

Your feedback on: Orewa town centre safety improvements



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1. Summary











Overview

From 25 May – 22 June 2020 the public were invited to provide feedback on proposed safety improvements to Orewa town centre as well as improvements to Orewa Boulevard. This public feedback report focuses on feedback related to the safety improvements only where **179 submissions** were received related to this proposal.

The feedback received has been grouped into **35 Themes**. The themes have then been clustered together under 8 Topics. For example, one topic is 'Pedestrians', and all the feedback themes that involved suggestions that related to pedestrians are grouped under the 'Pedestrians' topic.

The feedback results, topics, themes and Auckland Transport's (AT's) response to the feedback themes are outlined in the [Feedback received](#) section of this report.

Top 10 feedback themes

Feedback theme	No. of mentions
 Generally supportive of project	50
 Design has too many speed bumps	42
 Carefully consider need for upgrades, particularly due to COVID-19	21
 Like improved safety	16
 Like improvements for pedestrians	14
 Orewa Town Centre should be a lower speed zone	14
 Centreway Rd should be actively encouraged as a bypass route through Orewa	14
 Existing pedestrian crossings are dangerous	13
 Like speed bumps	13
 Florence Ave needs safety improvements	13

Project decisions

After listening to all the feedback, we are **proceeding with the safety improvements proposal**.

We are analysing the feedback for the Orewa Boulevard proposal separately and will update submitters and the webpage on the outcome for that component of this project once confirmed.

Thank you for helping us make better decisions for your neighbourhood, informed by your local knowledge.

Next steps

- We anticipate the proposed changes will be constructed in September this year and be completed by the end of November. We will be in touch with local residents and businesses prior to any construction taking place.
- AT will also be extending a 30km/h speed limit to Orewa town centre on the 30th of November as part of its safe speeds programme. These safety improvements will complement the speed limit change and help ensure people adhere to the new limit.
- We will work closely with the community to mitigate disruption caused by construction activities.

2. Background

What did we seek feedback on?

The proposal released for public feedback included the following changes:

- 3 new raised pedestrian crossings – located on Florence Avenue, Moana Avenue, Tamariki Avenue.
- 1 new zebra crossing on Tamariki Avenue.
- 1 new pram crossing with kerb build outs on George Lowe Place.
- new speed bumps on Moana Avenue, Tamariki Avenue, and Moenui Avenue.
- new ‘gateway treatments’ on entrance to the town centre which consists of side islands and painted ‘30’ markings on 6 roads. This encourages people to slow down on entrance to the town centre.
- removal of 3 car parking spaces at the Centreway Road intersection to enable these changes and adding 5 carparks on Hibiscus Coast Highway in front of McDonalds (net gain of 2 spaces).

For more detailed information on the proposal, please refer to **Attachment 1** or visit <https://at.govt.nz/projects-roadworks/orewa-boulevard-and-town-centre-safety-improvements/>.

Why did we propose the safety improvements?

We are committed to making the roads around Auckland safer and reducing the risk of death or serious injuries on our roads. As part of this, we have a safe speeds programme for town centres where high-risk town centres have been identified around Auckland for speed reduction and other safety improvements.

Orewa town centre is prioritised for improvements under this programme due to high numbers of vulnerable road users – children, the elderly, people walking and people on bikes or motorcycles interacting with motorists. Reducing speeds here has the greatest potential to reduce the chance of serious injuries and deaths occurring. Every Aucklanders deserves a safe transport network where no death or serious injury is acceptable.

We have worked closely with Hibiscus and Bays Local Board and Destination Orewa Beach to look at these initiatives in partnership with the local community.

3. Feedback activities

From 25 May – 22 June 2020 the public were invited to provide feedback on proposed safety improvements in Orewa town centre. In total **179 submissions** were received on the safety proposal.

What we asked you

We asked if you had any feedback on the proposed safety improvements.

Activities to raise awareness

To let you know about the opportunity to provide feedback on the project, we:

- mailed 4669 letters with free post feedback forms to property owners and occupiers in the area
- emailed information to other key interest groups
- set up a project webpage and an online feedback form on our website
- shared a media release on the proposal
- posted about the proposal on our social media channels including Facebook, Twitter, LinkedIn and Neighbourly.

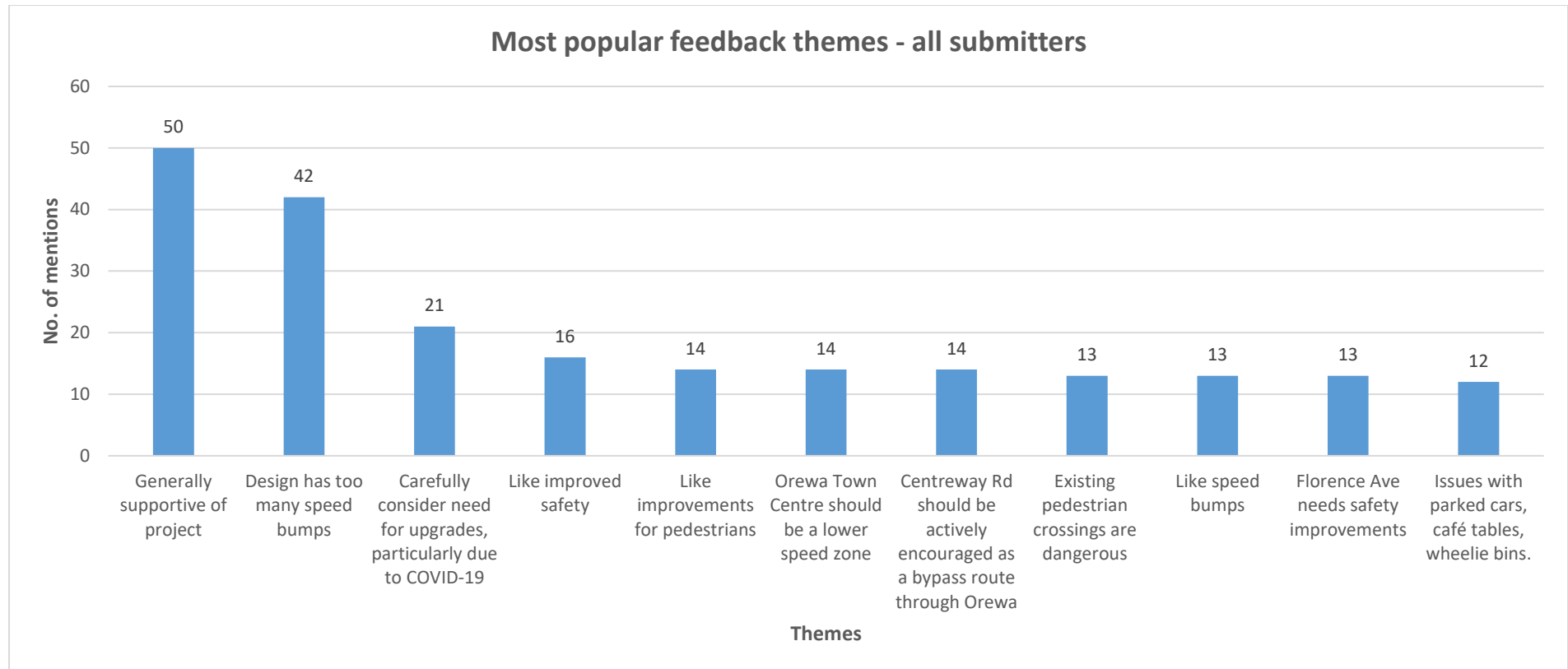
How people provided feedback

You could provide feedback using an online submission form on the project webpage or a freepost form included in the project letter. See [Attachment 2](#) for a copy of the feedback form.

4. Feedback received

Feedback overview

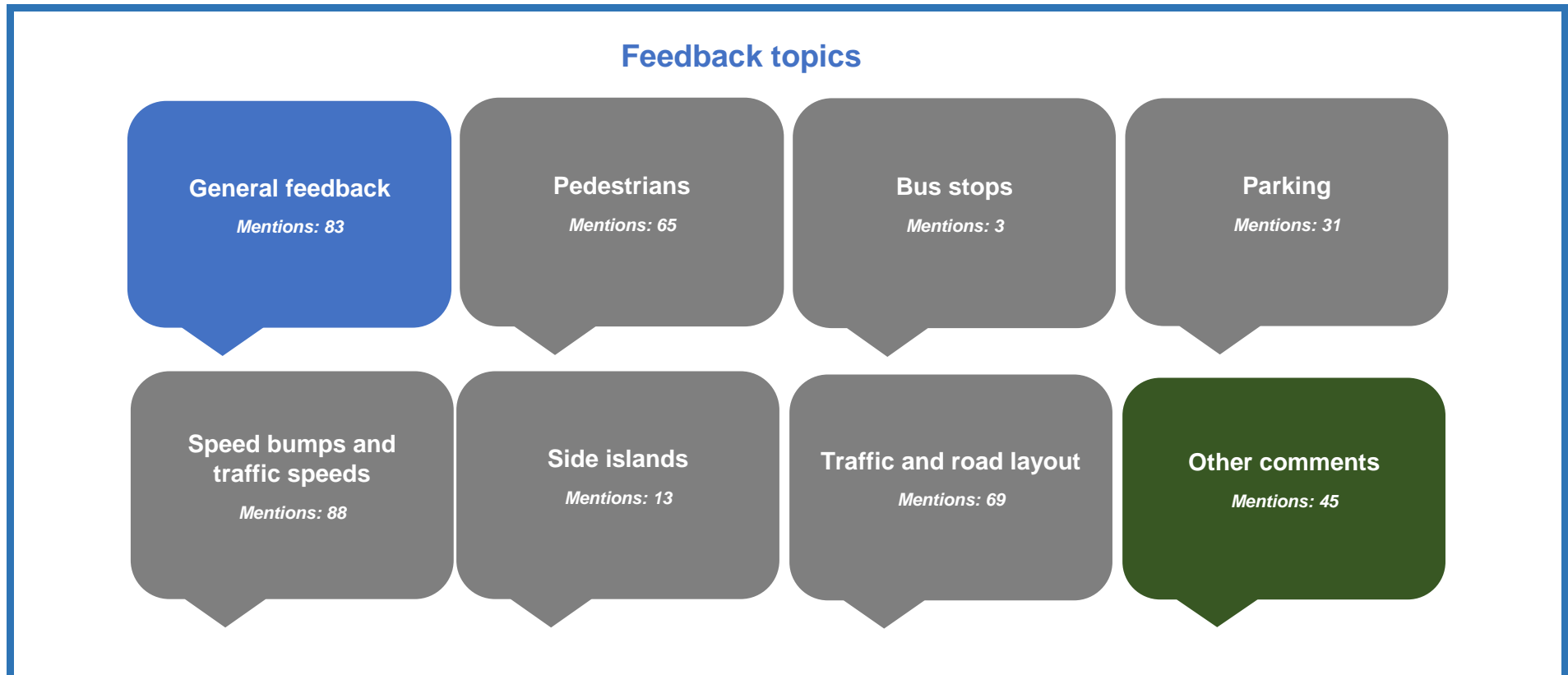
We received public feedback on the proposal from 179 submitters, the 10 most mentioned feedback themes¹ were:



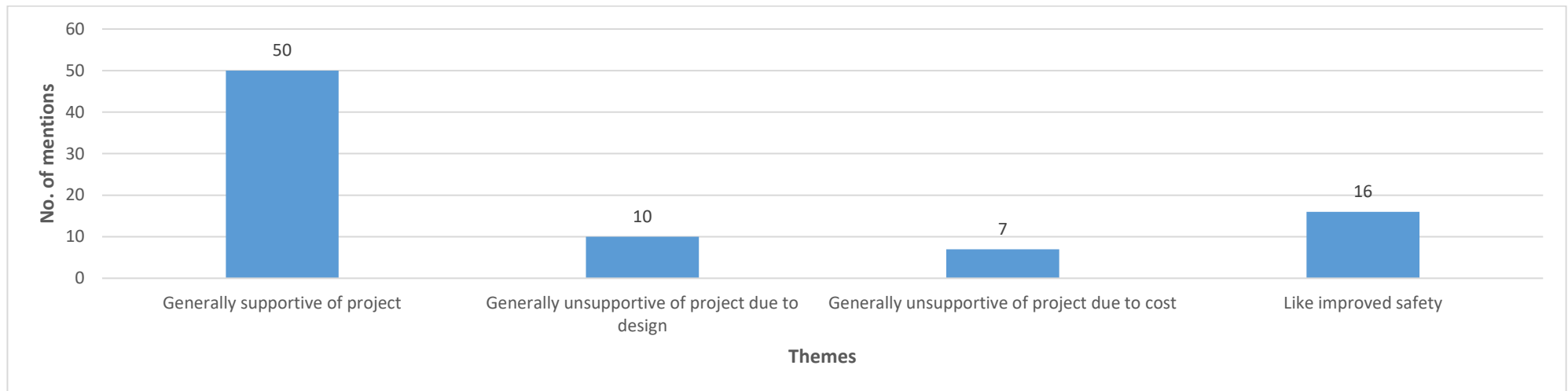
¹ One person's or organisation's submission can count towards multiple themes and topics.

Key feedback topics and themes

This section outlines the feedback topics and related themes from all submitters, as well as AT's responses to the feedback themes. One person's or organisation's submission can count towards multiple topics and themes.



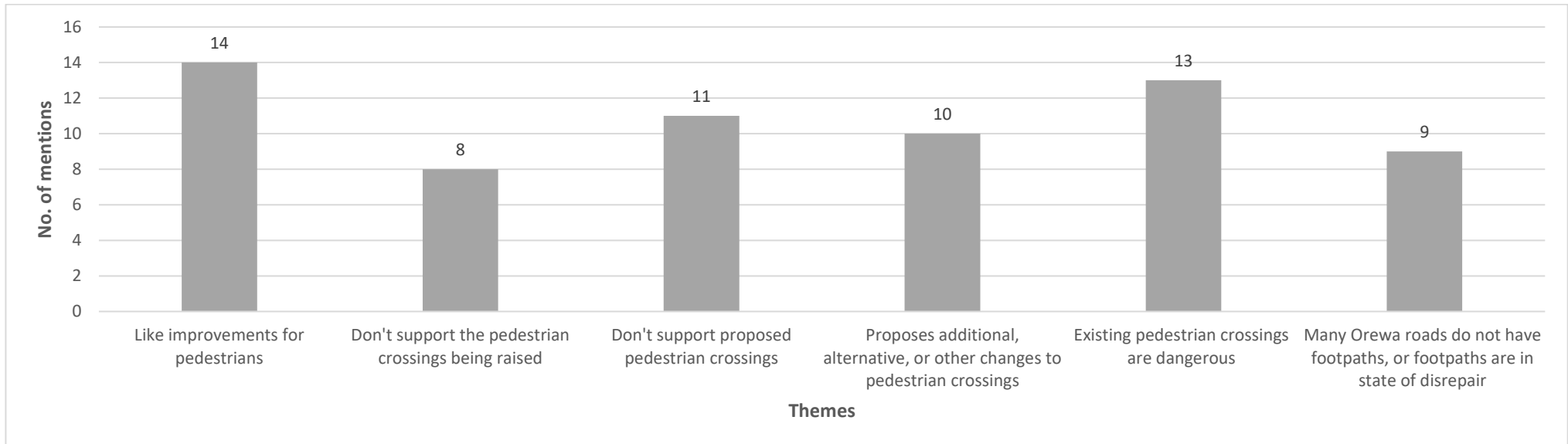
General feedback



Feedback Theme	Main Points	Auckland Transport's Responses
Generally, supportive of project <i>Mentions: 50</i>	<ul style="list-style-type: none"> • Generally like improvements. • Like that it improves safety. • Like that it makes the area more pedestrian friendly. • Like that it reduces traffic speeds. 	<ul style="list-style-type: none"> • Thank you for your feedback.
Generally, unsupportive of project due to design <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Safety improvements not required. 	<ul style="list-style-type: none"> • To keep a consistent region-wide approach, AT is implementing 30km/h zone in town centres where high volume of vulnerable road users exists. This is to create public places that promotes people health, happiness and wellbeing. Reducing speeds here has the greatest potential to reduce the chance of serious injuries and deaths occurring especially among vulnerable road users.
	<ul style="list-style-type: none"> • Will cause congestion. • Will be annoying to motorists. 	<ul style="list-style-type: none"> • In the town centre, there will be a slight delay to through traffic when pedestrian crossings are being used but will not generally cause any congestion.

Feedback Theme	Main Points	Auckland Transport's Responses
<p>Generally, unsupportive of project due to cost <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Cost not worth the limited benefit. • Waste of money. • Spend money elsewhere. 	<ul style="list-style-type: none"> • Town centres are the areas where high numbers of vulnerable road users (pedestrians and cyclists) interact with motorists. • Reducing speeds has the greatest potential to reduce the chance of serious injuries and deaths occurring, especially among vulnerable road users. • Making town centres safer will provide value for money as people are less likely to have accidents.
<p>Like improved safety <i>Mentions: 16</i></p>	<ul style="list-style-type: none"> • Like project makes area safer. 	<ul style="list-style-type: none"> • Thank you for your feedback.

Pedestrians



Feedback Theme	Main Points	Auckland Transport's Responses
Like improvements for pedestrians <i>Mentions: 14</i>	<ul style="list-style-type: none"> Generally, like new pedestrian crossings. Like that it is safer for pedestrians. Specifically, mentioned support for pedestrian crossings on Tamariki Avenue, Moana Avenue, and/or Florence Avenue. 	<ul style="list-style-type: none"> Thank you for your feedback.
Don't support the proposed pedestrian crossings being <u>raised</u> <i>Mentions: 8</i>	<ul style="list-style-type: none"> Generally, don't support pedestrian crossings being raised. Don't support raised pedestrian crossings on Moana Avenue. Don't support raised pedestrian crossings on Tamariki Avenue. 	<ul style="list-style-type: none"> Research shows that the raised platform crossings can reduce crashes by 40%. Therefore, proposed raised platforms are a very successful treatment to provide a safe speed environment for both pedestrians and motorists.
	<ul style="list-style-type: none"> Existing crossings are sufficient. 	<ul style="list-style-type: none"> The project upgrades existing zebra crossings to be raised which will provide a safer environment for all road users.

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> Don't support them close to intersections (dangerous). 	<ul style="list-style-type: none"> The locations of the crossing facilities in the town centre are the same as exist now, however we are simply upgrading them to be raised which provides a safer environment for all road users.
Don't support proposed pedestrian crossings <i>Mentions: 11</i>	<ul style="list-style-type: none"> Only need one pedestrian crossing at beach end of Florence Avenue (not three). 	<ul style="list-style-type: none"> There is one upgraded pedestrian crossing proposed on Florence Avenue. The other changes proposed here are road markings and side islands to remind people the area is '30km'. Our surveys have shown that all the zebra crossing on Florence Avenue are extensively used so there are safety benefits in retaining the existing pedestrian crossing on Florence Avenue.
	<ul style="list-style-type: none"> Prefer a pedestrian crossing at the entrance to George Lowe Place. 	<ul style="list-style-type: none"> Our investigation shows that there is moderate demand to cross George Lowe Place and the traffic volumes are also very low. Therefore, we have proposed side islands to shorten the crossing distance to cross George Lowe Place.
	<ul style="list-style-type: none"> Change existing pedestrian crossing on Moenui Avenue to raised pedestrian crossing (then remove one of the speed bumps). 	<ul style="list-style-type: none"> The pedestrian demand is very low along Moenui Avenue except by the Hibiscus Coast Highway. The street is mainly residential with the exception of Countdown entrance and therefore, the distribution of pedestrians crossing Moenui Avenue is widespread with no one particular location with high demand. Therefore, the proposed speed humps will provide the same safety benefits as the raised crossing.
Proposes additional, alternative, or other changes to pedestrian crossings <i>Mentions: 10</i>	<ul style="list-style-type: none"> Zebra crossing required on Florence Avenue (between Alice Avenue and Centreway Road). 	<ul style="list-style-type: none"> The pedestrian survey results shows that there is moderate demand to cross Florence Avenue between Alice Avenue and Centreway Road. However, there is no one particular location where there is a significant demand of pedestrians crossing Florence Avenue. The installation of a raised zebra crossing will require significant amount of parking removal in this section of Florence Avenue. Therefore, with all the above considerations and 85% percentile speed in the range of 32km/h, it was decided not to have a raised zebra crossing in this section of Florence Avenue.
	<ul style="list-style-type: none"> Change side islands and road markings on Moana Avenue to a zebra crossing. 	<ul style="list-style-type: none"> There is an existing crossing facility in the form of a splitter island on Moana Avenue, at the intersection with Centreway Road. The pedestrian survey shows very little demand to cross Moana Avenue. The proposed side island creates a pinch point to slow down the vehicles turning into and out of Moana Avenue. Therefore, these two measures will provide adequate pedestrian safety to cross Moana Avenue. Hence, there is no need to have a zebra crossing at this location.

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Pedestrian crossing required on Centreway Road near new retirement village. 	<ul style="list-style-type: none"> • Thank you for your feedback. This location was further away from the town centre than we could consider under this proposal however we will pass this request to our Traffic Engineering team to investigate this as a new project.
	<ul style="list-style-type: none"> • Pedestrian crossing required on Riverside Road. 	<ul style="list-style-type: none"> • Thank you for your feedback. This location was further away from the town centre than we could consider under this proposal however we will pass this request to our Traffic Engineering team to investigate this as a new project.
	<ul style="list-style-type: none"> • Raised pedestrian crossing required on West Hoe Road (lots of school children, pedestrians, and cyclists). 	<ul style="list-style-type: none"> • Thank you for your feedback. This location was further away from the town centre than we could consider under this proposal however we will pass this request to our Traffic Engineering team to investigate this as a new project.
	<ul style="list-style-type: none"> • Raise the eastern most pedestrian crossing on Tamariki Avenue. 	<ul style="list-style-type: none"> • The design of the proposed at grade zebra crossing on Tamariki Avenue aligns with the Moana Avenue and Moenui Avenue. These two crossings have been working satisfactorily with no reported crash history. Considering the slow speed zone in the area and the design constraints, there is no need to raise the zebra crossing on Tamariki Road by Hibiscus Coast Highway at this stage.
	<ul style="list-style-type: none"> • Various existing pedestrian crossings (priority and non-priority) are too close to intersections (dangerous). 	<ul style="list-style-type: none"> • All the priority and non priority crossing points within the town centre are existing and are well used by the pedestrians. The proposal only focusses on reducing the approach speeds to these crossing points wherever practical to improve the operational safety.
	<ul style="list-style-type: none"> • Visibility can be blocked of existing pedestrian crossing on Moana Avenue when bus is at bus stop. 	<ul style="list-style-type: none"> • The visibility checks have been carried out and comply with the standards.
<p>Existing pedestrian crossings are dangerous <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Generally poor visibility of crossings for vehicles. 	<ul style="list-style-type: none"> • All the proposed crossings remain at the existing locations with minor alterations. The visibility checks have been carried out and comply with the standards.
<p>Many Orewa roads do not have footpaths, or</p>	<ul style="list-style-type: none"> • In addition to, or prioritise ahead of this project: provide new footpaths and/or repair damaged footpaths throughout Orewa. 	<ul style="list-style-type: none"> • This request will be forward to our footpaths and assets maintenance team.

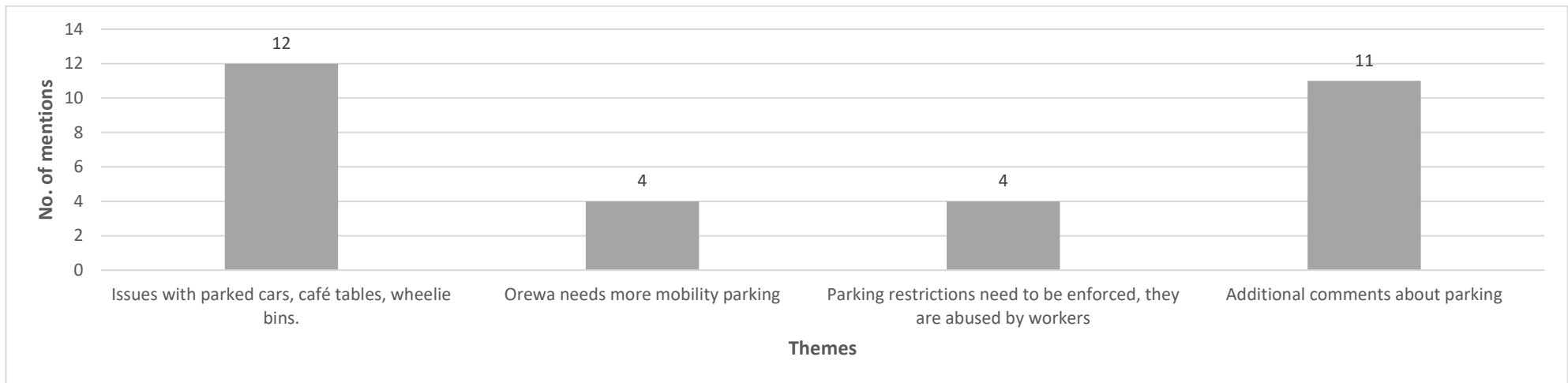
Feedback Theme	Main Points	Auckland Transport's Responses
footpaths are in a state of disrepair <i>Mentions: 9</i>		

Bus stops



Feedback Theme	Main Points	Auckland Transport's Responses
Requests for bus stop enhancements <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Provide a bench seat at intercity bus stops • Provide a shelter at intercity bus stops 	<ul style="list-style-type: none"> • This request will be forwarded to our AT Metro team for investigation.

Parking

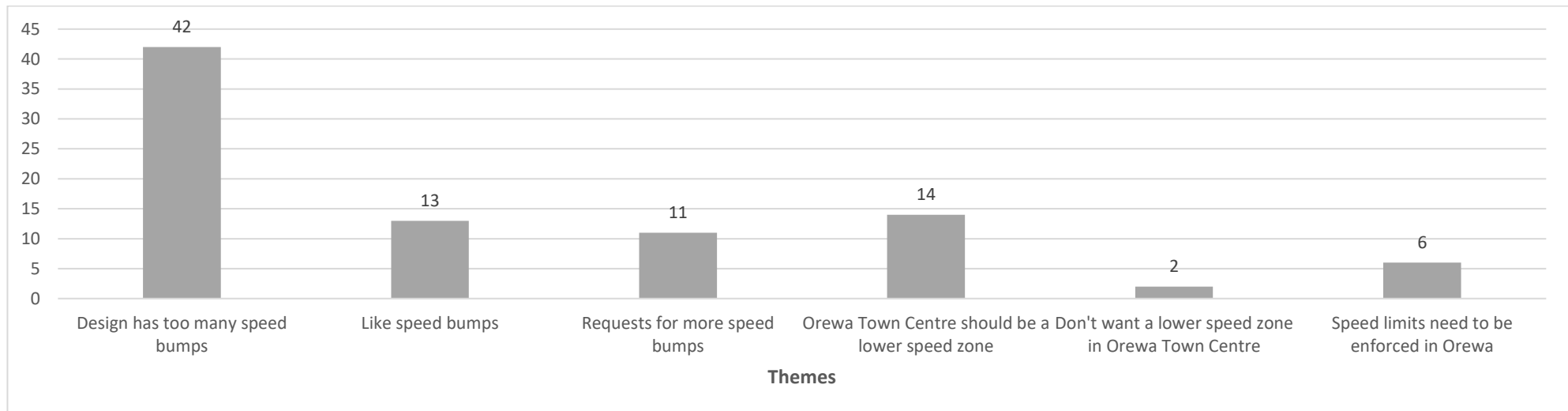


Feedback Theme	Main Points	Auckland Transport's Responses
Issues with parked cars, café tables, wheelie bins <i>Mentions: 12</i>	<ul style="list-style-type: none"> Tables etc block footpath, particularly for mobility impaired. 	<ul style="list-style-type: none"> This isn't something we are able to address under this proposal, however we will forward this request to the right team for consideration.
	<ul style="list-style-type: none"> Parked cars make it difficult to turn right out of Moenui, Moana and Tamariki Drive onto Centreway Road. 	<ul style="list-style-type: none"> This isn't something we are able to address under this proposal, however we will forward this request to the right team for consideration.
	<ul style="list-style-type: none"> On roads without footpaths, cars often park on berm making people walk on road. 	<ul style="list-style-type: none"> This isn't something we are able to address under this proposal, however we will forward this request to the right team for consideration.

Feedback Theme	Main Points	Auckland Transport's Responses
<p>Orewa needs more mobility parking <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> Generally, needs more mobility parking. 	<ul style="list-style-type: none"> This isn't something we are able to address under this proposal, however we will forward this request to the right team for consideration.
	<ul style="list-style-type: none"> Needs some disability parking spaces with room for vans with side loading wheelchair hoists. 	<ul style="list-style-type: none"> This isn't something we are able to address under this proposal, however we will forward this request to the right team for consideration.
<p>Parking restrictions need to be enforced, they are abused by workers <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> Too many people parking for longer than the parking limits. 	<ul style="list-style-type: none"> This isn't something we are able to address under this proposal, however we will forward this request to the right team for consideration.
	<ul style="list-style-type: none"> Campervans parked permanently outside school on Centreway Road. 	<ul style="list-style-type: none"> This isn't something we are able to address under this proposal, however we will forward this request to the right team for consideration.
<p>Additional comments about parking <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> Want more parking areas throughout Orewa. 	<ul style="list-style-type: none"> This isn't something we are able to address under this proposal, however we will forward this request to the right team for consideration.
	<ul style="list-style-type: none"> Provide angled parking all the way along the boulevard. 	<ul style="list-style-type: none"> This isn't something we are able to address under this proposal, however we will forward this request to the right team for consideration.
	<ul style="list-style-type: none"> Convert garden areas to parking. 	<ul style="list-style-type: none"> This isn't something we are able to investigate under this proposal.
	<ul style="list-style-type: none"> Remove all parking on western side of Hibiscus Coast Road. 	<ul style="list-style-type: none"> The parking along the western side of Hibiscus Coast Highway is premium as businesses rely on this customer parking. The exiting parking does not impact on the traffic movement along Hibiscus Coast Highway. Removal of all the parking on the western side, will result in loss of

Feedback Theme	Main Points	Auckland Transport's Responses
		business to the shop owners and will be heavily opposed by the business community.

Speed bumps and traffic speeds

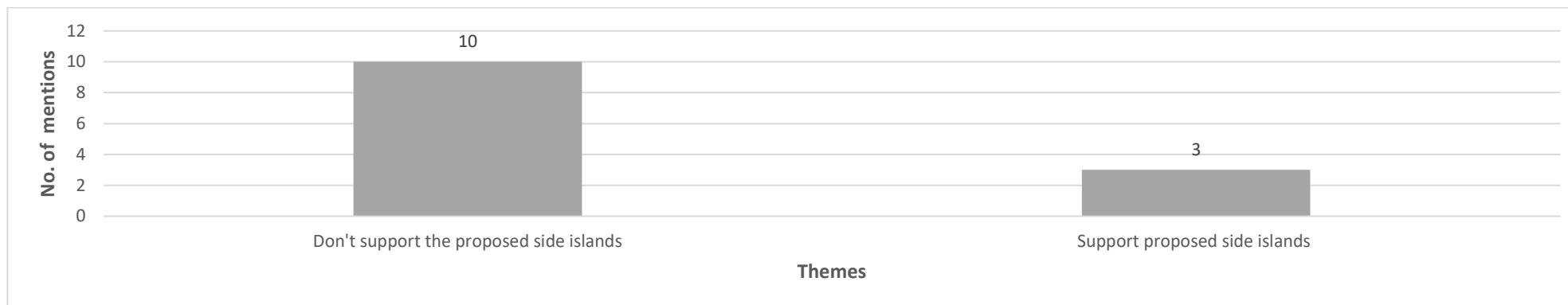


Feedback Theme	Main Points	Auckland Transport's Responses
Design has too many speed bumps <i>Mentions: 42</i>	<ul style="list-style-type: none"> • Too many speed bumps, not required speeds already low. • Don't want any speed bumps. • Don't need speed bumps and 30km/hr speed limit • Uncomfortable for bus passengers. 	<ul style="list-style-type: none"> • The objective of the project is to compliment the new 30km/h zone in the town centre. Although the traffic speeds are relatively low, installation of speed tables and speed humps reinforces motorists to travel to the proposed posted speed limits. Hence, introduction of speed humps and speed tables are necessary in the town centre to give protection to vulnerable road users.
	<ul style="list-style-type: none"> • Too many speed bumps on Moenui Avenue (9x mentions). 	<ul style="list-style-type: none"> • Thank you for your feedback. We have proposed three speed bumps to compliment the proposed 30km/h speed limit restrictions, and one point of adding side islands and road markings to advise of the speed reduction.

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> Too many speed bumps on Moana Avenue (4x mentions). 	<ul style="list-style-type: none"> One speed bump and one raised zebra crossing is proposed on Moana Avenue to reinforce the proposed 30km/h speed limit, the rest are existing crossing points.
Like speed bumps <i>Mentions: 13</i>	<ul style="list-style-type: none"> Support speed bumps. Support slowing vehicle speeds. 	<ul style="list-style-type: none"> Thank you for your feedback.
Requests for more speed bumps <i>Mentions: 11</i>	<ul style="list-style-type: none"> Florence Avenue (between Alice Avenue and Centreway Road). 	<ul style="list-style-type: none"> The spot speed survey in this section of Florence Avenue is approximately 32km/h which is close to the proposed speed limit of 30km/h. This section of Florence Avenue between Centreway Road and Alice Avenue has very high parking demand. The presence of an intersection (George Lowe Place), angle parking on one side and parallel parking on the other side encourages slower speeds in this section of Florence Avenue. Based on the above findings, it was decided not to install speed humps in this section of Florence Avenue at this stage.
	<ul style="list-style-type: none"> Centreway Road. West Hoe Road (lots of school children). Riverside Road. Alice Avenue 	<ul style="list-style-type: none"> Thank you for your feedback. The objective of this proposal is to improve safety within the town centre where the new 30km speed restrictions will be in place. Due to budget and scope limitations around this project we aren't able to address the issues wider than this however can consider this for the future.
	<ul style="list-style-type: none"> Tamariki Avenue. 	<ul style="list-style-type: none"> One speed hump by Keith Morris Lane and one raised zebra crossing adjacent to Countdown entrance is proposed on Tamariki Avenue. Based on the pedestrian activity along Tamariki Avenue, these are adequate to address the objective of this project.

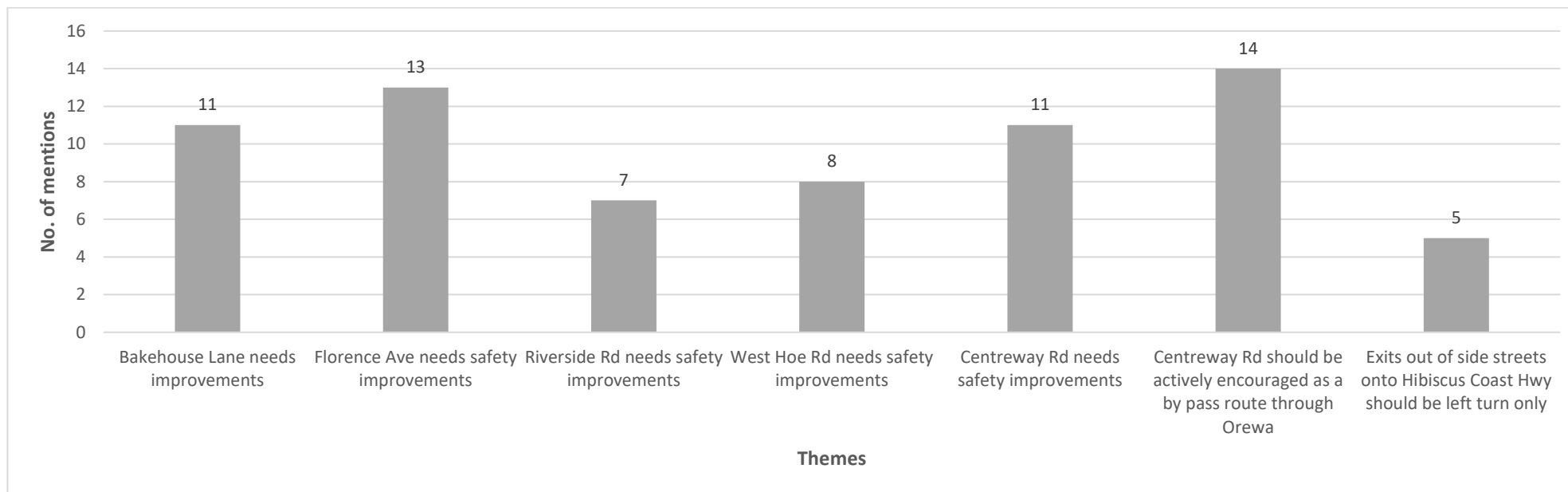
Feedback Theme	Main Points	Auckland Transport's Responses
<p>Orewa Town Centre should be a lower speed zone <i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Reduce vehicle speeds. • Support the 30km/hr speed limit. 	<ul style="list-style-type: none"> • Thank you for your feedback.
<p>Don't want a lower speed zone in Orewa Town Centre <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Don't lower speed to 30km/hr • 30km/hr unnecessary due to speed bumps etc. 	<ul style="list-style-type: none"> • As part of The Speed Limits Bylaw 2019, Orewa town centre will have a 30km/h speed limit introduced on 30th November 2020. • Town centres are the areas where high number of vulnerable road users (pedestrians and cyclists) interact with motorists. Reducing speeds here has the greatest potential to reduce the chance of serious injuries and deaths occurring especially among vulnerable road users. • Installing speed humps reinforces the proposed speed limit as motorists have to slow down negotiating the speed humps. Relying on police enforcement alone is not best practice.
<p>Speed limits need to be enforced in Orewa <i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Speed limits are currently not enforced well by the police. 	<ul style="list-style-type: none"> • Thank you for your feedback. The speed limits will be complimented by the new speed bumps and raised crossings which also help enforce a lower speed limit as people need to go slower to navigate these new measures.

Side islands



Feedback Theme	Main Points	Auckland Transport's Responses
Don't support the proposed side islands <i>Mentions: 10</i>	<ul style="list-style-type: none"> Too close to intersections (unsafe). 	<ul style="list-style-type: none"> The proposed side islands have been proposed at locations where the speed limit changes to 30km/h entering the town centre. The design does not conflict with the turning movements of vehicles entering and leaving the street.
	<ul style="list-style-type: none"> Means left turning vehicles will get stuck in queues for right-turning vehicles (Moana Avenue). Don't like narrowing of roads. 	<ul style="list-style-type: none"> This situation may occur seldom during the peak times and will not significantly cause delays on the network. However, it will also provide benefits of unobstructed visibility for vehicles leaving Mona Avenue.
	<ul style="list-style-type: none"> Will get run over by buses. 	<ul style="list-style-type: none"> Swept paths for largest vehicle has been carried out to ensure that vehicles waiting to leave Moana Avenue do not conflict with the buses turning into Moana Avenue.
Support proposed side islands <i>Mentions: 3</i>	<ul style="list-style-type: none"> Support proposed side islands 	<ul style="list-style-type: none"> Thank you for your feedback.

Traffic and road layout



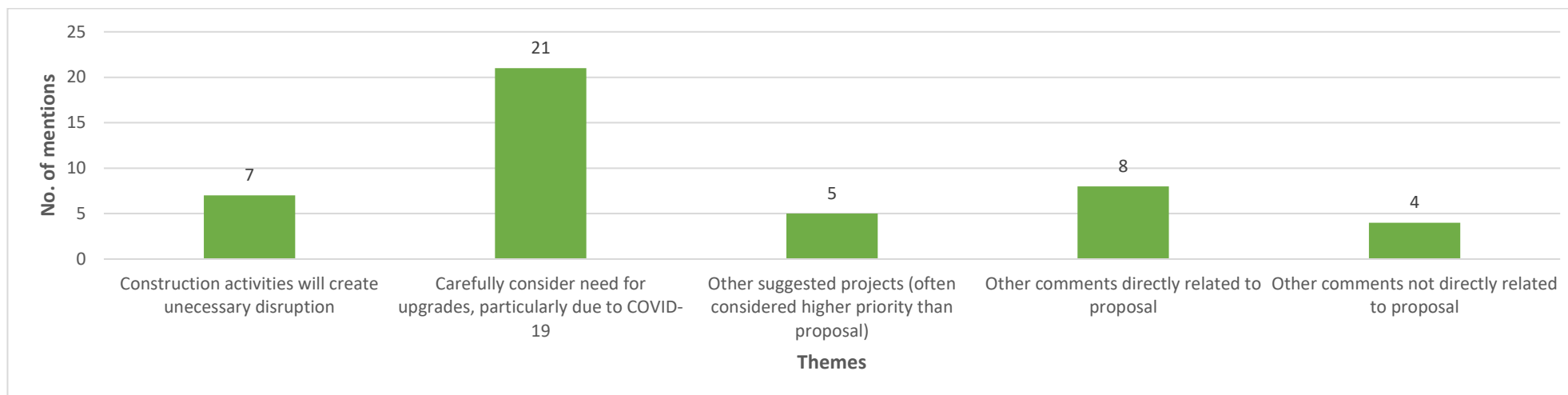
Feedback Theme	Main Points	Auckland Transport's Responses
Bakehouse Lane needs improvements <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Make it one-way. • It's unsafe at the moment. • Too much traffic congestion at the moment. • Generally, want improvements. 	<ul style="list-style-type: none"> • Making one way traffic is not the most effective way of managing traffic operations unless there is identified crash history. It can lead to speeding, illegal manoeuvres, driver frustration and may also create loss of business to the shops. The existing parking layout allows vehicles from both sides to park in the angled parking bays. Although there will be some localised congestion at times, due to slow speed environment, there are no significant risks to pedestrians and motorists. Therefore, we will continue to monitor the operational performance of Bakehouse Lane.
Florence Ave needs safety improvements <i>Mentions: 13</i>	<ul style="list-style-type: none"> • Road is too wide. 	<ul style="list-style-type: none"> • Florence Avenue is approximately 15.5 meters long. Due to high parking demand, a combination of angle parking and parallel parking is created along the section of Florence Avenue between Centreway Road and Alice Avenue. This combination of parking encourages slower travelling speeds along Florence Avenue.

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> Road is too narrow - remove parking from one side. 	<ul style="list-style-type: none"> Same as above.
	<ul style="list-style-type: none"> Needs speed bump between Alice Avenue and Centreway Road. 	<ul style="list-style-type: none"> The spot speed survey in this section of Florence Avenue is approximately 32km/h which is close to the proposed speed limit of 30km/h. This section of Florene Avenue between Centreway Road and Alice Avenue has a very high parking demand. The presence of an intersection (George Lowe Place), angle parking on one side and parallel parking on the other side encourages slower speeds in this section of Florence Avenue. With no supporting crash history, and above findings, it was decided not to install speed bumps in this section of Florence Avenue at this stage. We will monitor the speeds in this section of Florence Avenue after the implementation of the project.
	<ul style="list-style-type: none"> Needs zebra crossing between Alice Avenue and Centreway Road. 	<ul style="list-style-type: none"> This section of Florence Avenue has numerous commercial businesses which creates a very high parking demand. Site surveys have shown that the demand to cross Florence Avenue is scattered. There is no identified pedestrian desired line where pedestrian are crossing in large numbers. We will therefore monitor the pedestrian demand and speeds in this section of Florence Avenue after the implementation of the project.
	<ul style="list-style-type: none"> Provide cycleway. 	<ul style="list-style-type: none"> The installation of a cycle lane on Florence Avenue will require a complete redesign of Florence Avenue which may require significant removal of parking from the street. This is out of scope of this project. With the proposed speed limits of 30km/h, cyclists will be able to share the road safely with other road users.
	<ul style="list-style-type: none"> Reduce speed limit. 	<ul style="list-style-type: none"> The speed limit within the town centre is to reduce to 30km/h on 30th November 2020.

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> Resurface with smooth surface. 	<ul style="list-style-type: none"> This request will be forwarded to Maintenance team for their action.
	<ul style="list-style-type: none"> Footpaths need fixing. 	<ul style="list-style-type: none"> This request will be forwarded to Maintenance team for their action.
Riverside Rd needs safety improvements <i>Mentions: 7</i>	<ul style="list-style-type: none"> Will get extra traffic due to vehicles avoiding the streets with speed tables. 	<ul style="list-style-type: none"> We will be monitoring the post implementation of this project which will highlight the need for any changes on adjacent streets including Riverside Road.
	<ul style="list-style-type: none"> Needs speed bumps etc. 	<ul style="list-style-type: none"> Same as above
	<ul style="list-style-type: none"> Introduce 30km/hr speed limit. 	<ul style="list-style-type: none"> The speed limit with the town centre is to reduce to 30km/h on 30th November 2020.
	<ul style="list-style-type: none"> Footpaths need fixing. 	<ul style="list-style-type: none"> This request will be forwarded to Maintenance team for their action.
West Hoe Rd needs safety improvements <i>Mentions: 8</i>	<ul style="list-style-type: none"> Reduce vehicle speeds. 	<ul style="list-style-type: none"> This is out of scope of this project. However, we will forward your request to the appropriate team for investigation.
	<ul style="list-style-type: none"> Footpaths need fixing. 	<ul style="list-style-type: none"> This request will be forwarded to Maintenance team for their action.
Centreway Rd needs safety improvements <i>Mentions: 11</i>	<ul style="list-style-type: none"> Campervans park outside Orewa North School semi-permanently and are a safety hazard. 	<ul style="list-style-type: none"> Please get in touch with Parking Services if campervans are parking more than a month at the same location for enforcement.
	<ul style="list-style-type: none"> Needs a speed camera. 	<ul style="list-style-type: none"> Installation of speed camera falls in the jurisdiction of NZ Police.
	<ul style="list-style-type: none"> Needs speed bumps. 	<ul style="list-style-type: none"> Thank you for your feedback. The objective of this proposal is to improve safety within the town centre where the new 30km speed restrictions will be in place.

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Footpaths need fixing. 	<p>Due to budget and scope limitations around this project we aren't able to address the issues wider than this however can consider this for the future.</p> <ul style="list-style-type: none"> • This request will be forwarded to Maintenance team for their action.
<p>Centreway Rd should be actively encouraged as a bypass route through Orewa</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Should be designated as, and road network designed so it is, the main through-route through Orewa. • Needs to be designed to accommodate increased traffic that will now use it. 	<ul style="list-style-type: none"> • Centreway Road is classified as an access road under the One Network Road Classification with an average daily traffic in the range of 7,700 vehicles per day. This road already feeds traffic into the Orewa town centre and has a carriageway width of approximately 11 metres. The middle section of Centreway Road has a 2.8 metre flush median and is on a bus route. Therefore, the traffic impact on Centreway Road with the proposed town centre treatment is expected to be very minimal.
<p>Exits out of side streets onto Hibiscus Coast Hwy should be left turn only</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Ban right turns out of side streets onto Hibiscus coast Highway (Moana Avenue, Tamariki Avenue and Moenui Avenue mentioned most often). 	<ul style="list-style-type: none"> • Banning turning movements is not an effective way of managing traffic operations. It can lead to queuing, congestion, driver frustration and may also create loss of business to the shops. Our site surveys have shown that left turning traffic is already very high turning into Hibiscus Coast Highway. Banning the right turn into Hibiscus Coast Highway will add more pressure to the left turn and would result in the above-mentioned scenario. With no associated crash history relating to turning movements, we will monitor this situation.

Other comments



Feedback Theme	Main Points	Auckland Transport's Responses
Construction activities will create unnecessary disruption <i>Mentions: 7</i>	<ul style="list-style-type: none"> Will hurt businesses. Will create traffic congestion. 	<ul style="list-style-type: none"> We expect slight disruption to traffic during the construction stage, which is normal with any construction. The Project Manager will liaise with the Local Board and business association prior to starting the works to best mitigate disruption.
Carefully consider need for upgrades, particularly due to COVID-19 <i>Mentions: 21</i>	<ul style="list-style-type: none"> Shouldn't be spending money on this proposal. Instead use money to support businesses. 	<ul style="list-style-type: none"> To keep a consistent region-wide approach, AT is implementing 30km/h zone in town centres where high volume of vulnerable road users exists. This is to create public places that promotes people health, happiness and wellbeing.
	<ul style="list-style-type: none"> Ensure project is fully funded. Will project still go ahead? 	<ul style="list-style-type: none"> AT is fully committed to funding this project under our safety programme.

Feedback Theme	Main Points	Auckland Transport's Responses
Other suggested projects (often considered higher priority than proposal) <i>Mentions: 5</i>	<ul style="list-style-type: none"> Build a sea wall. 	<ul style="list-style-type: none"> This is out of scope of this project. This project is already under consideration by Auckland Council.
	<ul style="list-style-type: none"> Build a walkway along the beach. 	<ul style="list-style-type: none"> Thank you for your feedback however we are not able to consider this as part of this project.
	<ul style="list-style-type: none"> Improve standard of vegetation management. 	<ul style="list-style-type: none"> Thank you for your feedback however we are not able to consider this as part of this project.
Other comments directly related to proposal <i>Mentions: 8</i>	<ul style="list-style-type: none"> Block off traffic outside the Farmhouse Bakery in Hillary Square (runs through to the New World car park). This is dangerous as many times we see cars driving through who do not see pedestrians (young children or elderly walking). 	<ul style="list-style-type: none"> This is a narrow one way 3.5 metre lane connecting New World and Hillary Square. While we appreciate your concerns, blocking the access will create additional traffic movements within the town centre. We will therefore monitor your concern after the safety improvements are implemented within the town centre.
	<ul style="list-style-type: none"> Allocate two parking spaces as Mobility parking closest to the Paper Plus building. 	<ul style="list-style-type: none"> This will be forwarded to our Parking Design team for consideration and investigation.
	<ul style="list-style-type: none"> Concerned some proposals introduce pinch points for bikes, where riders will suddenly - in an otherwise very wide road - have to force their way into traffic to get past. This is particularly bad at the western end of Tamariki Avenue (outside #26) and at the west end of Moana Avenue. 	<ul style="list-style-type: none"> The proposed 30km/h slow speed zone within the village centre will make cycling safer in the area and will be beneficial for people on bikes. With low cyclist numbers and low traffic volumes on Tamariki Avenue in the range of 2,500 vehicles per day, we expect cyclists will be able to negotiate the gated treatments safely and share the road with the motorists.
<ul style="list-style-type: none"> Roundabouts needed for Moana Ave/Hibiscus Coast Highway intersection and Tamariki Ave/Hibiscus Coast Highway 	Roundabouts operate efficiently where approaching traffic volumes are more or less equal. Hibiscus Coast Highway is a regional arterial with an average daily traffic of 12,000 vehicles	

Feedback Theme	Main Points	Auckland Transport's Responses
	<p>intersection. Currently difficult to get out of these streets onto Hibiscus Coast Highway.</p>	<p>per day. All the side streets mentioned are access roads with average daily traffic ranging between 3,500-4,500 vehicles per day. Therefore, making roundabouts at Moana Avenue, Tamariki Avenue intersection will cause significant delays on the network.</p>
	<ul style="list-style-type: none"> Repaint the pedestrian crossings on the main road, they are hard to see. 	<ul style="list-style-type: none"> Your request will be forwarded to our Maintenance team for action.
	<ul style="list-style-type: none"> Regularly sweep path by swings where sand builds up. 	<ul style="list-style-type: none"> Your request will be forwarded to our Maintenance team for action.
	<ul style="list-style-type: none"> Make Keith Morris Lane one-way 	<ul style="list-style-type: none"> Keith Morris Lane is wide enough to maintain two way flow of traffic including the on street parking. With numerous businesses located on Keith Morris Lane and no identified safety issues, there is no benefit in making Keith Morris Lane one way.
	<ul style="list-style-type: none"> Introduce P15 time restrictions to parking on Moana Ave between Paper Plus and Hibiscus Coast Highway. Paper Plus is now the Orewa Post Office so needs more short-term parking nearby for customers. 	<ul style="list-style-type: none"> Your request will be forwarded to Parking Design team for investigation.
<p>Other comments not directly related to proposal <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> Flush medians in Centreway are hazardous for cyclists and pedestrians. 	<ul style="list-style-type: none"> Centreway Road is mainly an access road with residential properties on both sides. The flush median allows vehicles to stay away from the live lane to turn in and out of properties. The existing flush median varies between 2.5 to 2.8 metres with both traffic lanes approximately 4.1 metres. With parking allowed for on street, motorists can use the flush median to negotiate around cyclists traveling in the traffic lane.
	<ul style="list-style-type: none"> Paint yellow "criss-cross" no stopping lines over the intersection of Alice Ave and Florence Ave. This is required as McDonald's drive thru queues regularly block the road and intersection. 	<ul style="list-style-type: none"> Your request will be investigated and if appropriate will be included in our detailed design.

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Get rid of Telecom inspection plates, quite a number of them (they rattle the bones). 	<ul style="list-style-type: none"> • This is out of scope of this project as these are not AT assets.
	<ul style="list-style-type: none"> • I have witnessed numerous near misses at the northern end of Doment Crescent due to cars parked on both sides of the curved corner, causing a blind spot. The road is reduced to one way. Also, very dangerous for cyclists. 	<ul style="list-style-type: none"> • Your request will be forwarded to Parking Design team for investigation.

Key interest groups

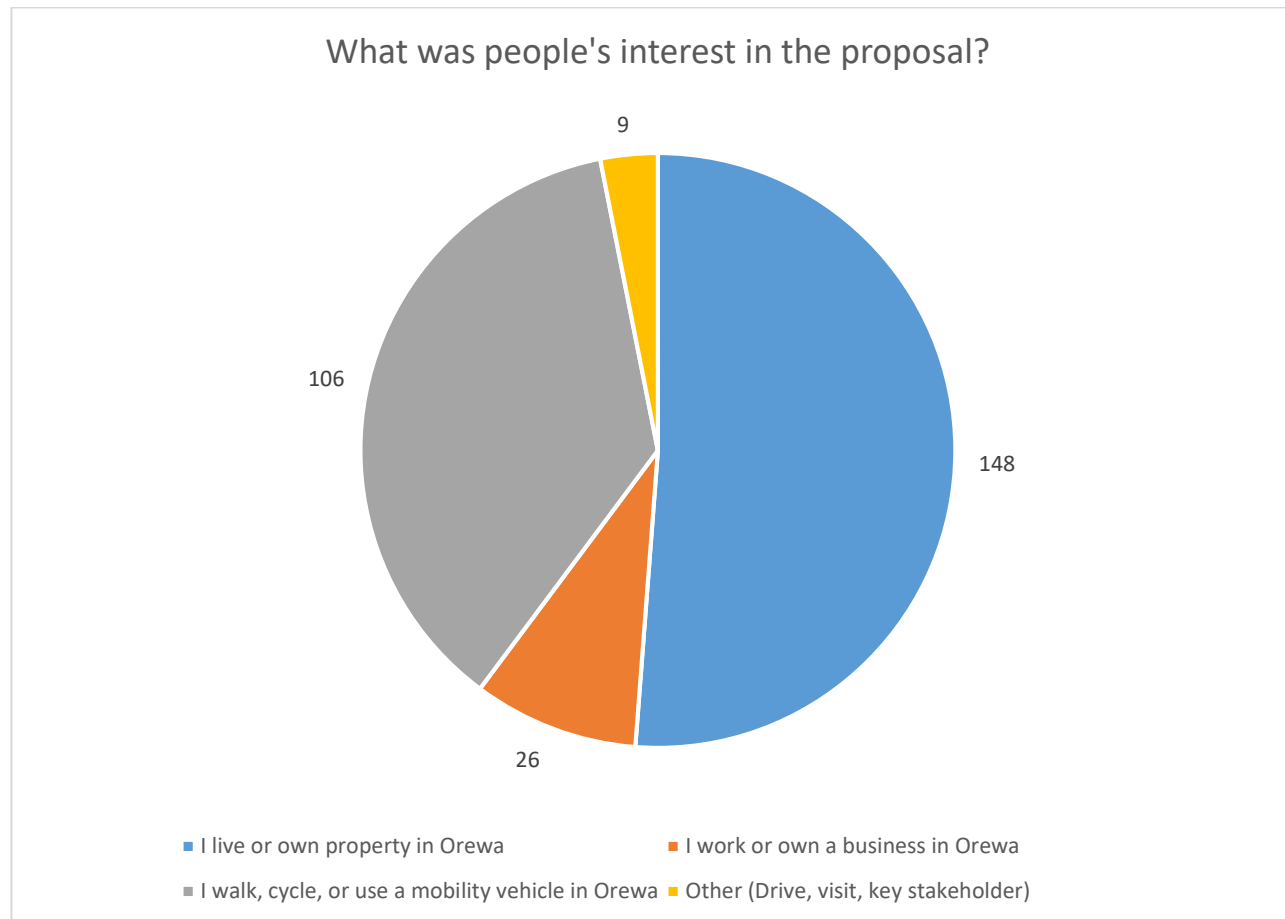
The following key interest groups/organisations provided feedback on the proposal. For a copy of their submission please refer to [Attachment 3](#). For more information on the public's interest in the proposal please refer to the section below.

- Bike Auckland
- Destination Orewa Beach

Peoples interest in the proposal and feedback by interest group

We received public feedback on the proposal from 179 people and organisations.

- The graph below shows peoples/submitters interest in the proposal*.
- The graphs on the following pages show the themes that were most mentioned for each interest group*.

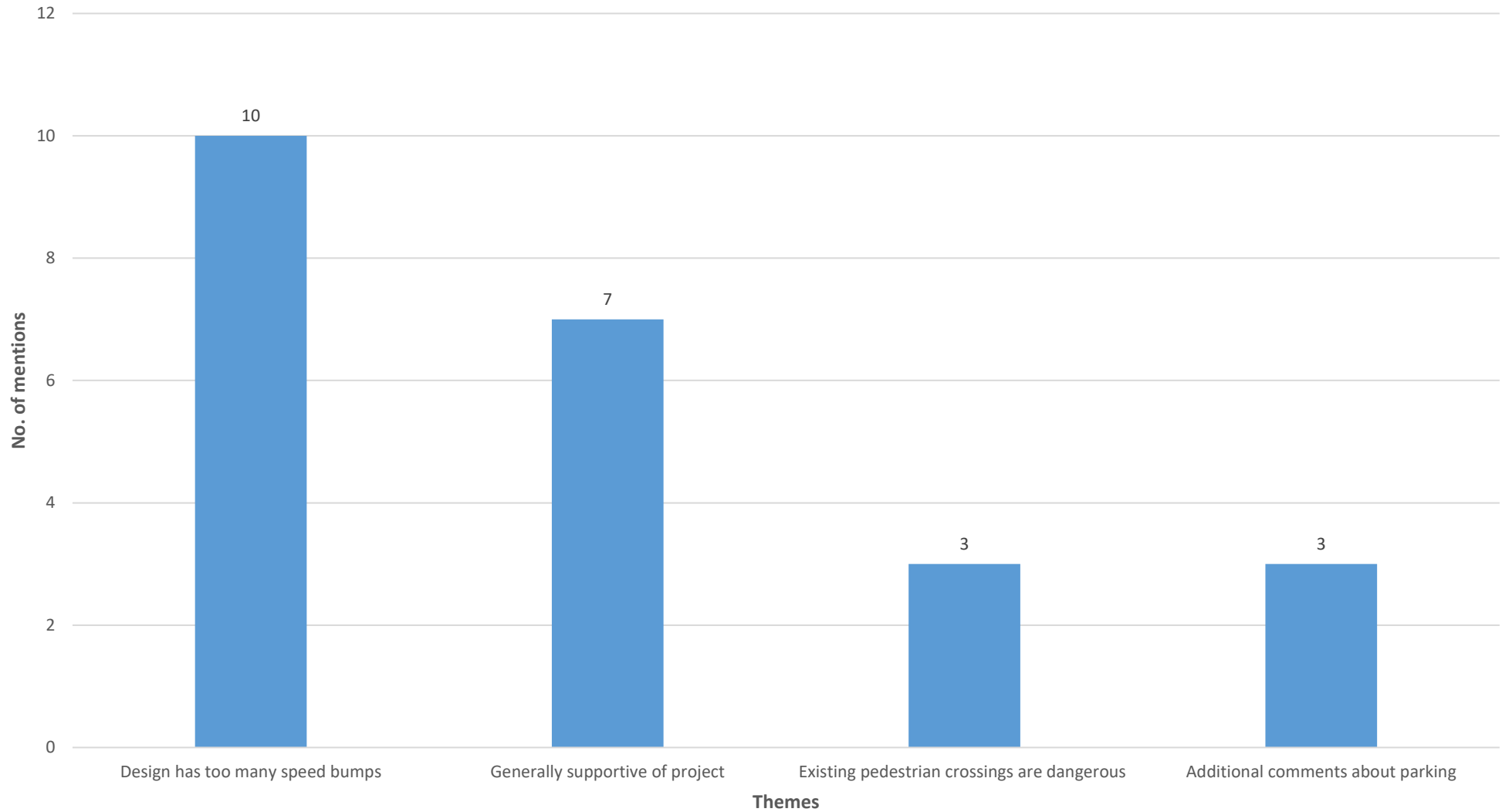


*Multiple Counts

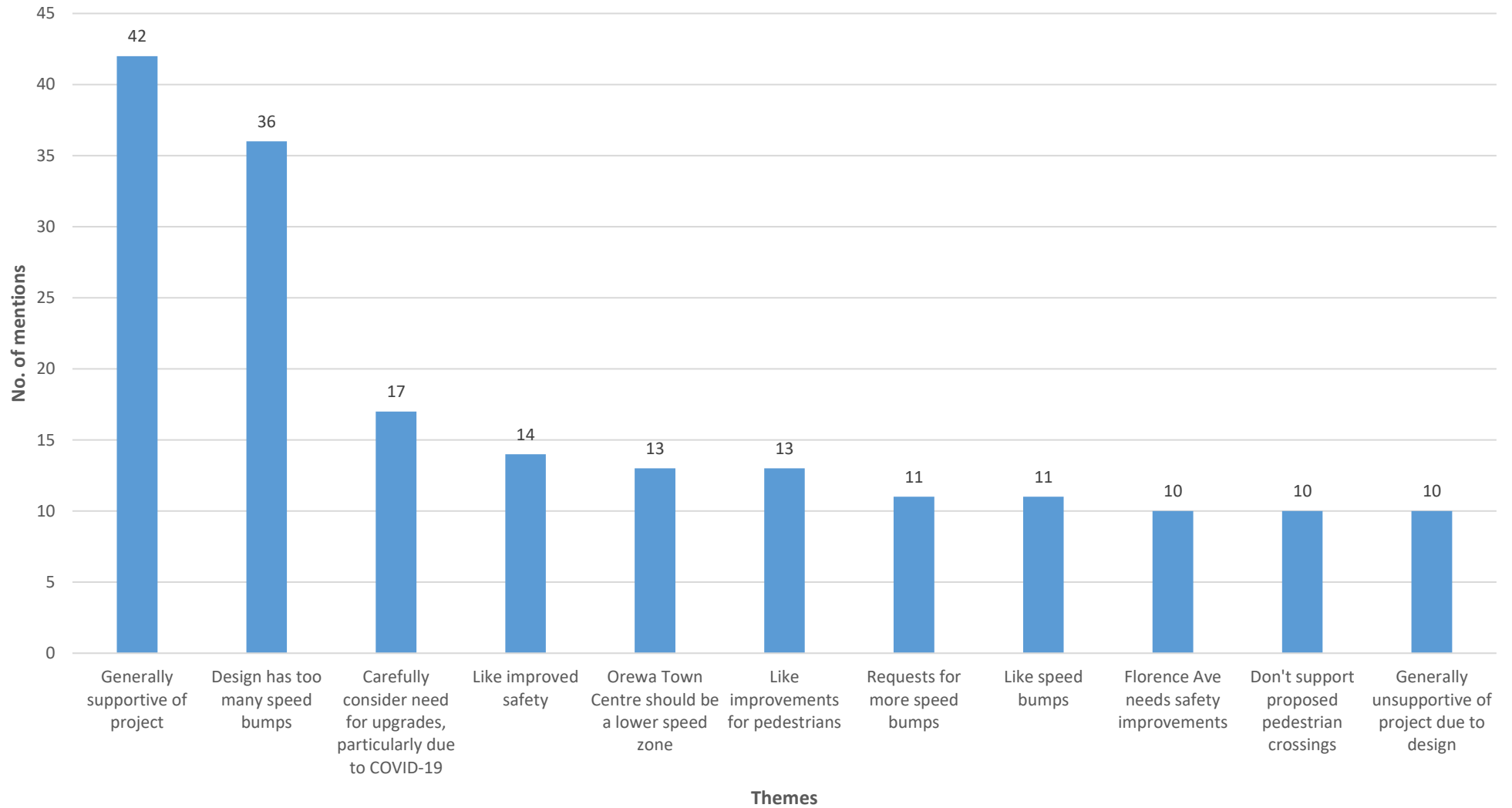
Respondents could select more than one interest in the proposal. For example, someone may have selected 'I work or own a business in Orewa' and 'I live in or own property in Orewa'. This means:

- The total number for people's interest in the proposal (graph to the left) adds to more than 179.
- With regard to the graphs on the pages that follow, which show the themes that were most mentioned for each interest group. If someone selected their interest in the proposal as 'I work or own a business in Orewa' and 'I live in or own property in Orewa' then any theme this person contributed to would be counted as a mention on the graph for 'I work or own a business in Orewa' and 'I live in or own property in Orewa'.
- The multiple counts described in the bullets above only apply to this section of the report i.e. multiple counts related to interest groups do not affect the previous sections of this report.

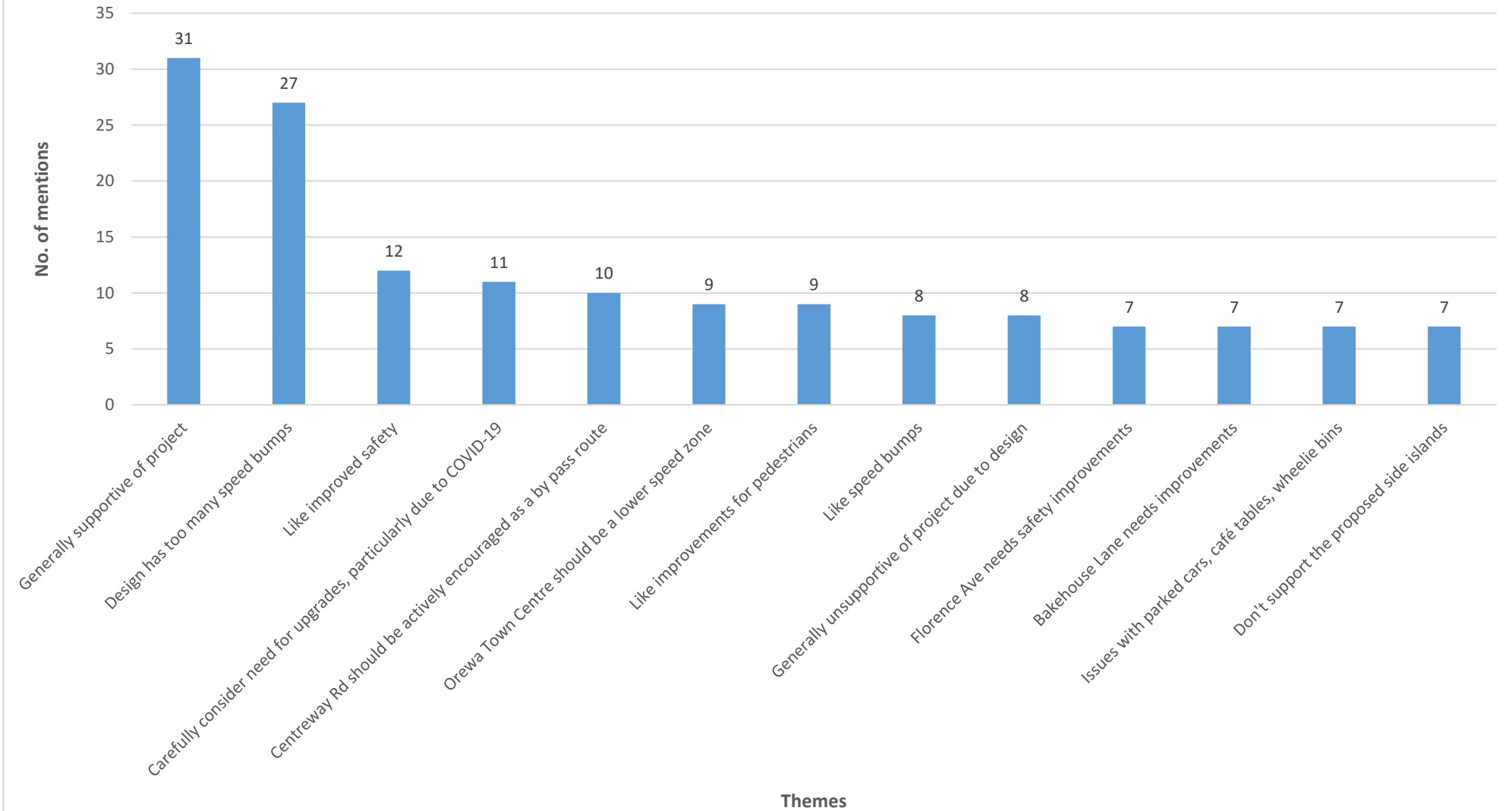
I work or own a business in Orewa - Most mentioned themes (at least 3 mentions)



I live or own property in Orewa - Most mentioned themes



I walk, cycle, or use a mobility vehicle in Orewa - Most mentioned themes



Attachment 1: Designs released for public feedback



Attachment 2: Feedback form

Feedback form

Orewa Boulevard & town centre safety improvements



Please complete this freepost form and return it to us by **Monday 22 June 2020**.
Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)
If you have difficulty completing the form, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.
If your comment relates to a specific location, please be sure to state where. You are welcome to attach additional pages (or feedback online) if you need more space to provide feedback.

Do you have any feedback on the changes proposed to Orewa Boulevard?

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.....
.....

Do you have any feedback on the safety improvements proposed in Orewa town centre?

.....
.....
.....

PERSONAL INFORMATION

Name

Business/Organisation

Street address

Suburb

City/Town Post code

Email address Phone number

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project. The following information is for statistics purposes only, and does not affect your feedback.

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

What best describes your interest in this proposal?

(please tick all that apply)

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

.....
.....
.....

How did you first hear about this project?

(please tick all that apply)

- Information posted/emailed to me
- Auckland Transport website
- Word of mouth
- Other *(please state)*

.....
.....
.....

Attachment 3: Feedback from key interest groups

Bike Auckland

Bike Auckland in general supports the proposals, particularly those that include vertical traffic calming. We ask that the following improvements should be undertaken:

- The zebra crossing at the intersection of Tamariki Avenue and Hibiscus Coast Highway should be raised. The proposed design would create a major design inconsistency that will only lead to this being rebuilt again in the future. A raised crossing is more suitable, safe and of much higher quality for the pedestrian environment.
- The cycle lane on Hibiscus Coast Highway near Marine View is appreciated but needs to be protected with concrete separators - flexi posts will get damaged and ignored, and no protection (as shown) is a much lesser outcome and will lead to this area being regularly used for illegal parking.
- We have concern at some of the designs introducing pinch points for bikes, where riders will suddenly - in an otherwise very wide road - have to force their way into traffic to get past. This is particularly bad at the western end of Tamariki Avenue (outside #26) and at the west end of Moana Avenue - in both cases, the pinch points are preceded by long wide stretches of road.

Destination Orewa Beach

This is all good. Have consulted with AT directly re this.