type: none"> • As above, this proposal aims to create a safe speed environment for high risk residential areas. Speed calming on adjacent arterials has not been considered. • Safety measures such as speed tables and speed humps are proposed near schools within this residential area.
Alternative methods of speed calming (47 submitters)		
	<ul style="list-style-type: none"> • Prevent traffic entering the area from Central Park Drive and using it as a shortcut to the motorway. • Have a free right-hand turn into, and left hand turn out of Royal View Road. • Place stop signs on Flanshaw Road and Sherwood Ave. • Consider using automatic self-raising speed humps that detect when a vehicle is speeding. 	<ul style="list-style-type: none"> • The proposed speed calming measures can have the added benefit of reducing through traffic, in addition to supporting a safe speed environment. • Following the improvements along the Te Atatu Rd corridor between the intersection with Edmonton Rd and the access to/ from the motorway, it is expected that no major infrastructural changes will be undertaken along this Te Atatu Rd corridor and the intersections along that length. • There is an existing STOP control on the northern end of Sherwood Avenue however there is no STOP control on the southern end of Sherwood Avenue. The existing controls will not change as part of the proposed safety measures. • Alternative options for the type of traffic calming devices (speed calming measures) were considered during the design process. 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 while minimising adverse effects such as passenger discomfort, noise and vibrations.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Improve transportation instead of speed calming measures. • Use traffic islands similar to those used in areas like Ponsonby. <ul style="list-style-type: none"> - This will allow vehicles to travel at a constant but cautious speed - Would be more amenable and have less space for parking cars thus encouraging less car usage • Insert traffic lights in place of the roundabout at Vodanovich/School Rd intersection. <ul style="list-style-type: none"> - Will give clearer instructions to drivers and prevent accidents happening by speed, driver confusion of or disregarding the road rules • Add a roundabout to the intersection of School Road and Central Park Drive instead. • Make it a bylaw to have cyclists use the cycle path. <ul style="list-style-type: none"> - Cyclists cycle on Central Park Drive rather than use the wide cycle path • Spend the money on enforcing current rules and educating pedestrians and drivers about "Road safety". 	<ul style="list-style-type: none"> • The speed calming measures will promote a safe speed environment which supports the safe transportation of all road users. • As above, alternative options for the type of traffic calming devices were considered during the design process however the traffic calming devices proposed are considered the most appropriate treatments that will result in an acceptable speed reduction, while minimising adverse effects such as passenger discomfort, noise and vibrations. • Although signalisation was considered during the investigation stage, it was deemed unfeasible as it would worsen congestion issues at this location and would likely introduce a higher number of potential conflict points compared to a roundabout. • This is outside of the scope of the residential speed management programme however will be investigated separately. • The road is available to all road users, as long as users comply with the road code and road user rules. • At an operational level AT have a number of programmes underway including: <ul style="list-style-type: none"> • Road safety engineering programme targeting urban and rural high-risk roads and intersections

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> - Enforcing the current rules will stop over regulating against those that do follow the rules and drive to the conditions - Educate people and their children not to run across a road without looking both ways. <ul style="list-style-type: none"> • Have more police monitoring the area and catching rule breakers. <ul style="list-style-type: none"> - This will have an effect on the impatient and careless drivers in the area • Install speed cameras. <ul style="list-style-type: none"> - This will target the minority who are breaking the rules rather than punish the majority who are following the rules - On Te Atatu Road and Edmonton Road at the major intersections to discourage people from running red lights - Have someone with a camera monitoring on occasion. This will help enforce the changes and speed limits and prevent people from speeding on their journey to work in the morning • Place greater restrictions on street parking. 	<ul style="list-style-type: none"> • Safe Speeds • Improvements to make walking, cycling and motorcycling safer • Walking school buses and road safety community education • Asset management plan • Red light camera programme with NZ Police. <p>With our road safety and community partners, we are working on the following:</p> <ul style="list-style-type: none"> • Safer communities programme: Using a localised approach to make roads safer and create more opportunities for active transport (walking and cycling). • Safe roads and roadsides (urban and rural) programme • Rural road delineation programme • Safe road use – Red light running programme <ul style="list-style-type: none"> • The responsibility for enforcing motorist behaviour lies with the NZ Police so specific instances of illegal behaviour can only be addressed by them. However, relying on enforcement to achieve lower operating speeds is not considered realistic. • The police in conjunction with the New Zealand Transport Agency's (NZTA) Safety Team and an independent transportation consultant, have a methodology for choosing sites which are suitable for Speed/Safety cameras on an individual street only. The residential speed management programme treats an area rather than individual streets. We have checked the list of sites where the police are proposing fixed safe speed cameras and the streets within the area for the proposed safety measures have not been identified as a location for a Speed/Safety camera. • On-street parking is a public asset and therefore any resident or persons visiting the street can park their vehicles, provided they are parked legally. There are no

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> - This will help prevent the main cause of crashes being collisions with parked vehicles - Restrict parking to one side of the road on Sherwood Ave <ul style="list-style-type: none"> • Enforce traffic stops at stop signs. <ul style="list-style-type: none"> • Make the roads narrower with excessive radiuses and intersections with paint, flexi posts, gardens, trees. <ul style="list-style-type: none"> - Would help reduce turning speeds as the curve they will have to drive along would be tighter - Would make it easier to watch for cyclists - The current plan creates spots where cyclists could be in a blind spot of drivers turning left out of a side street onto Flanshaw Road 	<p>bylaws, rules or regulations to indicate or support that on-street parking outside any particular property is reserved for the residents of that house.</p> <p>While parked vehicles may reduce the traffic flow to a single lane, there are a number of opportunities where opposing vehicles can pass at driveways. These same parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving.</p> <ul style="list-style-type: none"> • The responsibility for enforcing motorist behaviour lies with the NZ Police so specific instances of illegal behaviour can only be addressed by them. Should you notice common trends in illegal motorist behaviour, we suggest that you contact the police who may choose to carry out targeted enforcement in the area. • As mentioned above, alternative options for the type of traffic calming devices were considered during the design process. 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 while minimising adverse effects such as passenger discomfort, noise and vibrations.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Place physical measures such as raised tables, kerb buildouts and speed humps, especially at the edges of the zone. <ul style="list-style-type: none"> - To help reinforce the message of the signage and paint • Build out coloured surfacing at intersections to narrow the road space, slow traffic entering or turning, and reduce pedestrian crossing distance. • Build low level landscaped islands to narrow the roads. • Introduce solar speed signs up Te Atatu Road from McLeod Road to Glendene Ave. <ul style="list-style-type: none"> - To remind people of their speed • Make Grainger Road one-way at the western end. <ul style="list-style-type: none"> - Will limit through-traffic and discourage drivers speeding towards the motorway in the morning • Have fewer, well placed and spaced speed tables plus entry signage versus too many speed humps. • Use road blocks to prevent speeding. <ul style="list-style-type: none"> - Would be a more effective and cheap option for improving the safety in the area 	<ul style="list-style-type: none"> • The red road marking threshold acts as a visual cue to road users that they are entering a residential speed zone, where the speed environment is less than 50km/hr. These thresholds provide a transition area for road users to slow down before they approach the first speed calming treatment. • As mentioned above, the traffic calming devices proposed are considered the most appropriate treatments that will result in an acceptable speed reduction. • This is outside of the scope of the residential speed management programme however will be investigated separately. • This outside the scope of this project. • As mentioned earlier, 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 traffic calming devices proposed are considered the most appropriate treatments that will result in an acceptable speed reduction.
Would like additional and/or improved pedestrian crossings / footpaths (31 submitters)		
Pedestrian crossings		

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Add a pedestrian crossing on Vodanovich Road at Amberly Ave and at Flanshaw Rd <ul style="list-style-type: none"> - So children can walk to Edmonton Primary through the reserve - This intersection is busy during school pick and drop off, and it's common for children to cross going to/from Edmonton Primary • Consider more pedestrian crossings. <ul style="list-style-type: none"> - Particularly on Vodanovich, Mickle and Grainger with Flanshaw Road • Add a pedestrian crossing across Grainger Road at Flanshaw Road. • Grainger Road add a pedestrian crossing <ul style="list-style-type: none"> - Some families are crossing Grainger Road without using the island creating potential accidents where cars turning into Grainger Road from Te Atatu Road may not notice that someone is crossing • Add a pedestrian crossing at Flanshaw Road on the southern side of the Royal View Road intersection table. • Add a pedestrian crossing on Edmonton Road between School Road and Flanshaw Road. • Raise the pedestrian crossing on Edmonton Road near Annette Ave. <ul style="list-style-type: none"> - To slow cars travelling down Edmonton Road • Address speed calming in Central Park Drive or Edmonton Road. • Put more emphasis on pedestrians and bikes in traffic. 	<p>Pedestrian crossings have been provided at locations where particularly high numbers of pedestrians were observed crossing the road. In other locations where pedestrians tend to cross at various positions along a stretch of road, the provision of traffic calming to slow vehicle speeds is considered sufficient to allow pedestrians to safely cross the road.</p> <ul style="list-style-type: none"> • This is outside of the scope of the residential speed management programme. • This crossing location is being investigated separately and is out of the scope of the residential speed management programme. • Central Park Drive and Edmonton Road are not included in this project as they are arterial roads. Speed calming is not generally installed on arterial roads unless there is a significant safety reason being mitigated. • The proposed safety measures promote a safe speed environment for high risk residential areas and reduced operating speeds to survivable speeds in accordance with the Vision Zero goal. This creates a safer environment for all road users including pedestrians and bikes.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Make the speed table proposed for between Marlene Ave and Sherwood Ave a pedestrian crossing • Improve lighting at the pedestrian crossing on Flanshaw Road outside the school. <ul style="list-style-type: none"> - To ensure cars stop - Due to lollipop signs on either side of the crossing people may think it's a school crossing only and not stop • Move the pedestrian crossing further north on Flanshaw Road away from the corner. <ul style="list-style-type: none"> - Cars turning left out of Amberley onto Flanshaw Road do not stop, it is treated like a give way • Include a pedestrian crossing by the bus stop at 35 Te Atatu Road <ul style="list-style-type: none"> - Many people cross the road there • Install traffic light-controlled crossings to replace the pedestrian crossings for Te Atatu Road (near Strid Road) and Te Atatu Road (near Kokiri Street). <ul style="list-style-type: none"> - Both these crossings are used frequently each day for children attending Rangeview Intermediate (Strid Road) and Tirimoana primary school (Kokiri St) • Would like to see the Kea crossing on Vera Road outside the school gate to be a proper pedestrian crossing. <ul style="list-style-type: none"> - This road is busy and congested during pick up and drop off times making it dangerous for children getting to and from school 	<ul style="list-style-type: none"> • As above, pedestrian crossings are provided where particularly high numbers of pedestrians were observed crossing the road. • This is part of the existing design. • Both the pedestrian crossings that are closest to this intersection are being raised on to speed tables as part of this area wide improvements and will reduce overall operating speeds at/ near these crossings. • This is outside of the scope of the residential speed management programme. Please note that Te Atatu Road is excluded from this project as it is an arterial road. • This is outside of the scope of the residential speed management programme. • This crossing will remain a kea crossing, however it will be raised onto a speed table.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Consider pedestrian bridges as a safer way for the children and people to get across the road. • Create a proper pedestrian connection to Henderson Creek pathway. • Change Kea Crossing to Pedestrian Crossing. • Consider creating community safety awareness on why driving into residents' driveways is not safe during the operation of a Kea crossing. <ul style="list-style-type: none"> - Cars going into driveways block the path for families and children who are walking by themselves - Forces pedestrian's to either walk around from the back of the car or the front of the car towards the road while traffic is still moving - Cars going into driveways next to a Kea crossing creates a blind spot for student patrols • Put the pedestrian crossing back to where it was before, outside Countdown. 	<ul style="list-style-type: none"> • Current guidance regarding pedestrian facility design indicates that pedestrians should stay at ground level, so that their journeys are direct and so that less mobile people can also use the crossing facility. Both underpasses and over-bridges result in longer walking journeys or include stairs, and as such are less likely to be used than crossing at ground level, resulting in pedestrians taking risks to cross busy roads unaided. • This is outside of the scope of the residential speed management programme. We will pass your feedback onto relevant AT team to consider as a part of their future work planning where appropriate. • A kea crossing is a pedestrian crossing which is a school patrolled crossing around school start and finish times. At all other times, a kea crossing functions as a courtesy crossing. • Auckland Transport support and encourage active transport and use of public transport for the journey to and from school. This is to support both road safety outcomes outside the school gate and reduce congestion on the network. In areas where this is not possible, we have dedicated resources to promote parking and walking from identified locations close to schools, but not immediately in front of the school gate. • This is outside of the scope of the residential speed management programme. As part of the Te Atatu Rd corridor improvements, the removal of the signalised crossing on Edmonton Rd was decommissioned and moved to the new traffic lights at the Te Atatu Rd/ Edmonton Rd/ Flanshaw Rd intersection.
<p>Footpaths</p>	<ul style="list-style-type: none"> • Make the footpaths safer, instead of reducing the speed limit. 	<ul style="list-style-type: none"> • The proposed safety measures promote a safe speed environment for high risk residential areas and reduced operating speeds to survivable speeds in accordance with the Vision Zero goal. This creates a safer environment for all road users.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Combine this work with any footpath remediation. <ul style="list-style-type: none"> - There are many that need work • Replace all footpaths that have an open rebate channel on the side, and complete the remainder of broken footpath which have been started. <ul style="list-style-type: none"> - Open channel footpath runs between top of Sylvan Crescent to Sherwood Ave • Provide wider shared footpaths to schools. <ul style="list-style-type: none"> - Especially along the full eastern side of Flanshaw Road and northern side of School Road • School children ride bikes on the footpaths instead of the streets for safety. 	<ul style="list-style-type: none"> • Some improvements to footpaths have been proposed as part of the scheme, but generally this is considered a maintenance and renewal issue and beyond the scope of this speed management project. • This is outside of the scope of the residential speed management programme. • As above, some improvements to the footpath have been proposed as part of the scheme, but generally this is considered a maintenance issue and changes to existing footpaths are beyond the scope of this speed management project. • Children can ride bikes on footpath if their bike wheel diameter is less than 12 inches or 30 cm otherwise it is illegal to bike on a footpath. The proposed speed calming measures promote reducing operating speeds to survivable speeds for all road users including people on bikes.
Review the proposed speed limit (28 submitters)		
	<ul style="list-style-type: none"> • Leave the speed limit at 50km/hr. <ul style="list-style-type: none"> - Reducing the speed limit to 30 km/hr will create unnecessary delays - A large volume of traffic passes through this area to get to the motorway, and 30km/hr will create delays - Don't need both speed humps and reduced speed limit 	<ul style="list-style-type: none"> • There is a Speed Limit Review process underway, identifying roads that may be affected by proposed speed limit reductions and will be considered separately. The implementation of speed limit reductions in the residential speed management zones will be relatively straightforward since the proposed safety measures enable a lower speed limit zone.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> - If this slower speed is enforced will make it difficult to get to destinations in a timely manner - Lowering the speed limit will cause more impatient drivers - Will create aggressive driving behaviour, such as dangerous overtaking - Once drivers exit the low speed zone, they're likely to drive faster to make up for lost time, resulting in shifting the speed issue from one area to another - Too slow particularly Edmonton Road through to Te Atatu Road - Consider that school zones are only lowered to 40km/hour during certain hours of the day - Most people will drive at safe speeds without need for a speed drop of 20km/hour - Drivers ignore the current speed limit - Drivers regularly overtake on the double yellows on School Road <ul style="list-style-type: none"> • Don't reduce speed to 30km/h in the whole area, only around the schools at certain times. • Trial introducing a speed limit reduction on a main arterial road like Great North Road. <ul style="list-style-type: none"> - So that everyone can encounter this reduction in speed limit and AT can see what the response would be from motorists • Exclude the main roads Central Park Drive, Edmonton Road, Te Atatu Road from the reduced speed limit. <ul style="list-style-type: none"> - These are long main roads and shouldn't be subject to 30 km/h speed limit - Would cause confusion, where parts of the roads will be subject to different rules from other parts of the roads - People self-regulate their speed 	<p>The traffic calming proposed is expected to discourage rat-running through the residential area and hence should reduce traffic volumes within the area. There is not expected to be an increase in congestion due to the proposal.</p> <p>The operating speed and crash data for the proposed residential area, 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 for all road users.</p> <p>The proposed speed calming measures are not proposed on Edmonton Rd or Te Atatu Rd.</p> <ul style="list-style-type: none"> • There are existing school speed zones in the area where we are proposing safety measures. The entire residential area has identified as a high risk and therefore an area wide change is being proposed, intended to create a safe speed environment. The proposed safety measures will enable a speed reduction, if required. • As mentioned earlier, there is a Speed Limit Review process underway, identifying roads that may be affected by proposed speed limit reductions and will be considered separately. • These streets are not within the residential speed zone area where we are proposing safety measures.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> - Pedestrians need to take responsibility for their own safety • Exclude the main connections to the motorway. • 30km is too slow, every time you leave your house it would take 10 min to get to the top of the street <ul style="list-style-type: none"> - Cyclists travel at speeds close to 40km/hr and the current school area limit is 40km/hr • Change the 50km/h “School Zone Ends” on Grainger Road to 40km/h speed limit for certain times on the left side of the street heading towards Vera Road. • Make the speed limit 30km/h for residential streets city wide. • Consider speed limit reductions only needed for school hours. 	<ul style="list-style-type: none"> • The main connections to the motorway are not within the residential speed zone area where we are proposing safety measures. • Many of our roads operate at a range of speeds and it is complicated to calculate an average journey time increase for the road as journey speeds are typically more significantly influenced by the road environment, prevailing traffic patterns and route intersection traffic controls. The proposed safety measures promote a safe speed environment for this high risk residential areas and the reduced operating speeds will create a safer environment for all road users. • There is a Speed Limit Review process underway, identifying roads that may be affected by proposed speed limit reductions and will be considered separately. • The proposed safety measures are an area wide change, intended to create a safe speed environment at all times for this high risk residential area. The speed calming measures can have the added benefit of reducing through traffic, in addition to supporting a safe speed environment.
Suggested changes to appearance of road and markings (15 submitters)		
<p>Trees and landscaping</p>	<ul style="list-style-type: none"> • Add more trees and landscaping. <ul style="list-style-type: none"> - Ensure low plants do not block sight lines for road users - Will further reduce the inclination to speed - Will lift the general look and feel of the neighbourhood 	<ul style="list-style-type: none"> • Trees and landscape measures are outside of the scope of the residential speed management programme which has a main focus of reducing overall operating speeds within this high risk residential area.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Ensure roadside speed notices are not obscured by trees. 	<ul style="list-style-type: none"> • Our delivery team will ensure that new signage is not obscured by trees.
Road markings	<ul style="list-style-type: none"> • Remove any existing 'runway' centre lines and parking edge lines. <ul style="list-style-type: none"> - Particularly on Flanshaw Road - These are visual clues to speed up • Remove the painted flush medians on Vodanovich Road. 	<ul style="list-style-type: none"> • The low speed environment created by the speed calming measures is expected to have a minimal operational impact therefore, road marking removal is unnecessary. • As above, road marking removal is considered unnecessary.
Repair road/storm water pipes	<ul style="list-style-type: none"> • Repair road where there are springs under the road on the corners at Flanshaw Road/Sherwood Ave and Marlene Ave/Flanshaw Road. • Complete hot mix seal to Flanshaw Road and Royal View Road. • Install storm water pipes to complete the area. 	<p>These items are outside of the scope of the residential speed management programme and are generally considered to be maintenance issues.</p>
Suggested improvements to gateway signage treatments (18 submitters)		
	<ul style="list-style-type: none"> • Add physical 'gateway' treatments. <ul style="list-style-type: none"> - Especially at the intersection of School Road/ Edmonton Road - Paint is not enough • Make the gateway areas to the road obvious to denote the change in speed limit. <ul style="list-style-type: none"> - Particularly at School Road entries, Royal View Road entry and Flanshaw Road entry points, and the intersection of Te Atatu Road and Royal View Road • Install raised tables at the edge of the zone. 	<ul style="list-style-type: none"> • As mentioned earlier, the red road marking threshold acts as a visual cue to road users that they are entering a residential speed zone, where the speed environment is less than 50km/hr. These thresholds provide a transition area for road users to slow down before they approach the first speed calming treatment. • The proposed red road marking and signage are considered sufficient as a visual cue and a transition area, before road users approach the first speed calming treatment. • As above, the proposed red road marking and signage are considered sufficient as an entry treatment.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> - To indicate to drivers clearly that they are now in a 30 kph zone - Implement this initiative region-wide. - At least in urban/suburban neighbourhoods <ul style="list-style-type: none"> • Ensure consistency between areas so as road users move about the city, they are presented with familiar road environments (road layouts, intersection designs, traffic calming features, signage). • Ensure that each threshold has a small explanatory sign, such as "residential slow zone" • Make the new entry signage between Central Park Drive and School Road stronger. <ul style="list-style-type: none"> - This is a dangerous spot - Proposed "entry signage" not enough to highlight that this is a safe streets area • Consider "Gateway" landscaping treatments to visually signal to drivers they have entered a residential zone. <ul style="list-style-type: none"> - The red markings on the road are not enough to remind drivers 	<ul style="list-style-type: none"> • Consistency with the proposed safety measures is part of the existing design. • This is part of the existing design. • As above, consistency with the proposed safety measures is part of the existing design. As such, all entry roads have the same entry/gateway treatments. • As mentioned earlier, trees and landscape measures are outside of the scope of the residential speed management programme which has a main focus of reducing overall operating speeds within this high risk residential area.
Cycling suggestions (16 submitters)		
	<ul style="list-style-type: none"> • Ensure speed humps have allowances for cyclists to safely pass down the sides of them. <ul style="list-style-type: none"> - For example: lower on the side, by the kerb, with no parking for a few meters from each hump 	<ul style="list-style-type: none"> • Alternative options for the type of traffic calming devices were considered during the design process. 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.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Consider ways for bikes to negotiate kerb buildouts. • Ensure speed humps do not cover the whole width of the road. <ul style="list-style-type: none"> - To allow cyclists an unimpeded run • Ensure all treatments take into account those on bicycles. <ul style="list-style-type: none"> - For example: do not create dangerous pinch points for them • Would like to see separated cycling infrastructure proposed in this area at the same time as the traffic calming measures. <ul style="list-style-type: none"> - Especially on busier roads such as School Road, Central Park Drive, Flanshaw Road and Royal View Road • Place cycling lanes on the under-used, quiet, safe, residential streets away from the dangers of traffic and carbon monoxide. • Add physical separators along all on-road cycle lanes in the scope area between the Te Atatu Road near the intersection with Covil Ave and the Edmonton Road/Central Park Drive intersection. <ul style="list-style-type: none"> - Preferably concrete (similar to those on Carlton Gore Road), otherwise plastic measures like those on St Lukes Road - Bike lanes mixed with traffic with no separation is dangerous and does not encourage cycling in the area 	<ul style="list-style-type: none"> • The spacing and type of traffic calming devices is in accordance with generally accepted best practice to ensure that operating speeds are reduced to survivable speeds for all road users including cyclists. • As above, regarding the spacing and type of traffic calming device. • The proposed safety measures promote a safe speed environment for high risk residential areas and reduced operating speeds to survivable speeds in accordance with the Vision Zero goal. This creates a safer environment for all road users. • This is outside of the scope of the residential speed management programme. We will pass your feedback onto relevant AT teams to consider as a part of their future work planning where appropriate. • Although cycle lanes are not proposed, the reduced operating speeds creates a safer environment for all road users. • This is outside of the scope of the residential speed management programme. We will pass your feedback onto relevant AT teams to consider as a part of their future work planning where appropriate.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Upgrade the shared path along the length of the eastern side of Flanshaw Road. <ul style="list-style-type: none"> - To improve capacity and safety for students of Flanshaw Road school - To provide a direct cycle connection through the heart of this safety upgrade area and provide a link between the Supermarket/Shops and the existing Henderson Creek Shared Path and existing Shared Path along the western side of Te Atatu Road. • Widen footpaths. <ul style="list-style-type: none"> - So could be used for cycling • Extend the bike lanes at the intersection of Edmonton and School Roads, to the intersection of Edmonton and Central Park Drive. <ul style="list-style-type: none"> - This will only require use of paint as the existing road width is adequate • Widen the cycling network. <ul style="list-style-type: none"> - To get people away from busy roads to safe connections to important locations like shops, community centre, parks and schools - Central Park Drive, to connect to the Twin Stream pathway especially near School Road. - Make the Edmonton Road cycleway a more direct cycle route to Henderson. 	<ul style="list-style-type: none"> • The proposed safety measures promote a safe speed environment for high risk residential areas and reduced operating speeds to survivable speeds in accordance with the Vision Zero goal. This creates a safer environment for all road users. • Some improvements to the footpath have been proposed as part of the scheme, but generally this is considered a maintenance issue and major changes to existing footpaths are beyond the scope of this speed management project. • This is outside of the scope of the residential speed management programme. Although cycle lanes are not proposed, the reduced operating speeds creates a safer environment for all road users. • This is outside of the scope of the residential speed management programme. We will pass your feedback onto relevant AT teams to consider as a part of their future work planning where appropriate.
Reduce number of parked cars (16 submitters)		
	<ul style="list-style-type: none"> • Restrict cars parking on the road. • Paint yellow non- parking lines on both sides of Te Atatu Road. 	<ul style="list-style-type: none"> • On-street parking is a public asset and therefore any resident or persons visiting the street can park their vehicles, provided they are parked legally. There are no bylaws, rules or regulations to indicate or support that on-street parking outside any particular property is reserved for the residents of that house.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> - Currently cars park on either side of the road, and drivers are forced onto the centre strip to pass. • Restrict parking to one side of the road on Vera Road, Grainger Road and Flanshaw Road. <ul style="list-style-type: none"> - It is currently dangerous and difficult to navigate these areas with cars parked on both sides of the road and only room for one to get through. - This may become even harder to navigate with addition of speed humps through this short stretch. - There is already a lot of congestion in the mornings and afternoons around school hours. Once parked cars are on both sides of the road it cuts it down to an one way which causes more congestion. • Reduce the number of cars parked overnight on the side of narrow roads. <ul style="list-style-type: none"> - To prevent drivers from having to drive on the opposing lane to pass through • Make Royal View Road 'no parking' on both sides for full length from Flanshaw Road to Te Atatu Road. • Restrict street parking to one side only for cul-de-sac streets. • Have no parking lines extending further around the corner of Milich Terrace. • Paint broken yellow lines on the corner of Royal View Road and Flanshaw Road. <ul style="list-style-type: none"> - It's dangerous to park either side of that corner. 	<ul style="list-style-type: none"> • There are currently 'No Stopping At All Times' parking restrictions along both sides of Te Atatu Rd in the vicinity of this project. • While parked vehicles may reduce the traffic flow to a single lane, there are a number of opportunities where opposing vehicles can pass at driveways. These same parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving. • As above, while parked vehicles may reduce the traffic flow to a single lane, there are a number of opportunities where opposing vehicles can pass at driveways encouraging greater care while driving. • On-street parking is a public asset and therefore any resident or persons visiting the street can park their vehicles, provided they are parked legally. • As above, regarding on street parking being a public asset available for all road users. • While parked vehicles may reduce the traffic flow to a single lane, there are a number of opportunities where opposing vehicles can pass at driveways on this cul-de-sac. • There are existing broken yellow lines on the corner of Royal View Road and Flanshaw Road.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Have yellow lines at the corners of Porter Ave and on Rowan Terrace. <ul style="list-style-type: none"> - Rowan Terrace used by parents to park their cars when picking up children and issues can occur if cars are parked on either side of the road - Porter Ave cars are parked on either side which creates an issue for cars coming in and out of the road - Creates safety issues for families and young children who are walking on their own when crossing the road • Make one side of Porter Ave that allows cars to park during the operation of the Kea crossing. 	<ul style="list-style-type: none"> • Broken yellow lines at the corners of Porter Ave is part of the design and broken yellow lines on Rowan Terrace will be considered separately. • As above, broken yellow lines at the corners of Porter Ave is part of the design and broken yellow lines on Rowan Terrace will be considered separately.
Consider impact on residents / businesses (14 submitters)		
	<p>Consider increased noise</p> <ul style="list-style-type: none"> • Consider the increased noise that would be generated from the additional revving, slowing and accelerating over the speed humps. • Consider increased complaints from residents from the increased noise of cars going over the speed humps. • Investigate providing noise mitigation to offset the increased traffic noise resulting from the speed tables, humps and intersections. 	<p>The traffic calming devices will not cause damage to vehicles if drivers travel over them at appropriate speeds. It is acknowledged that there may be some additional noise due to the traffic calming devices being installed, but the selection and design of the devices sought to mitigate this. It is also noted that the treatments are expected to discourage rat-running through the area, which is likely to decrease traffic volumes and the associated traffic noise.</p>
	<p>Other</p> <ul style="list-style-type: none"> • Ensure carparks are not removed on the corner of Te Atatu and Vera Roads. <ul style="list-style-type: none"> - The carparks enable local residents to park after hours and are provide overflow parks if the parks adjacent to the pharmacy are full - All of the carparks are required for people visiting the surgery and pharmacy 	<ul style="list-style-type: none"> • Parking removal near the Te Atatu Rd/Vera Rd intersection is not proposed as part of the safety measures.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Don't block access to the surgery on the corner of Te Atatu and Vera Roads. • Consider the inconvenience of loss of carparks and relocation of bus stops in an already busy area. • Consider how the speed calming measures will impede response time for emergency call outs. • Consider the inconvenience to local residents this project could cause. 	<ul style="list-style-type: none"> • Parking removal at the Te Atatu Rd/Vera Rd intersection is not proposed as part of the safety measures. • On-street parking is a public asset and therefore any resident or persons visiting the street can park their vehicles, provided they are parked legally. As part of the residential speed management programme, we have proposed BYLs where they are necessary for the safe sight distance of pedestrians, at the corners of the intersection, and/or at bus stops to improve the safe manoeuvring of buses into/out of bus stops. • Emergency services have been consulted with no issues raised. When required, police and fire emergency vehicles will travel over speed humps as they do so now, at speed. Ambulances may have to slow down when transporting patients. • Our delivery team will work with the contractors to minimise disruption where practicable and we appreciate the local resident's patience with the previous improvements in the area.
Extend speed calming improvements to other areas (10 submitters)		
	<ul style="list-style-type: none"> • Extend safety measures to include Te Atatu Peninsula, Central Park Drive and more areas. <ul style="list-style-type: none"> - There is a high crash and death rate in these other areas also - Vehicles speed on Taikata and Matipo Roads 	<ul style="list-style-type: none"> • As mentioned earlier, every year we receive more than a thousand requests for speed calming on an individual street, however street by street speed calming can be ineffective because of the transfer of speeding issues to neighbouring streets. As such, we have adopted an area wide approach and given the volume of requests from Aucklanders, we have prioritised the residential areas and streets that are most in need of interventions. Areas that are not a high risk have been excluded from further investigation for safety interventions within the residential speed management programme. The areas and streets suggested have not been prioritised for investigation within the next 2 years. • This is outside of the scope of the residential speed management programme, however as mentioned earlier, there is a Speed Limit Review process underway,

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> Place variable limits on Te Atatu Road to cater for increased usage by school children. Block off the non-traffic light entry to Jaemont making it non-accessible. <ul style="list-style-type: none"> Is currently being used as a cut through road and cars speed 	<p>identifying roads that may be affected by proposed speed limit reductions and will be considered separately.</p> <ul style="list-style-type: none"> This is outside of the scope of the residential speed management programme however will be investigated separately.
Widening of roads		
	<ul style="list-style-type: none"> Expand the width of the roads. <ul style="list-style-type: none"> To allow cars to park on both sides of the road Many drivers do not give way when trying to drive up and down the road. Widen Amberly Road. Widen Sylvan Crescent. Widen Royal View Road. <ul style="list-style-type: none"> It is a bus route and too narrow 	<p>Road widening is usually undertaken to increase the efficiency of traffic movements through a street. This is important for arterial roads that have the main function of moving road users efficiently however is less important for other road classifications unless there is a significant safety reason to do so.</p> <p>Road widening of the streets suggested here are outside of the scope of residential speed management.</p> <p>While parked vehicles may reduce the traffic flow to a single lane, there are a number of opportunities where opposing vehicles can pass at driveways. These same parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving.</p>
Signage suggestions		
	<ul style="list-style-type: none"> Place stop signs on Flanshaw Road and Sherwood Ave. Clear tree branches from the Grainger Road street sign in Flanshaw Road. 	<ul style="list-style-type: none"> There is an existing STOP control on the northern end of Sherwood Avenue however there is no STOP control on the southern end of Sherwood Avenue since a STOP control is not required according to our guides, standards and rules. As such, the existing controls will not change as part of the proposed safety measures. This will be included as part of the works. This is outside of the scope of the residential speed management programme.

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Install a stop sign on the path to Marlene Glade. • Place fully reflectorized signage at street intersections. • Better signage to make drivers aware of cyclists being around. • Improved signage to indicate where cycleways and pathways exist, so people are aware of them and offer better directions once using them. 	<ul style="list-style-type: none"> • This is outside of the scope of the residential speed management programme. • This is outside of the scope of the residential speed management programme. We will pass your feedback onto relevant AT teams to consider as a part of their future work planning. AT is currently working on improving wayfinding signage across the whole Auckland Transport network.
Other suggestions		
	<ul style="list-style-type: none"> • Put a roundabout at the Vodanovich Road and School Road intersection. <ul style="list-style-type: none"> - Currently drivers ignore signs and turn right onto Vodanovich Road coming down School Road • Exclude School Road and Flanshaw Road from the project. <ul style="list-style-type: none"> - There are pedestrian crossings and controlled intersection crossings in place already • Revisit project using more recent data. <ul style="list-style-type: none"> - The 5-year crash history coincides with two major roadworks projects, North Western Motorway and the upgrade of Te Atatu Road, which caused an increase in traffic through the neighbourhood 	<ul style="list-style-type: none"> • This is part of the existing design for a separate project at the Vodanovich Road and School Road intersection. • As mentioned earlier, the proposed safety measures are an area wide change, intended to create a safe speed environment for high risk residential areas. As such, all streets within the high risk residential area need to be treated. • Crash history was an important factor in the prioritisation of high risk residential areas. However as mentioned above, in prioritising Te Atatu South compared to other residential areas in Auckland, a number of other criteria were also used including: <ul style="list-style-type: none"> • Vulnerable road user risk (people not inside motorised vehicles; people walking and cycling) • Speed of motorised traffic • Location of community facilities • Any road curvature, steepness or contours that would prevent speed-calming measures from being effective • Concerns and requests raised by the general public, community groups and elected members

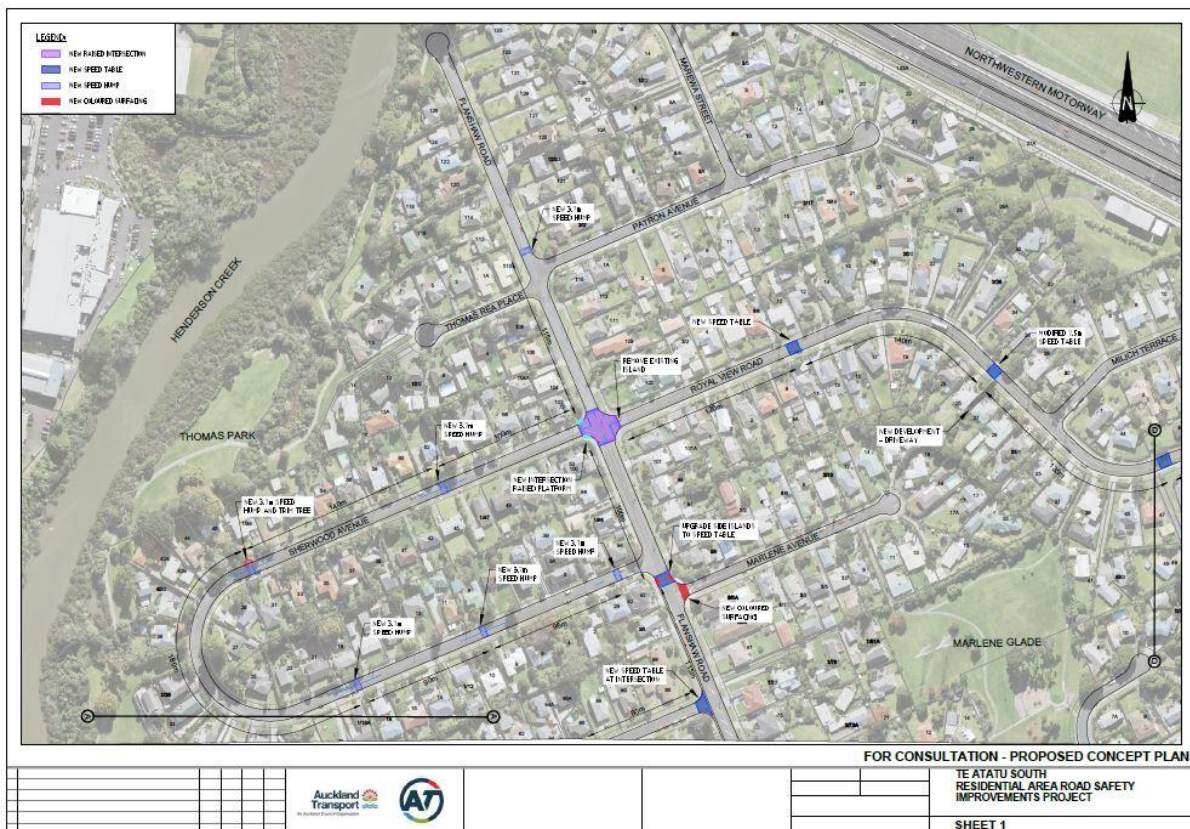
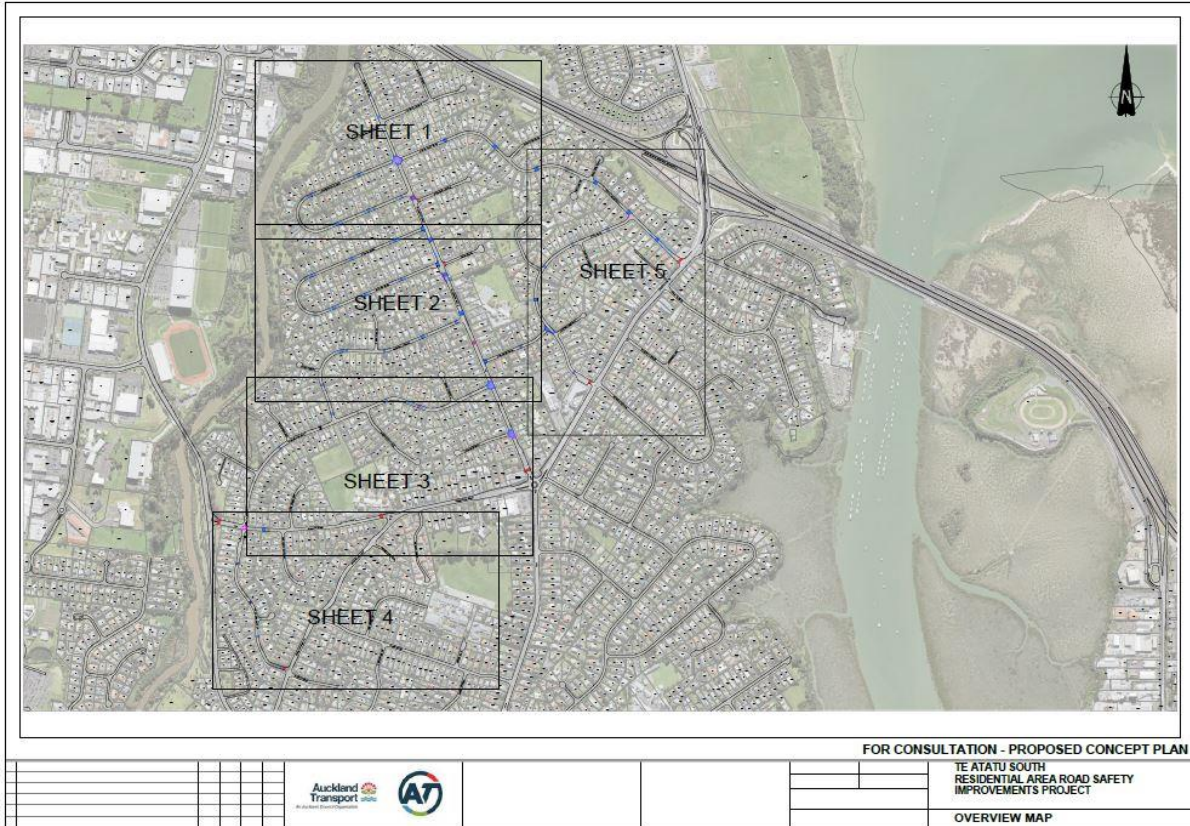
Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Consult with drivers of bus routes to ensure large vehicles can still navigate intersections. <ul style="list-style-type: none"> - For example, the new raised intersection at Flanshaw Road and Royal View Road could be a navigation challenge for bus drivers • Reinstate the right turn from Te Atatu Road to Flanshaw Road. <ul style="list-style-type: none"> - The replacement of the right-hand turn with the current lights has resulted in increased traffic speeding down Royal View Road and then up Flanshaw Road to Vodanovich Road - Cars drive into and out of the Countdown carpark to avoid the lights - The diversion through Vera Road and Grainger Road to Flanshaw Road is limited - Is dangerous with cars parked on both sides of the road, and one-way traffic, car doors opening, and children running between cars • Monitor the impact of the traffic calming works, share the results of the monitoring and make changes where required. • Move the island to Flanshaw Road to stop people from cutting the corner onto Royal View Road. • Put in 'no stopping at any times' marking before the bus stop going down and up Royal View Road. <ul style="list-style-type: none"> - On Royal View Road heading up towards Te Atatu Road there is marking on the map "New NSAAT to mitigate bus tipping when approaching bus stop". NSAAT stands for no stopping at any time but recommend you put this on the key and in brochure that explains what it means 	<ul style="list-style-type: none"> • At locations where we have proposed changes to the kerb line, we have also undertaken vehicle tracking which shows the likely vehicle path when vehicles turning/ manoeuvring over new infrastructure or road layouts. This tracking ensures that typical vehicles such as a small vehicle, bus, rubbish truck or larger truck, can safely manoeuvre through and around the new road layout. • This is outside of the scope of the residential speed management programme. The restricted right turns along Te Atatu Rd were undertaken to facilitate improve access to the motorway. In regard to drivers choosing to drive through a business car park, AT do not have authority over access and movements of road users on private property. • The residential speed management programme will be monitored following construction. • This is part of the existing design. • This is part of the existing design.

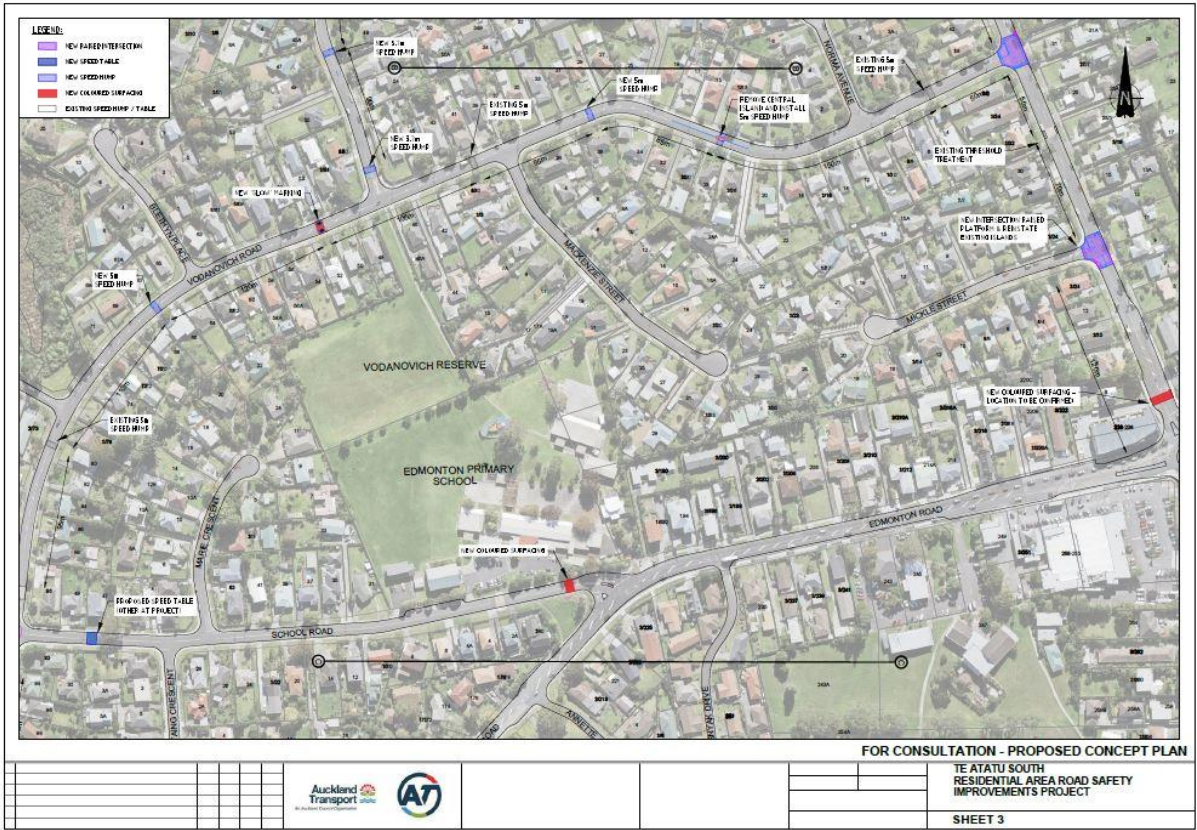
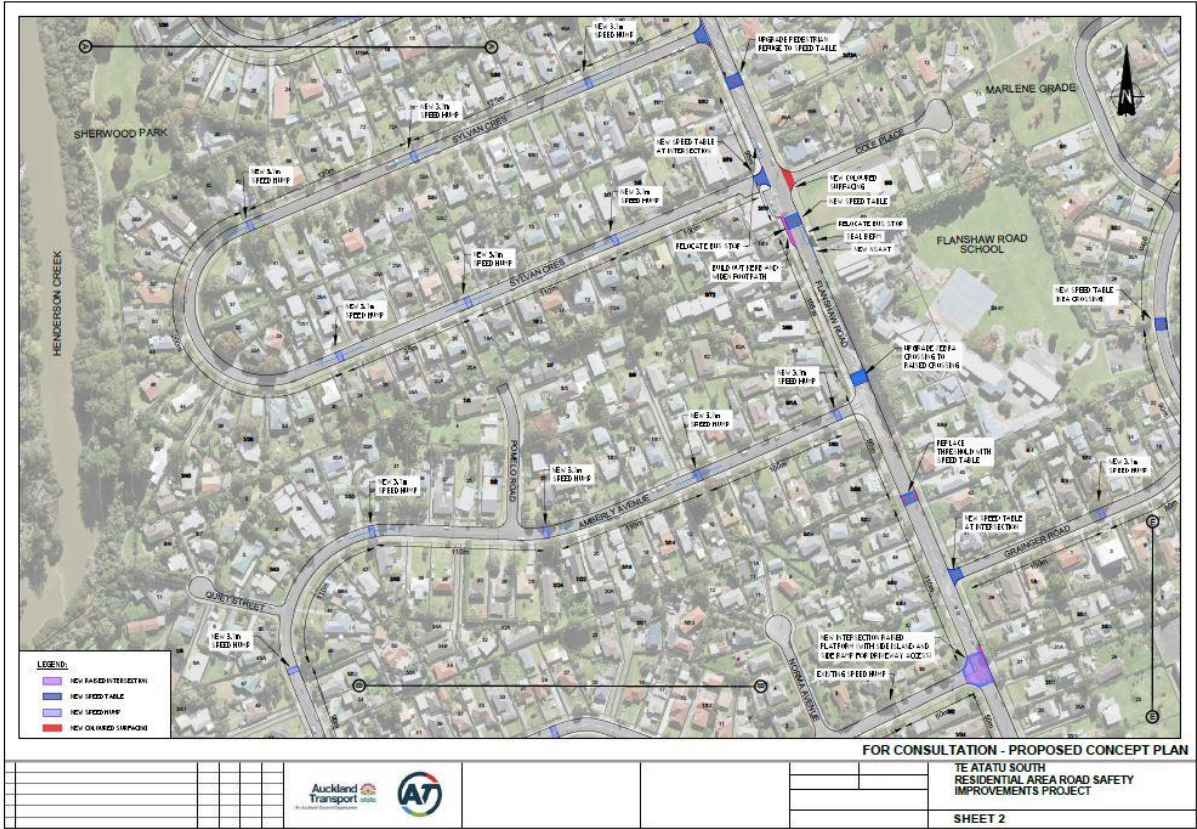
Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Place pedestrian refuges in between the bus stops in Flanshaw Street and Royal View Road. • Relocate the bus stops to better locations which mesh with what is proposed. <ul style="list-style-type: none"> - Flanshaw Street and Royal View Road is a bus route. • Do not install proposed bus stop at 85 Royal View Road • Reduce speeds to 30km with raised levels of enforcement, then assess whether physical works are necessary. • Install a central island at Vodanovich Road as you turn into there from Flanshaw Road. <ul style="list-style-type: none"> - Many cars cut the corner when turning into Vodanovich Road making it dangerous for drivers sitting there waiting to turn right into Flanshaw Road. • Have a police car constantly patrol the intersection at Vodanovich Road and School Road. <ul style="list-style-type: none"> - Currently difficult turning right from Vodanovich Road into School Road as cars coming down School Road will turn right into Vodanovich Road even though there are two "No Right Turn" signs displayed 	<ul style="list-style-type: none"> • Pedestrian crossings have been provided at locations where particularly high numbers of pedestrians were observed crossing the road. In other locations where pedestrians tend to cross at various positions along a stretch of road, the provision of traffic calming to slow vehicle speeds is considered sufficient to allow pedestrians to safely cross the road. • This is part of the existing design. • This suggestion has been incorporated into the existing design. • There is a Speed Limit Review process underway, identifying roads that may be affected by proposed speed limit reductions and will be considered separately. The implementation of speed limit reductions in the residential speed management zones will be relatively straightforward since the proposed safety measures enable a lower speed limit zone. • The Vodanovich Rd/Flanshaw Rd intersection is proposed to be raised, therefore drivers approaching the intersection will have to do so at low speeds. • The responsibility for enforcing motorist behaviour lies with the NZ Police so specific instances of illegal behaviour can only be addressed by them. Should you notice common trends in illegal motorist behaviour, we suggest that you contact the police who may choose to carry out targeted enforcement in the area. It should be noted however, that this intersection will be treated separately as part of another project.

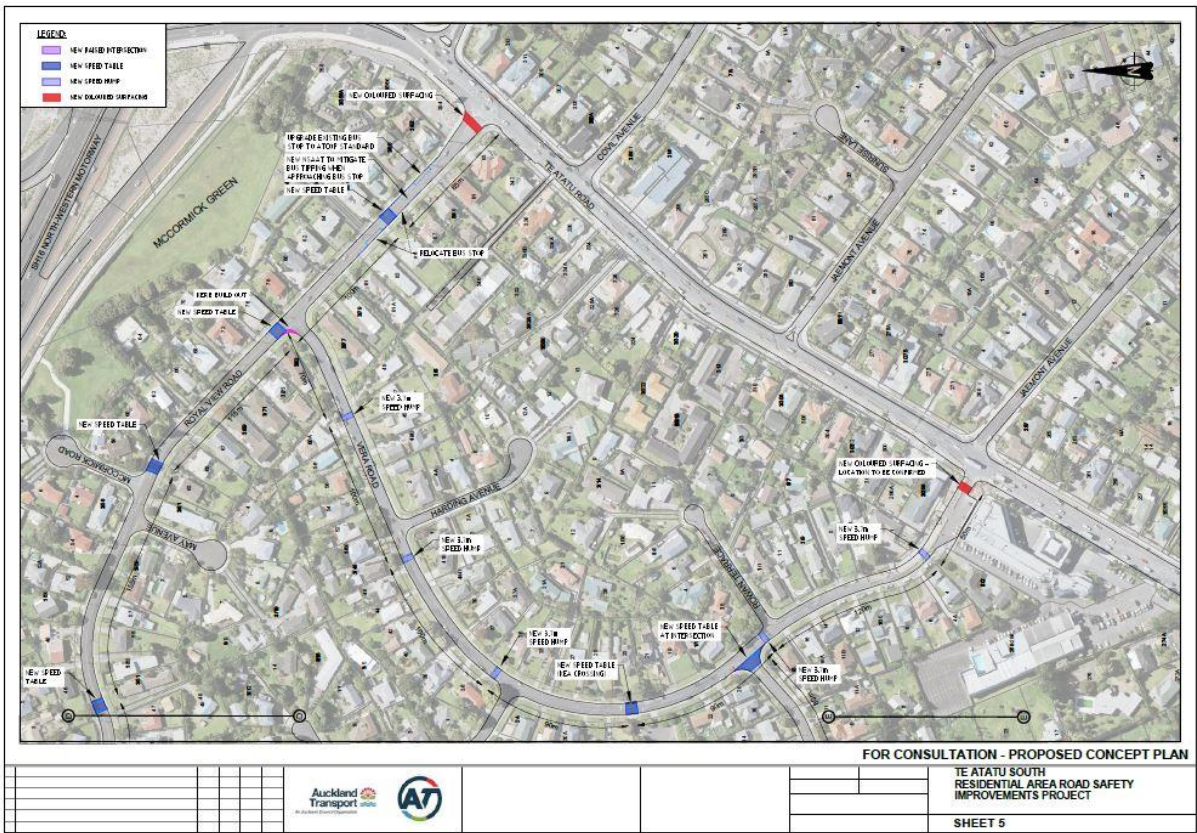
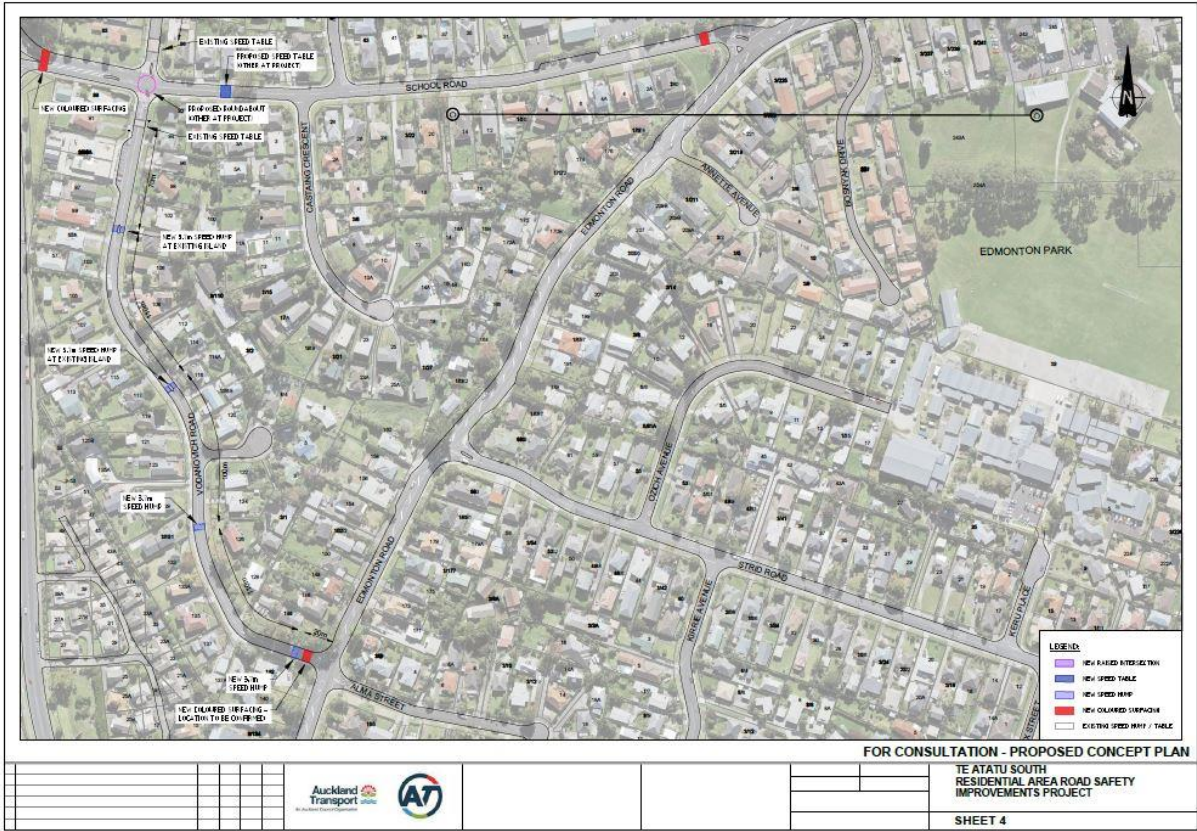
Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Install a mini roundabout at Royal View Road and Te Atatu Road exit. <ul style="list-style-type: none"> - During peak times it is difficult to exit Flanshaw Road - Exiting from Royal View Road is dangerous as traffic approaches fast since the road widening - Traffic goes to Jaemont lights and forms long queues • Coloured surfacing at intersections should be located right at the intersection. <ul style="list-style-type: none"> - Similar to the existing one at Vodanovich Road • Raise all intersections at School Road, Edmonton, Vodanovich and Central Park Drive. • Improve street lighting. <ul style="list-style-type: none"> - Some street lighting in the area is poor making it hard to see pedestrians and cyclists • Install the same quality treatments that Herne Bay is getting. 	<ul style="list-style-type: none"> • Following the improvements along the Te Atatu Rd corridor between the intersection with Edmonton Rd and the access to/ from the motorway, it is expected that no major infrastructural changes will be undertaken Te Atatu Rd and the intersections along that length. • As mentioned earlier, the red road marking threshold acts as a visual cue to road users that they are entering a residential speed zone, where the speed environment is less than 50km/hr. These thresholds provide a transition area for road users to slow down before they approach the first speed calming treatment and is consistent with the treatment for all entry roads. • The number and spacing of traffic calming devices is considered appropriate and in line with generally accepted best practice so further traffic calming measures are not considered necessary. In regards to Edmonton Rd and Central Park Drive, these are arterial roads are designed and maintained to carry high volumes of traffic with the intended function of providing for through traffic. Speed calming is not generally installed on arterials unless there is significant safety concern being mitigated. • Street lighting is proposed to be upgraded at new crossings or where the lighting is inadequate for a crossing. • The number and spacing of traffic calming devices is considered appropriate and in line with generally accepted best practice. • On-street parking is a public asset and therefore any resident or persons visiting the street can park their vehicles, provided they are parked legally. There are no

Theme	Feedback points included in theme	AT response
	<ul style="list-style-type: none"> • Remove the Tongan church at end of Sylvan Crescent on Flanshaw Road. <ul style="list-style-type: none"> - People walk in front of cars, double park and make going out on Sunday difficult 	<p>bylaws, rules or regulations to indicate or support that on-street parking outside any particular property is reserved for the residents of that house.</p> <p>However, in regards to illegal parking, we have found the most effective way to address illegal parking matters is with assistance from the public reporting the matter as and when it is happening. Please contact our Parking Compliance Department on (09) 355 3553 whenever you face an illegal parking issue. When registering a request for enforcement, specific information that is timely and relevant, such as the registration number of the vehicle and details of the parking offence will assist our officers greatly. We do appreciate this is not always possible or convenient however any assistance you can give us to address the parking issue is appreciated.</p>

Attachment 1: Concept design plans







Attachment 2: Feedback form

Questions:

1. Do you have any issues or concerns with the location of the proposed speed calming measures? If so, please explain what they are and state the precise location.

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