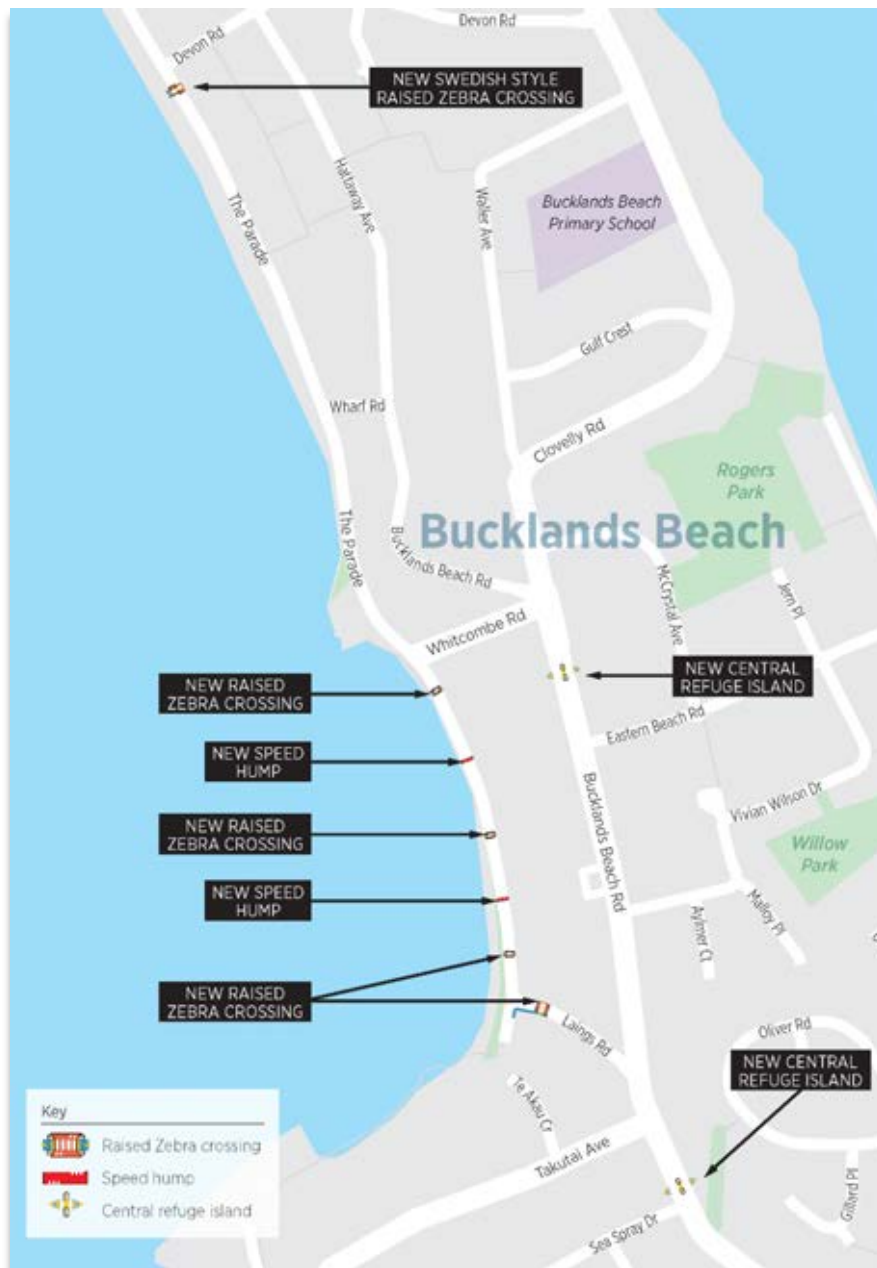


Bucklands Beach Safety Improvements Community Feedback Report



Summary of public consultation feedback

January-March 2023

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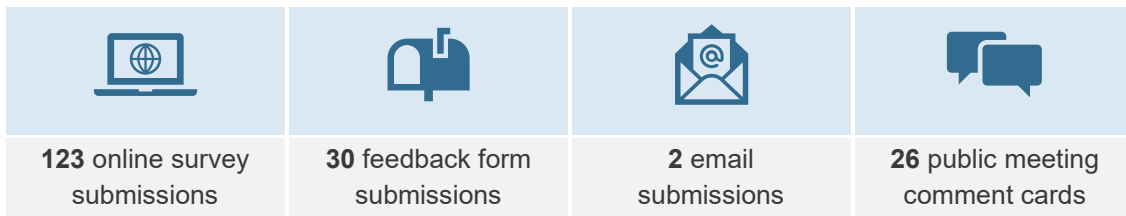
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Summary

On behalf of the Howick Local Board, Auckland Transport have proposed changes along key roads in the Bucklands Beach area: The Parade, Laings Road, and Bucklands Beach Road.

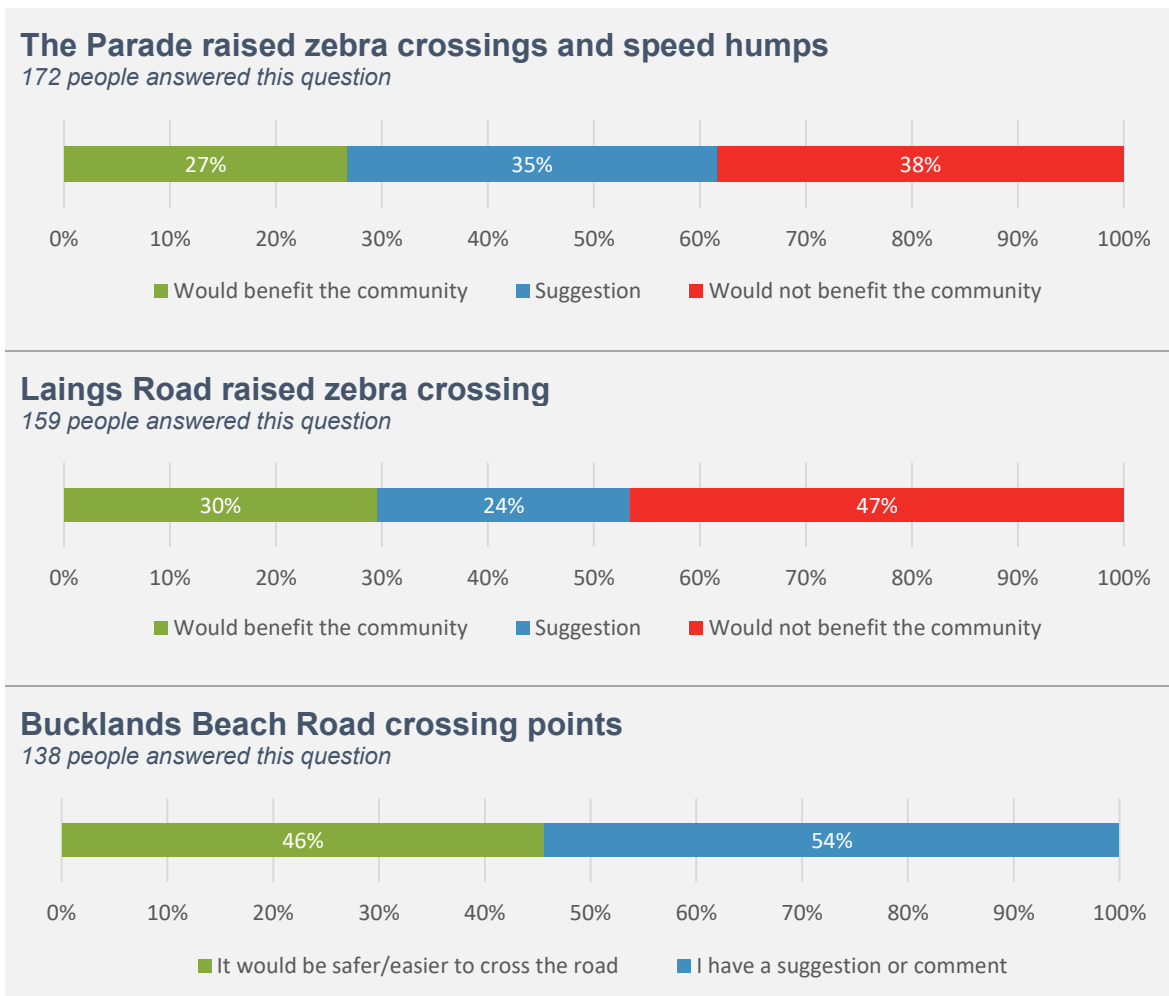
The proposal aimed to improve safety around Bucklands Beach for people walking, cycling, and driving.

Over the consultation period, we received:



Overall opinion

The proposed changes received a mixed response from the community. We asked respondents about the proposed improvements in three sections:



You can read more about the feedback we received in the [Your feedback](#) section.

Next steps

The feedback received from the community was shared with the Howick Local Board for consideration and discussion. Potential changes to the proposal were discussed and then investigated by Auckland Transport.

After investigation, the following changes were made to the proposal:

- Remove the raised crossing outside #71 The Parade
- Remove the raised crossing at the Laings Road-Bucklands Road intersection
- Remove the pedestrian refuge islands from Bucklands Beach Road

From the feedback received, there is an opportunity for the Howick Local Board and Auckland Transport to collaborate efforts on the following sites in the future:





- Speed calming at the northern end of The Parade
- Crossing on The Parade near Wharf Road
- Boardwalk/cycleway along The Parade at Little Bucklands Beach
- Alternative safety improvements for Laings Road

Consultation

We originally planned to consult from 23 January to 12 February with a drop-in session on the 1 February 2023. However, due to severe weather events the consultation deadline was extended to 12 March 2023 and the drop-in session had to be cancelled.

Activities to raise awareness

To let the community know about our consultation, we:

 <p>created a consultation webpage and online survey</p>	 <p>delivered brochures to nearby homes</p>
 <p>ran consultation advertisements on Facebook & Instagram</p>	 <p>attended a Bucklands and Eastern Beach Residents & Ratepayers Association meeting</p>

Ways to submit feedback

The public provided feedback using an online submission form on our [consultation webpage](#), a freepost form included in the brochure, via email, phone, or by leaving comments on cards at the Bucklands and Eastern Beach Residents & Ratepayers Association meeting.

See [Attachment 1: Feedback form](#) at the end of this report for a copy.

Your feedback

Overview

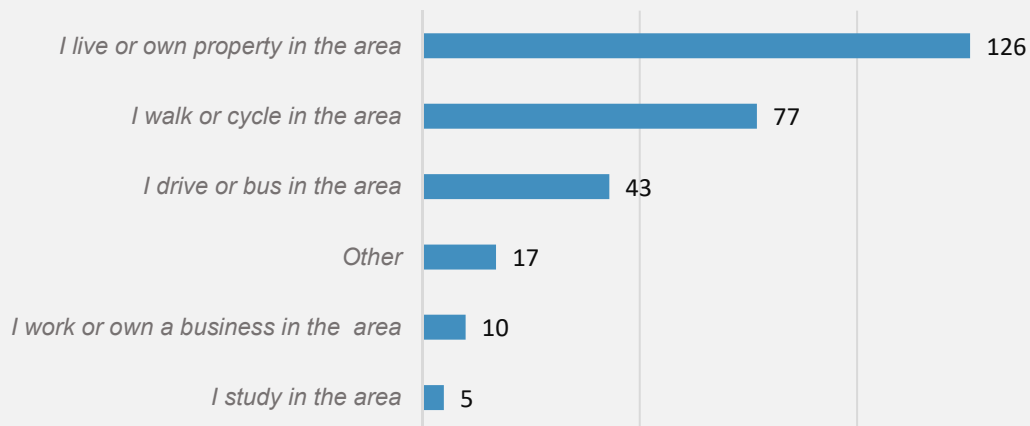
181 total submissions

125 online submissions

56 written submissions

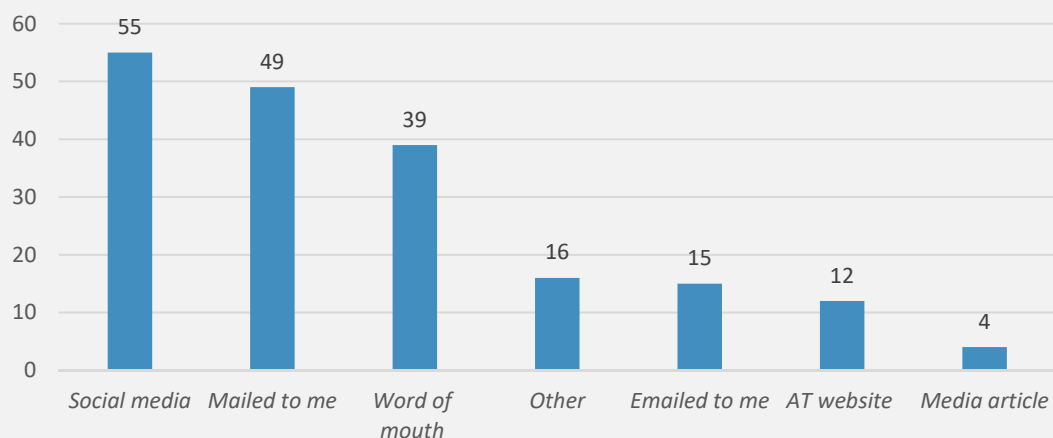
How respondents described their interest in the proposal

Respondents could select more than one statement and 76% provided a response



How respondents heard about the proposal

Respondents could select more than one statement and 76% provided a response

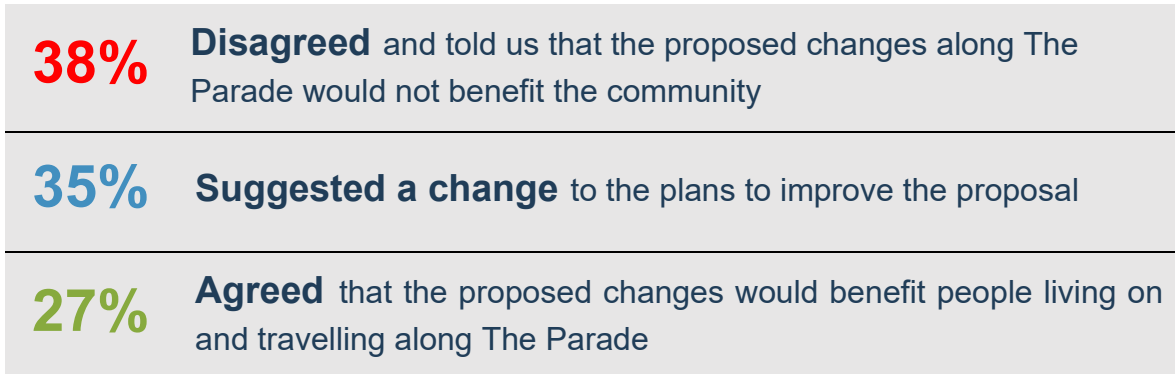


About **93% of respondents** left comments with their submission.

We have summarised the most frequently mentioned comments for each part of the proposal – The Parade, Laings Road, and Buckland Beach Road changes – with example quotes from the submissions we received.

The Parade changes feedback



The proposed speed humps and raised pedestrian crossings along The Parade attracted a mixed response from the 172 respondents who provided feedback.



Percentages based on the total of 172 respondents who responded to The Parade changes

Around 85% of people provided comments with their submission. 63% respondents in support left comments and 88% of respondents who did not support the proposal left comments.

59 people provided suggestions, which have been summarised and responded to in the [Suggestions](#) section of this report

Too many speed humps were proposed		38 mentions
	<i>“Don’t need speed humps right next to raised crossings as these slow traffic anyway”</i>	
	<i>“Too many speed bumps.”</i>	
	<i>“There are far too many proposed speed humps/crossings for this area, it is horrible driving along Eastern Beach now with all the humps, less than half the amount will still have the desired effect.”</i>	
The changes are not needed		30 mentions
	<i>“We live here and never had any issues.”</i>	
	<i>“There is currently no road risk to be fixed.”</i>	
	<i>“There are enough speed bumps already on this section. Particularly considering how quiet the road is.”</i>	

The changes would cause congestion along The Parade 18 mentions



“Cars travel slowly enough along the parade, adding speedbumps and crossing will cause traffic to be even slower which will create a backup of traffic.”

“Too many speed bumps will cause a massive slowdown in an already busy area.”

“Bad idea, would congest too much”

The proposal would slow down speeding drivers 17 mentions



“We are grateful that speeding will be reduced.”

“On summer weekends I am always nervous of kids running out onto the road from between cars and drive slowly as a result. The proposal will ensure everyone else drives at an appropriate speed.”

“Reduce the speed of traffic and making it safer.”

The proposal would improve safety along The Parade 17 mentions



“I think this will make a huge difference and make it safer”

“Each of the raised crossings / speed humps are necessary to reduce vehicle speeds and enhance pedestrian safety.”

“Safer and more pleasant environment for beach users or visitors.”

The proposal would make it safer to walk and/or bike 10 mentions



“Slower cars, safer for pedestrians”

“Cyclists, walkers and beach goers will benefit from this change.”

“Safe crossing point for vulnerable road users, slow traffic in an area where kids play and safer walking to the marina/ferry.”

The humps and raised crossings would cause vehicle noise 9 mentions



“going to be soo many loud cars taking off after every speed bump and hump”

“There will be lots of noise created for the community because of lower cars revving and scraping to get over the speed bumps.”

“Cars accelerating and slowing constantly creating more noise and pollution along the waterfront.”

Laings Road changes feedback

The public feedback on the proposed crossing on Laings Road leaned against the changes.

46% **Did not agree** that the changes would make the intersection safer

30% **Agreed** that the proposed changes would improve safety

24% **Suggested a change** to the plans to improve the proposal

Percentages are based on the total of 159 respondents who responded to the changes on Laings Road

73% of respondents provided comments with their submission, 62% respondents with concerns about the proposal left comments compared with 26% of respondents in support.

58 people provided suggestions, which have been listed to in the [Suggestions](#) section.

The proposed crossing would be dangerous 38 mentions



“This would be more of a hazard”

“Steep road. Poor visibility as you approach the corner. Dangerous when wet. I believe this would be a hazard crossing not a safe crossing.”

“With poor uphill visibility a crossing here is not safe and not needed”

The proposed crossing is not necessary 27 mentions



“I don’t believe the proposed footpath is necessary as the proposed crossing at 78 The Parade will suffice.”

“People don’t cross at that point.”

“Most of the pedestrians will already be on the beach side and will have no requirement to cross Laings Road at that location.”

The raised crossing would reduce driving speeds 9 mentions



“This particular crossing is vital. At present, there are very high downhill vehicle speeds, which this hump will reduce.”

“This is a really difficult place to cross the road and this would be a fabulous change, I would prioritise this one in particular and it would help cars slow down speeding around the corner into the beach area”

“Would slow down cars driving fast down the hill.”

The proposed crossing would improve safety

7 mentions



“Currently very difficult to cross safely with children or elderly as road wide and blind spots, plus drivers speeding frequently.”

“More safety for pedestrians since people will have to slow down”

“Safer for pedestrians.”

The proposed crossing would cause congestion

7 mentions



“The traffic will back up Laings Rd causing Bucklands Beach Rd to backup. Homeowners won’t get in and out their drives.”

“The changes would cause issues rather than fix a non-issue. Would cause congestion!”

“This will cause traffic build up in both directions which will make crossing the road and traffic flow worse.”

Bucklands Beach Road changes feedback

Community feedback on the proposed crossing points at 124 and 188 Bucklands Beach Road was mixed.

54% **Commented** with a suggested change, comment, or concern

46% **Agreed** that the proposed changes would make it easier to cross the road

Percentages are based on the total of 139 respondents who responded to the changes on Laings Road

52% of respondents provided comments with their submission. 58 people provided suggestions, which have been responded to in the [Suggestions](#) section.

Refuge islands would cause congestion, particularly at #188

24 mentions



“These refuge islands cause a lot of traffic congestion in the mornings as vehicles are unable to pass rubbish trucks etc, due to the narrowing of the road”

“Cars trying to turn right into Seaspray Drive will stop all traffic behind from continuing.”

“This will significantly impede daily commute along Buckland Beach Road.”

Key stakeholder submissions

In addition to feedback from residents and visitors, we also received one submission from a key stakeholder: Fire and Emergency New Zealand.

Fire and Emergency New Zealand

Thank you for the opportunity to provide feedback on the proposed Bucklands Beach Road Safety Improvements.

The primary objective of Fire and Emergency is to reduce the incidence and consequences of unwanted fire and the associated risk to life and property. We seek:

- to protect and preserve life
- prevent or limit injury
- prevent or limit damage to property and land, and;
- prevent or limit damage to the environment.

The main functions of Fire and Emergency are to:

- promote fire safety and provide fire prevention response and fire suppression services
- stabilise or render safe incidents involving hazardous substances
- rescue persons who are trapped as a result of transport accidents or other incidents
- provide urban search and rescues services.

In addition to the above core functions, Fire and Emergency also supports St John in medical emergencies through:

- medical co-response to all immediate or life threatening calls
- medical first response to:
 - immediate or life threatening calls
 - potentially life threatening or time-critical calls, and;
 - urgent or potentially serious calls.

The roading network is the primary mode of response, and therefore its design is critical to ensuring effective and efficient response. Response to fire, medical and other emergencies are time critical and delays experienced emergency response can affect the outcome of incidents they attend.

- A house fire can become fatal within three minutes.
- For every minute that goes by without CPR or using an AED5, the chance of survival drops by 10-15 percent.
- The number of people killed in traffic accidents increases with increasing emergency response time.

Fire and Emergency in Tāmaki Makaurau acknowledges that on average, one person is killed every day on New Zealand roads. As part of the Tāmaki Makaurau Transport Safety Governance Group, Fire and Emergency supports Auckland Transport's Vision Zero, to reach zero road deaths or serious injuries by 2050. We further support the principal of traffic calming to reduce the risk of road accidents and associated fatalities on roads in Tāmaki Makaurau.

During an emergency, Fire and Emergency is most efficient and effective when fire appliances have fast and clear access. Delays getting to and dealing with an emergency may risk the safety of people and their property. Because of the functions performed by Fire and Emergency our response appliances are larger and heavier than those used by other emergency services. Traffic calming strategies can impact fast and clear access. Active strategies, which prevent or reduce movement of traffic through such things as volume control devices or physical barriers, have the greatest potential impact on emergency service response time.

In general, Fire and Emergency recommends that key response routes have limited physical impediments (vertical or horizontal devices), such as speed humps, speed cushions, traffic circles and chicanes, or narrowing of roads, so as not to slow emergency response. Mapping of primary routes for Fire and Emergency across Tāmaki Makaurau, have been shared with Auckland Transport. The Parade and Bucklands Beach Road are identified on this mapping as high usage routes.

In 2022, Fire and Emergency commissioned research into the impact of traffic calming devices on emergency response. The research provided recommendations on interventions, and location of interventions, that would support pedestrian and road user safety while limiting impact on emergency response. This research has been shared with Auckland Transport. In line with the research findings, Fire and Emergency has the following recommendations on the proposed safety interventions:

- Speed humps are avoided, and an alternative solution that is less impactful on emergency response be considered.
- Vertical deflection devices including raised zebra crossings do not occur mid-block, but at intersections. This is unlikely to cause delay to appliances as Fire and Emergency drivers slow down at intersections for the safety of other vehicles and vulnerable road users.
- Mid-block crossing on primary routes use vertical separation, signalised crossing and zebra crossings rather than raised tables.
- Deflection be designed to the absolute minimum height and profile that achieves the desired effective speeds (75mm high ramps, with a 1 in 15 gradient). Applying the minimum intervention is likely to minimise the potential response time impacts and potential wear and tear impacts on appliances.
- That proposed pedestrian islands provide a 500mm clearance envelope between a 2.5m wide vehicle and any vertical kerb on either side to ensure fire appliances can traverse the street.

The Firefighting Operations Emergency Vehicle Access Guide provides guidance to ensure appliances can access sites, buildings and structures in an emergency. This includes:

- minimum widths for carriageways
- minimum widths for curved carriageways or corners
- requirements for turning areas (i.e. dead ends)
- kerb dimensions on carriageways
- maximum gradients for ramps/inclines.

Ensuring roading interventions align with the specifications outlined in the Access Guide is likely to further mitigate negative impacts on emergency services and ensure emergency appliances can access locations in the event of a fire or other emergency.

Fire and Emergency in the Counties Manukau District welcomes the opportunity to engage early with Auckland Transport and the Howick Local Board on any future changes to the roading network. We further welcome the opportunity to work with Auckland Transport to monitor and evaluate the impacts of traffic calming interventions on pedestrian and road user safety and emergency response.

Ngā mihi,

Phil Larcombe
Group Manager, Counties Manukau

AT responses to community suggestions

Respondents suggested a wide range of changes to the proposal. We have collated and responded to design suggestions in the feedback mentioned at least 4 times (approximately 2% of the total feedback).

Design suggestion in feedback	AT response
Suggested changes to The Parade proposal	
<p>Install speed management on the north end of The Parade (21 mentions)</p> <ul style="list-style-type: none"> • <i>“The changes are a good idea but should be applied the main beach first or in parallel with little BB improvements.”</i> • <i>“More safety at ‘Big Bucks’ too - speed is just as bad along there”</i> • <i>“We suffer with speeding drivers, burnouts and zigzagging at speed along ALL of Bucklands Beach. I am thrilled for Little Bucks but Big Bucklands Beach suffers the same. Outside the Bucklands Beach Hall is a common place for burnouts and racing.”</i> 	<p>Based on the feedback received and shared, there is an opportunity for the Howick Local Board and AT to collaborate efforts in order to provide a safer environment for all road users along the northern end of The Parade (Big Bucklands Beach).</p> <p>However, as part of the current scope of works, AT will only be delivering a raised pedestrian crossing near Devon Road at the northern end of The Parade.</p>
<p>Only install the raised crossings (9 mentions)</p> <ul style="list-style-type: none"> • <i>“Remove the two proposed ‘new speed humps’ as the three ‘raised zebra crossings’ would be sufficient.”</i> • <i>“I believe the two speed humps are superfluous.”</i> • <i>“I suggest that the raised pedestrian crossing on Laings Road, and the three raised crossing along here would be sufficient to slow down traffic and give pedestrians sufficient places to cross safely.”</i> 	<p>This suggestion was considered and investigated. However, the distance between the proposed raised pedestrian crossings is too large, which means that without the speed bumps they would not achieve the required outcome of slowing speeds.</p>
<p>Only install two raised crossings (9 mentions)</p> <ul style="list-style-type: none"> • <i>“I don’t think you need both speed humps and raised crossings to achieve the outcomes. Two crossings in this area is more than enough.”</i> • <i>“Far far too many speed bumps/raised crossings on Little Bucks. Should be maximum of 2 crossings, at Laings & midway down”</i> • <i>“Max of 2 raised zebra crossings only”</i> 	<p>After investigation, the number of proposed raised crossings on The Parade has been reduced as suggested. The raised pedestrian crossing outside of #71 The Parade has been removed from the design. This leaves 2 raised pedestrian crossings outside #78A The Parade and #60 The Parade, and 2 speed bumps.</p>

Design suggestion in feedback	AT response
<p>Install a boardwalk / walk & cycleway along The Parade (9 mentions)</p> <ul style="list-style-type: none"> • <i>“While also looking at install a paved section of walkway from existing termination at the board walk and yacht club completing the route”</i> • <i>“How about developing the boardwalk on little bucks instead so we don’t have to walk on the road”</i> • <i>“For the cost involved in so many speed bumps, why not build the footpath along beach from on top of the rockwall, joining the boardwalk to Granger Point”</i> 	<p>A boardwalk extension is outside the scope for the current project. However, the feedback has been discussed with the Howick Local Board and they will consider this suggestion as a potential future project.</p>
<p>Install a crossing near Wharf Road (5 mentions)</p> <ul style="list-style-type: none"> • <i>“A crossing is definitely needed crossing from the beach to near the shops at Wharf Road.”</i> • <i>“I would suggest you place this crossing [71 The Parade] at the end of wharf road where people cross this busy road to walk on Bucklands Beach or where the well patronised toilets are on Bucklands Beach”</i> • <i>“Would be great for another Zebra crossing close to # 46 The Parade”</i> 	<p>These recommendations also provide an opportunity for the Howick Local Board and AT to collaborate efforts and provide a safer environment for all road users near Wharf Road.</p> <p>However, as part of the current scope of works, AT will not be able to include this location.</p>
<p>Only install crossings at 60 & 78 The Parade (4 mentions)</p> <ul style="list-style-type: none"> • <i>“Don’t need three zebra crossings just 60 and 78 The Parade”</i> • <i>“Two raised Zebra Crossings at 60 & 78 & one speed bump at 71 is sufficient”</i> • <i>“Not sure if these [60, 66, 71 The Parade] are needed and would potentially slow down cars too much”</i> 	<p>After investigation, the crossing at #71 The Parade has been removed from the design. This leaves 2 raised pedestrian crossings outside #78A The Parade and #60 The Parade, and 2 speed bumps.</p> <p>The proposed number of crossings and speed bumps ensures a low speed 40-50km/h environment because there would not be enough space between bumps for drivers to significantly speed up. Reducing the number of crossings or speed bumps any further would lead to higher speeds and make the area less safe for people walking, cycling, or driving.</p>
<p>Install the speed bumps only (4 mentions)</p> <ul style="list-style-type: none"> • <i>“Speed humps only”</i> • <i>“Speed humps, no issue”</i> • <i>“Speed humps are ok”</i> 	<p>Speed bumps are effective at reducing speed, but do not provide clear and safe crossing points for pedestrians. Raised crossings make pedestrians more visible to drivers by reminding them to watch for pedestrians waiting to cross and by raising pedestrians already crossing the road to eye-level.</p>

Design suggestion in feedback	AT response
Suggested alternatives to The Parade proposal	
<p>Install speed cameras and improve monitoring instead (11 mentions)</p> <ul style="list-style-type: none"> • <i>“a few speed cameras strategically placed would detour the badly behaving road users”</i> • <i>“Suggest that you look at other means of achieving “traffic calming” like fixed speed cameras”</i> • <i>“Put in a speed camera at 51 The Parade”</i> 	<p>Speed cameras only help bring down the speed at a particular spot, beyond which drivers will be able to speed up again. They are not a means to create a safe environment for people using the road whether they are driving, walking, or cycling.</p>
<p>Lower speed limit and improve enforcement instead (10 mentions)</p> <ul style="list-style-type: none"> • <i>“Lower the speed limit to 40kph”</i> • <i>“Set a reasonable speed limit and employ an officer to enforce the limit”</i> • <i>“Speed limit 30 along the Parade”</i> 	<p>Reducing the speed limit on The Parade is not part of the current scope of works. But the proposed changes will reinforce a lower speed environment to ensure safety for everyone using the road, whether they are driving, walking, or cycling.</p>
<p>Make The Parade a one-way road (7 mentions)</p> <ul style="list-style-type: none"> • <i>“Make the parade one way Come down Laings back up Whitcombe or continue on down the parade back up other exits”</i> • <i>“Make it a ONE WAY ROAD!”</i> • <i>“Overall traffic calming could be better achieved with a more holistic design approach that made a portion of the Parade one way, from the top of Laings Rd to at least Whitcome Rd.”</i> 	<p>Consideration of one-way traffic flow is outside the scope of the current project.</p>
Suggested changes to the Laings Road proposal	
<p>Install a crossing at the Laings-Bucklands Beach Road intersection (4 mentions)</p> <ul style="list-style-type: none"> • <i>“We actually need a formal crossing on the top of the hill at Laings Rd.”</i> • <i>“I feel you need it at the entrance of Laings Road as well so the vehicles will travel at a slower speed”</i> 	<p>The community feedback was discussed with the Howick Local Board, following which, the Local Board have decided to remove the Laings Road site from the current proposal.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • <i>"I believe that there needs to be something at the top end of Laings + Buckland Beach Rd to slow the traffic down. There have been a number of accidents and near misses at this end."</i> 	
Suggested alternatives to the Laings Road proposal	
<p>Install a footpath on the south side of Laings Road instead (11 mentions)</p> <ul style="list-style-type: none"> • <i>"There should not be a crossing on Laings road, a foot path from the top of Laings road to the bottom on the South side would eliminate any need to cross to the other side"</i> • <i>"Make a footpath on the other side of the road to the beach"</i> • <i>"Put a pathway all the way down Laings Road on the southern side"</i> 	<p>Based on the community feedback received, the Laings Road site has been removed from the current scope of works. The Local Board will investigate solutions to address issues relating to this road separately.</p>
Suggested changes to the Bucklands Beach Road proposal	
<p>Install raised zebra crossings instead of refuge islands (5 mentions)</p> <ul style="list-style-type: none"> • <i>"We live directly in this zone and request that you urgently consider adding speed humps and a raised crossing Bucklands Beach Road as there is excessive speeding on this section of the road"</i> • <i>"The crossing should be raised to slow traffic"</i> • <i>"This is already a bottleneck area - making a humped pedestrian crossing would slow traffic and give pedestrians an elevated place to cross"</i> 	<p>Raised pedestrian crossings were considered as an option during the early stages of the project, however, were discounted due to low numbers of people using the buses. Given that Bucklands Beach Road is the primary route in/out of the area, the intention with the refuge islands was to reduce any impact to the through traffic, while also lowering the speed with the help of lane diverging.</p> <p>The community feedback was discussed with the Local Board along with AT's rationale regarding the provision of refuge islands. Based on the feedback, Howick Local Board have decided to remove both locations on Bucklands Beach Road from the current scope of works.</p>
<p>Move crossing points away from bus stops as stopped buses create blind spots when drivers try to go around them (5 mentions)</p> <ul style="list-style-type: none"> • <i>"They are situated too close to bus stops"</i> • <i>"Do not encourage people to cross the road at the bus stop location. The bus itself creates a blind spot and hazard when people walk out. Encourage people to cross the road at a safer location earlier with good visibility for traffic and away from the intersections."</i> • <i>"Move the bus stops away so cars can still get past it's going to block the roads even more"</i> 	<p>A visibility assessment confirmed that the current location of the refuge islands will not create blindspots and that the vehicles and pedestrians will be able to spot each other in time, even if buses are parked at the bus stops.</p> <p>The community feedback was discussed with the Local Board, and at this stage, Howick Local Board have decided to remove both refuge crossings on Bucklands Beach Road from the current scope of works.</p>

Design suggestion in feedback	AT response
<p>Move proposed crossing at 188 Bucklands Beach Road southward, away from the Sea Spray Road intersection (5 mentions)</p> <ul style="list-style-type: none"> • <i>“The proposed central refuge island would be better placed on the Mobil Corner side of Bucklands Beach Road i.e. further up the hill.”</i> • <i>“Move it slightly south past Sea Spray”</i> • <i>“This needs to be moved and situated beyond Sea Spray Rd as in the morning a lot of locals use the Half Moon Bay ferry and turn right into Sea Spray Drive. Locating the refuge island there the cars turning right will block the road”</i> 	<p>The intention of placing refuge islands closer to the bus stops was so that they would have been well used by public transport users. Moving them further away would have prevented this. The other alternative that was explored was to move the bus stops along with the refuge island, however, that would have incurred additional costs.</p> <p>The feedback was discussed with the Local Board, and at this stage, Howick Local Board have decided to remove both refuge crossings on Bucklands Beach Road from the current scope of works.</p>

Attachment 1: Feedback form

Feedback form

What do you think of the proposed changes along The Parade overall?

- The changes would benefit the community
- The changes would not benefit the community
- I have a suggestion to improve the plans
- Other (please specify): _____

Do you have any suggestions/comments on specific speed humps or raised crossings on The Parade?

- Raised crossing at 60 The Parade
- Speed hump at 66 The Parade
- Raised crossing at 71 The Parade
- Speed hump at 74 The Parade
- Raised crossing at 78 The Parade
- Other (please specify): _____

- I have no specific comments or suggestions

What do you think of the proposed changes at the Laings Road & The Parade intersection?

- The changes would make the intersection safer
- The changes would not improve safety
- I have a suggestion to improve the plans
- Other (please specify): _____

Do you have any local knowledge to share about the proposed crossing points at 128 and 188 Bucklands Beach Road?

- No, the changes will make it easier to cross the road
- Yes, I have a suggestion or comment
- Other (please specify): _____

What best describes your interest in this proposal?

- I live or own property in the area
- I work or own a business in the area
- I study in the area
- I walk or cycle in the area
- I drive or bus in the area
- Other (please specify): _____

How did you hear about this project?

- (Please tick all that apply)
- Information posted to me
 - Information emailed to me
 - Word of mouth
 - Auckland Transport website
 - Social media e.g. Facebook, Neighbourly
 - Blog e.g. Bike Auckland, Greater Auckland
 - News article (radio, newspaper or online)
 - Advertisement
 - Other (please specify): _____

Demographics (optional)

These questions help us to understand who is engaging with Auckland Transport. Your responses help us to improve our work in gathering feedback from diverse audiences.

Gender

- Male
- Female
- Other (please specify): _____

Which age group do you belong to?

- <15
- 15-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+

Which ethnicity(s) do you identify with?

- Māori
- Pākehā (NZ European)
- Samoan
- Tongan
- Cook Islands Māori
- European
- Indian
- Chinese
- South East Asian
- Korean
- Middle Eastern
- African
- Latin American
- Other

Personal details

Providing your personal details is optional, if you chose to enter your contact details below, your personal details will not be published.

Name _____

Street _____

Suburb _____

Postcode _____

Email _____

Would you like to receive email updates on the proposed changes?

- Yes
- No