

Feedback Report

Manurewa road safety improvements





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Summary

Auckland Transport (AT) recently sought your feedback on road safety improvements in Manurewa. We wanted your feedback to help us improve our designs, before we progressed to the detailed design phase of the project. The project is being partly funded by the Manurewa Local Board and the Regional Fuel Tax. Manurewa is considered a priority for these improvements based on safety concerns raised by the residents, crash data, travelling vehicle speeds and the location of widely used community facilities (schools, churches and parks).

We aim to reduce vehicle speeds by installing a combination of speed-calming measures such as speed humps, raised tables, and zebra crossings where justified. We consulted on this proposal from 1 April to 10 May 2019 and received 117 submissions.

Following feedback, some of the speed-calming devices proposed on Bedlington Avenue and Beeston Crescent may need to be re-located. The originally proposed raised intersection at Wordsworth Road / Rowandale Avenue has now been changed to have raised tables with zebra crossings on each leg.

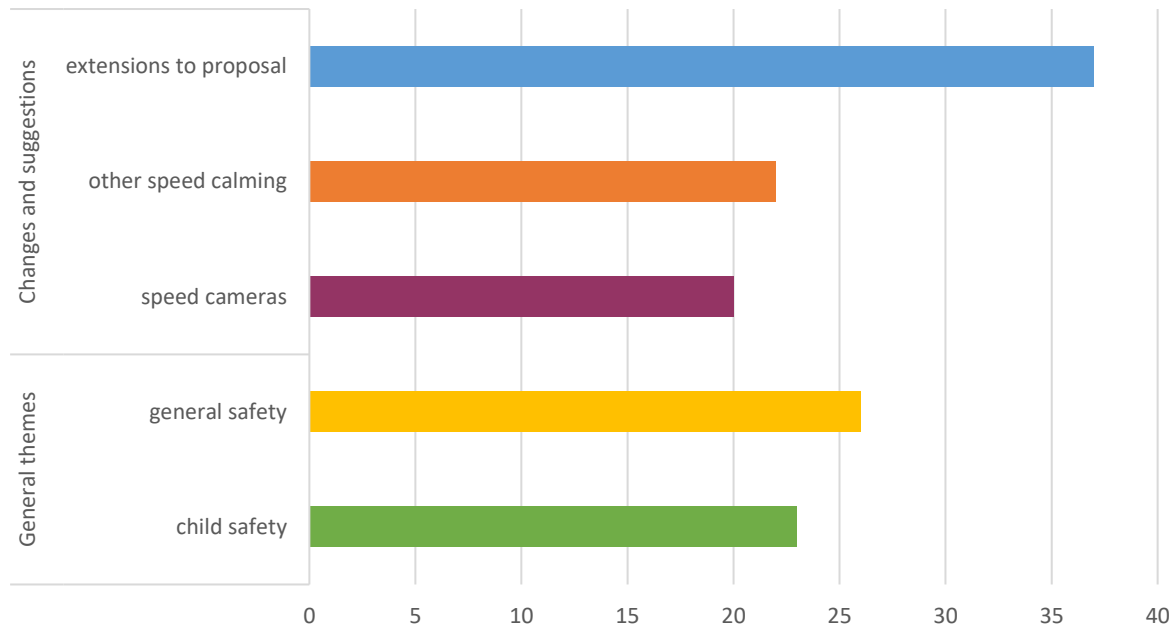
We will consult any residents who may be affected by the devices being proposed to be shifted at a later date.

Key themes in feedback

All the feedback we received has been analysed and sorted into themes. These are the most prominent themes in the feedback:

- **Extensions to the proposal:** These people suggested areas for inclusion of the proposal. As the strongest theme in the feedback this demonstrates that there is a strong desire for safety improvements in Manurewa
- **Other speed calming features:** These people wanted different kinds of speed calming, usually instead of speed humps
- **Speed cameras:** Were a popular alternative to the proposed speed calming as people felt that only those who broke the speed limit would be impacted.
- **General safety:** These people mentioned that they thought the proposed improvements would make Manurewa safer.
- **Child safety:** These people were specifically worried about the safety of children and often suggested more speed calming and safety features near schools and other areas with high numbers of children

Summary of key themes



Submissions may be counted in more than one theme.

Next steps

Consultation:

- Site specific consultation will occur in September for affected properties where bus stops and zebra crossings are to be installed.

Design:

- Detailed design completed and submitted to Manurewa Local Board for sign off
- Construction planned to commence late 2019/early 2020



Background

What are we seeking feedback on?

Auckland Transport (AT) and the Manurewa Local Board are working together towards making road safety improvements on residential streets in Manurewa to provide a safer environment for all road users. To reduce vehicle speeds on local residential streets in Manurewa we are planning on installing a combination of speed calming measures such as:

- Raised table zebra crossings.
- Swedish-style speed tables.
- Speed humps.
- Raised intersections.
- Entry treatment.

The improvements will require the removal of five to six car parks where zebra crossings and raised tables are proposed, as well as the moving of some bus stops, for safety and visibility reasons.

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

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

To learn more about speed calming measures go to: <https://at.govt.nz/projects-roadworks/safe-speeds-programme/speed-calming-measures/>

Manurewa road safety improvements map





Consultation

We consulted on the proposed safety improvements from 1 April to 10 May 2019.

What we asked you

We asked

1. What do you think of the proposed safety improvements?
2. Do you have any suggested changes to what is proposed?
3. Do you have any other comments or suggestions for improving road safety in Manurewa?

Activities to raise awareness

To let you know about our consultation, we:

- Hand-delivered over 8,000 brochures to properties and organisations within the project area
- Distributed brochure bundles to Manurewa Library, Manurewa Local Board office and Manurewa Pool and Leisure Centre
- Set up a project webpage and an online feedback form on our website at: <https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/manurewa-road-safety-improvements/>
- Posted information and drop in session event pages on Facebook, LinkedIn, Neighbourly and Twitter
- Had the project discussed on Radio531pi
- Held two public drop-in sessions 3.00pm – 6.30pm, Friday 5 April, Rowandale School, 73 Rowandale Ave, Manurewa & 1.00pm – 4.00pm, Saturday 13 April, Manurewa Leisure Centre, 33 Frances St, Manurewa

How people provided feedback

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure.

<https://at.govt.nz/media/1979728/manurewa-rd-safety-consultation-brochure.pdf>



Your feedback

Overview

We received public feedback on the proposal from 117 people.

82 of these people submitted online, 35 people submitted using the freepost feedback form

We also received a submission from stakeholder Bike Auckland, who supported the proposal as it 'will help reduce road injuries and deaths, make it easier to walk and cycle in the area, and encourage people to see their streets as part of their community rather than just something to be driven through.'

Bike Auckland advocated for strengthening proposal by including ensuring it speed calming at the edges of the proposal area, exploring opportunities for urban design improvements, like planting trees, and ensuring the safety of people on bikes is taken into account.

A more detailed summary of Bike Auckland's submission is available [here](#).

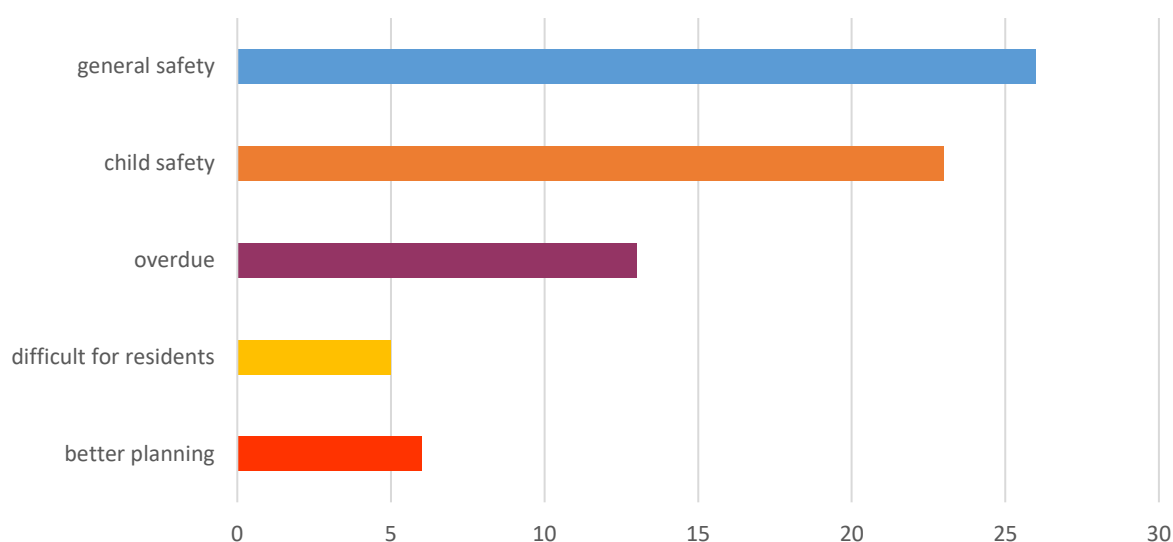
Themes in feedback

We have analysed the public feedback to identify key themes and grouped as follows:

- **General themes** are themes that ran throughout all feedback
- **Changes and suggestions** are themes specifically about different elements of the proposal

People made submissions that did not fit into any of the above themes but were still considered by the project team. For more information on these themes see the [AT Responses](#) table below.

General themes





Submissions may be counted in more than one theme.

General safety

These people commented about how the proposal would affect safety. Many people in this group expected the proposal to make the streets safer especially for pedestrians and people on bikes.

'This will help reduce road injuries and deaths, make it easier to walk and cycle in the area, and encourage people to see their streets as part of their community rather than just something to be driven through.'

'Pleased to see Manurewa will benefit and become a safer neighbourhood with these improvements'

Other people used their submission to highlight certain areas that they felt were particularly dangerous or in need of attention.

'My area of concern is Weymouth Road from Roys Road up to Settlers Cove, people use this as a drag strip and someone is going to be killed one day'

Child safety

The people who took part in the consultation were particularly interested in the safety of children. The people in this group made comments specifically about children's safety or safety near schools.

'Please include more speed humps on Friedlanders Road, we have only one close to the schools and it's nowhere near enough'

These people often requested that more speed calming be built near schools or places popular with children.

'Would strongly suggest a pedestrian crossing be instigated at Hill Road end by Stafford Road island to enable children from the Gardens going to Alfriston College to be able to cross the road safely'

Overdue

These people were happy with the proposed safety improvements in Manurewa but suggested that they should have been proposed earlier.

'I think this is something that should've been in place years ago.'

'I think it is great and long overdue. Glad to see it is based on what works'

Some in this group were impatient for the proposal to be installed.

'When will they be getting installed? The sooner the better.'



Difficult for residents

Some residents were more critical of the proposal in their feedback. These people described issues they anticipate the proposed safety improvements would create. Most of these issues were around travel times.

'It will make it very hard for residents to travel anywhere in our area, even just to go the local supermarket or dairy.'

Though some people described a range of issues they believed would result from the proposal.

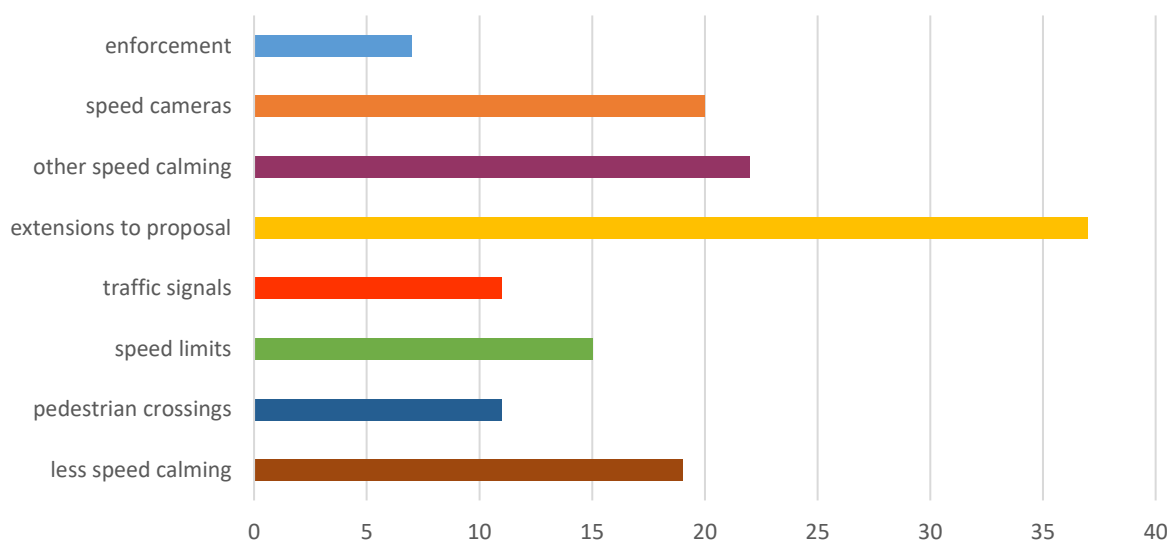
'These speed bumps will interrupt the flow of traffic, damage low riding cars (which there are a lot in this area), and also decrease fuel efficiency whilst increasing CO2 emissions. Not only will this negatively affect the driving residents within the area, but also emergency vehicles such as ambulances and policeman, because they have to slow down due to speed bumps every 5 seconds.'

Better planning

Several people stressed the importance of transport planning and suggested that the proposed safety improvements are a result of inadequate transport planning in the past.

'Our shocking crash, speed, and near miss statistics are direct consequences of the poor transport planning and roadway design practices at the time the area was developed. This feels like a band-aid fix to a major local issue.'

Changes and suggestions



Submissions may be counted in more than one theme.



Enforcement

These people suggested that more enforcement, such as police presence, drug and alcohol checks, parking enforcement, higher speeding fines, etc would improve safety in Manurewa.

'Why does AT not introduce its own transport police for the Auckland region. This could self-fund from speed and traffic offence fines. Increase cell phone use to \$500 - currently 1 unit could produce \$100,000 per day'

Speed cameras

These people specifically mentioned they would like speed cameras to be included in the proposal, sometimes instead of the proposed speed humps.

'Install speed cameras in high speed areas such as Roscommon Rd'

'Why not putting speed cameras? That will be more economical than spending on the speed humps.'

While speed cameras would usually be included in the enforcement theme above, so many people specifically mentioned speed cameras that it has been included as a separate theme.

Speed cameras seem to have been a popular alternative to elements of the proposal, especially speed humps, because people felt that the speed humps would impact the driving experience of all road users, while speed cameras would only impact people who exceed the speed limits.

Other speed calming

This group advocated for other forms of speed calming, mostly as an alternative to speed humps. Most of this group felt that other speed calming features would be preferable to the speed calming in the proposal, especially speed humps. People suggested chicanes, roundabouts, narrowed lanes with central and side islands, steeper or differently placed speed humps, narrower roads, different entry treatments, warning signs and more

'Continue with other road safety initiatives such as the solar-powered speed signs, ads and education campaigns, signage warning motorists of schools and other places where pedestrians may be at risk.'

'I suggest there be the same speed reducing things as Friedlanders Road.'

'Speed humps increase noise - cars accelerating up to the hump then slowing, objects jumping up and down in the back of trucks and utes through the day and night disturb the peace. I would prefer chicanes with priority for cars from one direction.'

Extensions to proposal

These people mentioned additional areas that could be included in the proposal. Many people pointed out dangerous areas near the proposal

'Driving up David Ave to go past Collie St intersection. Sitting in Collie waiting to turn right is terrible. I have even heard it called terrifying. When looks clear you pull out and



car comes racing up David on your left. I burst tire on curb once while taking evasive action.'

Other people included details about what kind of speed calming or safety features they felt were appropriate.

'Would like to have speed bumps down Maplesden Drive'

'Please also consider looking at the Hillpark area, especially Collie Street which needs islands like David Street or speed humps.'

For a full list of suggested extensions to the proposal see the [AT responses](#) section

Traffic signals

Installing traffic signals in some intersections was a reasonably common suggestion for improving safety in Manurewa.

'Yes, the intersection at Rowandale and Wordsworth should be serviced by lights, and pedestrian crossings all facets. The new infill housing will bring many more residents/children to the area, and I believe the intersection should have lights, once and for all.'

Some people suggested changes to phasing of the current traffic lights would lead to improved safety.

'Make the phasing for the McVilly Road traffic light longer. Late afternoon (4.00pm onwards), only 2-3 cars get through the green light at a time, which means you can wait 4 phases before you get through the lights when cars are backed up after railway pick ups'

Speed limits

These people made comments in favour of reducing speed limits or installing more speed limit signs as part of the proposed safety improvements.

'Good, lower speeds in residential streets.'

'Off street speed limit should be 40kmh. Visible speed sign'

Pedestrian crossings

Building new pedestrian crossings was seen by some as a way of improving safety in Manurewa, particularly near schools.

'PEDESTRIAN CROSSINGS, in a 5 - 10km radius of Manurewa South Primary School.'

'There needs to be an additional raised zebra crossing on Wordsworth between Aarts Avenue and Swallow Drive. I live at that intersection and a large number of young children cross this part of the road every day. All planned zebra crossings should also have flashing lights to indicate the crossing.'



Less speed calming

These people advocated for fewer speed calming features in the proposal. Various reasons for wanting less speed calming were given. Some were opposed to speed calming in high traffic roads.

'Remove all speed calming on Rowndel Avenue between Aaddington Avenue and Wordsworth Road, Rowandale Avenue between Aarts Avenue and Weymouth Road and all of Wordsworth Road. These are the most ludicrously used roads in the suburb and speed calming should not have been planned for these roads.'

Some people felt that that fewer speed bumps would have the same safety outcomes as the full proposal and suggested the budget for those speed bumps could be put towards other transport projects.

'less bumps take every 2nd one out and only use raised swedish style speed table your overdoing it spend the cash on more bike lanes Manurewa population is doubling and so are kids on streets'

Others suggested the number of speed humps in the proposal would increase travel times unacceptably.

'Minimise the speed humps, we don't want to spend another 10 minutes on the road to get home just because of the speed humps. Suggest to remove each second speed hump from proposed map'

Some people argued that the proposal would have a negative impact on productivity by increasing people's travel times.

'Fewer bumps will increase economic productivity (e.g. transport of public vehicle passengers, transport of goods, travelling time of workers). There is a need for NZ to increase its economic productivity and GDP per capita'



Other submissions

In addition to public feedback, we also received a submission from the key stakeholder Bike Auckland. Their feedback is summarised below, and their concerns and suggestions have been included in the list of [design suggestions](#).

Bike Auckland

Bike Auckland strongly supports the proposed traffic calming to achieve a slower, safer and more pleasant residential neighbourhood. This will help reduce road injuries and deaths, make it easier to walk and cycle in the area, and encourage people to see their streets as part of their community rather than just something to be driven through. For the same reasons, we also support the proposed new zebra crossings and the associated parking removal.

Bike Auckland would like to see the following strengthening of the scheme:

- Use of proper traffic calming at the edges, rather than the threshold elements themselves only being red paint. If this is not done, at least reconsider the placement of some speed bumps to bring them closer to the surrounding major road intersections to avoid long stretches of untreated area near the beginning of the roads. A good example of what we would like to see is the proposed design for McKean Avenue onto Russel Road.
- Please consider opportunities for smaller-scale urban design improvements, i.e. planting of new trees, as part of the scheme
- Please ensure that where Swedish tables are constructed, the central island is minimised in width to ensure the traffic lanes remain at least 4.2m (preferably 4.5m) wide, to ensure the new island does not introduce new pinch points for people on bikes. While the overall speed environment changes may reduce the likelihood of overtaking, impatient drivers can still form a danger and an unpleasant experience at such locations
- Please review the side islands at existing crossings such as at Rowandale School for the same reasons (avoiding pinch points for people riding bikes)
- Healy Road requires at least one speed bump in the middle of the road length
- Wordsworth Road should have some of the new Swedish tables be modified to also be zebra crossings. The single proposed one west of the new raised roundabout appears too limited, particularly in the vicinity of bus stops
- Rowandale Avenue should have some of the new Swedish tables be modified to also be zebra crossings, particularly in the southern part between Sharland and Weymouth Road



Feedback and AT responses

Submitters suggested a wide range of feedback on the project. We have collated and responded to all suggestions identified in the feedback, organised by the following:

- Enforcement
- Speed Cameras
- Different speed calming measures
- Pedestrian crossing
- Other area suggested for inclusion
- Traffic signals
- Reduced speed calming
- Speed limits
- Other

Design suggestion in feedback	AT response
Enforcement	
Why does AT not introduce its own transport police for the Auckland region. This could self-fund from speed and traffic offence fines. Increase cell phone use to \$500 - currently 1 unit could produce \$100,000 per day.	Enforcement of the speed limit is the responsibility of the New Zealand Police; however, relying on enforcement to achieve lower operating speeds is not considered realistic.
I would suggest that drink and drug testing with proper penalties would reduce the numbers of accidents more significantly than speed humps.	Enforcement is the responsibility of the Police; however, relying on enforcement to achieve lower operating speeds is not realistic. AT regularly run educational programmes across the region in conjunction with the Police.



Design suggestion in feedback	AT response
<p>A concentrated effort with policing and speed cameras would have the same effect at much lower costs.</p>	<p>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. This applies to individual streets only. The residential speed management programme treats an entire area rather than focusing on 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.</p> <p>Enforcement of the speed limit is the responsibility of the New Zealand Police; however, relying on enforcement to achieve lower operating speeds is not considered realistic.</p>
<p>More police presence and cctv</p>	<p>Police do have a targeted presence in the area as highlighted in regular Liaison Meetings with Auckland Transport. Enforcement of the speed limit is the responsibility of the New Zealand Police; however, relying on enforcement to achieve lower operating speeds is not considered realistic.</p>
<p>Speed Cameras</p>	
<p>Installing speed cameras would be more effective than speed humps</p>	
<p>It would stop people from speeding like this without ruining the roads for everyone else</p>	<p>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. This applies to individual streets only. The residential speed management programme treats an entire area rather than focusing on individual streets. We have checked the list of sites</p>
<p>It would cost less than the proposal</p>	



Design suggestion in feedback	AT response
	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.
Some people already drive too slowly (slower than the speed limit)	Our investigation shows that the majority of the drivers are travelling at well above the posted speed limit and the crash rates for the area also highlights the need for area wide speed management.
Installing a speed camera would mean that the police that often in the area with radar guns can focus on other matters	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. This applies to individual streets only. The residential speed management programme treats an entire area rather than focusing on 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.
Placebo speed cameras could be installed for very little cost	
Speed humps ruin cars regardless of whether people are racers or non-racers	The traffic calming devices will not cause damage to vehicles if drivers travel over them at appropriate speeds. The speed humps and the table are designed to ensure a smooth transition provided drivers approach the devices at the appropriate speeds.
Speed cameras should be installed on:	
<ul style="list-style-type: none"> • Rowandale Road • Wordsworth Road • Weymouth Road 	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



Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Mountfort Park parking area pointing back to the roundabout at Weymouth Rd/Friedlanders • Wordsworth • Coxhead Road 	<p>Speed/Safety cameras. This applies to individual streets only. The residential speed management programme treats an entire area rather than focusing on 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.</p>
Different Speed Calming Measures	
Instead of building speed bumps you could:	
Reduce the width of the road at key locations	We are reducing the road width at the proposed Swedish style table and raised zebra crossing locations. Additionally, edge line will remain in the area to reduce the road width while allowing on-street parking.
Restrict parking	This will likely have an opposite effect and result in an increase of vehicle speeds. No Stopping At All Times restrictions are installed where on street parking causes visibility and accessibility issues.
<p>Enhance the berms and plant trees that will grow into mature street trees</p> <p>Kerb buildouts and/or chicanes should be considered at key locations. This will provide more space for planting and potentially also improved water quality outcomes for road runoff.</p>	<p>Our research shows that the most desired solutions in reducing operating speeds include both vertical (i.e. speed humps and tables) and horizontal (e.g. road narrowing, chicanes and build-outs) treatments. In considering the possible mitigation solutions, both treatments were considered not just for Manurewa, but also for other schemes in the Residential Speed Management programme.</p> <p>The project does not preclude the installation of trees or other landscaping measures within the road reserve in the future, however we would prefer to implement the speed-calming measures and monitor area for changes before any amenity enhancements are made.</p>



Design suggestion in feedback	AT response
<p>Prefer speed 'hindering islands' like what's on Friedlanders Road, laid out on Wordsworth & Rowandale Roads</p>	<p>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.</p>
<p>Use of proper traffic calming at the edges, rather than the threshold elements themselves only being red paint. If this is not done, at least reconsider the placement of some speed bumps to bring them closer to the surrounding major road intersections to avoid long stretches of untreated area near the beginning of the roads. A good example of what we would like to see is the proposed design for McKean Avenue onto Russel Road.</p>	<p>The placement of the first speed calming measure was a key consideration in the design process which needs to consider the impact from the turning vehicles from arterials. The placement of the first speed humps is within the first 100m from each intersection. This coupled with the appropriately spaced subsequent speed calming devices ensures a consistent reduction in speed and means there is no need for additional treatments within the area.</p>
<p>Please consider opportunities for smaller-scale urban design improvements, i.e. planting of new trees, as part of the scheme</p>	<p>The project does not preclude the installation of trees or other landscaping measures within the road reserve in the future, however we would prefer to implement the speed-calming and monitor area for changes before any amenity enhancements are made.</p>
<p>Speed humps increase noise - cars accelerating up to the hump then slowing, objects jumping up and down in the back of trucks and utes through the day and night disturb the peace. I would prefer chicanes with priority for cars from one direction.</p>	<p>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</p>



Design suggestion in feedback	AT response
Elsewhere passive treatments may provide the required control (e.g. line painting creating perception of narrowing roads, cycle lanes that remain permanently empty or other surface treatments, etc).	proposed are considered the most appropriate treatments to result in an acceptable speed reduction whilst minimising adverse effects such as noise, vibrations, and bus route disruptions.
Additional speed calming	
Use road markings ("SLOW") as well as the proposed entry/surfacing treatments.	The approach taken in determining the locations of the entry treatments is centred around the area being considered as a cohesive residential area surrounded by arterial roads. The entry treatments are therefore only required at the arterial road entry points. The red road markings, acts as visual cues to road users that they are entering a reduced speed area, where the speed 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 placement of the first speed calming measure requires drivers to slow down without the need for additional 'SLOW' markings. This coupled with the appropriately spaced subsequent speed calming devices ensures a consistent reduction in speed and means there is no need for additional treatments within the area. However, we will continue to review the visual markings and ensure that this approach works best for the area in the long-term.
Use entry treatments at key intersections throughout the project area as well as on the entry points to the project area.	
Healy Road requires at least one speed bump in the middle of the road length	As a result of this feedback, we have made further investigations on Healy Rd. Given the prevailing speeds, we will install 'SLOW' markings in the vicinity of the Healy Rd / White Rd intersection.



Design suggestion in feedback	AT response
Changes to existing proposal	
<p>Please ensure that where Swedish tables are constructed, the central island is minimised in width to ensure the traffic lanes remain at least 4.2m (preferably 4.5m) wide, to ensure the new island does not introduce new pinch points for people on bikes. While the overall speed environment changes may reduce the likelihood of overtaking, impatient drivers can still pose a danger and an unpleasant experience at such locations.</p>	<p>Noted. This has been considered in the existing design.</p>
<p>Please review the side islands at existing crossings such as at Rowandale School for the same reasons (avoiding pinch points for people riding bikes).</p>	
<p>Wordsworth Road should have some of the new Swedish tables be modified to also be a zebra crossing. One single proposed one west of the new raised roundabout appears too limited, particularly in the vicinity of bus stops.</p>	<p>Raised zebra crossings are proposed at strong pedestrian desire lines only, outside key pedestrian activity generators. Elsewhere, pedestrian surveys in the area showed that pedestrians are scattered when crossing these roads and do not follow a particular desire line. The area-wide speed calming measures will reduce speeds throughout thus creating a safer environment for all users.</p>
<p>Rowandale Avenue should have some of the new Swedish tables be modified to also be a zebra crossing, particularly in the southern part between Sharland and Weymouth Road.</p>	
<p>Take into account traffic flow on main roads and how the large amount of safety measures will affect this.</p>	<p>We acknowledge that there may be an increase in traffic on arterial roads due to the proposed installation of speed-calming devices. However, this needs to be considered in the following context:</p> <ul style="list-style-type: none"> Residents in this part of Manurewa raised speed-related concerns, based on observations that drivers are using residential streets as a



Design suggestion in feedback	AT response
	<p>bypass to nearby arterials. Further investigation by engineers validated the residents' concerns.</p> <ul style="list-style-type: none">• Arterial roads are designed and maintained to carry high volumes of traffic with the intended function of providing for through traffic. In contrast, residential streets have a function predominantly based around property access and parking.• Auckland Transport monitor the operation of arterials and has a dedicated programme to consider optimisation of key congested routes and intersections. The operational performance of the arterial network is managed, reviewed and optimised in accordance with our network operating plan. <p>The installation of speed-calming devices would not prevent any driver from choosing these residential streets as a bypass to the arterial roads. However, if drivers do choose to do this, then the speeds at which they can travel will need to be survivable and appropriate to the surrounding land use. If and/or when the proposed speed-calming devices are installed, AT will continue to monitor changes in the volumes and speeds on the arterial roads in the area post-construction.</p>
<p>Please move the speedhump on Addington Ave farther from the blind corner. A speed bump so close to a corner is likely to cause more accidents than it prevents.</p>	<p>This will be reviewed during detailed design.</p>



Design suggestion in feedback	AT response
Pedestrian Crossings	
<p>Add night lights to the high traffic areas particularly where there are pedestrian crossings as the crossings are not always seen or people chose to ignore the crossing rule for pedestrians.</p>	<p>Noted. We will review the lighting in the whole area as part of the detailed design and install new lighting as appropriate.</p>
<p>Would strongly suggest a pedestrian crossing be instigated at Hill Road end by Stafford Road island to enable children from the Gardens going to Alfriston College to be able to cross the road safely</p>	<p>This is outside the RSM area, however it will be investigated through another work stream.</p>
<p>Zebra crossings are the way to go I think, considering there are 2 schools and a kindergarten on Rowandale Ave it's needed.</p>	<p>Pedestrian surveys were undertaken in the area were undertaken as part of the area investigation. Raised zebra crossings are proposed at locations with high pedestrian demand only. Elsewhere, pedestrians were observed to be scattered when crossing and do not follow a particular desire line. The area-wide speed calming measures will reduce speeds throughout thus creating a safer environment for all users.</p>
<p>More pedestrian crossing by the schools possibly even traffic lights.</p>	
<p>There needs to be an additional raised zebra crossing on Wordsworth between Aarts Avenue and Swallow Drive. I live at that intersection and a large number of young children cross this part of the road every day. All planned zebra crossings should also have flashing lights to indicate the crossing.</p>	
Other Area Suggested for Inclusion	
<p>Hillpark area, especially Collie Street as students often cross to reach Hillpark Primary School and drivers frequently speed. Accident two weeks ago.</p>	<p>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</p>



Design suggestion in feedback	AT response
Friedlanders Road as there is a minimal speed calming near the local school	and given the volume of requests from Aucklanders, we have prioritised the residential areas and streets that are most in need of interventions.
Gloucester road as vehicles often speed	Areas (and streets) have been selected because they are considered high-risk, based on the following criteria:
McAnnalley, Bowater Place, Shifnal Drive, Ferguson street, Russell Road, Gloucester Road McVilly Road, Lupton Road, Waimahia Avenue – speeding	<ul style="list-style-type: none"> • Crash data and risk • Vulnerable road user risk (people not inside motorised vehicles; people walking and cycling) • Speed of motorised traffic • Location of community facilities • Any road curvature, steepness or contours that would prevent speed-calming measures from being effective • Concerns and requests raised by the general public, community groups and elected members
Other areas of Manurewa: Clevedon, Weymouth, Randwick Park.	<p>Priority areas will be reviewed every three years.</p> <p>Projects within these areas will be confirmed annually and will be dependent on programming.</p> <p>For further information, please visit the Residential Speed Management website: https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/</p>
Halsey road speed bumps ineffective	This will be reviewed to ensure the speed humps were installed correctly.
Russel Road as trucks drive at high speed late at night and frequent high-speed chases that have damaged property	As a result of another stream of work i.e. a Crash Reduction Study undertaken for Russell Road, we propose to improve pedestrian safety



Design suggestion in feedback	AT response
	and calm traffic by providing new crossing facilities, side islands, road markings and upgrading signage along the route.
Raised zebra crossings around local parks to encourage pedestrians (especially children) to cross safely	Pedestrian surveys were undertaken in the area were undertaken as part of the area investigation. Raised zebra crossings are proposed at locations with high pedestrian demand only. Elsewhere, pedestrians were observed to be scattered when crossing and do not follow a particular desire line. The area-wide speed calming measures will reduce speeds throughout thus creating a safer environment for all users including where pedestrians cross casually.
Around Manurewa schools to ensure students can reach them safely	
Leading to train station	
Russel/Browns/Gloucester intersection	This project is a speed calming project for local residential roads. Arterial road intersections are not covered as part of this project.
Traffic Signals	
People suggested signalised crossings in the following places:	
Rowandale Avenue/Wordsworth Road as new housing is bringing many new people to the area	While designing pedestrian facility at this roundabout we considered the new development and projected future volumes. The treatment proposed is the optimal solution for the surrounding land use.
Rowandale Avenue/Weymouth Road as kids cross every day to reach James Cook High School, the sports centre, Manurewa Pool and Leisure Centre and other sport facilities	
Claude Road/Alfriston Road as it is difficult to pull out from Claude Road, near misses are common	Auckland transport is currently considering and investigating possible improvements at these intersections.
No reason given: Grande Vue/Hill Road intersection	



Design suggestion in feedback	AT response
People suggested changing the phasing of traffic lights in these areas:	
Synchronisation of lights especially the Dalgety Drive/ Browns Road.	We will pass this feedback to our operational centre to review phasing at these intersections.
McVilly Rd/Browns Rd/Russel Rd short light phases and drivers obstructing the intersection make it difficult for people leaving McVilly Road	
Reduced Speed Calming	
High traffic areas	
Speed calming on Rowandale Avenue between Addington Avenue should be removed as these are busy roads where traffic should not be slowed down	These roads are residential collector roads and identified high risk roads due to high number of crashes and vehicle speeds. The two highest speeds recorded were in excess of 121km/h on Rowandale Road. Emergency services are one of the key stakeholders and are consulted as part of this project. Spacing of devices in accordance with generally accepted best practice for operating speeds to reduce to survivable speeds (30km/h).
Remove bumps along main roads used by emergency services vehicles like Wordsworth Road and Rowandale Avenue	
Focus on high risk areas	
Speed bumps should be focused on high risk areas such as schools, community hubs, churches and commercial areas. Passive treatments (e.g. line painting creating perception of narrowing roads, cycle lanes that remain permanently empty or other surface treatments, etc) will be enough in lower risk areas.	Every year, we receive more than a thousand requests for speed calming on individual streets or locations across the network. Research and evidence suggests that street-by-street speed calming is largely ineffective because speeding issues simply transfer to neighbouring streets where a layout of the road network allows it. That is why, we have



Design suggestion in feedback	AT response
<p>The proposed mitigations should be focused specifically on problem areas within the Manurewa project area, opposed to the current approach which has mitigations spread evenly throughout the area. The proposal should target key locations such as the Wordsworth Rd/Rowandale Ave intersection.</p>	<p>adopted an area-wide approach. You can read more about this approach on our Residential Speed Management page: https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/</p>
<p>Speed bumps should be concentrated around schools and crossings</p>	
<p>Fewer speed humps on all roads except Rowandale and Wordsworth</p>	
<p>Why are there no proposals for Manurewa town centre and along Browns Road e.g. by Manurewa High and the netball centre?</p>	<p>The first tranche of the Safe Speeds Programme was targeting the roads with the highest risk and those that have a number of Deaths and Serious Injuries.</p> <p>Browns Road has a medium risk rating and it is included in the list of roads to be investigated as part of a future amendment to the speed bylaw.</p>
<p>Less speed calming across the proposal</p>	
<p>The number of speed bumps in the proposal is excessive</p>	<p>The operating speed and crash data for the network indicates that there would be significant road safety benefits from installing traffic calming devices in the area. The spacing of the traffic calming devices is in accordance with generally accepted best practice to ensure that operating speeds are reduced to survivable speeds in accordance with the Vision Zero goal.</p>



Design suggestion in feedback	AT response
Some of the money used for the speed bumps could be allocated to other things, like bike lanes	Within this residential project area slower vehicle speeds will make it safer for bike users. Outside this project area cycle lane projects are investigated and installed separately.
Fewer bumps will increase economic productivity (e.g. faster commutes via public transport and private vehicles, transport of goods).	This project focuses on the reduction of death, serious and injury crashes by reducing the vehicle speeds in the residential collector and local roads. In terms of effects on economic productivity, speed calming measures are not proposed on the arterial roads.
While this proposal might streets safer, it fails to enhance the liveability of the project area	The project does not preclude the installation of trees or other landscaping measures within the road reserve in the future, however we would prefer to implement the speed-calming and monitor area for changes before any amenity enhancements are made.
Make the speed humps reasonable, some even when driving very slow damage your car	The traffic calming devices will not cause damage to vehicles if drivers travel over them at appropriate speeds. The speed humps and the table are designed to ensure a smooth transition provided drivers approach the devices at the appropriate speeds.
Ineffective	
Speed calming will not slow traffic and might be more dangerous as 'young drivers' may accelerate quickly between humps.	The design and the spacing layout of the traffic calming devices is to optimise speed reduction between and at the speed calming devices. This is in accordance with generally accepted best practice to ensure that operating speeds are reduced to survivable speeds.
Speed bumps and other speed calming measures distract drivers and make the road overly complicated	



Design suggestion in feedback	AT response
<p>Halving the number of speed bumps on smaller street would have the same outcomes and save some money</p>	
<p>According to the AT consultation information 95 out of 213 accidents (45%!!) recorded over the last 5 year have resulted from loss of control or hitting parked cars. Unfortunately traffic calming measures are not likely to reduce this percentage significantly as these morons simply cannot drive</p>	<p>Loss of control crashes generally happens when the vehicles are travelling at high speeds. By reducing the speeds in the area, it will reduce the number and severity of crashes.</p>
<p>A natural response to the proposed changes will be for local residents to preferentially use collector and arterial routes immediately outside of the project area in order to avoid the new speed humps.</p>	<p>We acknowledge that there may be an increase in traffic on arterial roads due to the proposed installation of speed-calming devices. However, this needs to be considered in the following context:</p> <ul style="list-style-type: none">• Residents in this part of Manurewa raised speed-related concerns, based on observations that drivers are using residential streets as a bypass to nearby arterials. Further investigation by engineers validated the residents' concerns.• Arterial roads are designed and maintained to carry high volumes of traffic with the intended function of providing for through traffic. In contrast, residential streets have a function predominantly based around property access and parking.• Auckland Transport monitor the operation of arterials and has a dedicated programme to consider optimisation of key congested routes and intersections. The operational performance of the arterial network is managed, reviewed and optimised in accordance with our network operating plan.



Design suggestion in feedback	AT response
Speed Limits	
Speed limit signs	
There should be more speed limit signs down Coxhead Road	Coxhead Road is an obviously residential urban area where the blanket urban speed limit of 50km/h applies. However, we will consider the suggestion of additional speed limit signs to determine whether they will be beneficial.
Speed limit sign at Rowandale Avenue	We are currently planning to relocate two of the driver feedback signs in the area to Rowandale Avenue.
Lower speed limits	
You don't say if you are planning to reduce the speed limits on these roads. Are they included in your plan to go to 30kph? Are you planning to cover other areas or is this a trial run?	There is a Speed Limit Review process underway, identifying roads that may be affected by proposed speed limit reductions which will be considered separately. The proposed safety measures will enable a lower speed limit zone.
Other	
Active modes	
Continue to expand the network of cycle lanes around Manurewa to allow cyclists to use the streets safely	Noted. Our cycle network plan is primarily focused around enhancement and expansion of the cycle network.
Continue to maintain footpaths to avoid cracked concrete creating a trip hazard.	Noted. Our footpath maintenance programme looks to address issues such as cracks, trip hazards in addition to planning for renewals.



Design suggestion in feedback	AT response
Public transport	
When the road is narrowed for safety or a crossing make sure it is not on a bus route as what has been done on Swallow drive in Manurewa. The road is too narrow, and if you meet a bus or truck going through these sections there is very little clearance	Noted. We will undertake vehicle tracking during detailed design to check clearances.
Provide more sheltered bus stops around Manurewa, they are particularly helpful during winter.	AT works on a capped yearly capital budget for a set programme of works. We do not have any shelter upgrades planned in the Manurewa area for this year. However thank you for your suggestions and we will look into shelter requirements in the Manurewa area that can be programmed in the coming years.
Road markings and signage	
Parking markings and signage around schools is needed to prevent people stopping their vehicles on the sidewalk. I drop my children to Finlayson Park Primary and witness cars parking on the corner of Tamworth and John walker Drive daily that puts the safety of the kids at risk as they are forced to walk on the road to get past the cars	All the proposed pedestrian crossings in the area will have appropriate signage and marking. Our Community transport team work closely with the schools and enforcement team to educate drivers about parking around schools.
Beeston Cres needs a centreline at each end as Drivers tend to cross the centreline when navigating the corner	Noted. We will consider this in the detailed design.
A small traffic island is needed on the Rowendale Ave/Sunlands Drive intersection as vehicles often enter on the wrong side of the road	The proposed speed calming measures on both Rowendale Avenue and Sunlands Drive will reduce vehicle speeds and improve road safety at this intersection.



Design suggestion in feedback	AT response
Earlier warnings of pedestrian crossings and approaching schools.	All the proposed pedestrian crossings in the area will have advance warning signs with school supplementary signs and diamond road marking on the approaches.
Place making	
Improve the parks around the areas so they are not just grass paddocks so that kids go to these places and not play on roads that are for cars to get to work.	We will pass your feedback to Auckland Council.
Quite often I can see gang of kids maybe 16-20, in a group of 6-10, driving on Manurewa/Clevedon area only on one wheel of motorbike, declaring as king, terrifying the whole neighbourhood, are posing great risk to themselves and everyone on road. Please try to control such activities	The proposed speed calming measures should discourage this type of driving behaviour such as driving on one wheel of motorbikes.
Miscellaneous	
Please stop the gangs of young people doing wheelies on motor bikes in the Manurewa/Clevedon area	The proposed speed calming measures should discourage this type of driving behaviour such as doing wheelies on motorbikes.
Please exclude trucks from the streets with speed bumps, they are ripping up the islands like on Friedlanders Rd	As part of this project we are not specifically banning heavy vehicles. However, the speed calming measures should discourage and lower the number of heavy vehicles travelling in these residential roads.



Design suggestion in feedback	AT response
A strong public awareness programme on the current road rules and Road Code, especially regarding public parking and distance from private entrance to resident's driveway blocking entry/exit	Noted. Thank you for your feedback. We will pass this on to our Community Transport team to be considered and as part of their educational programmes.
Add more context to the map in regard to the deciding criteria, such as bus stops, shops etc	Noted for future programme consideration.
Use flashing light beacon at the zebra crossings inside this area.	We will ensure that zebra crossings in the project area meet the required safety standards and install illuminated beacons wherever the site conditions justify this.
Regarding the need to not preclude future cycling facilities, couldn't they be provided in the berm? As there is a large setback length along most of the street there is more than enough space to provide cycling facilities as well as kerb buildouts or similar. Expect this would also be safer than adding a cycle lane within the carriageway.	It is acknowledged that there may be adequate width to accommodate cycle facilities in the berm (commonly referred to as shared paths). These have still not been precluded through the proposed scheme design. On the contrary, introducing any horizontal deflection devices (such as road narrowings, chicanes and kerb build-outs) such as originally requested, could limit the options for any cycle facility that could be introduced at a future date. It would not be accurate to generalise that a shared path is safer than a cycle lane. This can only be determined during any design option stage, and dependent on site-specific factors being taken into account.
To what extent has this proposal considered the amenity and liveability of the area? Our route to the Homai train station, which is a 5 minute drive at 7 am on weekdays, will have twelve speed humps / raised crossings or similar on it. That seems excessive, and will make the experience of the average driver using these local roads that much more	The choice and placement of speed-calming devices has been influenced by a number of factors. However, the overarching factor is the provision of survivable speeds of 30km/h. Whether the treatments chosen are a combination of 'soft engineered treatments' as suggested, or otherwise, it is unlikely that the number of devices would be able to be



Design suggestion in feedback	AT response
<p>painful. Would providing a range of soft engineered treatments, complementing a portion of the currently proposed hard treatments, not promote better outcomes for the community?</p>	<p>reduced significantly given the necessity to reduce speeds to safe and survivable levels.</p> <p>Please also refer to our website for common myths and misconceptions about speed where it is stated that <i>‘Trips reducing the maximum speed from 100km/h to 80km/h on a 10km length of road showed travel time increases ranged from 30 to 48 seconds. For local trips reducing the maximum speed from 50km/h to 40km/h showed travel time increases ranged from 11 to 42 seconds’</i>. https://at.govt.nz/projects-roadworks/safe-speeds-programme/myths-and-misconceptions-about-speed/ We consider this to be an acceptable compromise to increase safety in the area.</p> <p>Feedback from residents over the years, and also as part of the consultation for this proposed scheme, has highlighted concerns for children’s safety in the area due to speeding vehicles to be a recurrent theme. From the feedback it is apparent that residents consider increasing safety, of vulnerable users such as children in particular, to be a necessary factor in being able to live in the area.</p>

Attachment 1: Feedback form

Have your say...

Free

Consultation and Engagement Team
 Private Bag 92550
 Victoria Street West
 Auckland 1142

PROJECT: MANUREWA ROAD SAFETY IMPROVEMENTS

What is planned?

Auckland Transport (AT) are planning to make road safety improvements on residential streets in Manurewa to provide a safer environment for all road users.

We aim to reduce vehicle speeds by installing a combination of speed-calming measures such as speed humps, raised tables, and zebra crossings where justified. The improvements are proposed for within the area contained by Brown Road, Roscommon Road, Russell Road and Weymouth Road, as shown on the enclosed map.

The improvements will require the removal of five to six car parks where zebra crossings and Swedish tables are proposed, as well as the moving of some bus stops, for safety and visibility reasons.

The project is being partly funded by the Regional Fuel Tax, and the Manurewa Local Board.

Regional Fuel Tax

The regional fuel tax is estimated to raise \$1.5 billion over 10 years which will be invested in more public transport and cycling infrastructure, improving road safety, increasing network capacity and performance, and in roading infrastructure. This investment will reduce death and serious injuries on our roads, provide more public transport and cycling options which in turn will reduce congestion.

Why are these changes needed?

More people are dying or being seriously injured on Auckland's roads. Speed is a major factor in both

Manurewa has been prioritised as an area for improvement based on a number of factors, including:

- Safety concerns raised by residents**
- Local Crash Analyst System (CAS) data** - 213 accidents in the last five years
- Vehicle speeds on key roads in Manurewa** are in excess of the current speed limits
- The two highest speeds recorded were in excess of 121km/h on Rowandale Road
- Location of community facilities** (schools, shops, parks and community centres)

the likelihood of a crash occurring and the severity of the outcome if a crash does occur.

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

The proposed speed calming measures will help to create a slower speed environment, reducing the risks of accidents, making the streets safer for everyone.

Reducing speed saves lives

AT are committed to improving safety for all road users in Auckland. Our main focus is to protect people from dying or being seriously injured on our roads. One of the fastest ways of minimising road trauma involves reducing vehicle speeds in residential areas.

Previously, we implemented speed-calming measures on a single street. Now we are prioritising areas (clusters of streets) where the need for speed-calming is most required. The new area-based focus recognises that speed-calming changes support safety in residential area.

Death and injury risk percentages

IMPACT SPEED Kmh	DEATH Percentage risk
30	10%
40	32%
50	80%
60	95%

Survivability rates vary significantly based on a number of factors and scenarios. AT takes a preventative approach with respect to the survivability of our most vulnerable road users. Data taken from Research Report AP-1960-09 published in March 2008 by Austroads - the Association of Australian and New Zealand Road Transport and Traffic Authorities.

Proposed road safety improvements

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

These include:

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

See enclosed map for proposed locations. The images below display the types of measures we plan to install in your area. Please note that these are for illustrative purposes only.

Raised table zebra crossing

Where pedestrian numbers justify them, zebra crossings will be installed on speed tables. A speed table is a raised section of the road with ramps on each side and a flat surface on top. The white arrows indicate the raised surface and direction of the incline.

Raised intersection

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

Speed hump

A speed hump is a short rounded raised section of the road. The white arrows indicate the raised surface and direction of incline.

Entry treatment

Entry treatment consists of a coloured area on the road notifying road users that they are entering a slow speed area.

Swedish-style speed table

Swedish-style speed tables are a raised table with only one sharp ramp, which produces a smoother ride for buses. Compared to the normal speed table that has two sharp ramps.

213 crashes

In Manurewa*

- 75 - loss of control crashes
- 47 - crossing/merger crashes
- 20 - collisions with parked vehicles
- 19 - pedestrian crashes
- 6 - rear end crashes

* Over the last 5 years

What are we seeking feedback on?

We want your feedback to help us improve our plan for the proposed road safety improvements. Local knowledge will help give us a better understanding of the area, your needs, and any improvements that can be made to the design.

You can help by telling us whether you

- Have any thoughts on the proposed safety improvements.
- Have any suggested changes to the proposed road safety measures.
- Have any other comments or suggestions to improve road safety in Manurewa.

What will we do with your feedback?

Your feedback is important to us. Once we have received and analysed all feedback, we will use it to help refine the design of the road safety measures.

We will also produce a report on the feedback received, which will be available on our website. Submitters who provide contact details will be notified when this report is available.

How do I provide feedback?

If you wish to provide feedback, please either:

- Complete the freepost feedback form in this brochure.
- Go online to AT.govt.nz/haveyoursay and fill in the online survey.

If you require assistance completing the forms, you can call us on (09) 355 3533 and our contact centre staff will fill in the feedback form with you over the phone.

Talk to us in person

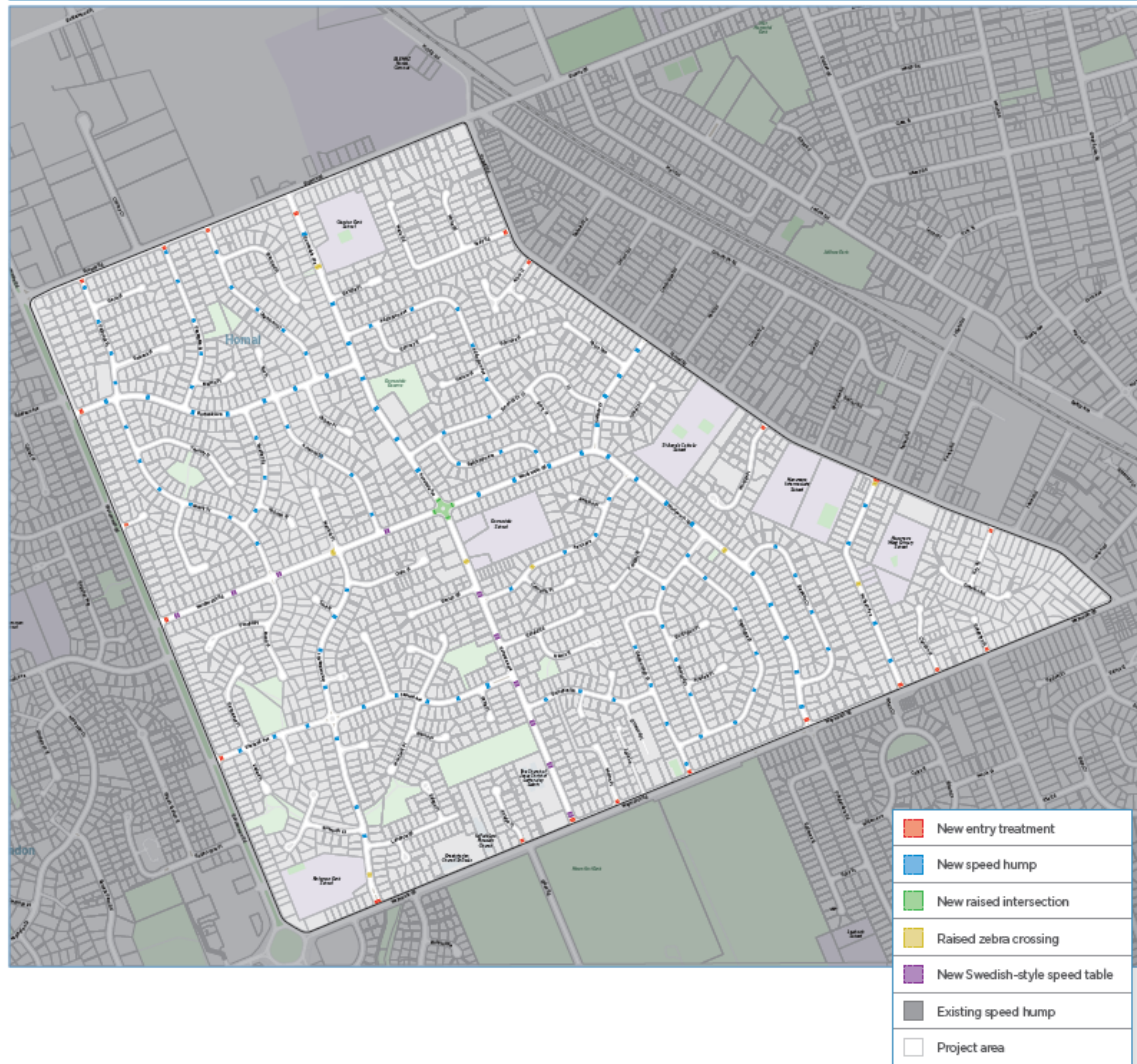
You can meet our project team, ask questions and offer feedback at our drop-in sessions.

Date: Friday 5 April
 Time: 3.00pm - 6.30pm
 Location: Rowandale School, 73 Rowandale Ave, Manurewa, Auckland 2102

Date: Saturday 13 April
 Time: 1.00pm - 4.00pm
 Location: Manurewa Leisure Centre, 33 Frances St, Manurewa, Auckland 2102

Manurewa

Proposed locations of road safety improvements



Feedback form

PLEASE COMPLETE THIS FREEPOST FORM AND RETURN IT TO US BY FRIDAY 26 APRIL: Alternatively, you can provide feedback online at AT.govt.nz/haveyoursay. If you need assistance completing the form, please call us on (09) 385 3553 and our contact centre staff will fill in the feedback form with you over the phone. If your comment relates to a specific location, please be sure to state where. You are welcome to attach additional pages (or provide feedback online) if you need more space.

Personal information

Name: _____

Business/organisation: _____

Street address: _____

Suburb: _____

Postcode: _____

Email: _____

Phone: _____

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

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

What best describes your interest in this proposal? (PLEASE TICK ALL THAT APPLY.)

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

How did you hear about this project? (PLEASE TICK ALL THAT APPLY.)

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

Questions:

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

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

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

