

Randwick Park Speed Calming Initiative Community Engagement Report

March 2026



Engagement Summary

This report presents the outcomes of community engagement undertaken for the Randwick Park Speed Calming Initiative. Community feedback shows broad support for speed calming measures, particularly where these clearly improve child safety and reduce dangerous driving.

Most of those in support want to see speed humps instead of proposed speed cushions. There were also alternative placement suggestions and need for further speed enforcement.

“Use full speed bumps (not speed cushions) on all major routes: Magic Way, Hyperion Drive, Shifnal Drive and Riverton Drive to actually slow vehicles down.”



Background

Why are the changes needed?

Auckland Transport, together with the Manurewa Local Board, has identified Randwick Park as an area in need of safety improvements as part of the [Residential Speed Management programme](#).

The programme aims to reduce vehicle speeds on residential streets in Randwick Park for the area contained by Alfriston Road, Porchester Road, Papakura stream and State Highway 1.

Randwick Park has been prioritised for changes because of:

- Safety concerns raised by residents
- 71 crashes over a five-year period, including one crash with a fatal outcome (View map of crashes [here](#))
- High driving speeds well above the speed limits (speeds over 110 km/h were recorded on Hyperion Drive Magic Way Riverton Drive and Shifnal Drive)
- Nearby community spaces which include schools, shops, parks and community centre

These factors highlight the need to reduce vehicle speeds and improve safety for all road users in the area.

What did we seek feedback on?

We asked for feedback on the proposed safety measures including:

- The type and location of speed calming measures (originally speed cushions) and pedestrian crossings.
- Proposed parking changes, including no stopping at all times (broken yellow lines).
- Any additional suggestions or local concerns to help improve the design

Project outcome

After listening to all the community feedback, we are proceeding with the following design changes to the original proposal:

- The original proposal comprised a total of 23 devices: 18 speed cushions and 5 speed cushions with pedestrian island crossings.
Design change: 22 speed humps, 4 speed humps with pedestrian island crossings, 1 zebra crossing with speed humps, and 2 pedestrian island crossings.
- **Riverton Drive (shops):** A new zebra crossing outside the shops, upgrading from the previously proposed pedestrian island crossing to provide full pedestrian priority.
- **Randwick Park School:**
 - **Magic Way:** Upgrade the existing Kea school crossing to a zebra crossing, giving pedestrians priority at all times.



- **Riverton Drive:** Install “Stayput” signs at the school crossing
- **Nearco Street / Riverton Drive:** Upgrade the pedestrian island crossing at the intersection.
- **Magic Way:** A new pedestrian island crossing outside the park on Magic Way, with an additional speed hump on approach to the new crossing.
- **Shifnal Drive:** New pram ramps at the road narrowing outside #17/ #22
- **Shifnal Drive (playground):** An additional hump outside the playground.
- **Trimdon Street:** Relocate the speed hump from outside #62 to #70, and install one additional speed hump on the loop road outside #17A/#22
- **Foxlaw Street:** Relocate the speed hump from outside #14 to #8, and install one additional speed hump near the bend section outside #38/#23
- **New no stopping at all times (broken yellow lines)** for improved visibility and access:
 - Hyperion Drive / Porchester Road intersection.
 - Skelton Avenue / Magic Way / Villino Place roundabout
 - Riverton Drive / Magic Way / Foxlaw Street roundabout

All other roads will have the speed calming measures as proposed in the consultation

The location and design of the changes are outlined in Appendix A and B

Project Context

The initiative aims to improve safety for residents, particularly tamariki and other vulnerable road users, by reducing vehicle speeds and discouraging unsafe driving behaviour.

The project responds to requests from the Manurewa Local Board, the Randwick Park Residents Association, and community feedback calling for stronger safety measures.

Proposed improvements include speed humps and pedestrian crossings.

The project is supported by the Manurewa Local Board, partially funded through the Local Board Transport Capital Fund, and forms part of the Residential Speed Management Programme [Residential Speed Management programme\(External link\)](#).

Engagement Approach

Public consultation was held between 21 November and 19 December 2025. It was extended to the end of 2025.



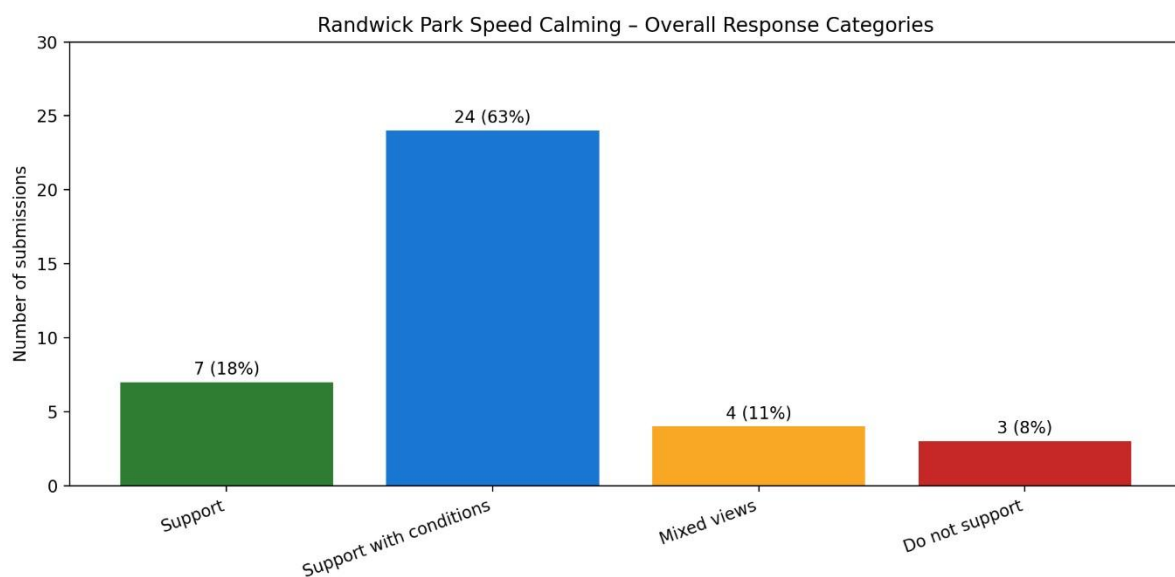
Community engagement included:

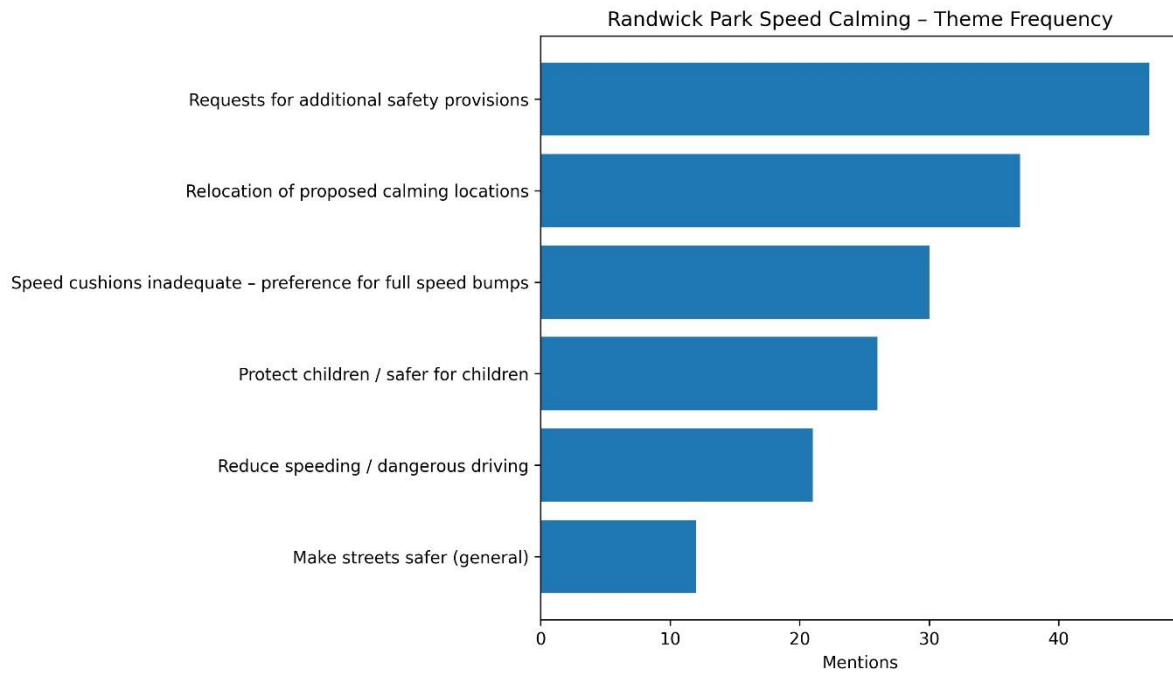
- Project information brochure and feedback form letterbox delivery
- Randwick Park Residents Association information evening, Monday 24 November 2025
- Saturday come meet the team at the skatepark, 6 December 2025
- Info table at Randwick Primary School community event
- Meeting with Randwick Primary School and Alfriston College
- Social media promotion
- Project webpage and online feedback form

What people told us

A total of 38 pieces of submissions were received. We also took notes of the discussions we held with the schools and from the resident's association evening.

Response category	Number of submissions	Percentage
Support	7	18%
Support with suggestions	24	63%
Mixed views	4	11%
Do not support	3	8%
Total	38	100%





Feedback indicates strong overall support for the project, with most submitters either supporting the proposal outright or supporting it subject to changes. The feedback themes and our responses are provided in the table below.

What we heard and how we’re responding

<p>Speed humps vs speed cushions</p> <p>Many people told us they preferred speed humps instead of speed cushions, as they felt these would be more effective at slowing all vehicles.</p>	<p>We’ve updated the design to replace all proposed speed cushions with speed humps across the area.</p>
<p>Requests for more effective speed reduction</p> <p>Some feedback raised concerns that the measures may not slow all drivers, particularly those driving unsafely. Others suggested focusing only in high-risk areas.</p>	<p>To prevent moving speeding issues to other streets, this project uses an area-wide approach, with speed humps installed at regular spacing to lower speeds across the whole neighbourhood, rather than at isolated points.</p>
<p>Request for additional speed humps</p> <p>Some residents requested more speed humps in specific streets to further reduce speeds</p>	<p>We have included additional speed humps on Foxlaw Street and Trimdon Street where this could be achieved while maintaining appropriate spacing.</p>



<p>Pedestrian crossings (schools, shops and parks)</p> <p>We heard strong support for safer crossing points, especially near schools, shops, and parks.</p>	<ul style="list-style-type: none"> • A zebra crossing will be installed outside the shops on Riverton Drive at the pedestrian desire line. • The existing kea school crossing on Magic Way will be upgraded to a zebra crossing • A pedestrian island crossing will be added on Magic Way near the park, supported by additional speed humps • A new pedestrian island crossing will be installed at the Nearco Street intersection • New pram crossing ramps will be installed at the road narrowing outside 17/22 Shifnal Drive
<p>Requests for additional crossings</p> <p>Some people requested extra crossings in other locations.</p>	<p>Crossings are provided at locations with the highest pedestrian demand, based on surveys and site investigations. Crossings need to be spaced appropriately to ensure they are safe and effective for drivers and pedestrians. Speed humps will help reduce vehicle speeds and improve safety between formal crossing points.</p>
<p>Changes to speed hump locations</p> <p>We received several requests to move speed calming devices to different</p>	<ul style="list-style-type: none"> • Some adjustments have been made, including relocating speed humps on Foxlaw Street and Trimdon Street • Other locations remain unchanged to maintain consistent spacing, ensure
<p>locations.</p>	<p>safe distances from driveways, intersections and bus stops, align with street lighting for visibility, and integrate with existing crossings and roundabouts to create a coherent environment.</p>
<p>Parking and visibility concerns</p> <p>Concerns were raised about visibility at the Hyperion Drive / Porchester Road intersection, including requests for further upgrades.</p> <p>Requests were also received for broken yellow lines at the Riverton Drive/Magic Way/Foxlaw Street and Magic Way/Skelton Avenue/Villino Place roundabouts.</p>	<ul style="list-style-type: none"> • At this stage, we will install no stopping at all times (broken yellow lines) at the intersection to improve visibility and safety. We will continue to monitor the intersection following these changes to help determine if further improvements are needed. • We will also install no stopping at all times (broken yellow lines) at the Riverton Drive/Magic Way/Foxlaw Street and Magic Way/Skelton Avenue/Villino Place roundabouts.



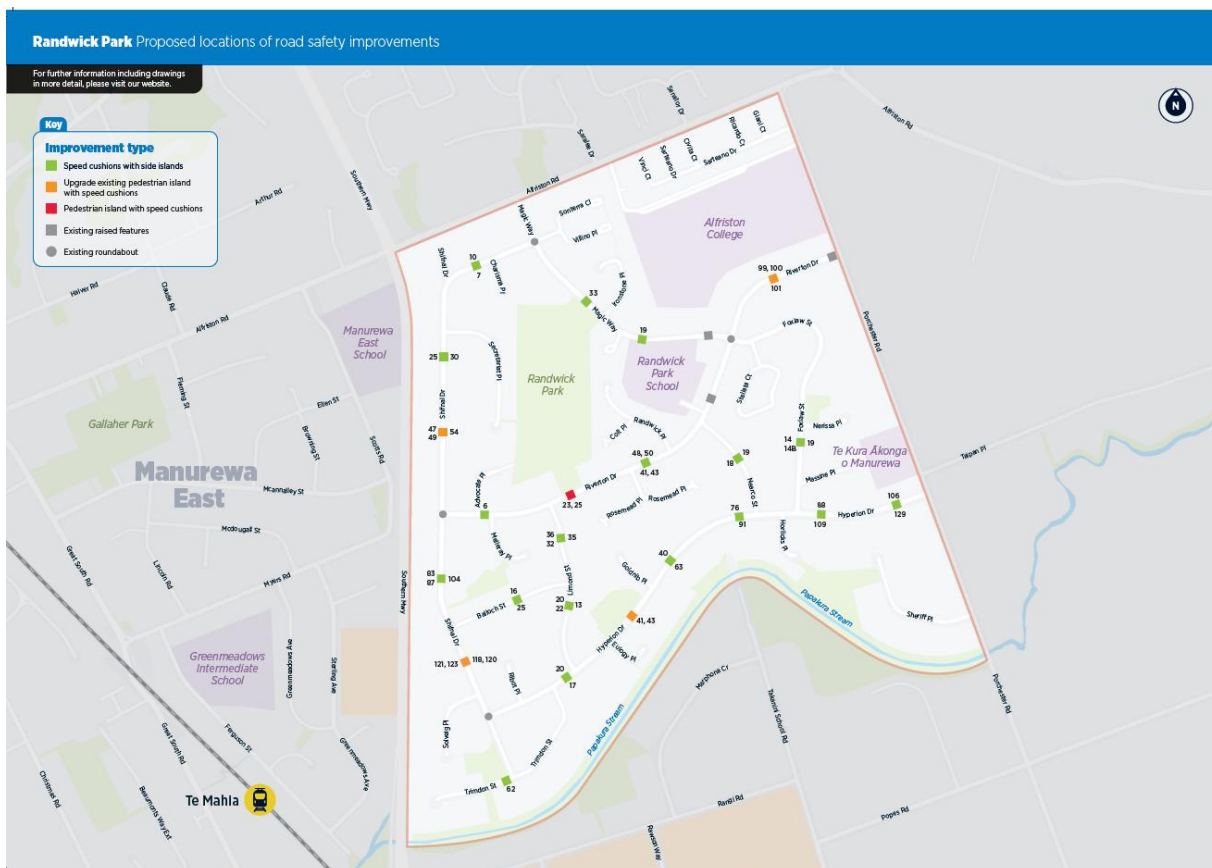
<p>Requests for speed and red-light cameras</p> <p>Some people suggested installing cameras to enforce speed limits or red light running.</p>	<p>Safety cameras are managed nationally by NZTA and must meet specific safety criteria. This project instead focuses on physical changes to the road to reduce speeds across the whole area.</p>
<p>General support and concerns</p> <p>Many people supported the project and want to see safer streets, particularly for children. Some residents felt the changes were unnecessary or raised concerns about communication and cost.</p>	<p>This project was developed in response to community requests and safety data, which shows benefits from reducing vehicle speeds in the area. We will continue to improve how we communicate project information.</p>

What happens next

Construction will start before June 2026. Information will be sent to the community before any work starts.

END

[Appendix A: Location map of proposed speed calming improvements.](#)



A larger map can be found on the project webpage [Randwick Park Speed Calming | Auckland Transport AT](#)

[Appendix B: Post consultation map of design changes.](#) A larger map can be found on the project webpage [Randwick Park Speed Calming | Auckland Transport AT](#)

