

Your feedback on Gowing Drive Safety Improvements



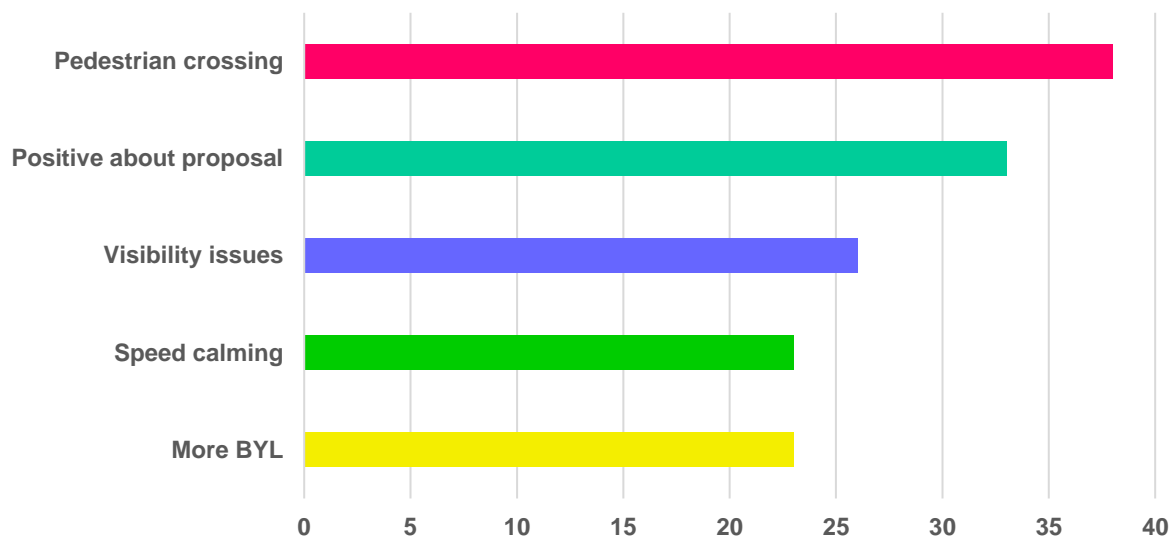
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Summary

We are proposing a range of safety improvements on Gowing Drive. We consulted on this proposal from 31 October to 29 November 2019 and received submissions from 113 people.

Key themes in feedback



Submissions may be counted in more than one theme

- **Pedestrian crossing:** The most popular suggestion in the feedback was to include a pedestrian crossing. Most people suggested that a pedestrian crossing was needed on Dorchester Street or in place of the pedestrian facility outside 7 and 30 Gowing Drive.
- **Positive about proposal:** These people made submissions just to say they were excited about or felt positively about the proposal. They did not suggest ways the proposal could be improved or potential issues with the proposal
- **Visibility issues:** Visibility issues were a popular topic in people's submissions. The issues and suggestions in this category ranged widely from suggestions to install mirrors at intersections with poor visibility to help see traffic coming around the corner to noting spots where trees, bushes and shrubs blocked people's view down the road.
- **Speed calming:** These people made submissions about the need for more speed calming measures, beyond those included in the proposal or instead of elements of the proposal. Including speed humps in the proposal was a popular suggestion, but many simply highlighted an area where speed is a problem without suggesting a specific speed calming element.
- **More BYL:** These people felt that the proposal should include more BYL. Mostly people in this group asked for BYL in places where currently there it is illegal to park such as within 6 meters of an intersection or closer than a meter to a driveway.

Next steps

This project will now be added to our programme for funding allocation. The next funding round will be in March 2021.

Changes from consultation

After finishing consultation, we have made the following changes:

- A new raised pedestrian crossing near the intersection of Gowing Drive and Parsons Road.
- Parking restrictions – based on the feedback from the consultation, we have extended some ‘no stopping at all times’ (broken yellow lines) parking restrictions at locations where visibility is restricted.

Go to <https://at.govt.nz/projects-roadworks/gowing-drive-safety-improvements/> to see the new design.

Background

What are we seeking feedback on?

Auckland Transport wants to improve safety along Gowing Drive and Dorchester Street after a fatal crash in January 2018. This project is fully supported by the Orakei Local Board.

Proposed safety improvements along Gowing Drive will slow traffic, improve sight lines and provide a safer road crossing for pedestrians. We invite your feedback on these proposed safety measures.

Go [here](#) to see detailed designs.



Proposed "slow" markings and one pair of side islands.

Proposed safety improvements

- Side islands and pedestrian facility - Four new side islands and one pedestrian facility are proposed, to reduce speed and enable safer crossing for bus customers and other people walking by reducing the width of the road they need to cross.
- "Slow" pavement markings – Slow markings on the road (coloured red) will alert drivers and help to reduce speeds.
- In addition to these safety measures, we will extend broken yellow lines by 9 metres each side of bus stops. This ensures visibility of stopped buses for drivers and adequate sight lines for people crossing the road. This work is being done to bring the markings up to current standards, we are not seeking feedback on this aspect of the project.

These safety improvements would mean a reduction in on-street car parking spaces:

- 21 for the bus stop broken yellow lines,

- 12 to enable the side islands,
- and 38 to improve sight lines around the pedestrian crossing and bends.

Consultation

We consulted on the proposed safety improvements from 31 October to 29 November 2019.

What we asked you

We asked:

1. Do you have any feedback on the proposed changes? Please outline all your feedback here and be as specific as possible to ensure we capture it correctly.
2. Is there anything we should be aware of when implementing these safety improvements?

Activities to raise awareness

To let you know about our consultation, we:

- mailed brochures to over 2000 residents and property owners
- set up a project webpage and an online feedback form on our website
- posted information on social media
- held a public open day on the 2nd of November

How people provided feedback

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or by emailing us at ATEngagement@at.govt.nz

Your feedback

Overview

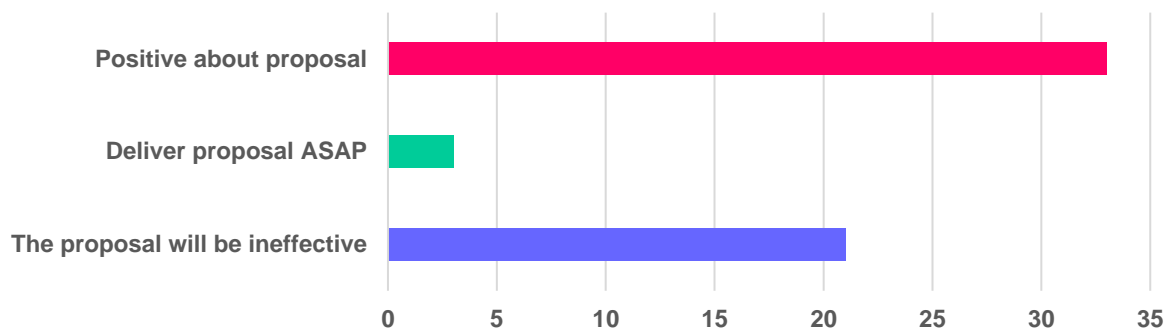
We received public feedback on the proposal from 113 people. 81 of these were submitted online and 32 were submitted using the freepost feedback form.

Themes in feedback

We have analysed the public feedback to identify key themes.

General themes

These themes relate to the project as a whole.



Submissions may be counted in more than one theme.

Positive about proposal

These people made submissions just to say they were excited about or felt positively about the proposal. They did not suggest ways the proposal could be improved or potential issues with the proposal.

“Over all I feel the proposed plans are very positive and will be a huge improvement if they will be able to slow the traffic on Gowing drive and help to make driving a lot safe for everyone who uses the road.”

Deliver proposal ASAP

The submission from these people asked for the proposed changes to be delivered as fast as possible.

“The sooner it's done the better (especially the removing of car parks so I can see buses coming before they're on top of me!!)”

The proposal will be ineffective

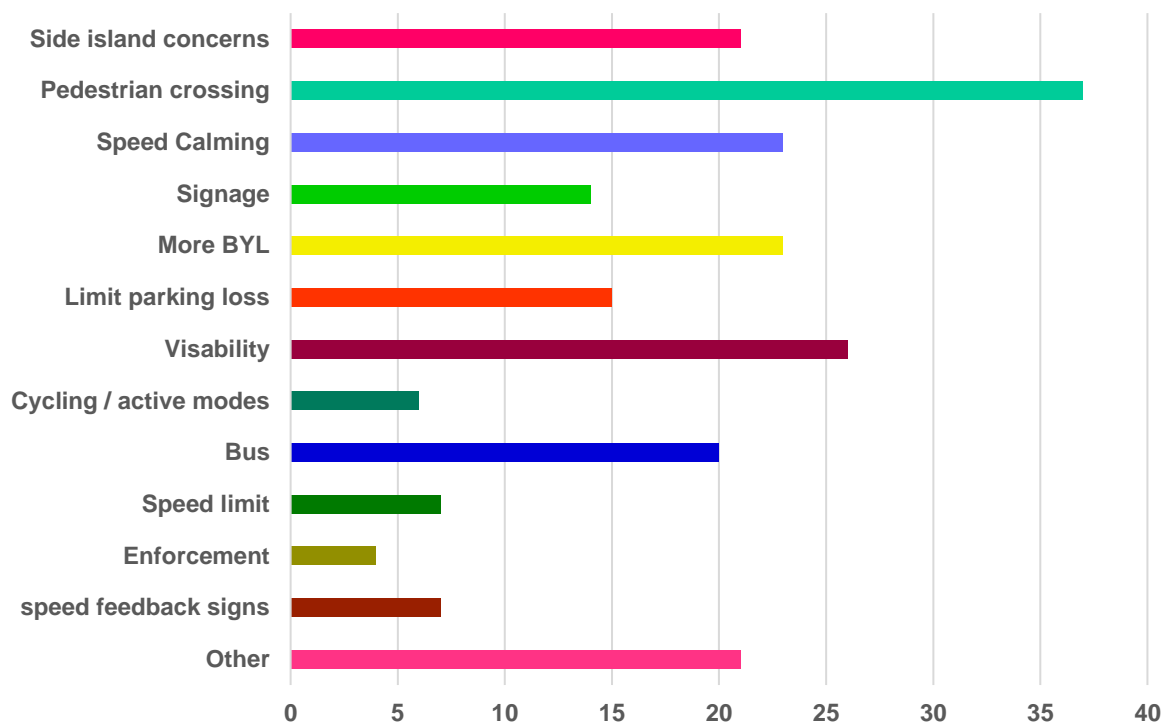
These people felt that the proposal or specific elements of the proposal would not effectively make Gowing Drive safer. Some people suggested that rather than making Gowing Drive safer, the proposal would make it less safe.

Most of these people were concerned that by removing vehicle parking and improving visibility the proposal would increase vehicle speeds as the road would feel more open and drivers would feel more confident.

“I feel this is just going to make the roads more open to those who speed and punish residents by taking away their parking.”

Suggestion themes

These themes relate to suggestions or issues related to specific aspects of the proposal.



Submissions may be counted in more than one theme.

Buildout concern

These people made submissions outlining their concerns around the side-islands (referred to in the plans as traffic islands). Peoples most common concern was that the side-islands would make the road narrower, creating pinch-points or forcing vehicles to cross the centerline where they might come into conflict with oncoming traffic.

“The road narrowing outside 86/88 Gowing drive is also right before/after a blind corner. You are forcing people into the middle of the road when on-coming traffic can't see them.”

Other people worried that some of the side-islands were too close to corners to give proper visibility for drivers. Some suggested that the side-islands would be more effective further on straight sections where drivers often travel at higher speeds.

“There doesn’t seem to be good visibility for the positioning of this set of islands. I propose they move further south to impact the traffic moving fast either up or down the hill i.e. to number 51 and 82?”

Some of the people in this groups questioned the buildouts amenity for pedestrians. People suggested that including ramps would help people pushing prams, bikes and scooters cross easily and that the side islands should be positioned where people want to cross the road.

“they appear to have been positioned purely based on the locations that have most impact on traffic speeds, but not considering where crossing locations are actually needed. If people have to detour significant distances from their ideal route, then they won’t get used.”

Pedestrian crossing

The most popular suggestion in the feedback was to include a pedestrian crossing. Most people suggested that a pedestrian crossing was needed on Dorchester Street or in place of the pedestrian facility outside 7 and 30 Gowing Drive. People felt that the proposed pedestrian facility is inadequate for people wishing to cross Gowing Drive. They argued that pedestrians needed the protection and priority that a pedestrian crossing provides of how busy this section is, especially with children walking to and from school.

“There needs to be a pedestrian crossing added so children and people can cross the road safely when walking to bus stops or local schools.”

“Without a safe pedestrian crossing, there will not be a time when my wife and I will be able to allow our children to walk to/from school on their own during their years in primary school. Likewise, to form a walking school bus, a pedestrian crossing has to be built first.”

Speed calming

These people made submissions about the need for more speed calming measures, beyond those included in the proposal or instead of elements of the proposal. This group were particularly concerned with the high speeds of vehicles on Gowing Drive. Including speed humps in the proposal was a popular suggestion, but many simply highlighted an area where speed is a problem without suggesting a specific speed calming element.

“The speed at which cars drive down Gowing is one of the main issues for pedestrian safety. In addition to the new signage, I think it’s important to include additional measures that will make cars reduce their speed.”

Signs

This group of people made submissions that included suggestions about signs. Most of these suggestions regarded the red SLOW markings proposed on Dorchester Street and the Eastern end of Gowing Drive.

“I have reviewed the proposed plans and support the red slow markings on the tarmac, the electronic speed signs to warn drivers who are not used to driving in this area as reminders to be more careful.”

The rest were suggestions to add a sign the person felt was missing or move an existing or proposed sign.

“A stop sign is proposed at the intersection of Cruickshank and Gowing Drive. One at Archdall and Gowing Drive should be considered too - this is a bad intersection with poor visibility.”

More Broken Yellow Lines (BYL)

These people felt that the proposal should include more BYL. Mostly people in this group asked for BYL in places where currently there it is illegal to park such as within 6 meters of and intersection or closer than a meter to a driveway.

“I see that outside no 25 and 27 Gowing Drive (either side of Steele Street) you have no parking areas. Well we need the same no parking area either side of Archdall Street.”

Other people suggested extending proposed BYL to improve visibility and safety.

“Yellow lines on BOTH sides of the sharp corner on Gowing drive, one side isn't going to be enough as people park at that most ridiculous angles on that corner.”

Limit parking loss

These people, most of them residents, were worried about the loss of parking resulting from the proposed bus stops and BYL. These people argued that removing 71 parking spaces would be difficult for people living in and around Gowing Drive as parking is already under pressure.

“My only concern is the amount of on street parking we are losing - it is already often difficult to find on street parking in Gowing Drive - losing over 70 spaces in total is going to make it so much worse.”

People also suggested that increasing parking pressure by removing would lead to poor parking behavior.

“Gowing Drive has a large % of flats, most with inadequate onsite parking. Removing more than 70 cars from the street can only encourage illegal parking on footpaths and conflicts with neighbors.”

Visibility issues

Visibility issues were a popular topic in people's submissions. The issues and suggestions in this category ranged widely from suggestions to install mirrors at intersections with poor visibility to help see traffic coming around the corner:

"Please consider putting in mirrors (if the angle allows it: obviously engineers will need to consider this) to allow people turning out of Archdall Street onto Gowing Drive to see oncoming traffic."

To noting spots where trees, bushes and shrubs blocked people's view down the road.

"While turning right from Archdall may technically meet requirements, the sight distance is poor, and trees need to be trimmed to ensure maximum sight distance available."

People also mentioned that lack of visibility due to poor parking is a regular issue on and around Gowing Drive.

"People often park right up to the corner and, because of the road angle, when trying to turn right out of Parsons Road we have to drive past the give way line and into the Gowing Drive lane in order to see whether traffic is coming up Gowing Drive."

Cycling and active modes

These people made submissions about cycling, walking or other active forms of transportation. Some people in this group were concerned that the curb buildouts could be a hazard for cyclists as it forces them into the center of the road where they may come into conflict with vehicles.

"I am opposed to the build-outs that project into the road and present hazardous obstacles for cyclists, forcing them out into the carriageway where they are in conflict with vehicles."

Others pointed out that once the Glenn Innes to Tamaki shared path is completed more cyclists and pedestrians will use Gowing Drive to access the path. These people suggested that the proposed safety improvements are good opportunity to cater for this future growth in people cycling and walking.

"Cyclist numbers have increased in recent years and are only likely to significantly increase further when the GI to Tamaki Drive path Stage 2 is finally build. Children are likely to be big users of the local accessways to this path to cross the valley to the local schools in Kohimarama (Selwyn College and St Thomas's), and will have to use local roads to travel between home and the path accessways."

Busses and bus-stops

The most common suggestions about buses and bus stops were to move the proposed bus stops away from corners and intersections. These people argued that proposing bus stops close to corners or intersections is unsafe because vehicles will not have adequate time to stop if a bus is at its stop.

“The current location of the bus stop is dangerous, and we consider the new location to be equally as dangerous.”

Other people suggested improvements to bus stop amenity such as seating for people waiting for their bus and shelters to protect people from the elements.

“It would be good to have a covered bus stop with sitting bench for older people living in the street and close by.”

Some people felt that Gowing Drive is too narrow to be a safe bus route and suggested we look at moving the bus route somewhere else.

“I’m aware this is a bus route so is not being considered - my answer to that is to move the buses out of that part of Gowing Drive - they are a menace.”

Speed Limit

These people suggested that the speed limit on Gowing Drive should be lowered. Some people suggested either a 30 km/h or 40 km/h while some people simply suggested that a lower speed limit is required but did not provide a specific speed limit, they feel is appropriate.

“There needs to be a reduction in speed limit on Gowing Drive. It is too narrow to accommodate buses at 50km/hr”

Enforcement

These people felt that enforcing existing parking and traffic rules on Gowing Drive would improve safety. Most of these people wanted more parking enforcement and one person specifically suggested placing a van with a mobile speed camera of Gowing Drive.

“I also request enforcement of the no parking area around this intersection to improve the safety of both turning vehicles and pedestrians.”

Speed feedback signs

These people made submissions about the proposed speed feedback signs, mostly making suggestions about their placement.

“The near misses I’ve experienced / seen involve cars travelling at speed over the blind rise near #85 Gowing. The feedback sign from outside #53 might be better used here.”

Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback organised by theme in the table below.

| Design suggestion in feedback | AT response |
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| General themes | |
| The proposal will be ineffective | |
| <p>The improvements will not make Gowling Drive safe enough</p> <ul style="list-style-type: none"> The improvements aim to improve the safety of pedestrians and residents of the area in general, but from my point of view, the proposed changes are not doing enough to achieve this goal. The Dorchester Street / St Johns Road requires a lot more to make it car, bike and pedestrian-friendly. The proposed red surfacing is simply not enough. Walking along St Johns Road, crossing over Dorchester is extremely dangerous. Testing out the impact of the proposed interventions using temporary elements could be of great benefit to the proposal. It would allow residents to understand first hand where the works will take place and how they would help improve safety, as well as allowing council to measure the impacts before spending time and effort in works that may not have the planned impacts. | <ul style="list-style-type: none"> The proposed improvements are appropriate and in proportion to the road safety issues identified in Gowling Drive. We have also had feedback from other stakeholders that the changes proposed are too much. An additional crossing facility has been proposed near Archdall Street. There is also a walking and cycling project underway on Gowling Drive as part of the GI to Tamaki project. The proposed changes are intended to address speeding issues and provide improved facilities for pedestrians crossing Gowling Drive and are not intended to improve the Dorchester Street / St Johns Rd intersection. AT can confirm that this site has added into the investigation list for crossing facility. There is some additional cost and disruption to residents and road users to install then remove temporary elements as a trial. We are confident that the improvements we propose will be effective and we believe that it would be best to go directly to installing permanent improvements. |
| <p>The proposal does not address the safety issues on Gowling Drive</p> <ul style="list-style-type: none"> Coloured signs such as the ones proposed on major intersections have been identified in cycling studies to be ineffective. The issue is that cars parked on the sides of the road narrow the road and traffic (especially buses) still proceeds at speed down the road crossing the centre line. I fail to see how further narrowing the road by adding side | <ul style="list-style-type: none"> Without knowing which studies are being referred to it is difficult to respond to this. However, the signs are not the only improvements proposed and we believe they will complement the other improvements. Removing too much on-street parking is likely to result in higher speeds on Gowling Drive because drivers will feel more comfortable traveling faster |

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| <p>islands prevents this. Traffic will still go down at 50+km but are forced even further to cross the centre line.</p> <ul style="list-style-type: none"> • The speed of traffic that use Gowing Drive and the poor visibility around the Archdall Street and Gowing Drive intersection have not been adequately addressed by the proposals. • I'd question the frequency of issues on the street to merit making radical changes? • I believe the "Slow" pavement markings & Speed Indicator signs on the road will be a waste of time/money. • There is no proposed action at the site of the fatal crash - this is the most dangerous part of the road where cars accelerate after rounding the 25km corner to go up the hill or gain speed as they go down the hill. Having so many parked cars and buses on this stretch of the road pushes all users into the central portion of the road and this problem has not been addressed. • I'm concerned that the proposed traffic island between Rutherford and Archdall will not provide any protection from people driving up the hill. | <p>where there are wider lanes. We have limited the removal of parking to a few limited locations like intersections or the insides of curves where it is necessary to keep sight lines clear for drivers. In straight sections where opposing drivers can see each other approach it is not necessary or desirable to remove more on-street parking.</p> <ul style="list-style-type: none"> • Several options were initially considered for this street including changes which involved more or less that the proposal consulted on. We believe that the changes proposed are appropriate and in proportion to the road safety issues identified in Gowing Drive. Furthermore, a new crossing facility is proposed near the intersection of Archdall Street, which is likely to slow down the traffic speed. However, this needs to be re-consulted with the public. • We believe the SLOW pavement markings, or the speed indicator signs will be effective as they have been proven to be effective in other locations. We have used them reduce speeds on other roads successfully. • We believe that the cause of the fatal crash was primarily excessive speed and that this issue is the same along the whole length of Gowing Drive. We have therefore proposed improvements which will reduce speed along the whole length rather than just focusing on a specific location. • The side island between Rutherford Terrace and Archdall Street has been removed from the plan. |
| <p>The proposal will make Gowing Drive less safe</p> <ul style="list-style-type: none"> • The proposal will encourage speeding by improving sightlines and effectively widening the street at the corners and bends by reducing parking. • This proposal is just going to make the roads more open to those who speed • The visual speed display will draw the drivers' attention to the left-hand side of the road as the vehicle is entering a right-hand curve, this will make this area more unsafe than it is currently. • I am concerned that the removal of parking and replacement with no-parking lines and a central buffer, will increase speeds and make the road less safe. The addition of a painted median strip changes the feel of this | <ul style="list-style-type: none"> • We have limited on-street parking removal to a few locations where we consider that on-street parking could interfere with inter-visibility between drivers or pedestrians. These locations are near intersections, on the inside of curves, and where pedestrians cross. There is also some limited parking removal near bus stops to help the bus access the stop. On the insides of curves it is necessary to prohibit on-street parking so that drivers travelling in opposing directions can see each other. • Curve warning signage on the left-hand side of the road for right-hand curves has been used extensively in New Zealand and is the standard location for this signage. In the contrary, it is considered that signage in the location provide advance warning for motorists so that drivers can adjust their driving accordingly. |

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| <p>road from a residential street to a 'highway' style road will remove the incentive to go slowly.</p> | <ul style="list-style-type: none"> The flush median marking is proposed in on two curves only which we consider to be higher risk. In these locations the median helps maintain separation between opposing vehicles and ensures that the traffic lane is not excessively wide. Please also note that there is being suggested to AT by some residents during the consultation. |
| <p>The poor driving of a small number of people does not justify the proposal</p> <ul style="list-style-type: none"> The driver killed on Gowing Drive was speeding and crossed the centreline before hitting a bus. It is not clear how restricting parking, restricting traffic flow and introducing signage will prevent incidents like the fatal crash in January 2018 from happening in the future. It is unlikely that introducing more restrictions would have any positive effect on reckless driving in the future the scope of the changes that are being considered is too radical and is out of proportion with the need. | <ul style="list-style-type: none"> Our investigation of the crash shows that there are issues with excessive speed and visibility around curves which need to be addressed. This issue is not limited to a single driver. Speed data shows that there are a number of vehicles during over the speed limits along Gowing Drive. The proposed changes are intended to help reduce speed in Gowing Drive. Research has shown that a small reduction in vehicle speeds can result in a much larger reduction in the risk of death and serious injury crashes. Several options were initially considered for this street including changes which involved more or less that the proposal consulted on. We believe that the changes proposed are appropriate and in portion to the road safety issues identified in Gowing Drive. We have also had feedback from other stakeholders that the changes proposed are too little. |
| <p>Design suggestions</p> | |
| <p>Buildout concern</p> | |
| <p>The buildouts are a hazard for cyclists</p> <ul style="list-style-type: none"> The buildouts will cause concern for cyclists as they will find themselves squeezed into narrower channels and in closer competition with cars as they navigate the kerb build-outs. This is a road where high speeds are known to be common (despite the existing speed limit), and forcing cyclists into the path of fast-moving vehicles puts them in danger. Cycling traffic is only likely to increasing significantly in the future as the GI to Tamaki Drive cycleway makes commuting by bike to the city viable local links to the GI to Tamaki path enables short local bike trips - including children from Meadowbank riding to their local school (Selwyn and St | <ul style="list-style-type: none"> Our investigation has shown that the on-street parking in Gowing Drive is well utilised and that cyclists are likely to be riding out in the traffic lane rather than next to the kerb where the side islands are located. The side islands are a similar size to a parked car, and they represent no more of a risk to cyclists. We agree that cycling will be an increasing popular travel mode both in this area, but across Auckland as well. Our team have been liaising closely with the project team of the GI to Tamaki team to ensure the development of the safety interventions will align with the walking and cycling project. |

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| <p>Thomas') across the valley and needing to utilize local roads to get to the path.</p> | |
| <p>The buildouts don't help people wanting to cross the road</p> <ul style="list-style-type: none"> • The buildout's utility for pedestrians in assisting them to cross the road is not clear. • Will the kerbs be adjusted so that prams, bikes etc can cross with ease? It can be difficult to manoeuvre up and down kerbs with children in tow. • The proposed four buildouts are described as enabling safer crossing for bus customers and other people walking by reducing the width of the road they need to cross. However, they appear to have been positioned purely based on the locations that have most impact on traffic speeds, not considering where crossing locations are needed. • The crossing locations are not particularly good for children in west Meadowbank going to Rutherford Reserve. They should be able to go to this playground safely by themselves as it's the only suitable facility in the area. They will be travelling from Parsons Road and crossing Gowing Drive to head down Archdall Street. It is likely that some children will not head up the hill to the proposed crossing near to Rutherford Terrace. | <ul style="list-style-type: none"> • The side island between Rutherford Terrace and Archdall Street has been removed from the plan. • The other side islands are not formal pedestrian facilities, but they will help pedestrians cross safely by helping to reduce vehicle speeds. • Pedestrians walking between Rutherford Reserve and west Meadowbank will walk via Archdall St, cross Gowing Dr, then walk along Parsons Rd. During our investigation we did consider opportunities for a crossing facility for pedestrians between Archdall St and Parsons Rd. Please see updated plan for details. |
| <p>The buildouts will not make Gowing drive more safe</p> <ul style="list-style-type: none"> • The issue is that cars parked on the sides of the road narrow the road and traffic (especially buses) still proceeds at speed down the road crossing the centre line. • I fail to see how further narrowing the road by adding side islands prevents cars speeding or crossing the centre line. Traffic will still go down at 50+km but are forced even further to cross the centre line. • These side islands will, at best, result in the same number of vehicles (particularly buses) crossing the centreline in these areas and more likely an increased number. • The buildout outside 86/88 Gowing drive is also right before/after a blind corner. You are forcing vehicles and buses into the middle of the road when on-coming traffic can't see them. | <ul style="list-style-type: none"> • The width and location of the side islands have been selected to ensure there is enough space for two-way traffic, including buses, near them and they will not force any driver to cross the centre line. • Side islands are a recognised method of slowing traffic and they have been used successfully in other locations. • Regarding the side islands outside number 86/80 Gowing Drive; there is a centre line marking here between the side islands and the lanes are wide enough that drivers will not need to cross the centre line, even bus drivers. While it is true that the islands are around a curve for southbound drivers there is edge line marking proposed on the approach to the island to help guide them around it and the island is not so close to the curve that they will not be able to avoid it. |

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| <ul style="list-style-type: none"> • The proposed changes don't improve the crossing near Gowing Drive and Parsons Road. No one is going to walk uphill on Gowing to cross on the proposed traffic island and then walk downhill to Parsons. • I don't see how different the islands would be compared to the existing parked cars. Do they extend further out into the road? Vehicles need to be slowed before or during the corner - not 50m after it! • The islands proposed will cause more problems as they have done in Ngapipi Rd. • The build out and crossing at 30 Dorchester is right on the bend, is that advisable? | <ul style="list-style-type: none"> • During our investigation we did consider opportunities for a crossing facility for pedestrians between Archdall St and Parsons Rd. Please refer to the updated plans for information. • The side islands protrude out into the road a similar distance to parked vehicles. The islands are intended to slow vehicles as they approach the curves and along the whole length of the road, they do not need to be located within the curves itself to be effective. Also they are part of a package of improvements including road markings, signs, and electronic driver feedback speed signs which help to reduce speed. • Ngapipi Rd is an arterial road carrying high volumes of traffic including some freight from the port. It is not a comparable road to Gowing Drive and we are confident that the proposed side islands will not cause problems. • Given that a new crossing facility has been provided between Archdall Street and Parsons Road, therefore this proposed buildout has been removed from the plan. |
| Pedestrian crossing | |
| <p>A pedestrian crossing should be included in the proposal</p> <ul style="list-style-type: none"> • Zebra or raised crossings, and even 'on demand' traffic lights such as those being proposed in suburbs such as Pt Chevalier could be more beneficial for pedestrians, in particular for children and older people who can't cross the road quickly. • Crossings on speed tables provide safe places to cross and reduce vehicle speeds | <ul style="list-style-type: none"> • Pedestrian surveys were undertaken as part of the investigation into this road. We believe that for the number of pedestrians crossing, traffic volume, and road layout the facilities proposed are appropriate. • However, it is acknowledged that there is an increase in number of pedestrians crossing between Archdall Street and Parsons Road, therefore a new raised zebra crossing has been proposed at this location. Please refer to the latest plan for details. We will facilitate the implementation of the raised zebra crossing at this location. However, it needs to be prioritised among the similar facilities in the other locations. |
| <p>Areas where people suggested a pedestrian crossing is needed</p> <ul style="list-style-type: none"> • near the diary on Dorchester Street • near Parsons Road • between Rutherford Terrace and Archdall Road – as AT has found this is the area where speeds are highest and the section that pedestrians, | <ul style="list-style-type: none"> • Pedestrian surveys were undertaken as part of the investigation into this road. We believe that for the number of pedestrians crossing, traffic volume, and road layout the facilities proposed are appropriate. • However, now that we have received specific feedback on locations where people would like more pedestrian facilities, we will investigate these |

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| <p>especially children, use the most. A crossing here would also improve access to Rutherford Reserve, bus stops and community hall.</p> <ul style="list-style-type: none"> • Near the corner of Worcester Road – to make it easier and safer to get to St Johns Bush reserve. • At the eastern top end of Gowing Drive to assist pedestrians at this very busy junction. • Instead of the red 'SLOW' strips. | <p>locations further and incorporate them into the final design if we find that facilities are needed.</p> <ul style="list-style-type: none"> • During our investigation we did consider opportunities for a crossing facility for pedestrians between Archdall St and Parsons Rd. Please refer to the plans for details. |
| Speed Calming | |
| <p>More buildouts should be included in the proposal</p> <ul style="list-style-type: none"> • Buildouts should be near 45 Gowing Drive to address speeds near the site of the fatal crash. • On Worcester Road to assist in reducing the speed of traffic. | <ul style="list-style-type: none"> • Directly outside 45 Gowing Dr would be too close to the curve for side islands but we will investigate providing an extra set of islands slightly further south outside number 43. This will be investigated during the detailed design process. • Worcester Road was outside the scope of this project which was focused on improving safety in Gowing Drive, but AT will programme to investigate safety improvements on Worcester Road. |
| <p>Speed humps should be included in the proposal</p> <ul style="list-style-type: none"> • Speed humps would slow vehicles without narrowing the road. • Speed humps would reduce the amount of parking space loss. • Speed humps are a more effective way to slow down traffic. • Speed humps or tables would provide safer crossing points for pedestrians. | <p>Given the volume of requests from Aucklanders for traffic calming like speed humps, we need to prioritise those residential areas that are most in need of interventions. As such, we analysed all residential areas in the Auckland region in terms of the following criteria:</p> <ul style="list-style-type: none"> • Crash data and risk. • Vulnerable road user risk, which considers the likelihood of a pedestrian or cyclist being involved in a crash along a road. • Speed of motorised traffic. • Location of community facilities, such as schools and kindergartens, community halls, parks and reserves, and walking and cycling routes in the vicinity. • 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. |

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| | <p>The current programme and more information is provided on our web site at: https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/residential-speed-management-programme/</p> |
| <p>People suggested that speeds need to be lowered in the following areas</p> <ul style="list-style-type: none"> • Below Parsons to slow people driving up that blind corner so fast. • The straight section East of Tipene Place as vehicles often accelerate out of the corner. | <ul style="list-style-type: none"> • We believe that the package of improvements proposed, including side islands, road markings and signage, will facilitate speed reduction along the whole length of Gowing Drive including the two sections referred to by the stakeholders. • During the investigation options for installing more side islands in the sections referred to were considered, however we consider that the proposal consulted on as being the best balance between new side islands and retaining on-street parking. Removal of too much parking is likely to result in higher speeds. We are also constrained in the locations where we can place side islands by the position of driveways. • However, it is acknowledged that there is an increase in number of pedestrians crossing between Archdall Street and Parsons Road, therefore a new raised zebra crossing has been proposed at this location. This is likely to reduce the speed of traffic. Please refer to the latest plan for details. |
| <p>The road should be narrowed, and corner radiuses tightened on the west side of Gowing Drive</p> <ul style="list-style-type: none"> • This has recently been done very successfully at the junction of Manupau Street and Meadowbank Road • The corners currently have a wide radius which encourages high speeds | <ul style="list-style-type: none"> • This project was primarily aimed at reducing vehicle speeds following a fatal crash in December 2018. • The improvement proposed by the stakeholder is an effective method of improving pedestrian safety when crossing side roads. However, the crash record for Gowing Drive does not show many crashes of this type. • There has only been one recorded crash involving a pedestrian crossing side road in the NZTA database of crashes attended by police in the last 5 years. This happened at the Gowing Drive / Worchester Rd intersection and it was a non-injury crash. This intersection is already relatively narrow, and space needs to be allowed for a bus to turn here so this improvement was not considered appropriate at this location. |
| <p>A speed table should be installed between Parsons Road and Archdall Street</p> | |

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| <p>This would lower vehicle speeds and improve driver behaviour</p> | <ul style="list-style-type: none"> • A single speed table on its own would only provide a speed reduction effect in the vicinity of the table. The proposed package of works is aimed at reducing vehicle speeds along the whole road. • However, it is acknowledged that there is an increase in number of pedestrians crossing between Archdall Street and Parsons Road, therefore a raised zebra crossing has been proposed at this location. This is likely to help to reduce the speed of traffic at this location. Please refer to the latest plan for details. |
| <p>Signage</p> | |
| <p>The coloured signs should be installed temporarily and tested to see if they are effective</p> <ul style="list-style-type: none"> • coloured signs such as the ones proposed on major intersections have been identified in cycling studies to be ineffective. | <ul style="list-style-type: none"> • Road signs can be removed relatively easily if they are found to be ineffective. Without knowing which studies are being referred to it is difficult to comment further. |
| <p>There should be a 'concealed exit' in the following places sign adjacent to 21 Gowing Drive</p> <ul style="list-style-type: none"> • The proposal includes a concealed exit sign next to 91 Gowing Drive, so there should be a sign before the corner approaching Archdall Street for the same reason | <ul style="list-style-type: none"> • We agree with this suggestion and will add it to the final design. |
| <p>Additional signage (e.g, bigger stop sign, writing on road) is needed at the corner of Worcester Road and Gowing Drive</p> <ul style="list-style-type: none"> • People often drive through without recognising the stop sign | <ul style="list-style-type: none"> • There is an existing median island on the Worcester Rd leg of the intersection. We will add an extra stop sign to this island to help remind drivers that they are required to stop. |
| <p>AT should consider a stop sign on the corner of Archdall Street and Gowing Drive</p> <ul style="list-style-type: none"> • This corner is a bad intersection with poor visibility | <ul style="list-style-type: none"> • We agree with this suggestion and will add it to the final design. |
| <p>The proposal should include more of the red marked SLOW areas</p> | <ul style="list-style-type: none"> • This was considered during the development of the design, but it was considered unnecessary as we believe the side islands and signage will be effective. |
| <p>AT should use red MMA for the red surfacing</p> <ul style="list-style-type: none"> • As long as the road surface is in good condition MMA is much easier and cost-effective product to install. | <ul style="list-style-type: none"> • A decision on details such as the specification for the coloured surfacing will be made as part of the detailed design. |

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| | <ul style="list-style-type: none"> NZTA P33:2017 Specification for Coloured Surfacing is a performance-based specification. It allows a number of different systems to be used, including Methyl Methacrylate (MMA), provided they can provide the specified performance. Specifically specifying MMA and excluding other systems which can also meet the NZTA P33 specification may lead to AT being accused of favouring the suppliers of that particular system type over others without good reason. |
| <p>A “hidden exit” sign should be included on North Western Corner of Gowing Drive near Tipene Place</p> <ul style="list-style-type: none"> People have reversed out of properties on this corner which have reversed onto this road since it was built, maybe 50 years ago. The increasing traffic volume and larger and larger buses using this route are making it more dangerous for residents to exit their properties. | <ul style="list-style-type: none"> This site is unlikely to be effective when used for a vehicle crossing serving only one residential property as the volume of traffic exiting is likely to be so low that drivers will become used to not exercising any additional caution when travelling around the curve. The proposal will reduce vehicle speeds on all of Gowing Drive which will improve safety for all road users including this property. |
| <p>The proposal should include a Stop sign or Give Way sign on Hawkins Street</p> <ul style="list-style-type: none"> The proposal already includes a ‘Concealed Exit’ sign before the corner approaching Hawkins Street A Stop or Give Way sign would improve safety | <ul style="list-style-type: none"> There is already a give way sign and road marking for Hawkins Street at its intersection with Gowing Drive. |
| <p>The speed sign outside 60 Gowing Drive may be hidden by the curve of the road</p> | <ul style="list-style-type: none"> Thank you for alerting us to this. We will look for an alternative location for this sign. |
| More broken yellow lines | |
| <p>People suggested adding more broken yellow lines in the following places:</p> <ul style="list-style-type: none"> At the corner of Gowing/Hobday on both sides - currently only proposed for northern side. There is an issue with people parking outside 56 Gowing Drive and difficulty seeing South when pulling out of Hobday Cres. Either side of the entrance to Archdall Street – a truck parked near the corner for a long time that has made it difficult to see traffic when turning onto Gowing Drive. In place of these side islands and in the areas immediately surrounding the proposed side island sites - removing parking in these areas will effectively | <ul style="list-style-type: none"> As a general comment on removal of parking; there is a need to strike a balance here. Removing too much parking is likely to result in higher vehicle speeds because drivers will perceive the traffic lanes as being much wider as a result. Some parking removal in critical locations around intersections, curves, bus stops and pedestrian facilities is needed but if done to excess it can be counterproductive. Gowing/Hobday intersection; we agree with the stakeholder than some additional parking should be removed on the other side of the intersection outside number 56 and will add it to the drawings. |

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| <p>widen the road thereby reducing the number of vehicles that currently cross the centreline.</p> <ul style="list-style-type: none"> • The BYL between 57-61 Gowing Drive should be extended to 67 Gowing drive – This is a sun strike zone which makes this corner dangerous. • On both sides of sharp corner on Gowing Drive (next to Tipene Place) – people park at dangerous angles on that corner. • On the corner of Gowing Drive and Parsons Road – the BYL on the lead up to the bus stop should be extended to the corner of Parsons Road as people regularly park too close or on the corner making it difficult to turn out of Parsons Road • The BYL outside 123 Gowing Drive should be extended • Outside 85 Gowing Drive – This is a dangerous area as the parking makes the road too narrow and the hill makes it difficult to see oncoming traffic • On every intersection on Gowing Drive – cars parking close to intersections causes large blind spots along the length of Gowing Drive. BYL should be painted 12 -18m at all intersections on Gowing Drive • Outside 212 Gowing drive – As the residents find it difficult to exit their property when a car is parked on the street in front of their property due to poor visibility from the corner. • Near 137 Gowing Drive – As the number of parked vehicles mean that drivers often cross the centreline on the blind corner • On the inside corner of the Worcester/Ripon bend (Worcester even numbered side) – people park right on the bend, which results in cars travelling towards Gowing Drive pulling out in front of oncoming traffic. • Near the corner outside 178 Gowing Drive – to make sure there is enough room for buses to turn around the corner. • Outside 120 Gowing Drive – there are BYL proposed for the other side of the road. The resident would like BYL lines to improve visibility when pulling out of their driveway. | <ul style="list-style-type: none"> • Archdall St; we agree with the stakeholder than some additional parking should be removed around the intersection so that drivers turning out can see traffic approaching on Gowing Dr and will add it to the drawings. • 57-61 Gowing Drive; we disagree with the suggestion to extend the parking restriction beyond the curve into the straight. This is a straight section of road with a centre line and removing parking could result in higher vehicle speeds going into the curve. • Corner of Tipene Place: Some new parking restriction markings are proposed along the left side corner. • Corner of Gowing Drive and Parsons Road; we disagree with the suggestion to extend the parking restriction. It is already illegal to park within 6 m of an intersection drivers park so close to the intersection that they prevent others from turning then we can already take enforcement action. • Outside 123 Gowing Drive; we agree with the stakeholder than some additional parking should be removed up to the driveway of this property. • Outside 85 Gowing Drive; some parking removal is already proposed here. Removing more would encourage higher speeds and we do not consider it advisable. • Every intersection; It is already illegal to park within 6 m of an intersection and we can take enforcement action against vehicle owners who do so. Some additional parking removal is proposed at select intersections where we consider more is necessary. • Outside 212 Gowing Drive; if the same reason was applied to all driveways on Gowing Drive it would require removal of most of the on-street parking on Gowing Drive which would then result in a counter-productive increase in vehicle speeds. • Near 137 Gowing Drive: We agree with the stakeholder that some parking removal is already proposed at this sharp corner along both sides of the vehicle access. • On the inside corner of the Worcester/Ripon; this location is outside of the project area but we will forward this request to our parking team for investigation. |
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| | <ul style="list-style-type: none"> • Near the corner outside 178 Gowing Drive; It is already illegal to park within 6 m of an intersection, but we will extend the proposed marking to cover this area and remind drivers not to park here. This will result in no loss in the number of legal on-street parking spaces. • Outside 120 Gowing Drive; if the same reason was applied to all driveways on Gowing Drive it would require removal of most of the on-street parking on Gowing Drive which would then result in a counter-productive increase in vehicle speeds. |
| Limit parking loss | |
| <p>The number of parks being lost should be reduced</p> <ul style="list-style-type: none"> • The current parking is filled quickly. • The improvements will not add enough value to justify the parking loss. • Reducing parking will open the road up for people who speed. • Reducing parking will punish residents by taking away their parking. • There are many flats and multi-level dwellings in the area that rely on on-street parking. • Removing that many parks from the street will make existing problems, with illegal parking on footpaths and in front of or too close to driveways, worse. • The balance between too few no-parking areas and too many has been over-stepped. • The loss of parking will mean more people park in front of 172,174,178 and on the opposite side 123 Gowing Drive which is a sharp corner and it will make the road more dangerous. • Retaining parking is more important than the BYLs either side of the bus stops. • Very few of the spaces proposed to be removed are near where the fatal crash happened. • It is unclear what the BYLs outside 75 Gowing Drive aim to achieve • There is no need to remove parking from outside 9 Gowing Drive as the other elements of the proposal are enough to improve safety | <ul style="list-style-type: none"> • We acknowledge that on-street parking is a valuable community resource and have therefore tried to limit its removal too critical locations such as around intersections, curves, bus stops and pedestrian facilities. • Parking restriction markings on either end of bus stops are necessary to allow space for the bus to be manoeuvred so that it is close to and parallel with the kerb face. This allows patrons getting on and off to step between the kerb and the bus. If the bus is not close to the kerb final step down is too high for patrons who are elderly or have impaired mobility to do so safely and they could trip and injure themselves. • The parking restrictions outside number 75 are to ensure parked cars do not restrict visibility for drivers turning out of Houghton Street. • There is no parking restriction outside 9 Gowing Drive on the latest proposed plan. |

| Visibility | |
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| <p>Mirror</p> <ul style="list-style-type: none"> a mirror on the corner of Archdall Street and Gowing Drive could help passengers merging onto the latter to see cars coming up the road before they are too close. At the moment visibility of the curve is minimal. | <ul style="list-style-type: none"> AT does not install mirrors at intersections. They are difficult for drivers to interpret and approaching vehicles can seem further away than they seem. If the mirror is fogged or is knocked out of alignment it may appear like there is no vehicle approaching when there is. They are also prone to vandalism and hard to maintain. |
| <p>There are issues with visibility in the following places</p> <ul style="list-style-type: none"> At the corner of Gowing Drive and Parsons Road for people going to and from the Meadowbank train station Outside 85 Gowing Drive as parking makes the road narrow and the hill makes it difficult to see oncoming traffic. Pulling out of driveways on the length of Gowing Drive Outside 45 and 47 Gowing Drive where the fatal crash took place At the entrance to Hobday Place – people often park too close on the uphill side making it difficult to see. On the downhill side an overgrown bush makes it hard to see approaching vehicles. Near the St Johns Road / Dorchester Street intersection – it is difficult for pedestrians to keep an eye on all the fast-moving traffic | <ul style="list-style-type: none"> For pedestrians going between Parsons Rd and Archdall Street, it is acknowledged that there is an increase in number of pedestrians crossing between Archdall Street and Parsons Road, therefore a new raised zebra crossing has been proposed at this location. Please refer to the latest plan for details. Some new parking restriction markings are proposed near number 85 Gowing Drive which should help visibility in this location. Regarding visibility at driveways along the whole length of the road we believe that the proposal will help address this by moderating traffic speeds. Removing parking along the whole length would result in higher speeds and which would be less safe. Outside 45 and 47 Gowing Drive: we agree that a short length of additional parking restriction marking on the inside of the curve would improve safety and will add it to the drawings. Gowing/Hobday intersection: we agree with the stakeholder that some additional parking should be removed on the other side of the intersection outside number 56 and will add it to the drawings. St Johns Rd / Dorchester St intersection: we have agreed to investigate kerb-buildouts to help pedestrians cross at this site in response to another stakeholder comment and will consider whether visibility is able to be improved here at the same time. |
| <p>The following visibility issues in the Archdall Street / Gowing Drive / Parsons Road area were mentioned in the feedback</p> | |

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| <ul style="list-style-type: none"> • The cars in front of 15 and 17 Gowing Drive make it difficult to see often fast-moving traffic coming around the corner when pulling out of Archdall Street. • Some overgrown trees, bushes and shrubs obscure traffic coming around the blind corner and make it difficult to safely turn right out of Archdall Street. • A tall truck is often parked close to the Archdall Street intersection making it difficult to see traffic coming from the left. • One respondent reports the safest way to turn right out of Archdall Street is to wind down the window, turn off the and air conditioning, then listen for traffic coming around the corner as they doubt that they would see approaching traffic in time. • Vehicles parked outside 44 Gowing Drive mean people turning left out of Parsons Road must move past the give-way stop box to see traffic coming from the left. | <ul style="list-style-type: none"> • Archdall St; we agree with the stakeholder than some additional parking should be removed around the intersection so that drivers turning out can see traffic approaching on Gowing Dr and will add it to the drawings. • We will pass this concern on to our maintenance team. If the trees and bushes are inside the road land they can be trimmed. • Regarding the tall truck parked close to Archdall Street intersection, some new parking restriction markings are proposed along the left side of the vehicle turning out at the intersection. • It is illegal to park within 6 m of an intersection. If you see a vehicle parked this close to Parsons Road please call our call centre and an enforcement officer can be sent out to investigate and take enforcement action if warranted. For this location, integrated with the relocated bus stop, some new parking restriction markings are proposed outside 44 Gowing Drive which should help the vehicles turning out of Gowing Drive. |
| Cycling / active modes | |
| <p>The proposal should include some cycling infrastructure on Gowing Drive</p> <ul style="list-style-type: none"> • If the proposal goes ahead some cycling infrastructure should be included, even if it's just signage as more and more cyclists are using the area • Cyclist numbers have increased in recent years and are only likely to significantly increase further when the GI to Tamaki Drive path Stage 2 is finally build. Children are likely to be big users of the local accessways to this path to cross the valley to the local schools in Kohimarama (Selwyn College and St Thomas's), and will have to use local roads to travel between home and the path accessways. • The Dorchester Street / St Johns Road intersection is especially dangerous for people on bikes and on foot as cars often take unnecessary risks entering and exiting Dorchester street • Gowing Drive is definitely wide enough for cycle lanes. Please include them too. | <ul style="list-style-type: none"> • The proposed changes will improve the safety of all road users including cyclists by moderating vehicle speeds in Gowing Drive. • We will forward your comments regarding the Tamaki to GI path to the team looking after than project. However please keep in mind that near Gowing Drive the path will be on the north side of the railway and the nearest access to the path will be off St Johns Rd or Tahapa Cres vis the reserve. • At the St Johns Rd / Dorchester St intersection we have agreed to investigate kerb-buildouts to help pedestrians cross at this site in response to another stakeholder comment and will consider this concern at the same time. • Gowing Drive is not part of the Auckland Cycling Network (ACN). The planned Tamaki to GI path will run parallel and provide a high-quality facility for cyclists separated from motorised traffic. |
| <p>The side islands are not safe for cyclists</p> | |

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| <ul style="list-style-type: none"> • The side islands push cyclists into the middle of the road, forcing cyclists into the path of fast-moving vehicles which puts them in danger. • There are many ways that cyclists can be catered for with side build outs, including small slip lanes for cyclists on the inside of side build outs. | <ul style="list-style-type: none"> • Our investigation has shown that the on-street parking in Gowing Drive is well utilised and that cyclists are likely to be riding out in the traffic lane rather than next to the kerb where the side islands are located. The side islands are a similar size to a parked car, and they represent no more of a risk to cyclists. • The possibility of providing a slip lane behind the side islands was considered however it was found that there would be significant additional parking removal required to provide space either side for cyclists to get in to the slip lane then back out before they came to the next parked car. Removal of this much parking would be likely to result in higher traffic speeds. Also, by encouraging cyclists to move closer to the kerb to use the bypass then back out into toward the middle when they come to the next parked car we would create the exact same situation has the bypass sought to avoid, just slightly further along the road. • Our project team has been liaising with the GI to Tamaki walking and cycling project team to ensure the design principles are aligned. |
| Buses and Bus Stops | |
| <ul style="list-style-type: none"> • People suggested that bus stops be moved in the following places • The stop outside 127 might be too close to the corner • The bus stops outside 73 and 108A Gowing Drive should be moved further west down the road, to allow traffic to flow in and out of Houghton Street. | <ul style="list-style-type: none"> • No bus stop will be installed outside number 127 Gowing Drive. The nearest stop will be outside number 131. • Alternative locations for the bus stops outside numbers 73 and 108A Gowing Dr were investigated, but these locations were considered to be the best available. There is a vertical crest curve in the road to the west and if a bus was stopped near the top of the curve vehicles passing it would have to go over the centre line in a location where the drivers cannot see oncoming traffic on the other side of the crest. |
| <p>Shelters should be included at the location of all new bus stops</p> <ul style="list-style-type: none"> • This would make catching bus more attractive especially for elderly people and children | <ul style="list-style-type: none"> • AT Metro has a programme for improving bus stop infrastructure and we will pass this request on to them for consideration. |
| <p>People pointed out the following issues with the proposed location of the new bus stops</p> <ul style="list-style-type: none"> • The stop outside 127 Gowing Drive might be too close to the corner | |

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| <ul style="list-style-type: none"> • The stop outside 178 and 180 Gowing Drive is dangerous as the intersection has three intersecting roads, one of which has a 'Give Way' and another a 'Stop sign' however, vehicles do not adhere to the road rules. Additionally, the bend in the road in Gowing drive is close to 90 degrees leading up to the intersection and vehicles often go around the corner fast. • The proposed stop outside 178 and 180 Gowing Drive is the original location of this bus stop. It was moved around the corner (in front of 176) because bus drivers would see the stop too late and stop in the middle of the intersection to let people on and off. • The stop outside 70 and 72 Gowing Drive is where the fatal accident took place. This is a blind corner and moving the bus stop here will force traffic to cross the centreline as they turn the corner. • The bus stop outside 78 and 80 Gowing Drive may not be safe as people often cut the corner. If the stop was closer to the proposed side islands outside 86 Gowing Drive it would ensure slower traffic speeds and make it easier for the bus to stop without issue | <ul style="list-style-type: none"> • No bus stop will be installed outside number 127 Gowing Dr. The nearest stop will be outside number 131. • We are proposing to install an extra stop sign at this intersection to help remind drivers that they are required to stop and look for other traffic. • The bus stop outside numbers 178 and 180 Gowing Drive is on the far side of the intersection so if bus drivers miss it they will not stop within the intersection. The proposed bus stop has a bus stop marking and no stopping parking restriction markings so it is unlikely that drivers will miss it. • The bus stop locations outside 70 and 72 were being reviewed based on the optimal locations for the catchment area. Some parking restriction markings are proposed outside 45-47 along the left side corner leading to the bus stop. This should help the visibility for the approaching vehicles towards this section. |
| <p>The bus services running down St Johns Road are not accessible to elderly</p> <ul style="list-style-type: none"> • Elderly people and children have trouble dashing between traffic get to the bus stop on St Johns Road | <ul style="list-style-type: none"> • We will investigate this request and consider what can be done to assist pedestrians crossing here. |
| <p>Some of the corners should be widened</p> <ul style="list-style-type: none"> • The turning circles are too narrow - in particular coming from Parson Road onto Gowing Drive | <ul style="list-style-type: none"> • Wider corners at intersections would increase crossing distances for pedestrians and encourage drivers to turn at higher speed and would be very bad for road safety. |
| <p>Gowing Drive should not be a bus route</p> <ul style="list-style-type: none"> • This road is too crowded with parked cars, moving cars and buses | <ul style="list-style-type: none"> • AT is committed to providing accessible public transport. Removing the bus route would mean that bus patrons would have to walk to far to access a bus service. |
| Speed limit | |
| <p>Speed limits should be introduced on corners</p> <ul style="list-style-type: none"> • 25km limits should be posted on all bends (and the electronic displays). | <ul style="list-style-type: none"> • We do not believe that this signage is necessary or appropriate on all bends in Gowing Drive. The proposed improvements, which include some electronic signage, will help reduce vehicle speeds along the whole road. |

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| <p>The speed limit should be reduced on all of Gowing Drive</p> <ul style="list-style-type: none"> • Gowing drive should have a 40 km speed limit • Gowing Drive is too narrow to accommodate buses at 50km/hr • The speed limit should be reduced to 30km/h in this area, as is planned for numerous other areas across Auckland, to increase pedestrian and cyclist safety. | <ul style="list-style-type: none"> • Auckland Transport is progressively reviewing all speed limits in the region to ensure they are safe and appropriate. Roads are prioritised on the basis of risk with roads in city and town centres, and rural roads which are known to have a high crash rate being reviewed first. In order to a speed limit to be appropriate it needs to be consistent with similar roads in the area in order to be accepted and complied with by drivers. Gowing Drive has not been prioritised for the speed limit change at this stage. |
| Enforcement | |
| <p>Mobile speed cameras should be used to catch speeders</p> | <p>Mobile speed cameras are operated by police. We will forward you request on to them for consideration.</p> |
| Speed feedback signs | |
| <p>The speed feedback signs could be dangerous</p> <ul style="list-style-type: none"> • The sign will draw the drivers' attention to the left-hand side of the road as the vehicle is entering a right-hand curve, this will make this area more unsafe than it is currently | <ul style="list-style-type: none"> • These signs have been used in many other locations and proven to help address the speeding problems at other locations. |
| <p>People suggested putting speed feedback signs in the following places</p> <ul style="list-style-type: none"> • The sign outside of 11 Gowing Drive should be moved to outside 19 or 21 Gowing drive to reduce speed in this area without having to install broken yellow lines. • The sign outside could be installed outside of 85 Gowing Drive as cars drive fast over a blind rise • Does the sign outside 53 Gowing Drive need to be so close to the side islands? | <ul style="list-style-type: none"> • There is no sign outside 11 Gowing Drive. It is necessary to mark the new broken yellow lines outside No 11 to improve the visibility for vehicles turning out of Archdall Street. • Electronic driver feedback signs are proposed outside of number 64 Gowing Drive. • The sign outside of 53 Gowing Drive is shifted outside of number 51 Gowing Drive. |
| Other | |
| <p>The following suggestions were did not fit with any of the feedback themes</p> <ul style="list-style-type: none"> • Testing out the impact of the proposed interventions using temporary elements could allow residents to understand first hand where the works would take place and how they would help improve safety, as well as allowing council to measure the impacts before spending time and effort in works that may not have the planned impacts. | <ul style="list-style-type: none"> • There is some additional cost and disruption to residents and road users to install then remove temporary elements as a trial. We are confident that the improvements we propose will be effective and we believe that it would be best to go directly to installing permanent improvements. • Post completion monitoring will be undertaken. |

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| <ul style="list-style-type: none"> • Safety improvements need to be monitored to ensure they are adhered to such as traffic speed. • I would love to get the train to town from Meadowbank Train Station more often. Unfortunately, there is minimal parking at Meadowbank train station and the roads all around are parked full of cars by 8.00 am with commuters. • why not widen the road to the width of the berm, and/or allow cars to park half on the berm and half on the street (with signage along the street to educate people about the change). If cars are parked both sides this way it would reduce the space taken by cars by pretty much the width of one car. • a clear way with broken yellow lines needs to be installed along the entire length of one side of Gowing Drive from end to end to ensure that sightlines are clear. • Consider doing the same for Meadowbank road at the Meadowbank and Bonnie Brae Roads' intersection or Harapaki Street and Meadowbank Road intersection as cars are constantly speeding, drifting, cutting corners there and there are two schools and a day-care, pensioners residence and retirement village in the area. • I would like to proposed to restrict the size of vehicle park on the street. There is a large campervan parking outside 61 Gowing Drive permanently, which is the first parking space after the sharp turn where the fatal crash happened. • The corner of Dorchester Street and St Johns Road should be controlled by lights • I've noticed increased rat running during morning rush hour (school run) on Worcester connecting to Gowing Drive and heading up the hill to St. Johns Rd. • The corner of Ipswich Place and St Johns Road should be controlled by lights | <ul style="list-style-type: none"> • Providing additional parking near the train station is outside of the scope of this project which is aimed at improving road safety in Gowing Drive but we will pass on your request to the AT Metro team. • Regarding widening the road to allow parking both sides along the road, we believe the berm should continue to contain street furniture, vegetation and trees as the typical arrangement recommended in AT Roads and Streets Framework and AT Engineering Design Code. And if doing this, will create wider carriageway resulting in higher operating speed along the road which will be the opposite of what we want to achieve. The current road configuration with the proposed safety improvements should help to reduce the operating speed. • Removing all parking on one side of Gowing Drive would increase vehicle speeds as the traffic lanes would in effect be made much wider. The negative effects on road safety of higher vehicle speeds would be much worse than the problem that removing the parking is aimed at solving. • Raised intersection as Meadowbank / Bonnie Brae Road intersection: Given the intersections along Gowing Drive are not on the list of the high-risk intersections (Abley top 100) and Gowing Drive is a collector road, therefore, raising intersections is out of the scope of the project and is not part of Road Safety programme. However, we can pass this requirement to Traffic Operations together with the residential speed management issue. • AT does not have authority to ban some types of vehicle from parking on-street while still allowing others. However, if you see any vehicle parked in a location which you consider hazardous please contact AT via our call centre or on-line and we can send a parking enforcement officer to investigate and take appropriate action. • This project is aimed at improving road safety on Gowing Drive and Dorchester Road. There are no crashes involving drivers trying to exit Dorchester Road at St Johns Rd in the NZTA database of crashes attended by police in the last 5 years and signalling this intersection is not considered a priority. • We investigated the number of rat-running vehicles during the development of the design, but we did not find it to be particularly high. In any case there |
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| | <p>is no easy way to prevent rat running which would not also inconvenience residents of Gowing Drive.</p> <ul style="list-style-type: none">• This project is aimed at improving road safety on Gowing Drive and Dorchester Road, and the intersection has not been prioritised for signalisation at this stage. |
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