

# Your feedback on Matiatia traffic layout trial



Total submissions = 324

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# Summary

We at Auckland Transport have a responsibility to provide a safe and orderly environment for all Aucklanders – however they choose to travel.

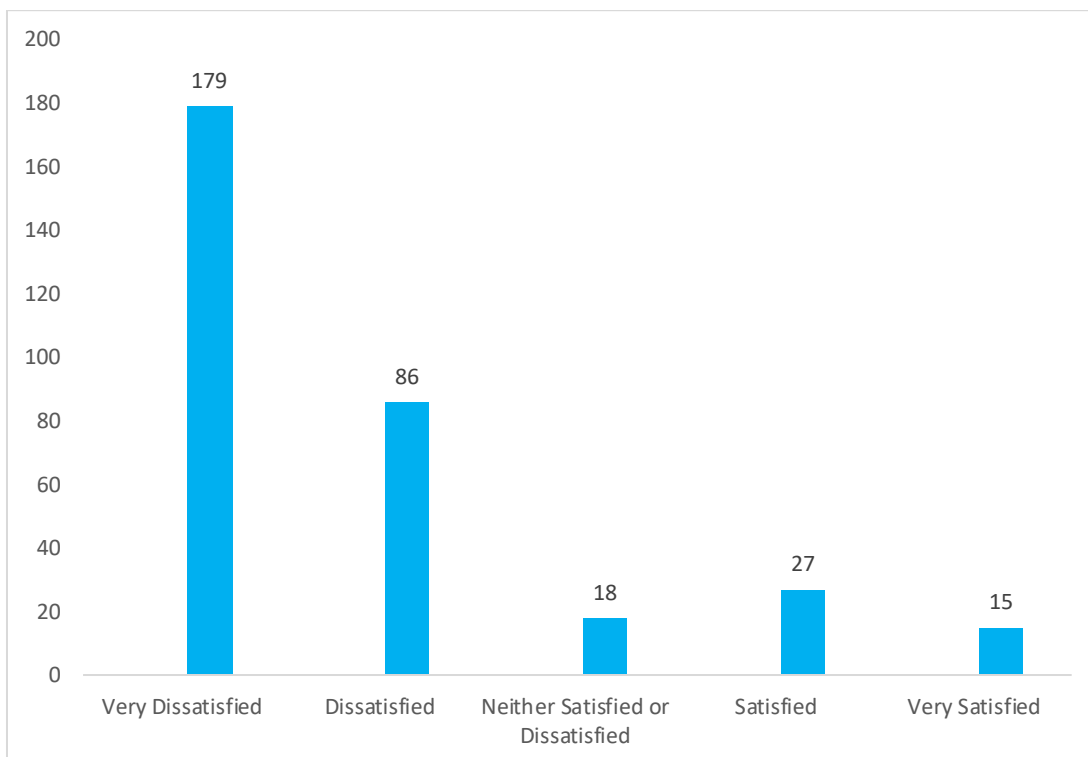
Together with the Waiheke Local Board, we have been trialling a new way to manage traffic at Matiatia Ferry Terminal over the busy summer season to help reduce congestion and improve safety for everyone who uses the area.

This consultation was carried out to help understand the community’s experience with the trial and how we can continue improving the traffic layout at Matiatia.

We sought public feedback from Tuesday 17 March 2020 until Wednesday 22 April 2020 and received 324 submissions.

## Overview of feedback

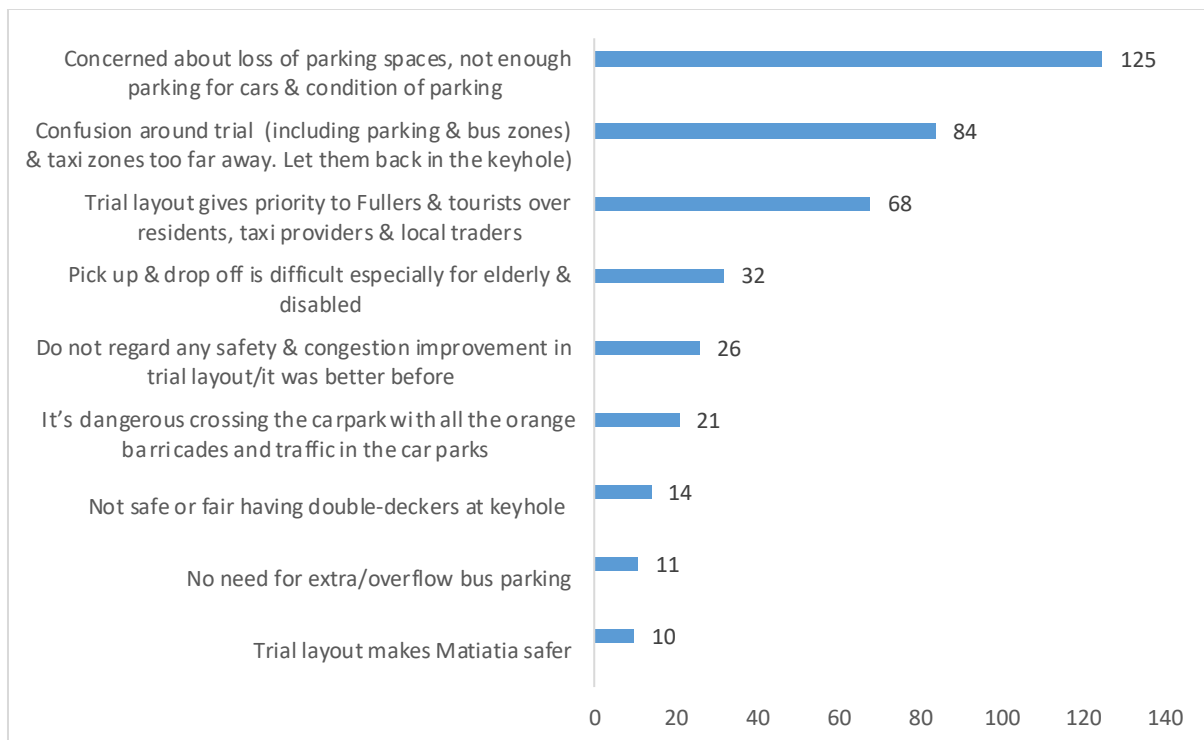
Which of the following options best describes your experience with the traffic layout currently being trialled at Matiatia?



All submissions replied to this question

- 55.5% were very dissatisfied with the trial layout
- 27% were dissatisfied with the trial layout
- 5.5% were neither satisfied or dissatisfied with the trial layout
- 8% were satisfied with the trial layout
- 4% were very satisfied with the trial layout

Can you please explain why you answered the above (previous question) as you did?



316 submissions replied to this question

## Next steps

We are very grateful to everyone who took the time to share their feedback on their experience with the trial layout at Matiatia. We will now share the consultation feedback with the Waiheke Local Board and work with them to determine what should happen next.

It is important to us that we take account of the feedback that has been received. We will now take some time to assess the trial layout in light of public feedback.

As soon as a decision has been reached, we will publish the trial outcome on our website and update this report with responses to the issues and questions raised as part of the consultation. If you provided your contact details when you provided feedback, we will contact you to let you know when the report has been published and final decisions have been made.

# Background

## Project overview

Matiatia is the gateway to Waiheke Island and is the major transport interchange on the island with over 20 ferry services arriving daily. Peak travel affects the ferry services from mid-December to late February when visitor numbers swell. The island's popularity has surged over the past few years and now it has over a million visitors per year.

The demand for transport increases over summer and this results in congestion at Matiatia due to the demand for buses, pre-booked tours and taxis. The increased amount of traffic makes it unsafe for all those using the area.

The keyhole area has been problematic for many years. Auckland Transport has worked with the Waiheke Local Board and the Waiheke Transport Forum to look for a temporary solution.

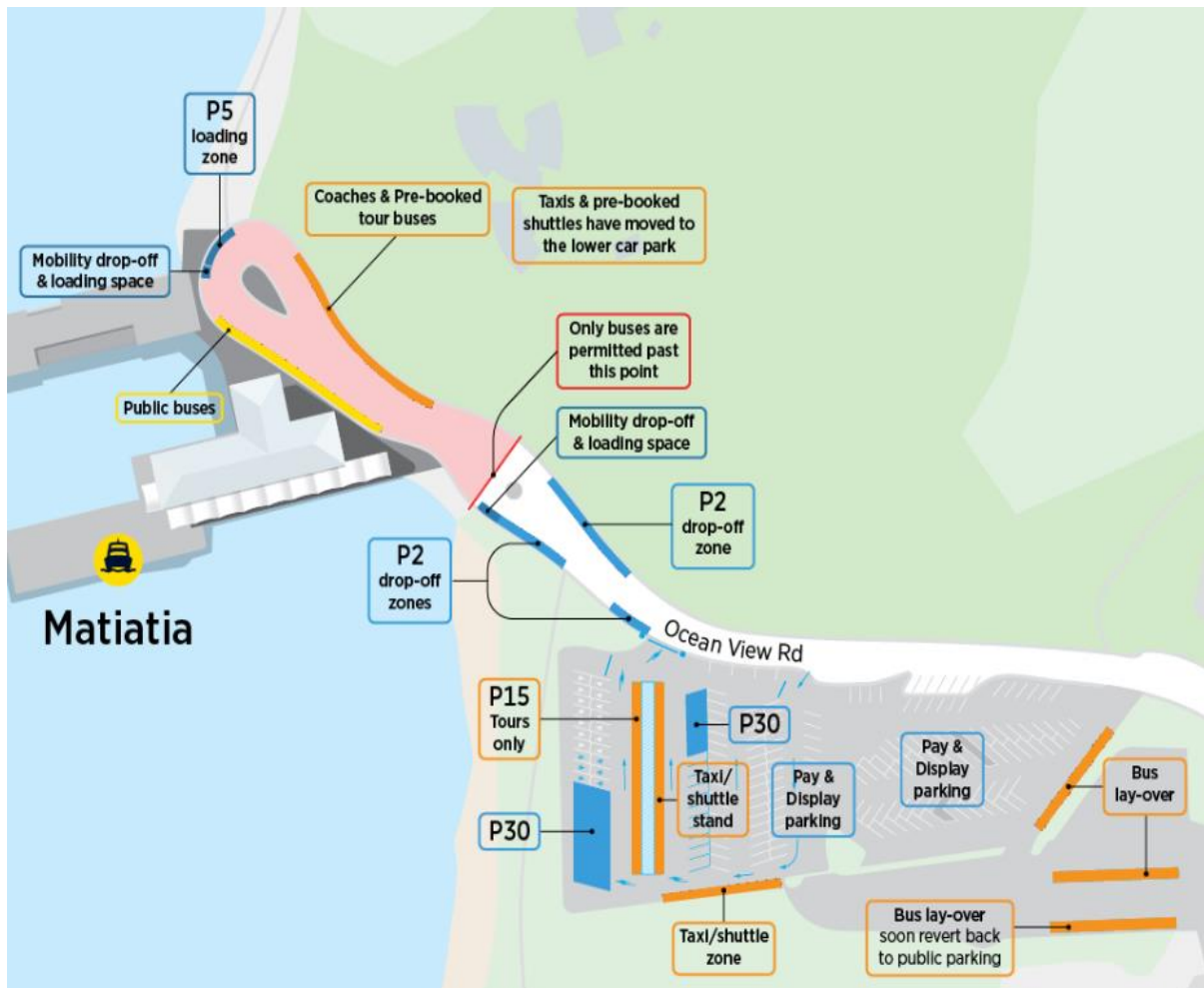
The trial aims to improve safety and relieve congestion at Matiatia during the peak summer season. It began on 8 December 2019 and was due to finish on 13 April 2020. However, due to the circumstances around COVID-19 and the level four restrictions that have been in place, Auckland Transport with the support of the Waiheke Local Board have made the decision to extend the trial period until 31 May 2020.

## Project details

The trial changes were made to create more room for buses to manoeuvre and make the area safer for pedestrians and taxi passengers so that they are no longer forced to navigate around moving vehicles. The trial includes the following changes:

- Space available to public buses has been increased so we can optimise the new network timetable. Three buses are able to utilise the space.
- Only buses are able to operate out of the seaward keyhole area. This helps to reduce congestion and increase safety, as buses are now able to safely manoeuvre through this area. The seaward keyhole area also includes a space for mobility drop-off and 2 loading zones. The original drop-off zone remains.
- A larger public pick-up zone has been built within the lower car park. The previous drop-off zone remains.
- Pre-booked taxis/shuttles/tours have been removed from the seaward keyhole area and a dedicated P15 area has been created in the lower carpark.
- Tour buses now depart from the keyhole, as they did previously. Their space has been allocated across from the ferry terminal. Tour guides from the Waiheke Hop-on Hop-off Explorer bus now meet their passengers and walk them over to their departure point opposite the public bus area.

## Map of the trial layout at Matiatia



### Objectives of trial layout

#### Make pedestrians safer

We have created a dedicated taxi/shuttle stand in the car park. This new area was created to reduce congestion in the keyhole but also to ensure taxi passengers use the footpath instead of having to walk in between buses and cross the road in front of moving vehicles.

#### Create more space for buses

We set out to make it safer and easier for buses to manoeuvre by providing them sole access past the turnaround. We have ensured the previous drop off point remains the same



## Consultation

We consulted on the Matiatia summer traffic trial from Tuesday 17 March 2020 until Wednesday 22 April 2020 and received 324 submissions.

### Activities to raise awareness

To let people know about the opportunity to provide feedback, we:

- Sent 4835 brochures to properties on Waiheke.
- Ran five adverts in the Gulf News (19<sup>th</sup> and 26<sup>th</sup> March, 2<sup>nd</sup>, 9<sup>th</sup> and 16<sup>th</sup> April)
- Put up posters and signage around the ferry terminal along with brochures and a ballot box for completed forms.
- Social media posts on AT's accounts.
- Ran a social media advertising campaign targeted at Waiheke residents.
- Sent a media release to the Gulf News.
- Set up a project webpage and online feedback form on the AT webpage

We had planned a significant amount of ambassador engagement which would have seen AT representatives handing out brochures and feedback forms to ferry passengers at the Matiatia and downtown ferry terminals. However, due to Covid-19 and the restrictions under alert levels three and four, face-to-face engagement was unable to take place.

As a result of Covid-19, the consultation period was extended from 7 April to 21 April in order to give people more time to provide feedback.

### Giving feedback

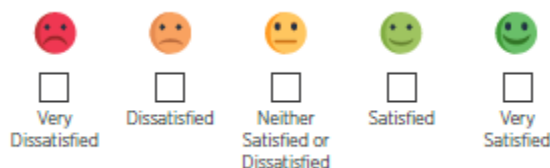
People could provide feedback via:

- The online survey
- Returning the hardcopy feedback form via Freepost
- Calling AT on (09) 355 3553

### What we asked you

We asked:

- What opinion best describes your experience with the traffic layout currently being trialled at Matiatia?



- Can you please explain why you answered this question above as you did?
- In your opinion, how can we further improve your experience with the traffic layout in Matiatia?
- In your opinion, how can we make the ferry traffic layout at Matiatia safer?
- Are there any other comments you would like to make about the traffic layout currently being trialled at Matiatia?

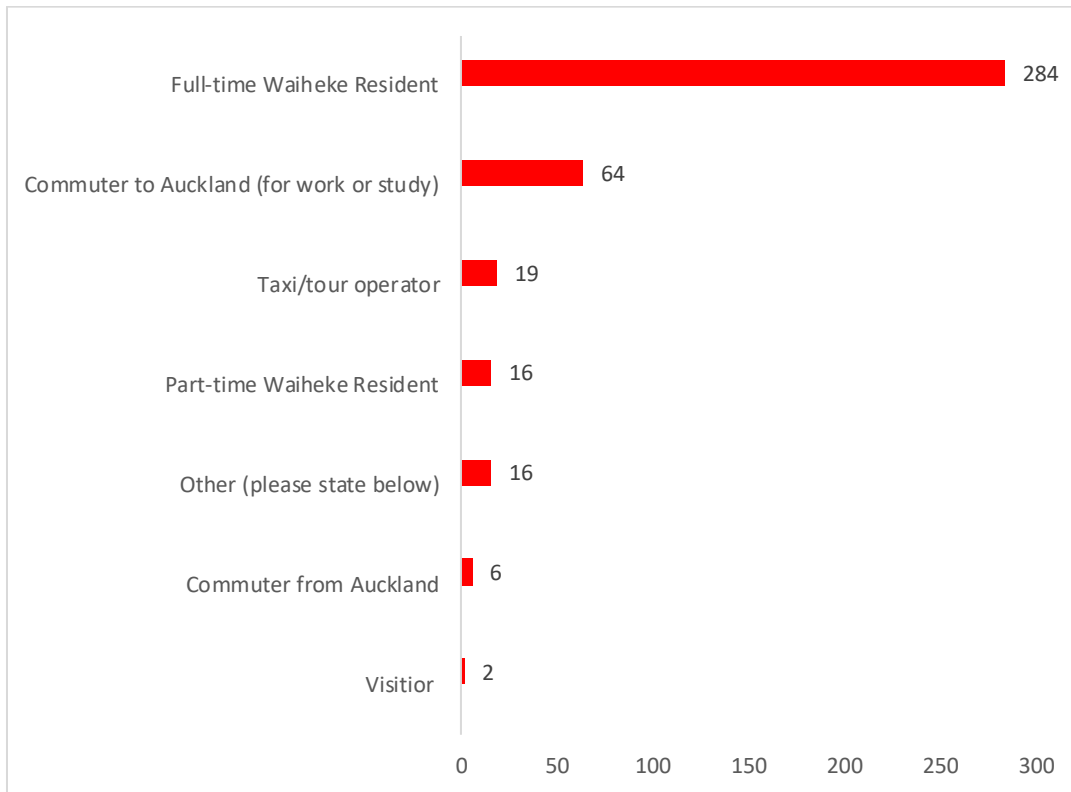


# Your feedback

## Overview

We received 324 submissions.

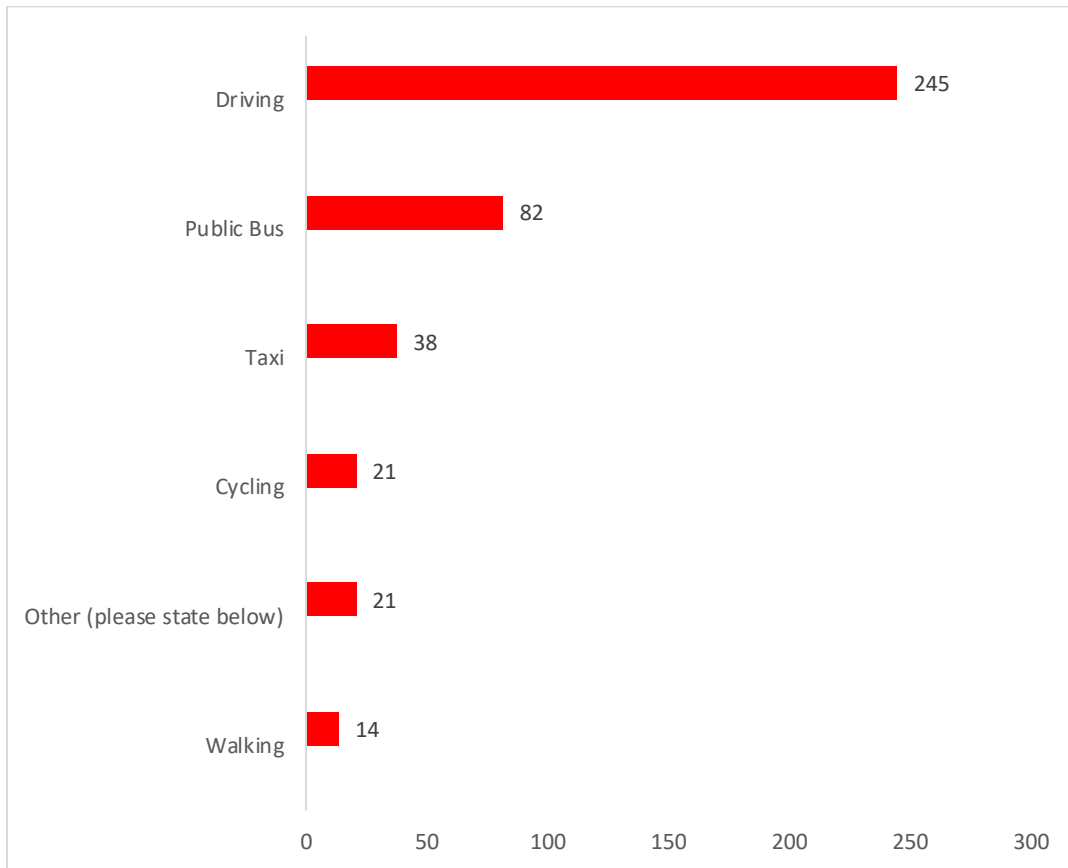
## Which of the following best describes you?



Submissions may have included more than one theme

- 88% of submissions indicated they were full-time Waiheke residents.
- 20% of submissions were also commuters to Auckland for work or study.

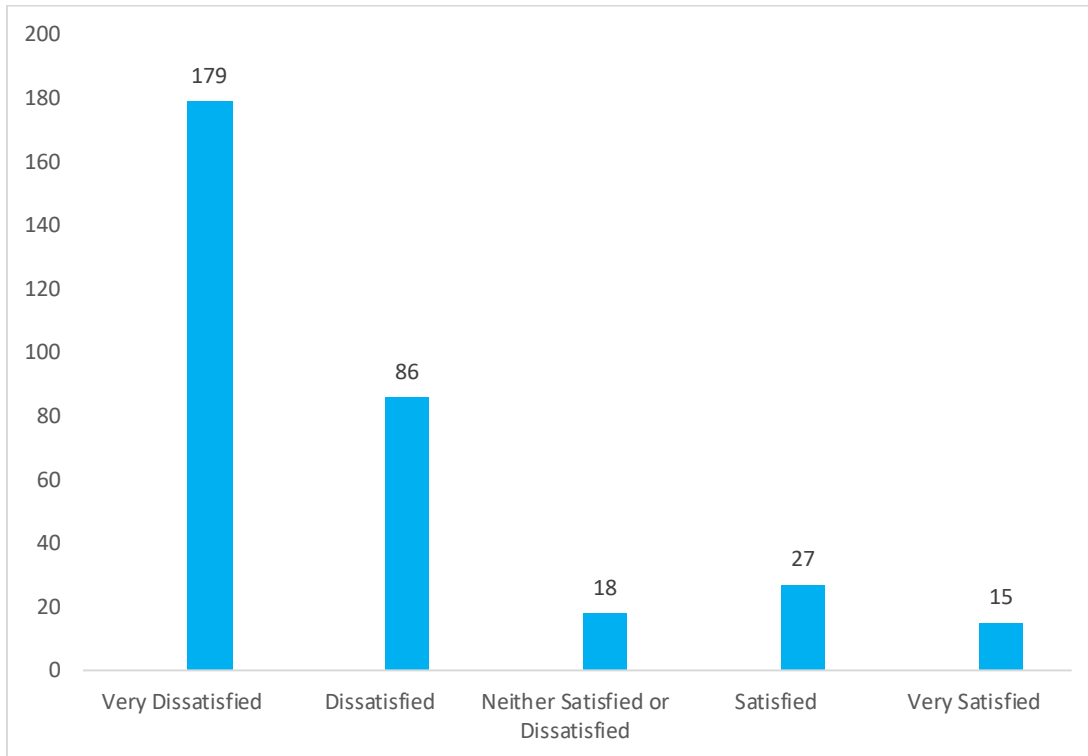
## What is the main form of transport to & from Matiatia?



Submissions may have included more than one theme

- 76% of submissions described driving as one of the main forms of transport to and from Matiatia.
- 25% of submissions also described public bus as one of the main forms of transport to and from Matiatia.

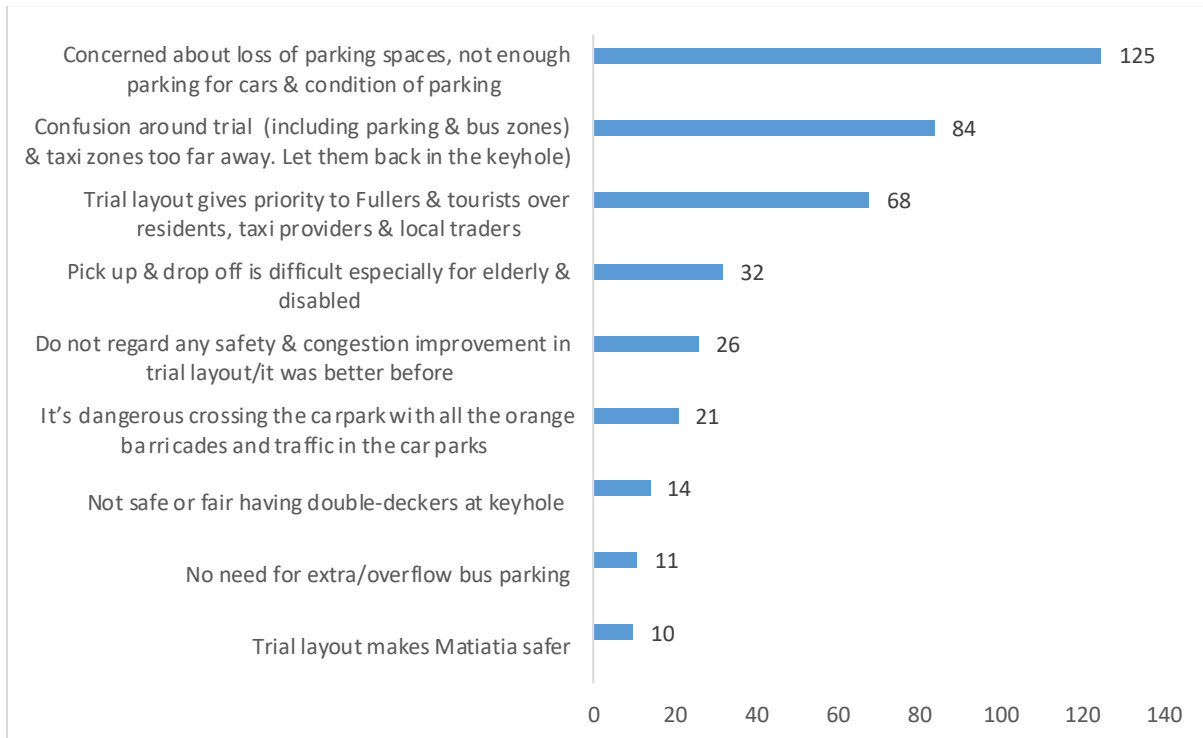
## Which of the following option best describes your experience with the traffic layout currently being trialled at Matiatia?



All submissions replied to this question

- 55.5% were very dissatisfied with the trial layout
- 27% were dissatisfied with the trial layout
- 5.5% were neither satisfied or dissatisfied with the trial layout
- 8% were satisfied with the trial layout
- 4% were very satisfied with the trial layout

## Can you please explain why you answered the above as you did?



316 submissions replied to this question

## The key themes

### Can you please explain why you answered the question 'what best describes your experience with the traffic layout currently being trailed' as you did?

- Concerned about loss of parking spaces, not enough parking for cars & condition of parking - (125 submissions)

*"I'm dissatisfied from the point of view of a person who lives nowhere near a bus-Stop. You have continually taken away car parks. It becomes a nightmare when I need to go into town. Also, if when arriving back from a trip with two suitcases, why do I have to trudge all the way to a taxi stand lugging everything. I can only imagine how a young mother feels when trudging along to the car park with kids and luggage in tow especially in winter when it's raining. As it stands, if I want to go into Auckland for any reason, I must be down at the car park no later than 7.45am just to get a car park even if I have an appointment later in the day. Because of the recent changes I dread going in to Auckland now."*

- Confusion around trial (including parking & bus zones) & taxi zones too far away. Let them back in the keyhole) – (84 submissions)

*“The taxis should be close up to the terminal! The people who use taxis are likely unable to walk as far as they now have, to get to the taxi due to aspects such as age and lots of luggage. So now they have, to walk far?? Ridiculous and shows the lack of care for their customers.”*

*“Traffic still chaos in the keyhole, pedestrians everywhere, leaving the carpark pedestrians crossing traffic and not looking. Gridlock with taxis and buses and cars all trying to pull out across oncoming traffic at the same time. Pedestrians not knowing where to go when they get off ferry and crossing the car parks in and out of the parked cars, it will be even worse as winter comes and it is dark’.*

- Trial layout gives priority to Fullers & tourists over residents, taxi providers & local traders – (68 submissions)

*“Prioritising big business, like Stagecoach over local transport providers is appalling. Enabling Fullers double decker buses to capture tourist trade and damage island roads is not supporting the island environment or economy.”*

- Pick up & drop off is difficult especially for elderly & disabled (32 submissions)

*“The main issue for me is pick up and drop off. Removing ease to get people quickly. It knotted up with people trying to get out of the car park, it felt less safe. Less easy.”*

- Do not regard any safety & congestion improvement in trial layout/it was better before (26 submissions)

*“As a resident of the island, this has only made things worse. The number of free carparks have, gone down, and getting to a taxi on the multiple occasions that I needed to has, been problematic and involved MORE dangerous walking around moving vehicles compared to the original setup.”*

*“It works better how it was previously”*

- It’s dangerous crossing the carpark with all the orange barricades and traffic in the car parks (21 submissions)

*“Still dangerous for pedestrians with the walkway crossing the carpark.”*

*“The pedestrian access to the taxi area was still haphazard and dangerous with cars moving in and out of that area.”*

➤ Not safe or fair having double-deckers at keyhole (14 submissions)

*“The double decker buses need to be moved out of the keyhole. They’re dangerous, take up too much room and only cater to tourists.”*

*“The double-decker buses and tourist transport should not be permitted in the keyhole area, as these prioritise tourists; rather the needs of residents to access taxis should be met in the keyhole area.”*

➤ No need for extra/overflow bus parking (11 submissions)

*“The bus carpark was never used, we all have multiple photos to show this.”*

*“Removing parking in exchange for bus parking which is never utilised”*

*“Extra bus parking was always empty”*

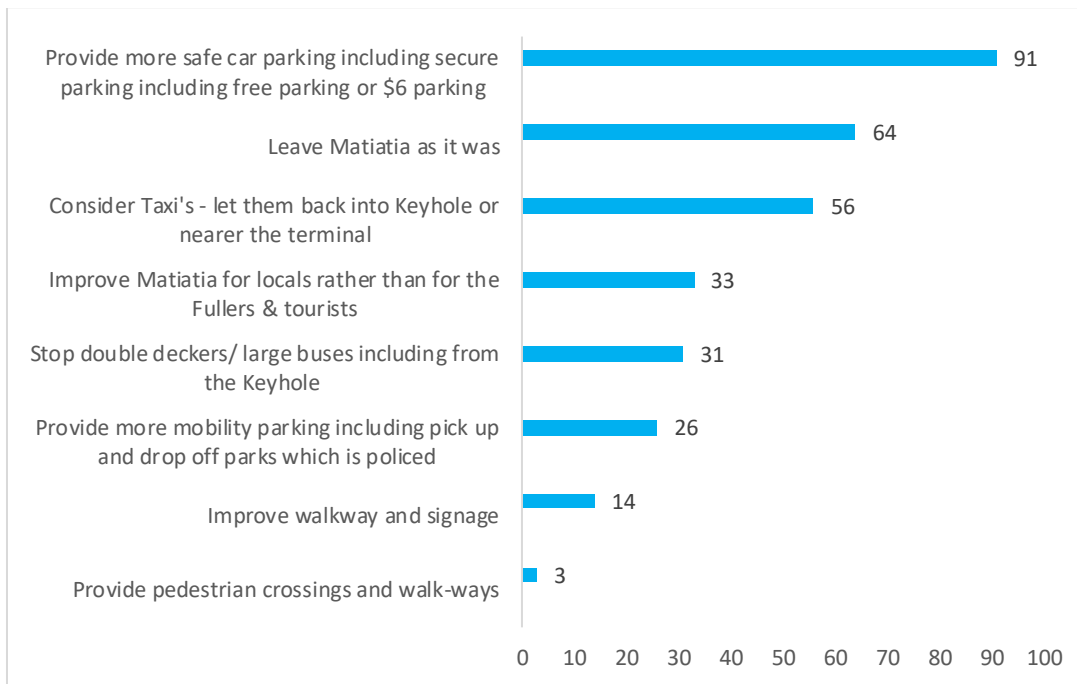
➤ Trial layout makes Matiatia safer (10 submissions)

*“Like the fact it’s safer for everyone as previously people walking in front of moving buses and cars.”*

*“The arrangements made the keyhole area a much safer and more convenient space for pedestrian movement on several fronts. It is a start to assessing how Matiatia can be a more attractive and safer transport hub.”*

*“The layout after operators getting used to is much safer and orderly.”*

## In your opinion, how can we further improve your experience with the traffic layout at Matiatia?



308 submissions replied to this question

### The key themes

#### In your opinion, how can we further improve your experience with the traffic layout at Matiatia?

- Provide more, safe car parking including secure parking including free parking or \$6 parking (91 submissions)

*“Reinstate the additional car parking spaces and take the bus parking away. Also, seal the gravel in the free parking area up the hill for two-day parking.”*

- Leave Matiatia as it was (64 submissions)

*“Put it back to the way it was, a transport hub for people who live on the island.”*

*“It worked perfectly well prior to this latest change. Everybody local new how to work the previous layout for the benefit of all.”*

- Consider taxis - let them back into keyhole or nearer the terminal (56 submissions)

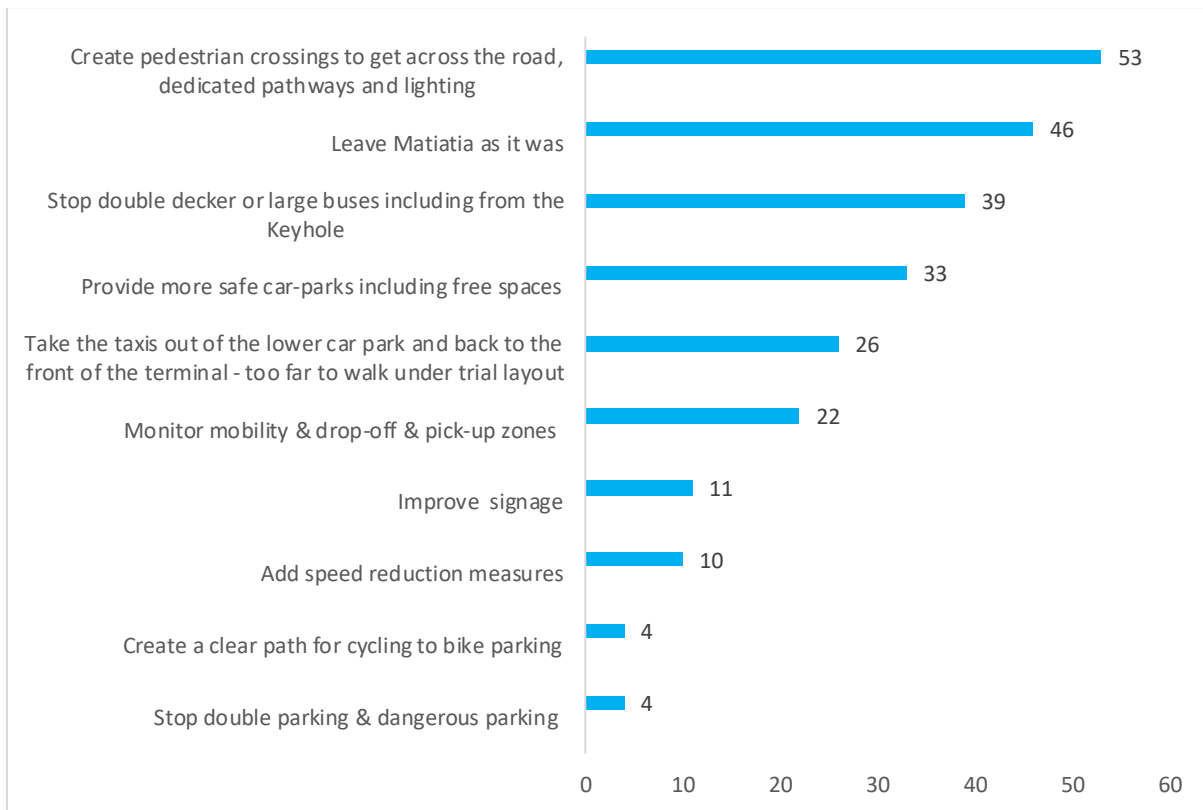
*“Let the taxis back in the keyhole and give the locals back their car park”*

*“Return the taxis to their original parking area. Extend the parking area for buses and taxis beyond the current bus parking area. Having so many people walking through the car park was dangerous.”*



- Improve Matiatia for locals rather than for the Fullers & tourists (33 submissions)  
*“That Fullers double decker and tour buses were able to use the seaward area of the keyhole but not other tour operators has created a non-competitive environment for other tour operators, Fullers as an overseas owned company already has an almost monopoly in getting to the island they do not need to have a unfair advantage over local operators. “*
- Stop double-deckers/large buses including from the keyhole (31 submissions)  
*“Get the double-deckers out of the keyhole, put taxis back in the keyhole, re-instate the parking spaces in the front car park.”*  
*“For a start get some of those huge double decker buses out of the area. Most of the time they're half empty. Get the taxi stand to be in closer proximity to the ferry terminal.”*
- Provide more mobility parking including pick up and drop off parks which is policed (26 submissions)  
*“More pickup area needed as the 30 min area is often full of shuttles etc. Many use the drop off parks for picking up, especially when no supervisor around.”*  
*“Make an appropriate place to pick up and drop off the elderly and disabled.”*
- Improve walkway and signage (14 submissions)  
*“Covered walkways to the carpark area, safe and even footpaths with safe pedestrian crossing. A legal and dry, health and safety approved area at the taxi rank. Nothing is legal AT. Where is your health and safety officer, nothing is legal AT“*  
*“Improve the walkway and signage directing arriving visitors to the new taxi stand.”*

## In your opinion, how can we make the ferry traffic layout at Matiatia safer?



288 submissions replied to this question

### The key themes

#### In your opinion, how can we make the ferry layout at Matiatia safer?

- Create pedestrian crossings to get across the road, dedicated pathways and lighting (53 submissions)

*“Pedestrian crossings and making sure it’s clear where everything is and where every individual should go. Also put lights up the top of the gravel drive way. People will get hurt.”*

*“An actual pedestrian crossing at entrance before key hole”*

*“Pedestrian walkway beside road to car parks as currently forced to walk through car park and taxi zone. Too much going on and people in a hurry and no safe path. Cars park in boat ramp area and then push through pedestrians with nothing to stop them. Have seen many near accidents.”*

- Leave Matiatia as it was (46 submissions)

*“Yes, the keyhole is congested, but that never changed. In fact, the double decker buses added to it. So, leave it.”*

*“It will be safe and has been safe for many years go back to previous arrangements”*

- Stop double decker or large buses including from the Keyhole (39 submissions)

*“No double-decker buses in keyhole”*

*“For a start get the double decker buses out of there or at least reduce the numbers. They lumber along so slowly & blocking anything from view and frustrating motorists.”*

- Provide more, safe car-parks including free spaces (33 submissions)

*“Provide more parking, there is a lot of grass area can they not extend that area more?”*

*“Increase the available parking spaces available”*

- Take the taxis out of the lower car park and back to the front of the terminal - too far to walk under trial layout (26 submissions)

*“Allow taxis back in the keyhole. More parking spaces on the seaside of the road so there is, less people crossing.”*

*“It would be safer for Taxis to be allowed back in the key hole.”*

- Monitor mobility & drop-off & pick-up zones (22 submissions)

*“A traffic officer, during summer months and peak hours can make things smoother, making sure no one is taking advantage of drop off/pick up areas and taking care of elderly/disable customers whose pick up/drop off should prioritised.”*

*“The current trial has made this worse! So many people thinking parts were a crossing and utter confusion. It comes back to monitoring the drop off and pick-up”*

- Improve signage (11 submissions)

*“Better paths with full cover the whole way and signage.”*

*“Better signage and information directing travelers on where to go, maybe even a pedestrian crossing somewhere.”*

- Add speed reduction measures (10 submissions)

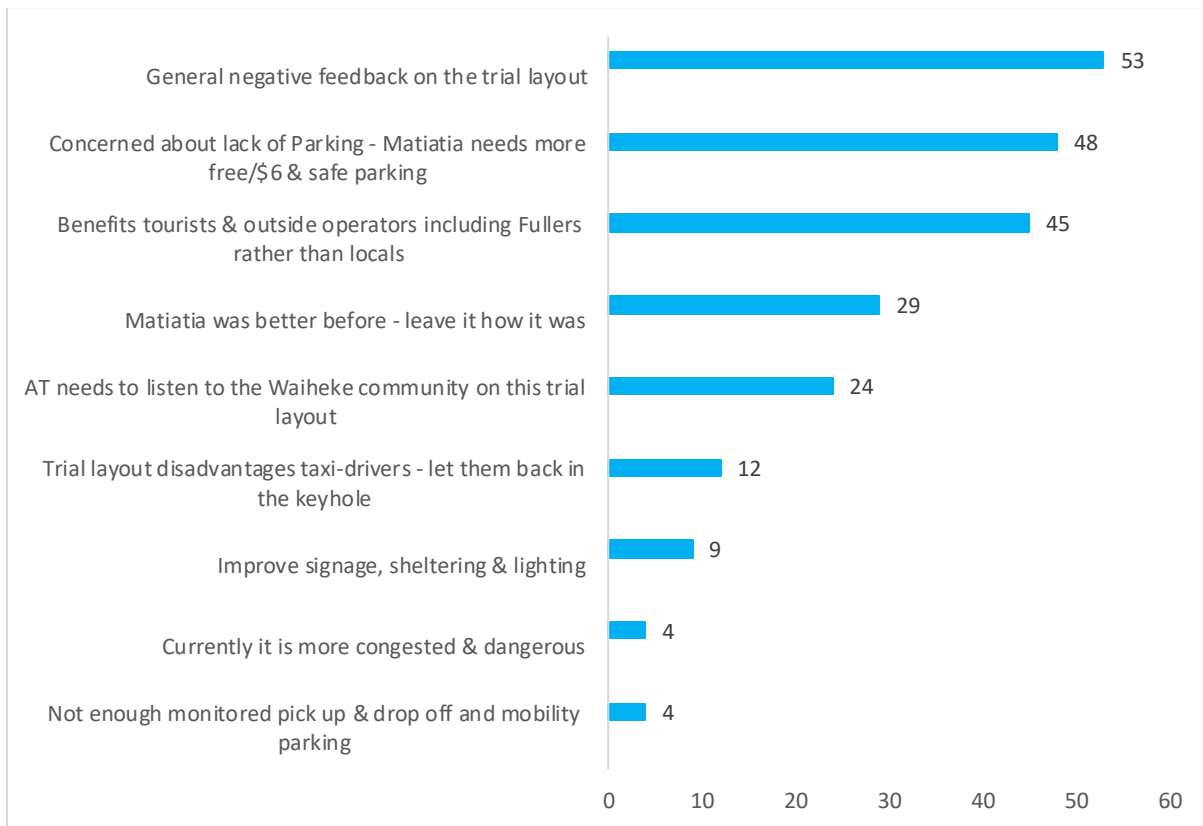
*“Slow down sign as many cars are driving fast to enter the car park especially to the nearest to the wharf.”*

*“A lower speed limit for all traffic below the Owhanke carpark.”*

*“Speed humps approaching the wharf for the late comers speeding”*

*“Make the area 20KPH”*

## Are there any other comments you would like to make about the traffic layout currently being trialled at Matiatia?



252 submissions replied to this question

### The key themes

#### Are there any other comments you would like to make about the traffic layout currently being trialled at Matiatia?

- General negative feedback on the trial layout (53 submissions)

*“It’s prohibitive to actually going into town with young kids never mind the ferry charges you are stopping people living”*

*“It doesn’t work”*

- Concerned about lack of parking – Matiatia needs more, free/\$6 & safe parking (48 submissions)

*“Parking was difficult before the current layout. Now it is impossible. If you arrive after 8am it is impossible to find a space. There are not enough spaces for commuters let alone those traveling into Auckland later in the day. “*

*“Make all car parks 6\$, seal them all and paint marks on each one. Make it clear, where people can and cannot park. The spaces near the car hire buildings for example are a mess, no one really knows if you can park there. But what you should really do is build a 2 or 3 level car park down there.”*

- Trial layout benefits tourists and outside operators including Fullers rather than locals (45 Submissions)

*“The layout being trialled doesn’t work for anyone except Fullers. Commuters, island residents visiting hospital, taxi and charter services are all disadvantage using the false pretence of safety.”*

*“Fullers hop on hop off commercial operations seem to get priority over other smaller commercial operators. This is inequitable and unfair and may be the source of much of the ire of small tourist businesses.”*

- Matiatia was better before - leave it how it was (29 submissions)

*“It’s a disaster and does not work for anyone except Fullers. Taxi drivers are losing business and income, locals are disadvantaged and visitors to the island are confused. There was nothing wrong with the previous layout so it should be reinstated.”*

- AT needs to listen to the Waiheke community on this trial layout (24 submissions)

*“You need to listen to the Waiheke Community. We are the ones that use this area daily. You did not listen and just come in and spend our hard-earned money on a trial that we told you wouldn’t work.”*

*“It just does not function efficiently for every day Waihekians. We are the ones who have to deal with Matiatia all year round. Not just summer.”*

- Trial layout disadvantages taxi-drivers - let them back in the keyhole (12 submissions)

*“Taxi drivers are losing business and income, locals are disadvantaged and visitors to the island are confused. There was nothing wrong with the previous layout so it should be reinstated.”*

*“The smaller tour buses and taxis had a hard time being based out of the car park”*

- Improve signage, sheltering & lighting (9 submissions)

*“The signage is SO poor. Please stop using taxi and shuttle on signs - neither exist in law any more. Your wardens have no P code to ticket a taxi left unattended.”*

*“Signage needs to be clearer for the public.”*

## Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the trial layout. We have collated and responded to all design suggestions identified in the feedback, organised by the following

| Design suggestion in feedback  | AT response   |
|--|---|
| <b>Reserve land</b>  |   |
| The land set aside as Maori reserve land has not been excluded. In fact, you have redeveloped it for short term parking and a taxi stand. Why?   | [AT to provide a response once a final decision has been made on the trial] |
| <b>Taxi Issues</b>   |   |
| The local taxi drivers who rely on their summer income to survive the winter and still provide their services were adversely affected while fullers took a vast majority of their customers as the visitors could find them. | [AT to provide a response once a final decision has been made on the trial] |
| Having to walk all the way to the carpark for a taxi is ridiculous.  | [AT to provide a response once a final decision has been made on the trial] |
| It's an absolute, shambles getting to a taxi for a disabled person.  | [AT to provide a response once a final decision has been made on the trial] |
| <b>Parking</b>   |   |
| Losing all the spaces for the bus parking means if you arrive later that 9 you can't park.   | [AT to provide a response once a final decision has been made on the trial] |
| Parking for commuters is already at a premium and now you've taken out a large number of parks for the taxi rank.  | [AT to provide a response once a final decision has been made on the trial] |
| Dangerous when trying to drop off and pick up kids!  | [AT to provide a response once a final decision has been made on the trial] |
| Far too many parks taken away when there were never enough to start with. Promised extra parks never materialised.   | [AT to provide a response once a final decision has been made on the trial] |

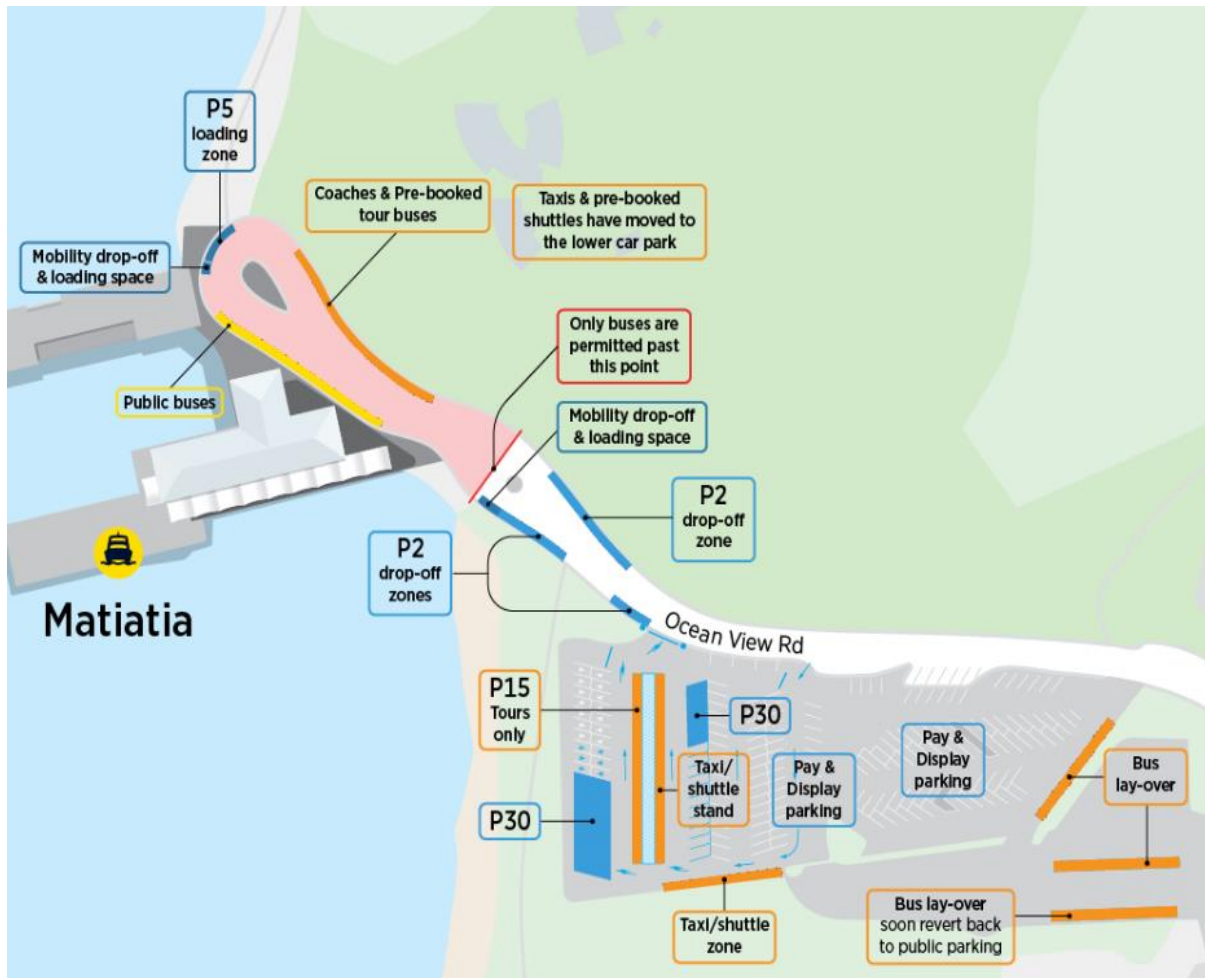
| Design suggestion in feedback   | AT response   |
|---|---|
| I appreciated that locals could still drop off and pick up from the ferry (I strongly lobby for that to remain) and that the disabled were slightly increased, disabled need to be able to drop off in front of the building too, they need to be protected as much as possible in adverse weather. | [AT to provide a response once a final decision has been made on the trial] |
| I have elderly parents and a new born, with the taxis being moved to the location in the lower car park there is less space closer to the ferries.  | [AT to provide a response once a final decision has been made on the trial] |
| You took all parking away not enough mobility parking   | [AT to provide a response once a final decision has been made on the trial] |
| It's dangerous crossing the carpark with all the orange barricades and traffic in the car parks   | [AT to provide a response once a final decision has been made on the trial] |
| <b>Local Community</b>  |   |
| Locals really penalised. Only the double-deckers Win. It's like AT is supporting Fullers all the way at the expense of locals.  | [AT to provide a response once a final decision has been made on the trial] |
| The way it has been laid out benefits no one apart from Fullers   | [AT to provide a response once a final decision has been made on the trial] |
| <b>Pedestrian Crossings</b>   |   |
| Pedestrian crossing over exit drive from carpark. Pedestrian crossing at entrance to keyhole for crossing to P2 and/or walking up road  | [AT to provide a response once a final decision has been made on the trial] |
| A pedestrian crossing at entrance of key hole and another pedestrian crossing in the key hole. So people getting taxis especially the elderly and disabled can get at taxi  | [AT to provide a response once a final decision has been made on the trial] |
| Have a pedestrian crossing for children near the bins - my kids have to, cross that keyhole to catch a school bus.  | [AT to provide a response once a final decision has been made on the trial] |
| Let's have designated pedestrian crossing areas   | [AT to provide a response once a final decision has been made on the trial] |
| <b>Confusion around trial</b>   |   |
| The taxi-ramp in the middle of the car park causes both congestion and confusion. There is no logical flow.   | [AT to provide a response once a final decision has been made on the trial] |
| <b>Stop double-deckers/ large buses including from the Keyhole</b>  |   |



| Design suggestion in feedback  | AT response   |
|--|---|
| Get rid of double decker buses altogether. They are dangerous and not in keeping with the island we are keeling to the tourist industry.   | [AT to provide a response once a final decision has been made on the trial] |
| The double-decker buses and tourist transport should not be permitted in the keyhole area, as these prioritise tourists; rather the needs of residents to access taxis should be met in the keyhole area.  | [AT to provide a response once a final decision has been made on the trial] |
| <b>Provide better paths &amp; signage for safety</b>   |   |
| Provide better paths with full cover the whole way and signage.  | [AT to provide a response once a final decision has been made on the trial] |
| <b>Leave Matiatia as it was</b>  |   |
| Put it back the way it was but restrict areas close to the terminal to cars and public transport. Put private tour groups and buses in a separate area.  | [AT to provide a response once a final decision has been made on the trial] |
| Change it back to what it was before, but with more mobility car parks   | [AT to provide a response once a final decision has been made on the trial] |
| Simply revert to the existing situation before the trial commenced. Most Islanders could not see a problem, nor a need for change.   | [AT to provide a response once a final decision has been made on the trial] |
| You need to listen to the Waiheke Community. We are the ones that use this area daily. You did not listen and just come in and spend our hard-earned money on a trial that we told you wouldn't work.  | [AT to provide a response once a final decision has been made on the trial] |
| I certainly hope it's not costing us to have that area rebuilt. What a waste of time and money. I didn't see any AT people surveying the carnage either  | [AT to provide a response once a final decision has been made on the trial] |
| <b>Do not regard any safety &amp; congestion improvement in trial layout</b>   |   |
| Do not regard any safety & congestion improvement in trial layout/leave it as it was   | [AT to provide a response once a final decision has been made on the trial] |
| Unenforced laws, dangerous, overcrowded, corrupt   | [AT to provide a response once a final decision has been made on the trial] |
| Traffic still chaos in the keyhole, pedestrians everywhere, leaving the carpark pedestrians crossing traffic and not looking. Gridlock with taxis and buses and cars all trying to pull out across oncoming traffic at the same time. Pedestrians not knowing where to go when they get off ferry and crossing the car parks in and out of the parked cars, it will be even worse as winter comes and it is dark | [AT to provide a response once a final decision has been made on the trial] |
| <b>Speed reduction measures</b>  |   |

| Design suggestion in feedback  | AT response   |
|--|---|
| Suggest speed humps approaching the wharf for the late comers speeding | [AT to provide a response once a final decision has been made on the trial] |

# Attachment 1: Trial layout



# Attachment 2: Feedback form

## Feedback form

Please take the time to complete this feedback form and return it to us by **Tuesday 7 April 2020**. You can freepost the form back to us or alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](http://AT.govt.nz/haveyoursay). If you need assistance completing this form or have further questions, please contact us on (09) 355 3553.

If you require more space to provide feedback, you can enclose additional papers or provide feedback online.

We at Auckland Transport have a responsibility to provide a safe and orderly environment for all Aucklanders - however they choose to travel.

Auckland Transport is currently trialling a new traffic layout at Matiatia with the aim of improving pedestrian safety and reducing traffic congestion. The questions below are to help us understand your experience with the new traffic layout at Matiatia.

1. Which of the following options best describes your experience with the traffic layout currently being trialled at Matiatia?

|   |   |   |   |   |
|---|---|---|---|---|
|  |  |  |  |  |
| <input type="checkbox"/>  | <input type="checkbox"/>  | <input type="checkbox"/>  | <input type="checkbox"/>  | <input type="checkbox"/>  |
| Very Dissatisfied   | Dissatisfied  | Neither Satisfied or Dissatisfied   | Satisfied   | Very Satisfied  |

• Can you please explain why you answered the above as you did?

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2. In your opinion, how can we further improve your experience with the traffic layout at Matiatia?

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3. In your opinion, how can we make the traffic layout at Matiatia safer?

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4. Are there any other comments you would like to make about the traffic layout currently being trialled at Matiatia?

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### Personal information

|                       |  |
|-----------------------|--|
| Name                  |  |
| Street address        |  |
| Suburb                |  |
| Post code             |  |
| Email                 |  |
| Phone                 |  |
| Business/organisation |  |

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

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

Which of the following best describes you?  
(CHECK ALL THAT APPLY)

|   |   |
|---|---|
| <input type="checkbox"/> Full-time Waiheke resident               | <input type="checkbox"/> Part-time Waiheke resident |
| <input type="checkbox"/> Visitor                                  | <input type="checkbox"/> Commuter from Auckland     |
| <input type="checkbox"/> Commuter to Auckland (for work or study) | <input type="checkbox"/> Taxi/tour operator         |
| <input type="checkbox"/> Other (please state below)               |   |

What is your main form of transport to & from Matiatia?

|                                  |   |
|----------------------------------|---|
| <input type="checkbox"/> Driving | <input type="checkbox"/> Public bus                 |
| <input type="checkbox"/> Taxi    | <input type="checkbox"/> Cycling                    |
| <input type="checkbox"/> Walking | <input type="checkbox"/> Other (please state below) |




FreePost Author by No. 235-462

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Auckland 1142

Protect: MATIATIA TRAFFIC LAYOUT

**Public feedback is open until  
Tuesday 7 April 2020**

**Return instructions**



Follow Auckland Transport or AkiTransport  
[AT.govt.nz/haveyoursay](http://AT.govt.nz/haveyoursay)

**Have your say...**

**on the traffic layout currently being trialled at Matiatia.**



Give your feedback by  
**Tuesday 7 April 2020**

