



St Georges Bay Road Pedestrian crossing

Community feedback summary

Contents

- What people liked
- Suggestions we heard
- What people didn't like
- Next steps

We want to thank the community for their active engagement and feedback on our proposal to improve pedestrian safety on St Georges Bay Road.

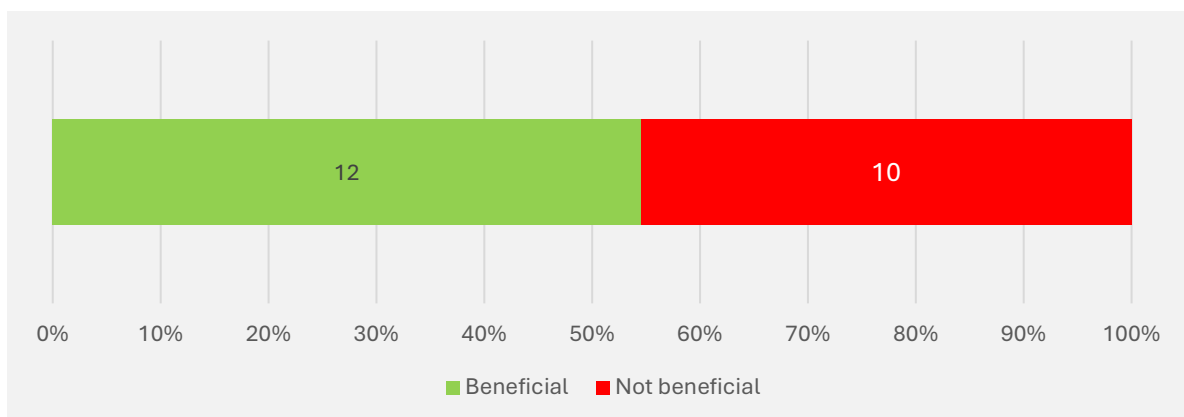
After careful consideration of the feedback we received, we have decided to **proceed with the following minor change**.

- We will collaborate with the local business community to add some additional bicycle parking spaces in the locations where space allows, and demand is greatest.

Overall opinion

The proposed pedestrian safety improvements attracted feedback from 40 people – 19 submissions on the survey and three emails (one selected beneficial, two selected not beneficial)

- 12 people selected “ The changes would benefit the community”.
- 10 people selected “ The changes would not benefit the community”.



Most of the supportive feedback we received expressed that the proposal would improve the safety of pedestrians and help slow down speeding drivers.



What people liked

Respondents told us the proposed changes would make people in the neighbourhood safer especially family with young children.

Reasons people supported the changes	Mentioned by
The changes would improve pedestrian safety.	9
The proposal would help slow down traffic speed.	2

Suggestions to improve the project

Feedback	Count	AT Response
<p>Relocation of the proposed crossing</p> <p><i>“I suggest moving the crossing a few metres outside 114 St Georges Bay Road to place it between the two trees instead of removing a tree .”</i></p>	2	<p>We tried to implement the raised crossing without removing any trees. However, to meet delivery access needs and keep a loading zone with minimal parking loss, this was the only option.</p> <p>We are planning to plant a new NZ native tree near Cleveland Rd and St George’s Bay Rd and look for other planting opportunities.</p> <p>We will also harvest seeds from the Pohutukawa as requested by Auckland Council and Mana Whenua.</p>
<p><i>“ I suggest moving the pedestrian crossing from area 1 to either no crossing (since there’s another one within a 1-minute walk) or near area 3, before Farnham Street.</i></p> <p><i>The proposed location will cause traffic congestion and increase pedestrian danger due to high car volume.</i></p> <p><i>This is based on real-life experience and understanding of local traffic patterns.</i></p>		<p>The proposed crossing locations are chosen based on observational surveys of where they are most needed.</p> <p>The spacing of the raised devices will provide the most efficient overall speed calming for the area.</p> <p>We don’t expect that pedestrian crossings will cause significant delays for drivers that would undermine the justification for improving pedestrian safety in the area.</p>



<p><i>Consider the commercial, industrial, and residential nature of the area. Any predetermined agenda should be set aside for practical solutions.”</i></p>		
<p>Installation of cameras</p> <p><i>“Cameras at both crossings to ticket those failing to stop, as happens up on Parnell Road.”</i></p>	<p>1</p>	<p>Thank you for the feedback, unfortunately, we are not aware of cameras being used to issue tickets at pedestrian crossings. It would be technologically difficult to achieve and error-prone. Our project team can't lead this, but it's an interesting idea.</p>
<p>Remove the proposed raised areas</p> <p><i>“I suggest the proposed raised areas be removed and improve the road markings and keep the stop-controlled intersections and current speed. I cross the raised crossing outside Gladstone shops, and it makes little difference.</i></p> <p><i>The Strand Gladstone Road intersection is far more dangerous. I am sure data would back this up.”</i></p> <p>-----</p> <p><i>“No raised area. Do the pedestrian crossings. Do not lose parking. Do not impact the businesses in the area.”</i></p>	<p>5</p>	<p>We worked with local property owners via the Parnell Business Association to place the crossing between Kenwyn St and Faraday St. Only about five parking spaces on the western side in front of the private carpark will be affected. No other parking spaces will be lost because of the crossings.</p> <p>If the crossings weren't raised, we would need to remove more parking spaces because cars wouldn't slow down from the 50 km/hr speed limit.</p> <p>Driving at 50 km/hr can cause serious injuries or death if a car hits a pedestrian. Raised crossings make most drivers slow down, improving safety around them.</p>
<p>Safety of people on bikes</p> <p><i>“My partner and I are car-free, so we often walk and cycle in the area. We concern that the new stop sign at the bottom of Farnham Street makes cycling harder. The road surface there, damaged by construction, needs repair to support stopping.</i></p>	<p>1</p>	<p>The intersections upgrade to a Stop control is to bring them up to standard since visibility back from the “limit lines” is not sufficient for Give-Way.</p> <p>This also helps slow down traffic, making it safer for pedestrians. The stormwater drains will have safe steel</p>



<p><i>Pedestrian crossings should have safe areas for cyclists, and the steel-plated gutter bridges are hazardous. When traffic is heavy, cyclists should use the footpath. As a Churton Street resident, I see Farnham and Garfield used as throughfares.</i></p> <p><i>Reducing traffic at these entries would maintain the residential nature of the area and discourage drivers from using the one-way section of Garfield.</i></p> <p><i>Lowering the speed limit to 30 km/h would match the narrow streets and crossings.</i></p> <p><i>Replacing removed trees would improve the streetscape and weather resilience.”</i></p>		<p>grates for cyclists, not slot drains with steel plating.</p> <p>We would like to lower the speed limits to 30 km/hr, but it’s complicated due to legal issues and recent government policy changes. You can submit your request to our contact centre and write to your local representatives to support safer speed limits.</p> <p>We are planting a new native tree near the Garfield St/Cleveland Road intersection and collecting seeds from the Pohutukawa tree we need to remove. We might need to plant more trees, but only where it won’t affect footpath widths.</p>
<p>Adding Signage and flashing lights on poles instead of raised areas</p> <p><i>“Suggest painting markings to remind pedestrians to give way to cars and consider adding signage.</i></p> <p><i>In Reno, USA, they use flashing lights on poles to alert both cars and pedestrians at crossings. A zebra is marked on the road at this point, but the flashing lights indicate that cars approaching and have the right of way, and pedestrians should cross when it’s clear. Drivers also see the lights and will yield if a pedestrian is crossing. It’s easier for pedestrians to stop and wait rather than making cars stop.</i></p> <p><i>The pedestrian traffic in Parnell to that area does simply not warrant a huge spend for two brief</i></p>	<p>1</p>	<p>Raised zebra crossings feature orange “Belisha” disks at a minimum and may also have flashing Belisha beacons depending on the environment. We haven’t decided if we’ll use the lights yet, but they’re less important in low traffic, slow speed zones like this.</p> <p>In New Zealand, cars must always stop for pedestrians at zebra crossings, though pedestrians usually check for safety. Because pedestrians have priority, zebra crossings have higher safety requirements.</p> <p>We prefer raised crossings because they slow down cars, reducing the risk of serious accidents. We’ve carefully planned these raised crossings to fit current and future needs.</p> <p>With the road and footpath repairs happening now, it’s the perfect time to install these crossings for long-term use.</p>



<p><i>moments of busyness on weekdays only.</i></p>		
<p>Motorcycle and Bicycle parking spaces</p> <p><i>“Include motorcycle parking and bicycle parking. More motorcycles and scooters now frequent the area and create unofficial parking spots at the ends of carparking bays. Bicycles are often locked up to road signs on the footpath. Defined parking areas for these would be beneficial to improve and encourage access other than by car.”</i></p> <p>-----</p> <p><i>“Request for some bicycle racks along the street”</i></p>	<p>2</p>	<p>We are open to suggestions for where to put cycle stands. The Parnell Business Association also requested for this, and we plan to place them where they will be most utilised.</p> <p>Motorcycle exclusive parking has not been suggested to us as a priority in the area. In general, we aren’t making other parking changes unless needed for safety improvements, as these require special consultations that can cause delays. We wish to deliver these changes along with planned road maintenance in the area.</p> <p>However, we’ve referred it to our Parking Design team to consider motorcycle parking for the future.</p>



<p>Stormwater / timing and minimizing disruption the businesses</p> <p>1. <i>“Businesses have raised concerns about stormwater:</i></p> <p><i>-Concerns that the raised crossing at Cleveland might worsen stormwater overflows onto the footpath during heavy storms.</i></p> <p>2. <i>Please be careful about the angle of the raised crossings that they are not too steep.</i></p> <p>3. <i>Some businesses question the need for raised crossings.</i></p> <p>4. <i>My main concern is timing and minimizing disruption to businesses.”</i></p> <p>-----</p> <p><i>“To avoid rework and minimize disruption, it’s crucial to</i></p>	<p>2</p>	<p>1. We have carried out an extensive analysis of anticipated stormwater effects and our designs will ensure things don’t get worse.</p> <p>With more and larger covered drains being installed, and repairs to kerbs and channels along the footpaths, we expect overall improvements during regular storms, including the heaviest rainstorms of a typical year.</p> <p>2. The raised crossings follow our latest guidelines approved by Fire and Emergency NZ. They use gentle ramps to reduce noise and vibration, encouraging vehicles to travel at about 30 km/hr.</p> <p>3. By aligning with scheduled maintenance surface renewals and kerb and channel fixes, we can improve pedestrian safety cost-effectively.</p> <p>This will slow down traffic and make crossings safer, even if a pedestrian-vehicle incident happens. It also prepares the area for future pedestrian use, like a business park with mixed offices and residential spaces.</p> <p>4. We are trying to align the construction schedule to minimize disruption.</p> <p>However, there are other agencies in the area for stormwater, wastewater, and The Strand project that we need to coordinate with closely if we are to deliver our project in short order.</p>
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<p><i>coordinate the Watercare works (Judges Bay Project and sinkhole works) with footpath maintenance and other projects in the area.</i></p> <p><i>All parties should aim to complete the work in one go at the Cleveland Road / St Georges Bay Road intersection. This coordination is especially important to minimize the impact on businesses in the Axis Building.</i></p> <p>5. <i>We suggest scheduling these works around January 2025, a typically quieter period for local offices.</i></p> <p>6. <i>Clear communication from AT on the dates and impact of the works is essential.”</i></p>		<p>All these projects are set to finish in 2025, so hopefully, the area will be free from road construction for years after that.</p> <p>5. Although we originally aimed for an earlier start, road maintenance’s annual budget requires that resurfacing works will begin in July, the new council group financial year.</p> <p>However, some parts of the project will start earlier in certain areas to align with other work and minimize disruption.</p> <p>6. We will continue to liaise with the public. This is most easily achieved via the Parnell Business Association.</p> <p>We will ensure Cheryl is always up to date with our project’s progress.</p>
<p>Broken yellow lines</p> <p><i>“It seems like broken yellow lines outside 117-125 St George’s Bay Rd are needed for better visibility of the new crossing (not shown in the diagram).</i></p> <p><i>Also, I’m unsure whether to use Stop or Give Way signs—does this depend on the speed of cars on the side streets and the gradient?”</i></p>	<p>1</p>	<p>Thank you for your feedback on our proposal.</p> <p>The gap is existing parking outside The Paddington. We are extending the kerb at the crossing, so pedestrians are more visible to drivers.</p> <p>The raised table will slow down cars, reducing the stopping distance required in the event motorists must brake suddenly.</p> <p>An independent Road Safety Audit didn’t find this issue, which suggests to</p>



		<p>us we have covered this problem. However, more visibility might be better, especially if a tall vehicle parks near the crossing.</p> <p>We'll discuss this with our designers and possibly with The Paddington's owner.</p> <p>We need to balance local business needs with safety improvements. The project will also have a post-construction audit, so this issue might come up again.</p>
<p>Add a pedestrian crossing</p> <p><i>“Please add a pedestrian crossing at 88 The Strand. It’s difficult to cross the road when walking from St George’s Bay Road to Quay Street.</i></p> <p><i>We don’t need raised crossings, just a zebra crossing and red paint if necessary.”</i></p>	<p>1</p>	<p>Thank you for your suggestion. Unfortunately, The Strand is managed by NZTA as a state highway. NZTA is working on a big project in the area, and we hoped they would include a crossing and traffic lights at Gladstone Road.</p> <p>However, due to budget limits, NZTA has not decided to add these yet. They have promised to consider more changes when the rail crossing bridge near Tamaki Drive is replaced, as it is getting old.</p> <p>We recommend you also contact NZTA with your request. The more people who do, the more likely we will get this important crossing sooner.</p> <p>Speeds on St George’s Bay Road often go above 30 km/hr, which is unsafe for pedestrians. That’s why we insist on raised crossings to slow down traffic.</p>
<p>Improve / maintain the footpaths, roads</p> <p><i>“I suggest the footpaths desperately need to be done. That would be the priority in this.”</i></p> <p>-----</p> <p><i>“Keep what works and use taxpayer money to fix roads, potholes, and repaint.”</i></p>	<p>3</p>	<p>These requested maintenance works are already part of the overall package. Please look forward to reconstructed footpaths, kerbs, channels, and a resurfaced road by the end of 2025.</p>



<p>----</p> <p><i>“Excessive lateral gradient (and unevenness) on the footpaths has the effect of making mobility scooters unstable.”</i></p>		
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What people didn't like

We received ten submissions with concerns and have responded to each below. Thank you for sharing your perspective on our proposal. We appreciate all engagement and value diverse viewpoints.

Feedback	Count	AT Response
<p>Do not waste money / no proposed improvements needed as the raised platform and crossings would cause delays, loss of parking space, noise, extra cost and vehicle damage etc.</p> <p><i>“I have worked here for the last 8 years and also working in the area back in the late 1990s. There is nothing wrong with the current roading and I cannot remember ever seeing an accident or injuries on this stretch of road.</i></p> <p><i>I strongly disagree with your plans as I don't think it will make the area safer and this is not a good use of rate/taxpayers' money.”</i></p> <p>-----</p>	9	<p>Thank you for your feedback on our safety improvements for St Georges Bay Road.</p> <p>In response to your concerns, these changes are part of overdue maintenance, including resurfacing the road, fixing footpaths, and raising sunken kerbs. Since major maintenance happens only every 30 years or so, this is our best chance to improve pedestrian safety cost-effectively.</p> <p>Even though there haven't been major incidents, we still need to address potential safety risks, especially for people with mobility issues. We're adding two prioritized crossings in busy areas to reduce the risk of serious accidents by keeping speeds below 50 km/hr. We're also making the area more inviting for outdoor activities, which was supported by the local business community before the pandemic.</p> <p>Please reach out to the Parnell Business Association, who we are working with on this project. We wouldn't have come this far without their support.</p>



1. *“Auckland Transport (AT) justifies the raised table at the 3-way intersection of Cleveland, Garfield, and St Georges Bay Rd to slow traffic and make it safer for pedestrians. However, traffic turning onto St Georges Bay from Cleveland or Garfield is already moving slowly due to stop signs.”*

2. *“The raised table might cause unnecessary delays, as St Georges Bay Rd is already a slow-moving street with clear visibility of the crossing.*

Therefore, the raised table seems like an expensive and redundant measure to reduce traffic speeds.”

3. *“They lead to vehicle wear and tear, delays, inefficiencies for the journey of all vehicles including emergency services vehicles, and discomfort for passengers, including those on public transport.*

Therefore, they are considered a waste of money and should not be installed. Funds could be better spent on infrastructure improvements like stormwater, sewage, lighting, and road surfaces.”

4. *“Businesses have already suffered from parking loss, with*

1. The primary reason for raising the intersections is to slow down traffic where the most people cross, including diagonally. The zebra crossing is placed where it's needed most to help those who need it the most, but all pedestrians will benefit no matter how they cross.

2. The speed tables are designed to match the speed of most drivers, slowing down only those who usually drive faster. During busy times, stopping for pedestrians might cause small delays, but it's worth it to prioritise pedestrian safety.

3. This is not anticipated for the way these tables will be constructed using long, gentle ramps, designed with Fire and Emergency NZ.

4. Our project only removes parking where needed for safety.



<p><i>some closing down. Couriers face issues, and this will further impact businesses.”</i></p> <p>----</p> <p>5. “The stop signs and crossings are good, but the raised crossings are unnecessary.”</p>		<p>We are losing about four spaces on the western side between Kenwyn and Faraday for the pedestrian crossing. No spaces are being lost at the Cleveland and Garfield intersection. We’ve worked closely with the Parnell Business Association and its members, so we believe this solution works well for most people.</p> <p>5. If the crossings weren’t raised, we would need to remove more parking because cars wouldn’t slow down from the 50 km/hr speed limit. Driving at 50 km/hr can cause serious injuries or death if a car hits a pedestrian. Raised crossings make most drivers slow down, improving safety around them.</p>
<p>The raised areas will cause water to accumulate and flood pedestrian crossings when it rains heavily.</p>	<p>1</p>	<p>We have carried out an extensive analysis of anticipated stormwater effects and our designs will ensure things don’t get worse.</p> <p>With more and larger covered drains being installed, and repairs to kerbs and channels along the footpaths, we expect overall improvements during regular storms, including the heaviest rainstorms of a typical year.</p>

Next steps

We anticipate implementing these changes in 2025. Works may begin as early as the first quarter, with all elements likely to be completed before the summer.

We will be in touch with residents and businesses prior the construction starts.