



Sunnybrae Road Project: Your feedback and our responses

Theme	No. of mentions	Main points	AT Responses
Traffic and parking			
Oppose project unless parking and median strip is reinstated	85	Oppose project unless parking and median strip is reinstated	<ul style="list-style-type: none"> • We understand that Sunnybrae Road has a high parking demand during school drop-off and pick-up times. We have attempted to minimise the loss of parking as much as possible and, in response to public feedback, we have amended the proposal to: <ul style="list-style-type: none"> ○ Include recessed parking between No. 55 and No. 65 Sunnybrae Road. We can provide five time-restricted indented parking spaces in this location. The parks will be time restricted to 2min or 5 min parking during the school pick up and drop off period, outside of these periods the parks will not have any time restrictions. ○ Change the 3 parking spaces outside 30-32 to a P2 or P5 time restriction during school pick up and drop off times (to encourage regular turnover). ○ Removing the existing broken yellow lines outside 40 Sunnybrae Road to create an additional car park. ○ We have also amended the design to create 3 car parks outside 14-16 Sunnybrae Road. ○ Overall, the design has been amended to create 10 additional car parks in the AM peak traffic period between Marywill Crescent and Northcote Road. • We are not providing any indented parking spaces on the west side of the road outside 42-54 Sunnybrae Road, because: <ul style="list-style-type: none"> ○ It would be difficult and expensive to provide indented parking in this location due to the steep driveways/berm, power poles, and street trees. ○ We are not removing parking from this location (in fact we have amended the proposal to create an additional car park) so creating indented car parking would actually reduce the amount of car parking available due to the tapers required into and out of indented parking. • Parking surveys indicate that if the project is implemented, there will be enough parking available on Sunnybrae Road and the side streets to accommodate the existing parking demand. However, in some location's vehicles, which may include school staff, may need to park on the side streets instead of Sunnybrae Road. (which is no different to current situation). • At all side roads along the project we have provided a sufficient flush median width to allow vehicles to wait safely within the flush area before turning and without blocking following traffic. This includes some additional widening of the flush median (in response to public feedback) on the approaches to Marywil Crescent and Tudward Glade. • The AT Safety Team reviewed the impact of reducing the width of the central median and did not find any notable safety risks. Furthermore turning into driveways is a fairly low volume occurrence, there is often enough central median width to allow vehicles to carefully pass vehicles waiting to turn right into driveways, and northbound vehicles can use the parking area to overtake waiting vehicles when there are no parked cars.

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Median strip should not be narrowed	90	<ul style="list-style-type: none"> • Median strip used extensively by people waiting to turn right into side streets and homes off Sunnybrae Rd. • Median strip used extensively by people waiting to turn right into Marywil Crescent. • New narrower median strip will not be wide enough to accommodate vehicles waiting to turn right into driveways and side streets. Cars could be hit while waiting to turn right. Cars will hold up traffic while waiting to turn right. Cars will be pushed into T2 lane going around cars waiting to turn right. • Use additional berm to widen road without narrowing median strip. 	<ul style="list-style-type: none"> • At all side roads along the project, we have provided a sufficient flush median width to allow vehicles to wait safely within the flush area before turning and without blocking following traffic. This includes some additional widening of the flush median (in response to public feedback) on the approaches to Marywil Crescent and Tudward Glade. • The AT Safety Team reviewed the impact of reducing the width of the central median and did not find any notable safety risks. Furthermore turning into driveways is a fairly low volume occurrence, there is often enough central median width to allow vehicles to carefully pass vehicles waiting to turn right into driveways, and northbound vehicles can use the parking area to overtake waiting vehicles when there are no parked cars.
Concerns about proposed parking removal	100	<ul style="list-style-type: none"> • Sunnybrae Road parking is used extensively for pick and drop off at Sunnybrae Normal School. • Removing parking from Sunnybrae will push people into surrounding, narrower streets. • Street parking should be retained as it encourages users of park and ride. • Berm could be repurposed for additional recessed parking (off street). • Parking is already in short supply in this area, more is needed, not less. • Residents should always have access to on street parking outside their home. • Commuters park in surrounding streets all day. 	<ul style="list-style-type: none"> • We understand that Sunnybrae Road has a high parking demand during school drop-off and pick-up times. We have attempted to minimise the loss of parking as much as possible and, in response to public feedback, we have amended the proposal to: <ul style="list-style-type: none"> ○ Include recessed parking between No. 55 and No. 65 Sunnybrae Road. We can provide five time-restricted indented parking spaces in this location. The parks will be time restricted to 2min or 5 min parking during the school pick up and drop off period, outside of these periods the parks will not have any time restrictions. ○ Change the 3 parking spaces outside 30-32 to a P2 or P5 time restriction during school pick up and drop off times (to encourage regular turnover). ○ Removing the existing broken yellow lines outside 40 Sunnybrae Road to create an additional car park. ○ We have also amended the design to create 3 car parks outside 14-16 Sunnybrae Road. ○ Overall, the design has been amended to create 10 additional car parks in the AM peak traffic period between Marywill Crescent and Northcote Road. • We are not providing any indented parking spaces on the west side of the road outside 42-54 Sunnybrae Road, because: <ul style="list-style-type: none"> ○ It would be difficult and expensive to provide indented parking in this location due to the steep driveways/berm, power poles, and street trees. ○ We are not removing parking from this location (in fact we have amended the proposal to create an additional car park) so creating indented car parking would actually reduce the amount of car parking available due to the tapers required into and out of indented parking. • Parking surveys indicate that if the project is implemented, there will be enough parking available on Sunnybrae Road and the side streets to accommodate the existing parking demand. However, in some

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			location's vehicles, which may include school staff, may need to park on the side streets instead of Sunnybrae Road. (which is no different to current situation).
Like broken yellow lines (parking removal)	6	<ul style="list-style-type: none"> • Like the yellow lines around Sunnybrae Road and side street corners. • Will help get traffic moving and will stop vehicles parking on the side of the road • Will stop vehicles blocking our sightlines when getting in and out driveways. 	Thanks for your feedback.
Concerns regarding safety entering and exiting Evelyn PI	29	<ol style="list-style-type: none"> 1) Safety and accessibility concerns when exiting and entering Evelyn Place (a very complex environment with driveway to apartments, driveways to Burger King and Mobil, vehicles exiting those driveways and turning right to head north on Sunnybrae Road, multiple traffic lanes, and the Evelyn Place intersection). (27 mentions) 2) Bus stop outside 8 Sunnybrae Road obstructs sightlines from Evelyn Place, request it is indented. (26 mentions). 3) Need to install large keep clear zone at Evelyn Place intersection. Will help with very difficult right turn out of street (27 mentions). 4) Residents of Evelyn PI are concerned proposed keep clear zone will be removed from proposal when design is adjusted to accommodate the actual position of the driveway to the apartments (25 mentions). 5) Broken yellow lines In Evelyn Place on the north side of the road need to be extended down Evelyn Place as far as the broken yellow lines on the south side of the road to ensure there is enough space when vehicles enter and exit Evelyn Place at the same time. (1 mention). 6) Cars parked on grass verge on Sunnybrae Road obstruct sightlines for vehicles exiting Evelyn Place. Need no parking on grass verge signs. (1 mention). 	<ol style="list-style-type: none"> 1) We understand residents may have difficulty turning right from Evelyn Place to Sunnybrae Road, particularly during congested times. The keep clear markings will make it easier for vehicles turning right from Evelyn Place and the relocated bus stop on the west side of Sunnybrae Road (further away from the intersection) will improve visibility of northbound vehicles. 2) The proposal includes shifting the existing bus stop outside No. 8 Sunnybrae Road further away from Evelyn Place. This will improve visibility for vehicles exiting Evelyn Place. A kerb indent would be difficult to install at this location due to existing power poles outside No. 6 and No. 8 Sunnybrae Road which would have to be relocated at high cost. Bus stop indents are discouraged as they make it more difficult for buses to align to the kerb and also create delays for buses when they try to re-enter the traffic flow. By locating the bus stop in the traffic lane the bus is able to exit the bus stop quicker as it does not have to wait to be let into the traffic queue. Reducing the length of time the bus spends at each bus stop across a route can have a significant overall effect on journey times and journey time reliability. 3) A keep clear zone is part of the original and revised proposal. 4) The project design has been modified to accommodate the driveway for the apartments. The 'Keep Clear' markings are retained in the new design. 5) There should be enough space for vehicles to enter and exit Evelyn Place as the road width is more than 6m even with cars parked on it. There are no crash related problems to suggest this is an issue. As such there are no plans to extend the broken yellow lines on Evelyn place at this stage. 6) Cars parking on the grass verge is legal in this location, a bylaw would need to be passed to ban parking in this location. This information will be passed on to the parking team to investigate.

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Cars are cutting through Mobil to avoid traffic queues	29	<ul style="list-style-type: none"> Cars heading towards Northern Motorway cut through Mobil forecourt to jump traffic queues. This is dangerous for pedestrians and cars. 	<ul style="list-style-type: none"> Although we do not support this driver behavior, there are no existing crash issues due to these movements. It should be noted the Mobil Station driveway grade is quite steep and should reduce vehicle speeds entering the premises. There is also an existing speed hump within Mobil property which helps reduce vehicle speeds.
Two left-turning lanes are required at Northcote Rd intersection	9	<ul style="list-style-type: none"> Providing two left-turning lanes from Sunnybrae Road into Northcote Road would reduce congestion on Sunnybrae Road. One left-turning lane for northbound traffic and traffic heading straight through to Smales Farm and one left-turning lane for city bound traffic. 	<ul style="list-style-type: none"> Significant land take would be required at the corner as well as a strip of land on the approach. Changes would on provide short-term benefits. Increasing capacity will result in more traffic using Sunnybrae Road and when queue lengths reach the end of the new lane, other movements would become blocked again. The proposed T2 lane is more cost effective and can be delivered sooner (as it doesn't require road widening). A T2 lane is a more space efficient way to move people as it accommodates carpooling and bus use. Therefore, it significantly increases the people moving capacity of this route.
Like extended turning lane at Northcote Rd	3	<ul style="list-style-type: none"> Like that extended lane may help relieve traffic congestion. 	<ul style="list-style-type: none"> Thanks for your feedback.
T2 Lanes			
Don't support T2 lane	10	<ul style="list-style-type: none"> T2 lanes will not ease traffic congestion. T2 lane will increase congestion During T2 hours a very busy stretch of road will be reduced from 2 lanes to 1 lane with few using T2 lane. T2 lanes not required as not much congestion, or only a small time of morning is congested. T2 lane is not worth the investment. T2 lane will block traffic wanting to turn left onto Northcote Road and cause more congestion. 	<ul style="list-style-type: none"> The proposed T2 lane will provide priority to those who are able to use the lane including buses, vehicles with two or more occupants, taxis, bicycles, and motorbikes. This allows those road users to bypass congestion and improve their travel times. This helps change people's behaviour by promoting public transport as a fast efficient method of travel as well as encouraging multiple people to share a vehicle. The proposed T2 lane will encourage motorists in single occupancy vehicles to use more space efficient options such as public transport or carpooling. This helps to reduce the number of vehicles on the road, which can help provide a more efficient road network for people who are reliant on single occupancy vehicles, such as trades people. Furthermore the city bound T2 lane is <u>not</u> removing a general traffic lane, so it is not taking away any traffic capacity, nor incentivising additional trips in single occupancy vehicles along this road. That combined with the incentive for people to travel along this corridor in more space efficient modes of transport, should mean that the overall person carrying capacity of the road increases, not decreases. The termination point of the T2 lane is located sufficiently far back from the left turn lane into Northcote Road to provide plenty of queuing area before the lights, and the 'Keep Clear' markings will ensure that the merge into the general traffic lane is completed well before the lights. As such the T2 lane is unlikely to negatively impact on traffic flow through green light phases.
Like T2 Lanes	7	<ul style="list-style-type: none"> Support for both north and southbound T2 lanes 	<ul style="list-style-type: none"> Thanks for your feedback.

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Concerns at point where T2 lane ends	6	<ul style="list-style-type: none"> • How will the bus get from the left lane to the centre lane? Will be blocked by traffic. Buses will be blocked by the traffic in the other lanes. Buses will hold up other vehicles in the T2 lane while waiting to cross lanes. • How will vehicles not using the T2 lane get into the left-hand lane? they will be blocked by the T2 lane users. • T2 lane termination point will cause congestion and safety issues as it will add to a very complex environment (driveway to apartments, driveways to Burger King and Mobil, multiple traffic lanes, and Evelyn Place intersection). • AT's map (p6) is out of date. The driveway to 13 Sunnybrae Rd is actually right in the middle of the proposed new bus stop location. 	<ul style="list-style-type: none"> • The proposed T2 lane includes a keep clear area immediately past the end of the T2 lane. This will make it easier for buses and other vehicles to change lanes at this point as queueing drivers will not be allowed to wait in this section. • Thank you for letting us know about the property development. We have since received plans regarding the vehicle crossing and revised the bus stop location to north of the vehicle crossing. Will be removing the pedestrian refuge island from the proposal to avoid conflict with the revised bus stop location.
Concerns about ticketing in T2 lane	2	<ul style="list-style-type: none"> • Concerns about fines for manoeuvring into the T2 lane too early when entering side streets or driveways. 	<ul style="list-style-type: none"> • Vehicles are able to travel for up to 50 meters in the T2 lane, when entering and exiting side street or driveways. This should be enough room for any needed turning manoeuvres. This is the standard for T2 lanes throughout Auckland.
Requests shorter T2 lane operating hours	3	<ul style="list-style-type: none"> • Finish T2 at 9am. 	<ul style="list-style-type: none"> • The 6:30-10am standard operating hours are being implemented because: <ul style="list-style-type: none"> ○ They are consistent with other special vehicle lanes in the area, such as the T3 lanes on Lake Road and Onewa Road. Having consistency of operating hours helps eliminate any confusion for people wishing to park in these locations and for users of these lanes. ○ Keeping the bus lane operating beyond 9am is likely be beneficial on days where the peak traffic times extends later into the morning, such as when there is an incident on the motorway. ○ The bus lane can also provide a safer more appealing option for people on bikes (than the general traffic lane). ○ As the population of the area and Auckland as a whole, grows, the duration of the morning peak period is expected to extend out, starting earlier and finishing later. Allowing a little additional time now means that the hours are less likely to need changing in the future.
Bus stops			
Oppose bus stop at 34 Sunnybrae Rd	8	<ul style="list-style-type: none"> • Don't support bus stop being moved closer to school entrance. 	<ul style="list-style-type: none"> • We are moving the bus stop because the existing bus stop outside 32 Sunnybrae Road does not meet AT design standards. To upgrade the bus stop to AT standards includes the requirement for No Stopping At All Times (broken yellow lines) markings on the entry (15m) and exit (9m) to the bus stop, which is to ensure the bus can safely enter the bus stop and align correctly with the kerb as well as exit

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		<ul style="list-style-type: none"> • Move bus stop (proposed outside 34 Sunnybrae Road) further away from school entrance. • Bus Stop location will create safety issues for children exiting/entering cars. • Concerns that the reconstructed driveway serving 32 Sunnybrae Road will be difficult to access. 	<p>the bus stop and enter back into the traffic lane. By shifting the bus stop from No.32 to No.34 Sunnybrae Road and creating a kerb buildout, we can reduce the amount of broken yellow lines required as the bus can more easily enter and exit the bus stop, which allows us to retain more parking (i.e. in this situation it prevents the loss of 2 parking spaces, so there is a zero-net loss of parking due to the bus stop relocation).</p> <ul style="list-style-type: none"> • We considered moving the bus stop north of the midblock crossing, however the steep berm slopes make it too difficult to provide a safe and accessible hard stand area connecting pedestrians between the footpath and the bus. Having the bus stop in this position would also require parking removal along this stretch of the road. • The new bus stop location is likely to create a safer situation, because: <ul style="list-style-type: none"> ○ The proposed kerb buildout means that the bus stop will be located in the traffic lane, this means that if any child were to walk out in front of the bus, they would previously have walked into the live traffic lane (and still would when the bus is not present at the bus stop). ○ Bus drivers are professionally trained and would be exiting the bus stops at low speeds, this will mean they have time to react if a child runs onto the road. ○ If a child ran/walked into the live traffic lane, which is the current situation, then they would likely be at greater risk of serious injury or death as traffic would be moving faster. ○ Furthermore, the kerb buildout (instead of parking) will mean that parked cars are not blocking visibility of oncoming traffic for pedestrians, children, and cars reversing out of the angled parking. • The designs have been amended to straighten the driveway serving 32 Sunnybrae Road.
Concerns with bus stop outside 8 Sunnybrae Rd	28	<ul style="list-style-type: none"> • Bus stop outside 8 Sunnybrae Road obstructs sightlines from Evelyn Place, request it is indented. • Move bus stop from outside 8 Sunnybrae Road as blocks traffic coming from intersection. 	<ul style="list-style-type: none"> • The proposal includes shifting the existing bus stop outside No. 8 Sunnybrae Road further away from Evelyn Place. This will improve visibility for vehicles exiting Evelyn Place. A kerb indent would be difficult to install at this location due to existing power poles outside No. 6 and No. 8 Sunnybrae Road which would have to be relocated at high cost. • Bus stop indents are discouraged as they make it more difficult for buses to align to the kerb and also create delays for buses when they try to re-enter the traffic flow. By locating the bus stop in the traffic lane the bus is able to exit the bus stop quicker as it does not have to wait to be let into the traffic
Concerns with bus stop outside 39-51 Sunnybrae Rd	6	<ul style="list-style-type: none"> • Don't support buildout of island for bus shelter, will remove a car park from the off-street parking area. • Don't support the relocation of the bus shelter slightly south, when buses stop at the bus stop they will block visibility of south-bound vehicles on Sunnybrae Road for vehicles exiting the off-street parking area. • Don't support the raise tables at the entrance and exit to/from the off-street parking area as 	<ul style="list-style-type: none"> • The bus shelter is being installed to provide shelter from rain for bus users. Improving the experience of catching a bus will make existing users journeys more enjoyable and will encourage more people to catch the bus. The more people that use public transport, the less people that are using private vehicles, which frees up road space for freight and other people who are reliant on private vehicle use e.g. tradies. • Also the bus stop outside the shops does not meet the required standards for a bus stop, the upgrades are required to bring the bus stop up to standard (Auckland Transport Code of Practice). • The AT Safety Team has reviewed the location of the bus stop and concluded that it does not present a significant safety risk. Also buses are only occupying the bus stop up to four times an hour for a short amount of time as they drop off and pick-up passengers. Drivers exiting the off-street parking area also have the option of waiting for a few seconds for the bus vacate the bus stop.

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		will slow down vehicles entering the parking area which could block the traffic lane.	<ul style="list-style-type: none"> The raised tables have been removed from the proposal in response to this feedback.
Like bus stop / shelter improvements	4	<ul style="list-style-type: none"> Like upgraded bus stops and new bus shelters. 	<ul style="list-style-type: none"> Thanks for your feedback.
Pedestrians			
Pedestrian refuge outside 14 Sunnybrae Rd is in the wrong spot	2	<ul style="list-style-type: none"> Pedestrian refuge and pram crossings is proposed where the large apartment complex's driveway will be. 	<ul style="list-style-type: none"> Thank you for letting us know about the property development. We have since received plans regarding the vehicle crossing and revised the bus stop location to north of the vehicle crossing. Will be removing the pedestrian refuge island from the proposal to avoid conflict with the revised bus stop location.
Like safety improvements for pedestrian	6	<ul style="list-style-type: none"> Like pram crossings Like pedestrian crossings Like footpath and speed tables by shops that makes bus stop/shops more accessible 	<ul style="list-style-type: none"> Thanks for your feedback.
General and other comments			
Oppose project in its entirety	6	<ul style="list-style-type: none"> Object to whole proposal. Waste of money. 	<ul style="list-style-type: none"> We have used the NZ Transport Agency's Project Benefit Cost Ratio Calculation as a key way to assess the value of the project. This calculation reveals a benefit to cost ratio of greater than 5:1 (for every dollar invested \$5 worth of benefits are achieved). Anything above 1:1 is considered a good benefit to cost ratio. The proposed T2 lane will provide priority to those who are able to use the lane including buses, vehicles with two or more occupants, taxis, bicycles, and motorbikes. This allows those road users to bypass congestion and improve their travel times. This helps change people's behaviour by promoting public transport as a fast efficient method of travel as well as encouraging multiple people to share a vehicle. The proposed T2 lane will encourage motorists in single occupancy vehicles to use more space efficient options such as public transport or carpooling. This helps to reduce the number of vehicles on the road, which can help provide a more efficient road network for people who are reliant on single occupancy vehicles, such as trades people.
Support project in its entirety	5	<ul style="list-style-type: none"> Generally like project. 	Thanks for your feedback.
Suggestions to improve school	5	<ul style="list-style-type: none"> Make the drop off points one-way system (one entrance is two-way at the moment). Time limit parking so no commuters use it. 	<ul style="list-style-type: none"> Retaining two-way vehicle flow at the western indent entrance to Sunnybrae Normal School allows larger vehicles to drive through into the school. Converting the current two-way flow into one-way flow would require vehicles entering Sunnybrae Normal School to make a sharp left turn. This would likely require

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drop-offs and pick-ups		<ul style="list-style-type: none"> • Do not use road patrol signal too often, slows traffic, wait for a build-up of children. • Turn children's playground into a parking area. • Create a pick-up / drop-off area just down from the school. Students will just need to walk a little bit further. 	<p>removing mobility parking and modifying the entrance to the school. Converting the indent into one-way flow would not provide sufficient benefit to justify these changes.</p> <ul style="list-style-type: none"> • There is already 2-time restricted parking outside Sunnybrae Normal School gate. We have amended the proposal to include recessed parking between No. 55 and No. 65 Sunnybrae Road, we can provide five restricted indented parking spaces in this location. The parks will be time restricted to 2 to 5 min parking during the school pick up and drop off period, outside of these periods the parks will not have any time restrictions. We are also changing the 3 parking spaces outside 30-32 to a P2 or P5 time restriction during school pick up and drop off times. • It is up to the road patrol/safety teacher to decide when to put the signs out, we understand that currently they wait for a build-up of children before putting the signs out. The crossing point and road patrol are important as they create a safe crossing point for children, and any delays experienced do to this activity should only occur during a small portion of the day and only on school days. • The school playground is not part of the road reserve and therefore cannot be removed by Auckland Transport.