

Remuera Road and Koraha Street, Remuera Intersection Safety Improvements

Community feedback summary

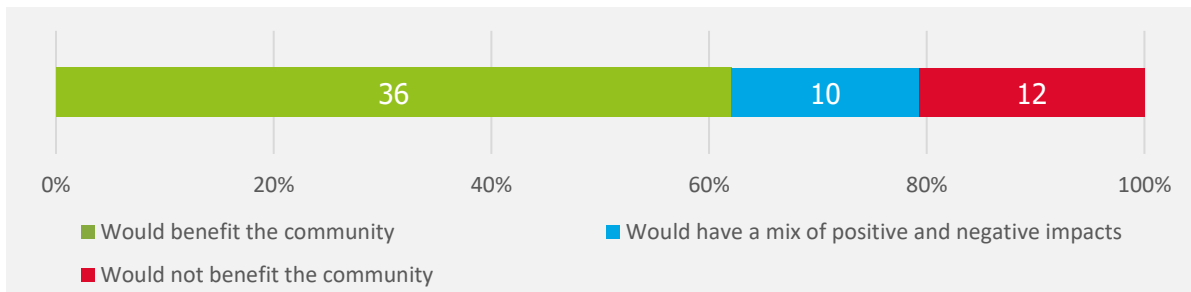
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Summary

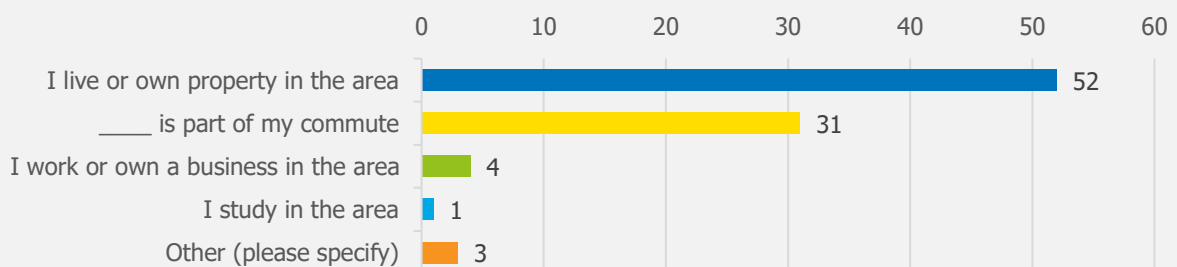
Overall opinion

We received feedback from 62 people through 58 online submissions and 5 emails (one person emailed and submitted online).

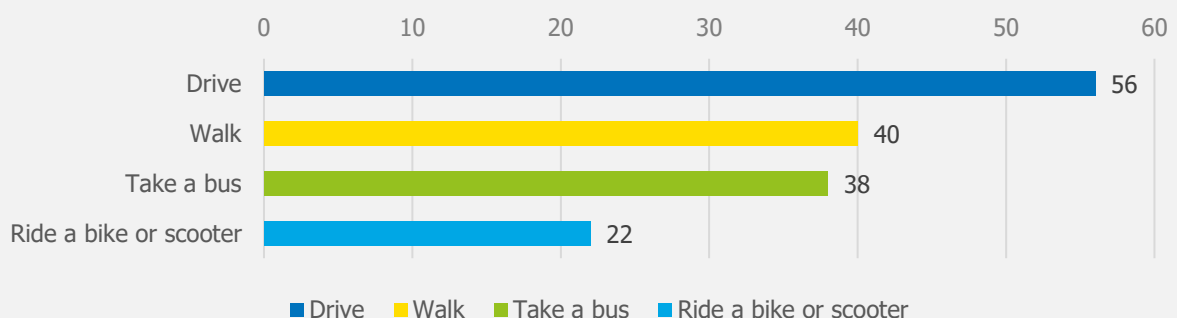


About the respondents

Why do you travel through the area?



How do you travel through the area?





Community response summary

Community responses to the proposed intersection changes

Every respondent provided at least one comment with their submission on the intersection improvements.

Benefits

Respondents told us about benefits they expect from the proposal. The majority (65% of people overall) told us the proposal would make the Koraha Street and Remuera Road intersection **safer**.

Sentiment	Count
Safer	40
Easier to navigate	17
Needed	5
Improved traffic flow	4
Avoid future accidents	4
It would help reduce speeds (vehicles speed along Remuera Road)	4
More accessible	2
Seen near misses at the intersection	2

Concerns

Respondents shared a concern they had about the proposed changes. The most common concerns, shared were around the existing traffic along Remuera Road, and the nearby traffic lights at 688 Remuera Road.

Sentiment	Count
Road is already congested, will further disrupt traffic flow	10
There is already a light controlled pedestrian crossing nearby	10
Traffic will back up on Koraha Street	9
Moving the bus stop east is a bad idea	7
There is no need / safety issue at this intersection	6
It would make it more difficult to access driveways	6
New bus stop location would block #710/712	5
Concern about where to place rubbish bins if bus stop is moved	2
Intersection will be less safe for schoolchildren & cyclists	1
Concern turning movements out of Koraha Street would lose momentum	1
Increased air pollution from additional braking	1
Intersection is dangerous because cyclists run red lights	1
Left turning circle is too tight for large vehicles	1

Suggestions

Changes to the proposal

Sentiment	Count
Remove the lights at Kelvin/688 Remuera Road	10
Remove the chicane on Koraha Street	4
Install a protected cycle lane on Remuera Road	4
The lights should control Kelvin Road too	3
Speed camera on Remuera Road	2
Paint no stopping zone across Kelvin Road to ensure traffic isn't backed up	2
Sync the proposed Koraha lights with Kelvin lights	2
Do not install lights	2
Move the bus stop further	2
No parking on Koraha Street between Remuera and Debron	2
Red light cameras	1
Build out SE corner kerb	1
Retain free left turn from Koraha Street	1
Enforce the T3 lane	1
Make the T3 lane a bus lane	1
Do not widen the footpath	1
Install a two-way cycle lane, or make footpath a shared path	1
Install judder bars at side streets to slow traffic pulling out	1
Install more 'look for bikes' signs, green cycle paint	1
Install a reminder sign tha left turn into Remuera Road has 50m to merge	1
Remove speed hump on Koraha Street	1

Alternatives to the proposal

Sentiment	Count
Install a zebra crossing on Koraha only	2
Make the intersection left turn only (left in and left out of Koraha Street)	2
Install a crossing at 702 Remuera Road only	1
Paint no stopping area at the Koraha-Remuera intersection instead	1
Waiatarua Road is more dangerous	1
Haast intersection more dangerous	1
Traffic in/out of Lucerne is more concerning	1
Close the north end of Koraha to vehicles instead	1
Install a roundabout instead	1
Improve traffic flow on Koraha Street instead	1

Auckland Transport responses

Concerns

Concern	Mentions	Response
Road is already congested, will further disrupt traffic flow	10	<p>Traffic modelling was done to help understand the potential effect on traffic movements at the intersection.</p> <p>The traffic modelling shows that the intersection will operate at an acceptable level.</p> <p>Remuera Road is a high-volume arterial road currently experiencing high congestion in the morning and afternoon peaks. Right-turning vehicles on Remuera Road and Koraha Street experience difficulties finding a gap due to the high traffic volume.</p> <p>The proposed signalisation will:</p> <ul style="list-style-type: none"> • Increase the average travel time (15-20s) for Remuera Road vehicles. • But will improve the right-turning vehicle wait time from up to 2 minutes to around 40 seconds. • Additionally, all traffic movements will be controlled, enhancing safety for motorists, pedestrians and cyclists.
There is already a light controlled pedestrian crossing nearby	10	<p>The pedestrian crossing near Kelvin Road is operated on demand, which means it will only stop traffic if pedestrians want to cross Remuera Road. Our traffic assessment shows that roughly 50 per cent of the demand at the existing crossing will be shifted to the new signal and will have minimal effect on traffic delay.</p> <p>We have considered removing this set of traffic signals. However, there will still be a demand for the bus stop crossing at 663 Remuera Road.</p> <p>We are planning to retain the existing pedestrian signal crossing.</p>
Traffic will back up on Koraha Street	9	<p>Vehicles on Koraha Street already experience difficulty accessing Remuera Road, which has a high traffic volume.</p> <p>The proposed traffic signals will control movement at the intersection:</p> <ul style="list-style-type: none"> • The signal will improve the wait time for right-turning vehicles on Koraha Street from up to 2 minutes to around 40 seconds. • The model also shows that the morning peak queue on Koraha Street will reduce from 100m to 60m. • The traffic modelling shows that the intersection will operate at an acceptable level.

Moving the bus stop east is a bad idea	7	Moving the existing bus stop outside #700 Remuera to the east is required as the current location conflicts with the new traffic signal equipment and pedestrian crosswalk. This location is around 50m from the signalised crossing, ideal for pedestrians who want to use the bus stop. This ensures the bus stop has sufficient separation from the intersection, while offering pedestrians/passengers a safe way to cross the road. Several people have been seen running across the road to get off the bus.
There is no need / safety issue at this intersection	6	Many crashes have been reported at the intersection, particularly for cyclists, pedestrians, and motorcyclists. From 2017 to 2021, 12 crashes, some resulting in serious injuries, were reported, making it clear that action is needed to improve safety. An alarming trend has emerged: 75% of these crashes involved people on bikes (4), motorcyclists (3), and people walking (2), making them the most affected. This means that three out of four crashes involved those who are most at risk on the road. Last year in October, there was an injury crash that involved a motorcyclist.
It would make it more difficult to access driveways	6	Driveways within the signalised intersection will follow typical road rules to access the road corridor. We will investigate if any extra red signal time is required to clear turning vehicles.
New bus stop location would block the driveways of #710/712	5	Where feasible, we will avoid marking bus stops across driveways. However, it is common practice across Auckland to have bus stops marked in such locations. The bus stop currently serves the #65 and #75 buses (arrive every 15 minutes), with around 83 passengers boarding/alighting daily. This stop is not a layover bus stop, which means the bus only stops to pick up/drop off passengers and will not stay for an extended period. Similar bus stop arrangements are at 733 Remuera Road and 784 Remuera Road.

Suggestions

Sentiment	Mentions	
Remove the lights at Kelvin intersection/688 Remuera Road	10	The pedestrian crossing near Kelvin Road is operated on demand, which means it will only stop traffic if pedestrians want to cross Remuera Road. Our traffic assessment shows that roughly 50 per cent of the demand at the existing crossing will be shifted to the new signal and will have minimal effect on traffic delay. We have considered removing this set of traffic signals. However, there will still be a demand for the bus stop crossing at 663 Remuera Road. We are planning to retain the existing pedestrian signal crossing.
Remove the chicane on Koraha Street	4	We will review if this option would be beneficial for traffic flow on Koraha Street.
Install a protected cycle lane on Remuera Road	4	The Remuera Road corridor is a strategic cycle route and AT have long term plan for active mode



		improvements. However, this is outside of the scope of the safety project. We will record this feedback.
The lights should control Kelvin Road too	3	Kelvin Road is too far away to be included in the intersection improvements.