

# Brylee Drive, Conifer Grove - Traffic calming measures

## Public feedback report



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## Summary

This project is another step towards our goal of achieving no deaths or serious injuries on our roads. We are guided by the Vision Zero approach to transport safety, which prioritises human safety over other measures (such as minor time saving).

We are planning to deliver eight speed humps located along the full length of Brylee Drive plus a raised pedestrian crossing. We consulted on this proposal from 11 May to 4 June 2021 and received feedback from 36 people.

The majority of respondents felt that the speed humps are correctly positioned and the proposed raised pedestrian crossing at the roundabout on Walter Strevens Drive and Brylee Drive would improve safety. Further detail can be found on pages 5-7 in this report.

### Next steps

We will be proceeding with all the speed calming measures and will be installing eight speed humps and a raised pedestrian crossing. During the detailed design stage, we will investigate whether it is possible to slightly reposition some of the speed humps based on comments we received.

We anticipate the proposed changes will be constructed later in 2021. We will be in touch with your community prior to any construction taking place. Once the traffic calming measures are in place, we will monitor traffic speeds and volumes in this area.

# Background

## What we asked for feedback on

As part of resource consent conditions for the neighbouring Waiata Shores development, a link road connection was built to join Brylee Drive to Gosper Road in Waiata Shores. The consent also requires Auckland Transport to implement traffic calming measures on Brylee Drive before this road is opened.

During November and December 2020, we consulted with the community about installing speed humps along Brylee Drive to slow speeds and discourage people taking short cuts once the link road from the Waiata Shores development is open. Based on feedback, we are planning to deliver eight speed humps located along the full length of the road, approximately 80 to 100 metres apart, plus a raised pedestrian crossing. Approximately five parking spaces will need to be removed near the proposed raised pedestrian zebra crossing. Refer to Figure 1.

In May and June 2021, we consulted with the community again to determine whether the speed humps are positioned appropriately and whether the raised pedestrian crossing in the proposed position will improve safety.



Figure 1: Proposed design for Brylee Drive

# Consultation

We consulted on this proposal from 11 May to 4 June 2021 and received feedback from 36 people.

## What we asked you

We asked:

1. Are the speed humps positioned appropriately? If you answered 'No', please advise which speed humps are not positioned appropriately and where they should be positioned.
2. Do you think a raised pedestrian crossing in the proposed position will improve safety? If you answered 'No', please explain the reason for your answer.
3. Are there any other comments you would like to make regarding the proposed traffic calming measures on Brylee Drive?

## Activities to raise awareness

To let you know about our consultation, we:

- mailed brochures to residents in Brylee Drive and surrounding streets
- set up a project webpage and an online feedback form on our website
- sent emails to stakeholder groups including emergency services
- included information in the Conifer Grove School newsletter
- held two public open days (one for the initial consultation in 2020 and the other in May 2021).

## How people provided feedback

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See attachment at the end of this report for a copy of the feedback form.

# Your feedback

## Overview

We received public feedback on the proposal from 36 people.

32 of these were submitted online, two were submitted using the freepost feedback form and two were submitted via email.

We also received informal feedback from residents and business owners at the open day. Suggestions from this feedback have been included in the list of [design suggestions](#).

## Themes in feedback

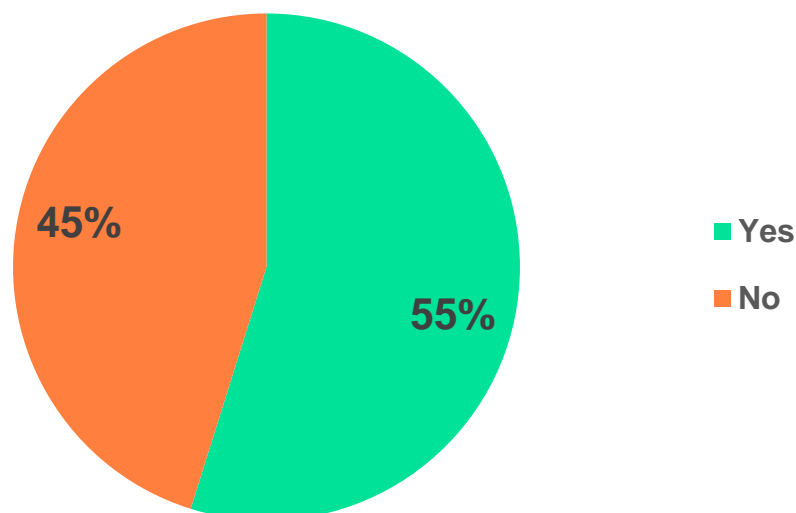
We have analysed the public feedback to identify key themes, grouped by major features of the proposal, as follows:

- Speed humps
- Pedestrian crossing
- Other themes

We provide a response to the design suggestions identified in the feedback in a [table below](#).

## Speed humps

### 1. Are the speed humps positioned appropriately?

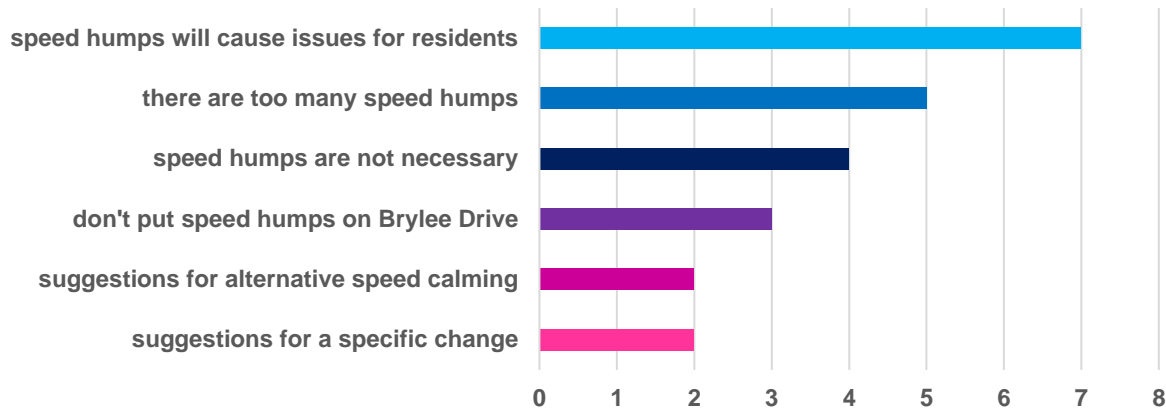


Submissions counted only once.

Feedback on whether the speed humps are positioned correctly shows that the majority of people felt that the speed humps are correctly positioned. Many of the people who answered 'no' to this question went on to explain that they felt that they didn't like the idea of speed

humps on Brylee Drive, felt that there were too many speed humps or felt that speed humps are not necessary.

### Speed hump themes



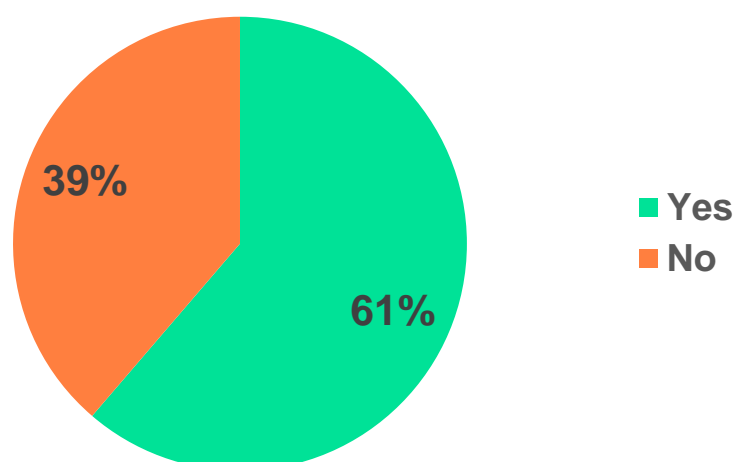
Submissions may have counted in more than one theme.

The above chart shows how people answered after they selected 'no' when asked the question 'are the speed humps positioned appropriately?' and were prompted to explain 'which speed humps are not positioned appropriately and where they should be positioned.' Keep in mind that each person's feedback may have contained more than one theme, so in the above chart one person may be represented in more than one bar.

Please refer to the AT's responses [in the table](#).

## Pedestrian crossing

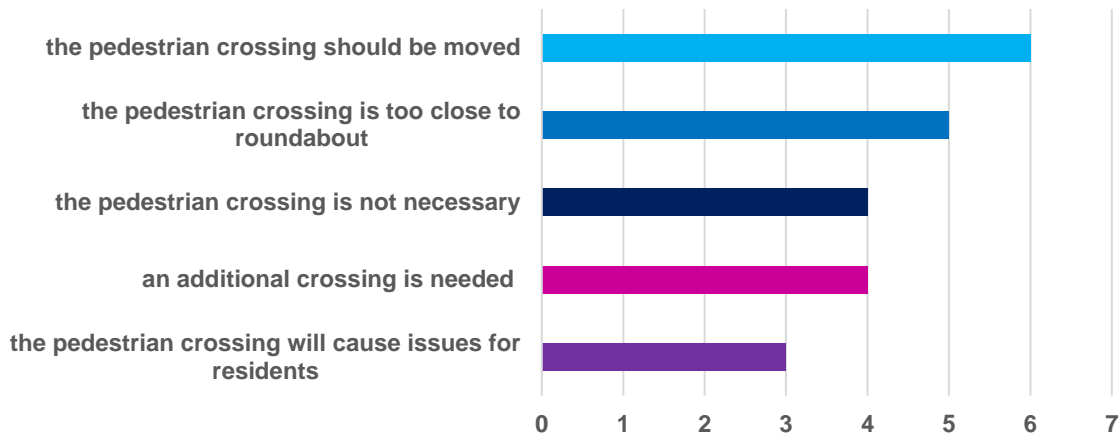
### 2. Do you think a raised pedestrian crossing in the proposed position will improve safety?



Submissions counted only once.

The graph on the previous page shows that the majority of people who gave feedback on the consultation thought that the proposed raised pedestrian crossing at the roundabout on Walter Strevens Drive and Brylee Drive would improve safety.

### Raised crossing themes



Submissions may have counted in more than one theme.

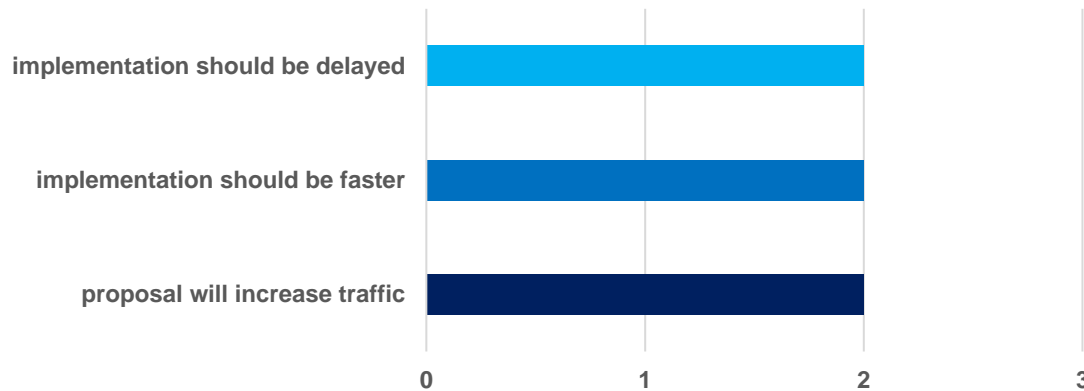
The above chart shows how people answered after they selected 'no' when asked the question 'do you think a raised pedestrian crossing in the proposed position will improve safety?' and were prompted to explain their answer if they selected 'no'. Keep in mind that each person's feedback may have contained more than one theme, so in the above chart one person may be represented in more than one bar.

Please refer to the AT's responses [in the table](#).



## Other themes

3. Are there any other comments you would like to make regarding the proposed traffic calming measures on Brylee Drive?



Submissions may have counted in more than one theme.

These themes relate to the third question in the survey though might also include feedback for the previous two questions if that feedback was not related to the question. This question asked: 'Are there any other comments you would like to make regarding the proposed traffic calming measures on Brylee Drive?' Keep in mind that each person's feedback may have contained more than one theme, so in the above chart one person may be represented in more than one bar.

### Implementation should be delayed

Two people suggested delaying the implementation of the proposed changes. One person suggested opening the connection between Brylee Drive and Gosper Avenue to see if any issues arise and only construct the proposed improvements if there are issues. The other person was unhappy with the consultation process and felt that the community had not been listened to. They suggested delaying the proposed improvements until another consultation which truly captured the views of the community could be held.

### Implementation should be faster

Two people suggested speeding up the implementation of the proposed improvements. One person felt that the pedestrian crossing should be built now so that vulnerable users, especially school children have a place to cross safely when the Brylee Drive and Gosper Avenue link is opened. The other person wanted the pedestrian crossing built before the end of the year as they predicted more traffic in the area from the opening of a supermarket close by.

### The proposal will increase traffic in Conifer Grove

Two people were worried that opening the link between Brylee Drive and Gosper Avenue would increase traffic for the area.

Please refer to the AT's responses [in the table](#).

## Other submissions

In addition to public feedback, we also received submissions from Fire and Emergency New Zealand. Their feedback is summarised below, and their concerns and suggestions have been included in the list of [design suggestions](#).

### Fire and Emergency New Zealand

Fire and Emergency New Zealand (FENZ) provides a wide range of services. It is the first responder for fires and emergencies, and is often involved in responding to medical emergencies, traffic accidents and natural disasters.

FENZ feedback on the proposed acknowledged and supported AT Vision Zero approach and the principle of traffic calming to reduce the risk of road accidents. However, during an emergency, FENZ is most efficient and effective when fire appliances have fast and clear access. Delays getting to and dealing with a fire may risk the safety of people and their property. FENZ identified Brylee Drive as the main access road for Conifer Grove and felt that speed humps proposed along this road are likely to slow emergency response times.

FENZ encouraged AT to consider less invasive traffic calming interventions in this area, such as lower speed limits, painted surfaces or speed cushions.

### AT Response

Contrary to the submission from FENZ, Brylee Drive is not the main access road for Conifer Grove. Walter Strevens Drive is the main access road to the area and no traffic calming is proposed for Walter Strevens Drive. AT is currently working with FENZ to address their concerns regarding traffic calming across the city.

## 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 the question in the feedback.

1. Speed hump themes
2. Pedestrian crossing themes
3. Other themes

Design suggestion in feedback	AT response
<b>Speed hump themes</b>	
<b>The speed humps will cause issues for residents</b>	
<p><b>Joining Brylee Drive and Gosper Road will have negative impacts on the residents of Conifer Grove</b></p> <ul style="list-style-type: none"> <li>• Joining Brylee Drive and Gosper Road is a poorly thought through decision. The impacted community was a secondary consideration, when it should have been the primary consideration.</li> </ul>	<p>The link road connection is a requirement of the Waiata Shores development. The consent also requires AT to implement traffic calming measures on Brylee Drive before the road connection is opened to the public. This connection will allow for a future bus service, better connectivity, and greater resilience in the traffic network.</p> <p>The proposed traffic calming measures will help to slow driver speeds on Brylee Drive and aim to discourage potential short cut taking.</p>
<p><b>Driving over the speed humps regularly will be a nuisance for residents</b></p> <ul style="list-style-type: none"> <li>• If I lived there it would give me a headache, I will be going to the cafe around the other way.</li> <li>• If you live near the end of Brylee Drive having to slow for 8-10 speed bumps is ridiculous.</li> <li>• I tow a trailer over this road often and this will just make things harder.</li> </ul>	<p>Alternative traffic calming devices were considered during the design process. The type and profile of various speed humps and speed tables were reviewed, including onsite testing, to determine the most appropriate types of devices.</p> <p>The proposed traffic calming devices are the most appropriate treatments to reduce speeds while minimising adverse effects such as noise, vibrations and bus route disruptions.</p> <p>The speed humps are spaced according to best practice to ensure that driver speeds are reduced to survivable speeds according to the Vision Zero goal. If there were fewer speed</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>• The scientific literature has concluded that too many speed humps will counter the perceived benefits by leading to unnecessarily noise for residents (due to deceleration and acceleration) and increased emergency vehicle response times, for instance.</li> <li>• It is widely accepted within the scientific literature that speed humps are a source of noise due to the vehicles decelerating (braking) and subsequently accelerating. While speed humps may be associated with lower noise levels than alternative traffic calming measures e.g. raised speed tables, the noise from speed humps is significant.</li> <li>• As a result of turning Brylee Drive into a through road, busses and larger vehicles are expected throughout the day, including in the early morning and the evening. The noise levels from large vehicles decelerating and accelerating over speed humps are comparatively higher than for cars. As such, due to both the increase in traffic volume and the size of vehicles passing over the speed humps, we will be subjected to significant noise levels. This will negatively impact our ability to sleep in both our main and secondary bedrooms. It is accepted within the literature that prospective home buyers may reject a home with a speed bump nearby. As such, it is rational to also conclude that this will have a detrimental effect on our property value.</li> </ul>	<p>humps and larger distances between these, there would be more noise due to acceleration and deceleration and driver speeds wouldn't be reduced to the level required.</p>
<b>Too many speed humps</b>	
<p><b>The proposal includes too many speed humps</b></p> <ul style="list-style-type: none"> <li>• Why do we need so many? Why not just two?</li> <li>• The scientific literature has concluded that too many speed humps will counter the perceived benefits by leading to unnecessarily noise for residents (due to deceleration and acceleration) and increased emergency vehicle response times, for instance.</li> </ul>	<p>Alternative traffic calming devices were considered during the design process. The type and profile of various speed humps and speed tables were reviewed, including onsite testing, to determine the most appropriate types of devices.</p> <p>The proposed traffic calming devices are the most appropriate treatments to reduce speeds while minimising adverse effects such as noise, vibrations and bus route disruptions.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>Four speed bumps and a raised crossing/bump would suffice that distance.</li> </ul>	<p>The speed humps are spaced according to best practice to ensure that driver speeds are reduced to survivable speeds according to the Vision Zero goal. If there were fewer speed humps and larger distances between these, there would be more noise due to acceleration and deceleration and driver speeds wouldn't be reduced to the level required.</p>
<b>Don't put speed humps on Brylee Drive</b>	
<p><b>AT should not put speed humps on Brylee Drive</b></p> <ul style="list-style-type: none"> <li>No speed humps between Walter Strevens Drive and Keywella Drive.</li> <li>Speed humps are not a good solution to this problem. AT should go back to the discussion table and start again.</li> <li>All speed bumps on public roads are in the wrong place. They should not be on public roads. It will cost lives.</li> </ul>	<p>As part of resource consent conditions for the neighbouring Waiata Shores development, a link road connection has recently been built joining Brylee Drive to Gosper Road in Waiata Shores. The consent also requires AT to implement traffic calming measures on Brylee Drive before this road is opened.</p> <p>The proposed traffic calming measures will help to slow driver speeds on Brylee Drive and aim to discourage potential short cut taking.</p>
<b>The proposed changes are not necessary</b>	
<p><b>The speed humps proposed for Brylee Drive are not necessary</b></p> <ul style="list-style-type: none"> <li>There are better things for Council to spend its money on.</li> <li>The only reason for the speed humps to be installed is to “calm” the additional traffic generated by the road extension and new supermarket.</li> </ul>	<p>The link road connection is a requirement of the Waiata Shores development. The consent also requires AT to implement traffic calming measures on Brylee Drive before the road connection is opened to the public. This connection will allow for a future bus service, better connectivity, and greater resilience in the traffic network.</p> <p>The proposed traffic calming measures will help to slow driver speeds on Brylee Drive and aim to discourage potential short cut taking.</p>
<b>Other speed calming should be used</b>	
<p><b>People suggested an alternative to speed humps should be considered</b></p> <ul style="list-style-type: none"> <li>Narrowing islands allowing only one car either way spaced along would be better.</li> </ul>	<p>Narrowing islands/chicanes or similar were considered but these are not preferred as they are less effective at deterring non-local through traffic and reducing speeds.</p>

Design suggestion in feedback	AT response
	<p>For chicanes to be effective a high number of on-street parking spaces would need to be removed, which is not preferred in the residential streets where parking is required for residents and the visitors.</p> <p>Chicanes and other horizontal treatments cover a longer length of road compared to speed humps. On residential roads such as Brylee Drive, the significant number of residential driveways means that device spacing would exceed 120m, therefore undermining the ability to achieve the desirable operating speed.</p> <p>As Brylee Drive is a future public transport route, horizontal treatments such as chicanes would need to be designed to cater for bus tracking. This means it would have little impact on smaller vehicles as they would be able to negotiate through the chicanes easily, especially as the road is already wide. It would not be effective in terms of deterring non-local through traffic.</p>
<p><b>AT should consider less invasive traffic calming interventions in this area as the proposed speed humps will slow down fire and emergency vehicles in a crisis.</b></p> <ul style="list-style-type: none"> <li>• Alternatives could include lower speed limits, painted surfaces or speed cushions.</li> <li>• The Firefighting Operations Emergency Vehicle Access Guide provides guidance to ensure appliances can access sites, buildings and structures in an emergency. This includes:             <ul style="list-style-type: none"> <li>- minimum widths for carriageways</li> <li>- minimum widths for curved carriageways or corners</li> <li>- requirements for turning areas (i.e. dead ends)</li> <li>- kerb dimensions on carriageways</li> <li>- maximum gradients for ramps/ inclines.</li> </ul> </li> <li>• Ensuring speed calming interventions align with the specifications outlined in the Access Guide is likely to mitigate negative impacts on emergency services.</li> </ul>	<p>Fire and Emergency New Zealand provided a response on this proposal, which aligns with feedback the department has submitted on other AT traffic calming projects across Auckland. Contrary to the submission from FENZ, Brylee Drive is not the main access road for Conifer Grove. Walter Strevens Drive is the main access road to the area and no traffic calming is proposed for Walter Strevens Drive. AT is currently working with FENZ to address their concerns regarding traffic calming across the city.</p>

Design suggestion in feedback	AT response
<b>Change to a specific speedhump</b>	
<p><b>The speed hump outside a property on Syntax Place should be moved</b></p> <ul style="list-style-type: none"> <li>The speed hump is right outside my swimming pool area.</li> </ul>	<p>When we undertake the detailed design stage, we will consider if it is possible to relocate this proposed speed hump slightly further north.</p>
<p><b>A speed hump outside a property on Gaylord Place should be moved</b></p> <ul style="list-style-type: none"> <li>I request that the speed hump proposed directly outside my home be either deleted or relocated to a position of less impact on me.</li> </ul>	<p>This speed hump can't be removed as the distance between the remaining speed humps would be too large and operating speeds would not be reduced to the level required. However, when we undertake the detailed design stage, we will consider if it is possible to relocate this proposed speed hump slightly further north.</p>
<p><b>The speed hump outside a property on Brylee Drive should be moved</b></p> <ul style="list-style-type: none"> <li>I am very concerned that the proposed location of the speed humps is too close to the driveway and bedrooms of the property, which will have significant undesirable implications. My concerns are consistent with peer-reviewed scientific studies which have concluded that in residential areas “the benefits of speed bumps (slower speeds, children’s or overall safety) are outweighed by the perceived costs (noise, emergency vehicle ingress and egress, annoyance, air quality and car damage)”</li> <li>At present, it is challenging to safely exit/enter the driveway at 26 Brylee Drive during peak morning/evening periods as a result of the relatively high volumes of road and footpath users. While it is acknowledged that speed humps can have the benefit of slowing down general traffic, a consequence of this is that vehicles are near the speed hump (26 Brylee Drive driveway) for longer periods of time. Therefore, this will further reduce the available time for vehicles to safely enter/exit the road from my property (as to avoid both road and footpaths traffic) and will be, overall, detrimental to us</li> </ul>	<p>The proposed traffic calming measures will help to slow driver speeds on Brylee Drive, which will be beneficial to drivers entering/exiting their properties and negotiating intersections along the road.</p> <p>The speed humps are spaced according to best practice to ensure that driver speeds are reduced to survivable speeds according to the Vision Zero goal. If there were fewer speed humps and larger distances between these, there would be more noise due to acceleration and deceleration and driver speeds wouldn't be reduced to the level required.</p> <p>This speed hump can't be removed as the distance between the remaining speed humps would be too large and operating speeds wouldn't be reduced to the level required.</p> <p>The speed humps won't cause damage to vehicles if drivers travel over them at appropriate speeds. Both the speed humps and the table are designed to ensure a smooth transition provided drivers approach the devices at the appropriate speeds.</p>

Design suggestion in feedback	AT response
<b>Pedestrian crossing themes</b>	
<b>Move the pedestrian crossing</b>	
<p><b>The location of the proposed pedestrian crossing should be moved</b></p> <ul style="list-style-type: none"> <li>• It needs to be on the other side. That's where all the school kids cross.</li> <li>• Move the proposed raised pedestrian crossing just past Syntax Place, so there is adequate time from vehicles entering Brylee Drive from the roundabout to slow down and stop if required.</li> <li>• It's quite rare for people to cross there, the majority of people cross from the bridge straight towards the dairy.</li> <li>• A more appropriate place would be nearer Palado Place where it is straight and line of sight is better.</li> </ul>	<p>This new raised pedestrian crossing was proposed based on feedback received from the community during the previous community engagement in November 2020.</p> <p>The crossing will enhance pedestrian safety near Walter Strevens Road and provide a connection to the new shared path that has been constructed by Waka Kotahi.</p> <p>There is already a pedestrian crossing facility at the roundabout in the form of a refuge island. It is a common practice to have the crossing at the intersection where pedestrians typically cross or expect to be able to cross - this is what is known as the pedestrian desire line. Having the crossing away from the desire line will lead to pedestrians not using the crossing and continuing to cross at the roundabout without any priority or added protection.</p> <p>Having the crossing facility away from the intersection could lead to compromised visibility of and for pedestrians.</p>
<b>Too close to the roundabout</b>	
<p><b>The proposed pedestrian crossing is too close to the roundabout</b></p> <ul style="list-style-type: none"> <li>• Roundabouts work only when traffic can safely exit the roundabout otherwise they will block up with traffic.</li> <li>• It is too close to the roundabout and vehicles turning left into Brylee Drive may be looking right for traffic coming from that direction that they must give way to and not see pedestrians until they have turned into Brylee Drive.</li> <li>• Why on earth aren't they placed at least two car lengths away from the crossing? By the time you hit the humped crossing you've already run over anyone on the crossing.</li> </ul>	<p>This new raised pedestrian crossing was proposed based on feedback received from the community during the previous community engagement in November 2020.</p> <p>The crossing will enhance pedestrian safety near Walter Strevens Road and provide a connection to the new shared path that has been constructed by Waka Kotahi.</p> <p>There is already a pedestrian crossing facility at the roundabout in the form of a refuge island. It is a common practice to have the crossing at the intersection where pedestrians typically cross or expect to be able to cross - this is what is known as the pedestrian desire line. Having the crossing away from the desire line will lead to pedestrians not using the crossing and</p>



Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>As you round the bend your visibility is impaired by many things (a pillar or car for example) and you may miss a person crossing and then have to brake and wait and then block the roundabout for other users.</li> <li>I wonder if the crossing will cause traffic that wants to turn into Brylee Drive to clog the roundabout when stopped for pedestrians. Particularly around school start and end times.</li> </ul>	<p>continuing to cross at the roundabout without any priority or added protection.</p> <p>It is expected that there will be minimal impact on the traffic at the roundabout given the time that it typically takes a pedestrian to cross the road.</p> <p>Visibility checks have been carried out at the proposed location to ensure that drivers have clear visibility of pedestrians crossing on Brylee Drive.</p>
<b>The pedestrian crossing is not necessary</b>	
<p><b>The proposed pedestrian crossing is not necessary</b></p> <ul style="list-style-type: none"> <li>School children attending Conifer Grove Primary are predominantly delivered to and from school by car.</li> <li>It is not any more necessary there than it is for the other sides of the intersection. Abandon the pedestrian crossing altogether.</li> <li>We have never had any trouble with pedestrians and cars at the crossing.</li> </ul>	<p>This new raised pedestrian crossing was proposed based on feedback received from the community during the previous community engagement in November 2020.</p> <p>The crossing will enhance pedestrian safety near Walter Strevens Road and will provide a connection to the new shared path that has been constructed by Waka Kotahi, which is expected to increase the number of pedestrians and cyclists.</p> <p>We aim to slow driver speeds and create a safer place to cross for the wider community. The upgraded crossing will support walking and cycling opportunities in the neighbourhood.</p>
<b>The pedestrian crossing will cause issues for residents</b>	
<p><b>The proposed pedestrian crossing will cause the following issues for residents</b></p> <ul style="list-style-type: none"> <li>Noise concerns for the residents in proximity to the crossing should be given due consideration.</li> <li>The position of the raised crossing removes 100% of our on-street parking, we cannot park either side of our property without either obstructing traffic on the one-way section on Walter Strevens or the crossing. Parking on the driveway blocks the path.</li> </ul>	<p>The traffic calming devices proposed are considered the most appropriate treatments to result in an acceptable speed reduction while minimising adverse effects such as noise, vibrations, and bus route disruptions.</p> <p>Based on the visibility checks, parking will need to be removed near the proposed crossing to improve visibility for pedestrians and vehicles approaching the crossing. The broken yellow line parking restrictions on Walter Strevens Drive provide improved visibility for pedestrians using the refuge crossing on Walter Strevens Drive, west of the roundabout. Alternative on-street</p>

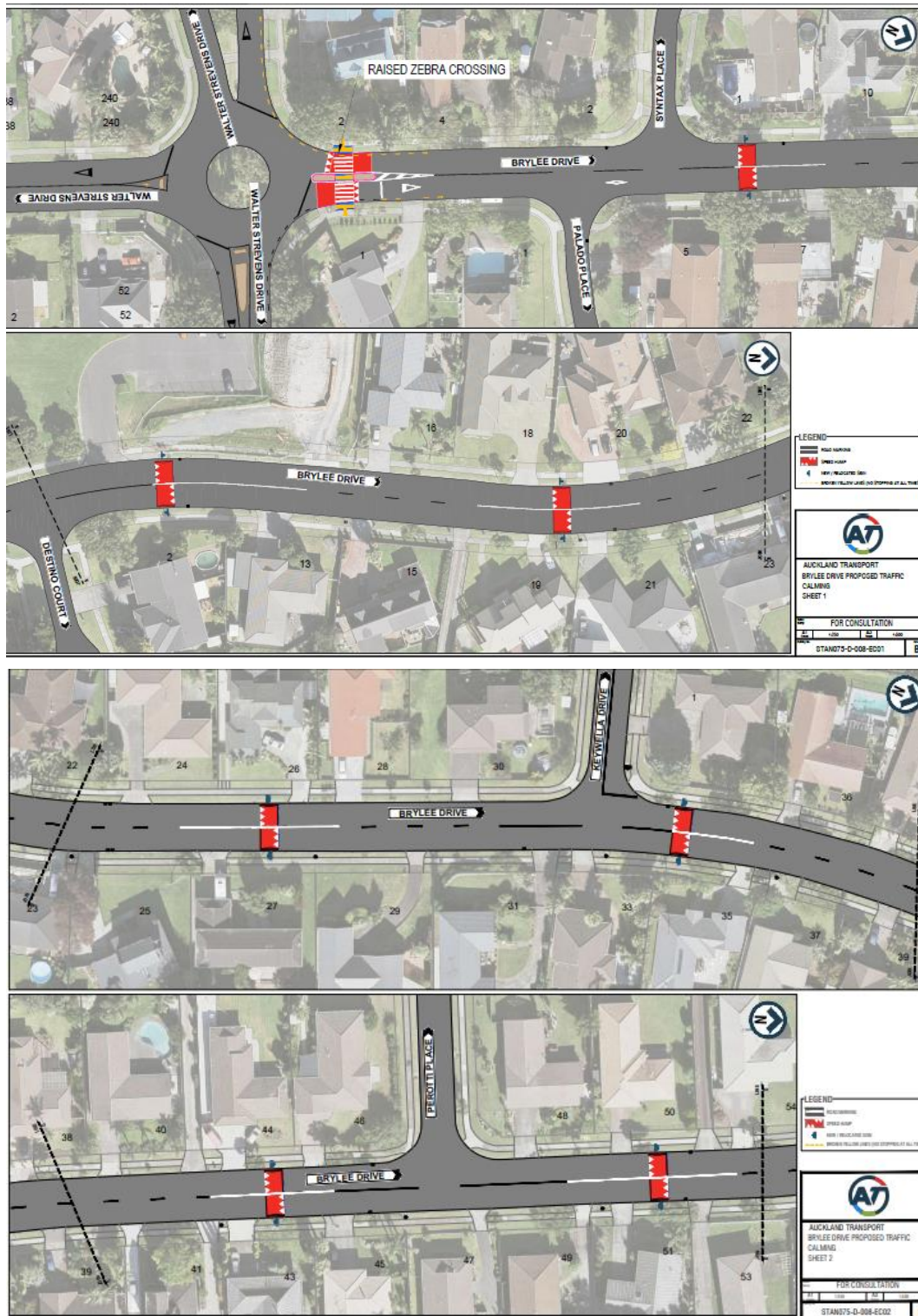
Design suggestion in feedback	AT response
	parking is still available on Brylee Drive and Walter Strevens Drive.
<b>The proposal should include another crossing</b>	
<p><b>The proposal should include another raised crossing on the opposite side of the roundabout to the bridge</b></p> <ul style="list-style-type: none"> <li>• It's a dangerous crossing and there was a near miss with a truck and five children last week.</li> <li>• Need to slow vehicles entering Conifer Grove from the bridge and consider a raised crossing on the opposite side of the roundabout. If you watch at 3:10 pm you will see multiple children crossing here.</li> </ul>	We will be monitoring traffic speeds and volumes on the surrounding network, including the Walter Strevens Drive approach to the roundabout, with a view to investigating additional improvement options, if necessary.
<b>Other themes</b>	
<b>Additional speed calming</b>	
<p><b>The proposal should include another raised pedestrian crossing on Walter Strevens Drive at the roundabout entry coming over the bridge into Conifer Grove</b></p> <ul style="list-style-type: none"> <li>• Cars speed through the roundabout there. Would improve safety and reduce again rat running (short cut taking).</li> </ul>	We will be monitoring traffic speeds and volumes on the surrounding network, including the Walter Strevens Drive approach to the roundabout, with a view to investigating additional improvement options, if necessary.
<p><b>The proposal should include another raised pedestrian crossing instead of the speed bump opposite Brylee Drive Park</b></p> <ul style="list-style-type: none"> <li>• It'd be nice to also see a raised pedestrian crossing where the speed bump opposite Brylee Park is – this would be a nice safe spot for any children to cross on directly to the park.</li> <li>• This would ensure cars are more aware of the possibility of children at that point as there is a playground and tennis court there.</li> <li>• It is also a very popular location for walkers and runners.</li> </ul>	<p>The speed humps are expected to calm the full length of the road so that driver speeds are low enough to allow people to cross safely at any point along the route.</p> <p>We are investigating the possibility of another crossing facility on the northern section of Brylee Drive to connect to the new shared path. If this was to progress it will be delivered as a separate project.</p>
<p><b>The speed limit should be reduced</b></p> <ul style="list-style-type: none"> <li>• The speed limit should be dropped to 30km.</li> </ul>	AT is currently undertaking a speed limit review across Auckland. It is hoped that the proposed traffic calming along

Design suggestion in feedback	AT response
	Brylee Drive will reduce drivers' speeds to survivable speeds of between 30-35 km/h.
<b>Delay the proposal</b>	
<p><b>The implementation of the proposal should be delayed</b></p> <ul style="list-style-type: none"> <li>• There should be requested an amendment to the resource consent conditions to allow for a three-month trial opening of the road.</li> <li>• The road is already built and there are already traffic monitors in place on Brylee Drive and surrounds. We could then see if the problems arise that people are concerned about before spending money on something like this.</li> <li>• If the sensors show a significant increase in traffic volume and in vehicle speeds, then install the “calming measures”.</li> </ul>	Under the resource consent, the new connection road can't be opened until traffic calming has been installed on Brylee Drive.
<p><b>AT should begin their consultation process again</b></p> <ul style="list-style-type: none"> <li>• AT should go back to the discussion table and start the consultation process again. This time with their ears open to the views of the Wattle Downs community.</li> </ul>	We have undertaken two rounds of public consultation for the proposed traffic calming on Brylee Drive and we won't be restarting consultation for this project.
<b>Deliver the proposal faster</b>	
<p><b>The proposed pedestrian crossing should be built as soon as possible</b></p> <ul style="list-style-type: none"> <li>• Anything that increases traffic must have a mitigation that makes it safer for vulnerable users, particularly school children.</li> <li>• If it isn't funded and installed now it will be delayed by another lengthy consultation and funding process later.</li> </ul>	We anticipate that construction will start later this year and will take around two months. We will contact you before construction begins.
<p><b>The bus route, frequency, and implementation date should be confirmed now</b></p> <ul style="list-style-type: none"> <li>• Conifer Grove has zero public transport service and when new traffic is induced by the new housing, provision must be made so that it doesn't all convert to private vehicle traffic otherwise AT is not seeking to meet its carbon reduction goals.</li> </ul>	<p>AT is looking to provide Conifer Grove with a public transport option later in 2021. We plan to be able to provide more information in August.</p> <p>The traffic calming will help to minimise the amount of non-local traffic using the road. We will be monitoring traffic speeds and</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>It would be especially galling for public transport improvements to bring more traffic to Conifer Grove when we are not services by public transport at all.</li> <li>AT should also commit to zero traffic being induced on this route by the rail crossing removals in Takanini. I understand the design and reports are not complete, but these are not required to commit to maintaining safe streets in Conifer Grove.</li> </ul>	<p>volumes after the traffic calming is implemented and will make additional interventions if needed.</p> <p>There are currently no timeframes available for the crossing closures.</p> <p>We will continue to monitor Brylee Drive and the surrounding network after the traffic calming has been installed and will consider additional interventions if necessary to further reduce and minimise short cut taking.</p>
<p><b>The whole proposal should be delivered as soon as possible</b></p> <ul style="list-style-type: none"> <li>Please install as soon as possible to allow the road to open before the end of the year which will provide access to the new Countdown supermarket.</li> </ul>	<p>We anticipate that construction will start later this year and will take around two months. We will contact you before construction begins.</p>
<b>The proposal will increase traffic</b>	
<p><b>Opening the link between Brylee Drive and Gosper Road will mean more traffic in Conifer Grove</b></p> <ul style="list-style-type: none"> <li>What is the plan for after the road is opened for the extra traffic coming over the bridge back onto the Great South Road?</li> <li>Beaumaris Way already gets blocked up from excessive traffic trying to get onto the G.S.R to go onto the motorway.</li> <li>More cars into Conifer means more cars trying to get out.</li> <li>Need to consider the traffic entering Conifer Grove from Walter Strevens Drive over the bridge.</li> </ul>	<p>As part of resource consent conditions for the neighbouring Waiata Shores development, a link road connection has recently been built joining Brylee Drive to Gosper Road in Waiata Shores. The consent also requires AT to implement traffic calming measures on Brylee Drive before this road is opened.</p> <p>Following implementation, we will monitor traffic speeds and volumes on the surrounding network, including the new link road.</p>

# Attachment 1: Proposed designs

The proposed design is to deliver eight speed humps located along the full length of the street plus a raised pedestrian crossing as shown on the proposed designs below. Approximately five parking spaces will need to be removed near the proposed raised pedestrian zebra crossing.





Download the proposed design plans on [AT's website](#). Once detailed designs are available these will be put on the website.

## Attachment 2: Feedback form

### Brylee Drive, Conifer Grove, Traffic Calming Measures

**Public feedback is open until 4 June 2021.**

A link road connection has recently been built joining Brylee Drive to Gosper Road in Waiata Shores development. A resource consent condition requires AT to implement traffic calming measures on Brylee Drive before this road is opened to the public.

To meet the conditions of the resource consent and based on your community's feedback, we are planning to deliver eight speed humps located along the full length of the road, placed approximately 80 to 100 metres apart, plus a raised pedestrian crossing.

Please share your views on the proposed traffic calming measures with us by answering the questions below.

**Please share your views on the proposed traffic calming measures with us by answering the questions below.**

1. Are the speed humps positioned appropriately?

Yes  No

If you answered 'No', please advise which speed humps are not positioned appropriately and where they should be positioned.

2. Do you think a raised pedestrian crossing in the proposed position will improve safety?

Yes  No

If you answered 'No', please explain the reason for your answer.

3. Are there any other comments you would like to make regarding the proposed traffic calming measures on Brylee Drive?

## Brylee Drive, Conifer Grove, Traffic Calming Measures

### Personal information

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

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

### Is your feedback on behalf of an organisation or business?

Yes, I am the official spokesperson for the organisation/business

No, these are my own personal views

Name: \_\_\_\_\_

Business/Organisation: \_\_\_\_\_

Street address: \_\_\_\_\_

Suburb: \_\_\_\_\_

City/Town: \_\_\_\_\_ Post Code: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

### What best describes your interest in this proposal? *(please tick all that apply)*

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

### How did you hear about this project?

- Information posted / emailed to me
- Auckland Transport website
- News article (paper or online)
- Newspaper advertisement
- Blog e.g. Bike Auckland, Greater Auckland



- Social media e.g. Facebook, Neighbourly
- Word of mouth
- Other (*please specify*) \_\_\_\_\_