



Community Initiated Programme 2024–25

- Programme Highlights
- Project Monitoring and Evaluation

Community Initiated Programme

What we do

The Community Initiated Programme delivers multi-modal transport improvements on the road network in response to operational and safety concerns raised by our communities. For 2024–27 this includes projects under the Community Network Improvements, Community Footpath Improvements, and Community Cycling and Micromobility programmes. We deliver:

- Intersection improvements such as signals and roundabouts,
- Pedestrian improvements including pedestrian signals, zebra crossings, pedestrian refuges and kerb-buildouts.
- Cycling infrastructure including lengths of cycle lanes that may be filling a gap in the existing network, and cycle ramps, and
- New footpaths.



Project Identification and Prioritisation

The programme is delivered by engineers in the Traffic Operations team who identify projects while investigating safety or operational concerns raised by the community. Prioritisation of projects is based on criteria including safety and efficiency benefits, land use and community interest.

On an annual basis, projects with highest priority are then progressed to design and delivery. Project designs are based on prevailing standards in the AT Transport Design Manual and influenced by public feedback received during consultation.

Monitoring

We then undertake post-construction monitoring with the originally consulted stakeholders to understand their perception of the improvements, and how travel behaviour has changed because of changes we made. Depending on the site we may also need to measure changes in travel speeds and queue lengths, and pedestrian and cyclist volumes.

Projects Delivered

- 36 projects delivered in 2024–25 including:
 - 4 intersection improvements to improve efficiency and safety on the arterial road network,
 - 7 new footpaths of 1583m,
 - 13 pedestrian improvements including crossings and refuges to improve pedestrian safety and amenity, and reduce crossing distances, and
 - 4 improvements near schools.



Monitoring Methodology

Project Monitoring

Given the range of projects covered in the Community Initiated Programme, monitoring and evaluating the programme consisted of identifying criteria for each project type and reporting on the results on a project and programme-basis. In general, this covered:

- **Perception surveys** for all projects i.e. gauging perceptions of the community towards the finished project. The survey focused on how safety and travel experience was improved or changed as a result of the project.
- **Quantitative data** as determined by project-type:
 - For signalisation projects, this included determining the **Level of Service**
 - For safety– and pedestrian–improvement projects, 85th percentile **speeds** before and after the installation of the project, and
 - Any relevant **cycle counts** for cycling projects
- Any other **observations** that may be relevant based on anecdotal data or feedback received.

Assumptions

- Quotes used are verbatim feedback from perception surveys. The quotes used were considered to be generally representative of the respondents' sentiment.
- 85th percentile speeds and Level of Service assessments have been made using **TomTom**. This processes GPS data from vehicles and cellular networks like Google Maps to provide network speed and travel patterns.
- For the evaluation, previous years' data up to the start of the construction window (6 months before completion date) has been compared to all data from the month after completion onwards up to September 2025. Holiday periods are excluded as necessary.

Limitations

- Where >5 perception survey responses were received, results have been reported graphically. Where 4 or less responses were returned we reported on the general sentiment.
- TomTom data reflects passenger vehicles, not heavy vehicles or busses, and does not capture incidents, roadworks, weather or special events. Local roads and residential streets also have a lower sample size.

Limitations contd.

- Mode shift has been determined through perception surveys and/or pedestrian surveys and observations wherever practicable.

Definitions

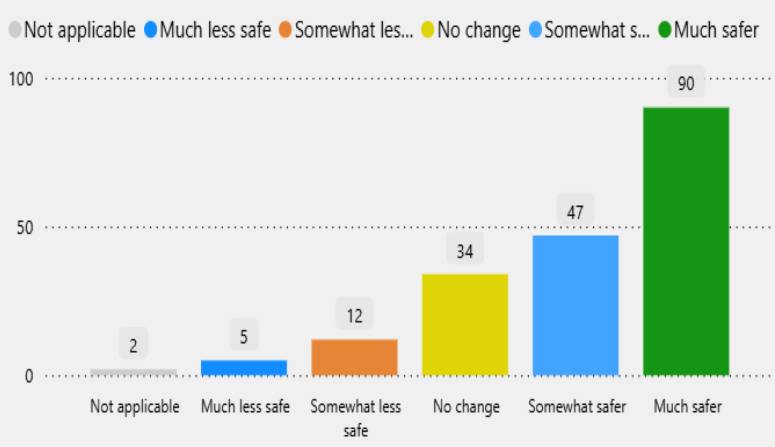
- **85th percentile speeds** are speeds that 85% of vehicles at or below past a nominated point.
- **Survey respondents** are those who responded to post-construction perception surveys. The surveys were sent to the people who were originally consulted on the proposed project
- **Mode Shift** refers to encouraging moving from a vehicle–dependent travel mode to a more sustainable travel mode such as walking and cycling modes.
- **Level of Service:** (or LOS) is an industry measure to relate the comfort, delay and overall ease of travel which a user experiences on a transport network. LOS A refers to free flowing traffic, LOS F refers to lower speed traffic with larger delays.



Highlights

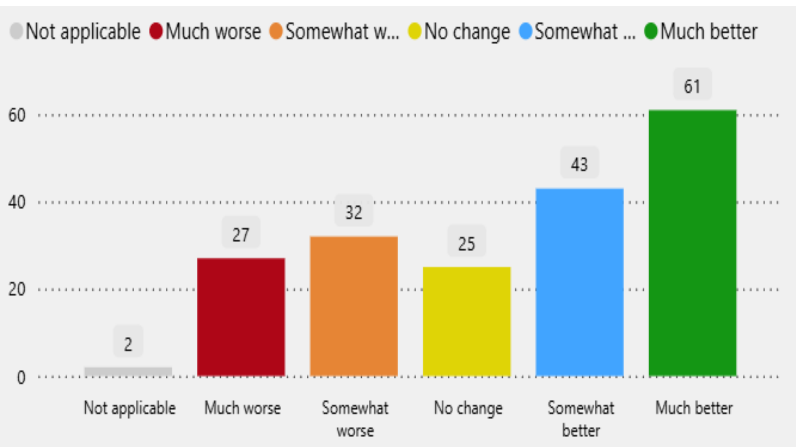
Overall safety improvement

Across all our projects, when respondents were asked “Overall, how do you think safety at this location has been impacted as a result of the improvements? The area today feels?” **72%** reported that the area felt somewhat safer (25%) or much safer (47%) after we made improvements.



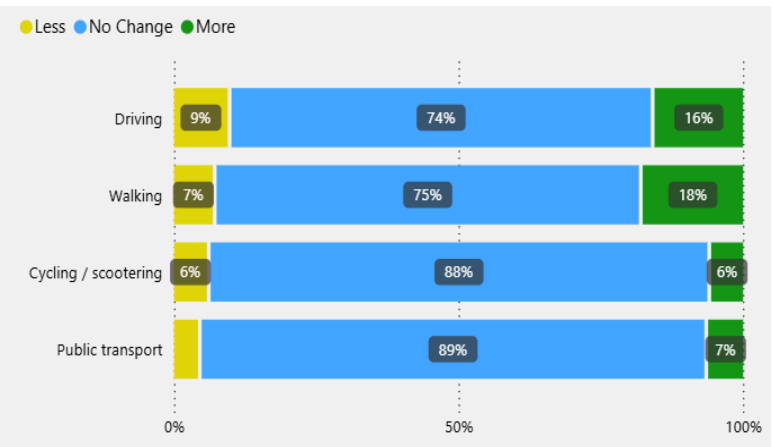
Overall travel experience

Across all our projects, when respondents were asked “Overall, how do you think the project has impacted the way you travel through the area?” **55%** reported that the area felt somewhat better (23%) or much better (32%) after we made improvements.



Travel behaviour change

Across all our projects, when respondents were asked “Has your travel behaviour changed now that the changes are made” the large majority reported no change. However, a net positive increase of 10% for walking, and 8% increase for driving was observed. No notable increase was discerned for cycling/scootering and public transport usage.

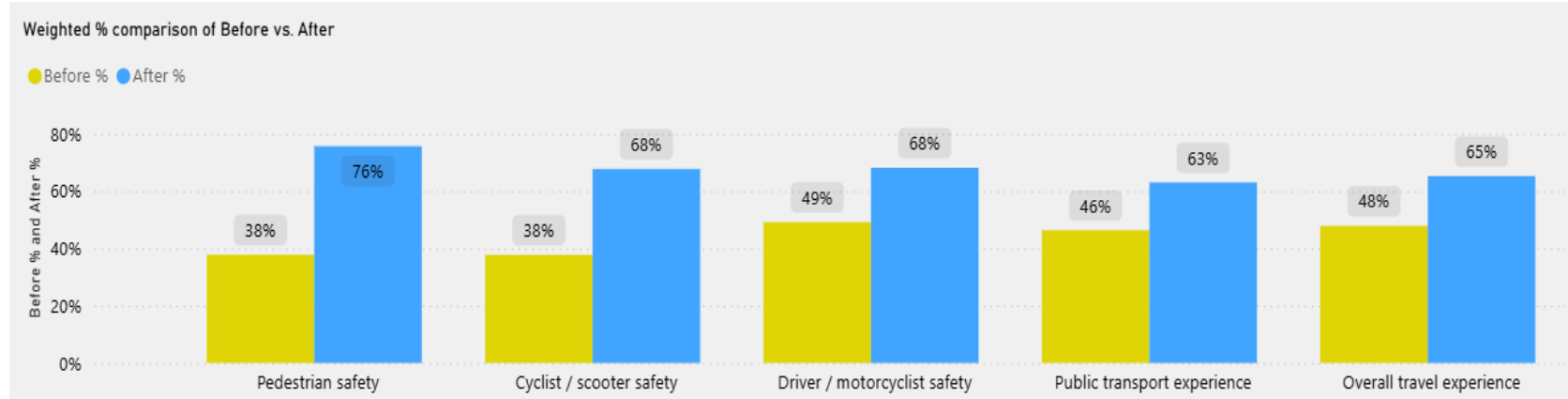


Highlights

Safety by mode

Across the programme, when compared to before improvements were made as part of the Community Initiated Programme, perception of safety increased by an average of 24%. The highest increase was observed for perceived safety for pedestrians (38%) and active modes users (30%).

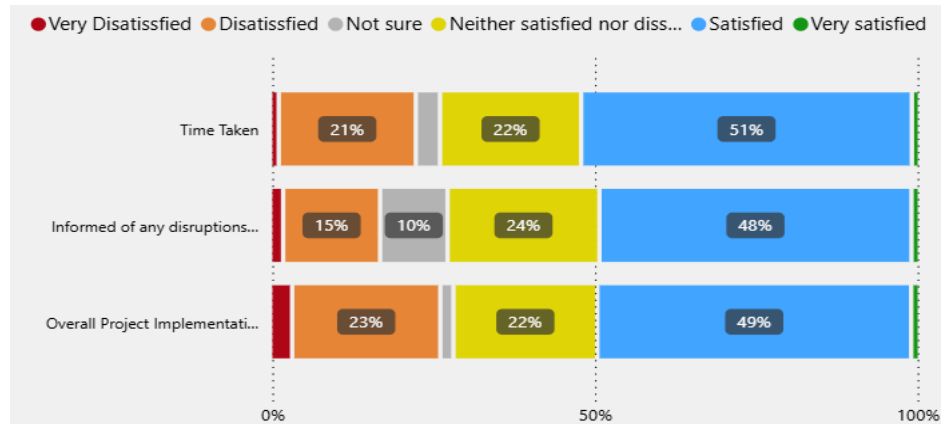
24%



Other findings

We also asked our respondents to rate how satisfied they were with the time taken to implement the project, the information received while works were in progress, and overall project implementation.

Around 48–50% of the respondents were satisfied or very satisfied with these aspects, with a further 22–25% neither satisfied nor dissatisfied.



Project Monitoring & Evaluation – Safety and Efficiency Improvements

- Hingaia Rd / Oakland Rd signals, Karaka
- Pukekohe Dual Signals, Pukekohe
- Ormiston Dr / Valderama Dr signals, Flatbush
- View Rd / Wairau Rd signals, Glenfield

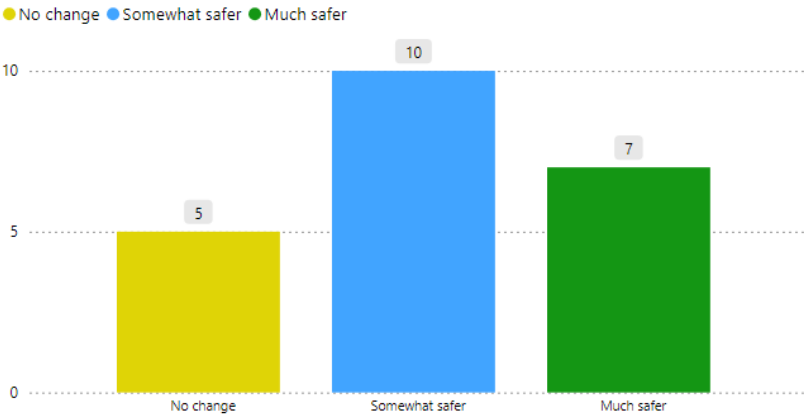
Hingaia Rd / Oakland Rd, Karaka

What was the problem?

Multiple requests were made by nearby schools for safe crossing facilities at this intersection. Queues from Hingaia Rd waiting to turn right into Oakland Rd often block the through movement, especially during the AM peak. We signalised the intersection in April 2024 and provided a separate mid-block crossing with connected footpath and cycle path in this growing area of Karaka.

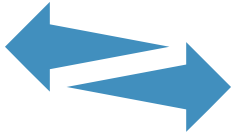
Perception of Safety: How do you rate safety after changes were made?

The majority (77%) of our survey respondents (22) reported that the area felt somewhat safer or much safer after the installation of signals.



Operational Impact

Post-construction data shows that 85th percentile **speeds** on Hingaia Road reduced by 5km/h as a result of the signalisation while a **Level of Service A** was maintained at the intersection i.e. at the same level as prior to signalisation. This indicates that safety has been maintained without compromising network efficiency.



Public sentiment largely reflects a demand for four-laning of Hingaia Road. To this end, the signalisation is seen as an interim measure until the full upgrade is prioritised for funding. The primary driver of the project was improving safety for all road users, and improving walking and cycling facilities for school children.

Mode Shift

Count data shows that pedestrians' and cyclists' use has **increased by 43%** with the installation of intersection and pedestrian signals. This co-relates with the increases in perception of safety reported.



Quotable Quote

“Two lanes are needed all the way through the traffic light. Many drivers get stuck behind the right turning traffic going to the school and are blocked from continuing our journey towards Kingseat.”



Ormiston Rd / Valderama Dr, Flatbush

What was the problem?

We signalised the Ormiston Rd / Valderama Dr intersection in **January 2025** following multiple public requests for pedestrian and driver safety, and congestion improvements. Located in a growth area, there were 16 crashes reported from 2019 to 2023. Pedestrians were especially intimidated crossing multiple lanes of traffic.

Perception of Safety: How do you rate safety are changes were made?

Unfortunately, we did not receive any survey results due to unforeseen technical issues. This means we do not have any comments from the community, nor any trends on satisfaction or use of active modes.

Operational Impact

Post-construction data shows that 85th percentile **speeds** on Ormiston Rd reduced by 5km/h as a result of the signalisation while a **Level of Service B** was maintained at the intersection i.e. at the same level as prior to signalisation. This indicates that safety has been maintained without compromising network efficiency,



Pukekohe Dual Signals

What was the problem?

We installed signals at Stadium Drive / East Street and Stadium Drive / Manukau Road intersections following multiple public requests for efficiency improvements. We also collaborated with Eke Panuku to provide safe pedestrian access to the new park. The signals were installed in **July 2024**.



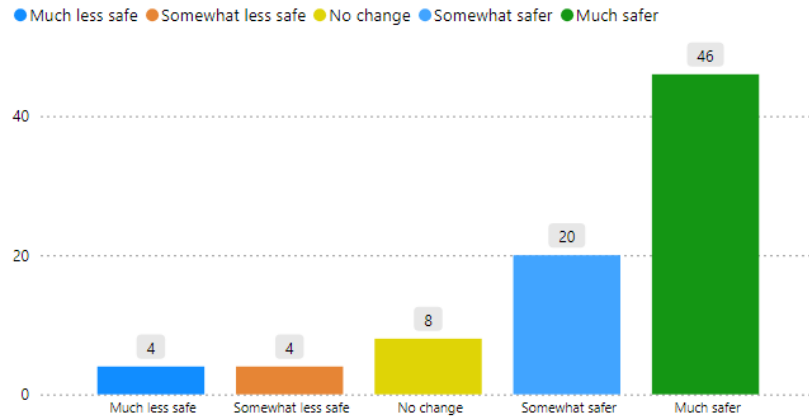
Operational Impact

Post-construction 85th percentile **speeds** on Stadium Rd reduced marginally by 2km/h. The **Level of Service** (LOS) was maintained at LOS C i.e. at the same level as prior to signalisation.

Analysis also shows that the annual crash rate has reduced from 4.8 for the year prior to signalisation, to 1 post-signalisation. This indicates that safety has improved without compromising network efficiency. Public feedback highlighted the need for further optimisation of signal cycles. As part of this, we changed the lane layout at King St, and installed queue detection cameras at nearby Massey Rd.

Perception of Safety: How do you rate safety after changes were made?

80% of 82 respondents reported feeling somewhat or much safer after the signals were installed.



Mode Shift

Observations showed good use of the pedestrian crosswalks at both intersections, providing a much safer crossing facility for school kids in particular.

Quotable Quote

"Maybe the syncing of the arrow turning towards mad butchery could be a tad longer to turn when driving it let about three cars through then changes to stop. Otherwise, I honestly think it was money well spent in this area"



View Rd / Wairau Rd / Kathleen St, Glenfield

What was the problem?

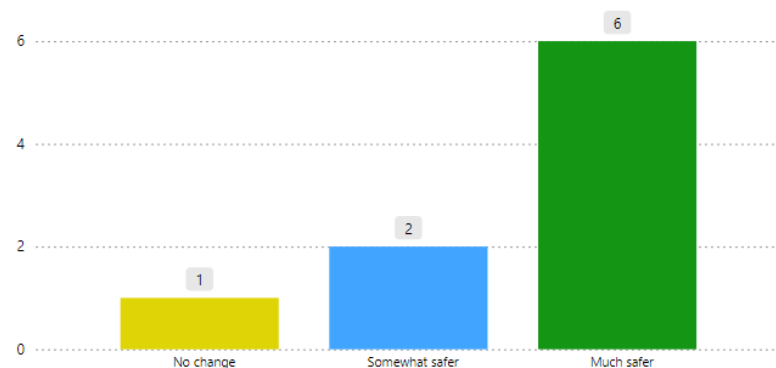
The community requested safety improvements at the unsignalised cross-junction of View Rd / Wairau Rd / Kathleen St citing safety issues while turning, and crossing on foot. Wairau Rd is a busy arterial and the other are side streets. We signalised this cross-junction in **June 2025**.



Perception of Safety: How do you rate safety after changes were made?

Of the 9 respondents, the majority reported feeling somewhat safer or much safer after the signalisation.

● No change ● Somewhat safer ● Much safer



Operational Impact

Overall, there has been a slight decrease in **Level of Service** (LOS) from A to LOS B. This is within acceptable limits for an intersection at an arterial. It has also optimised the intersection to allow for safe movements from the side streets, while maintaining flow on Wairau Rd.

Quotable Quote

"The work done to this intersection has been game changing! That intersection was so dangerous before, I used to do a u-turn at the hospital instead of just turning right and forget trying to safely cross the road! But now, it's functional, well lit, and the lights are very well programmed to allow for traffic flow. I'd also like to say how amazing every single worker was during the project. I am so appreciative of every single aspect of this intersection upgrade, money and time well spent, thank you to all involved!"



Project Monitoring & Evaluation – Safety Improvements

- 24 Penney Ave, Mt Roskill
- Stamford Park Rd, Hillsborough

Penney Ave, Mt Roskill

What was the problem?

Concerns of high speeds around this bend were received from the community. Investigations also confirmed a history of crashes here due to speeding. As a result, we installed two speed humps and chevron signage in **January 2025**.

Speed (85th percentile)

Data shows a 4km/h drop in 85th percentile speed in the vicinity to 36km/h after the changes were made. This in keeping with the original request for improvements from the community.



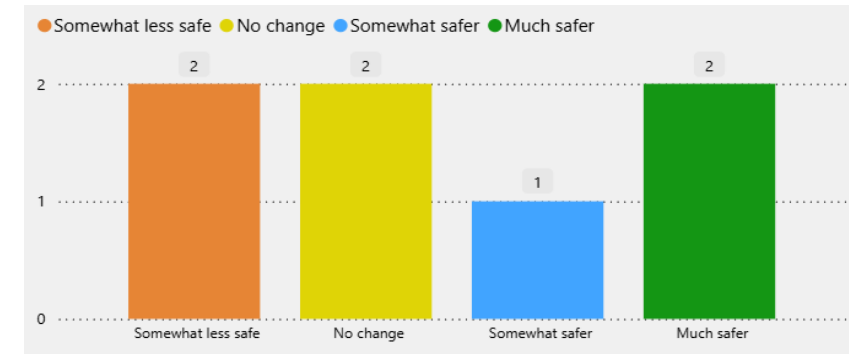
Quotable Quote

“The project was to slow traffic down around a corner that has had a number of collisions resulting in cars hitting a fence and power pole. This has improved, however the speed travelling up and down Penney Ave to this point has not reduced. If anything, cars are accelerating faster before and after it. There have been many close calls as drivers speed down the street.”



Perception of Safety: How do you rate safety after changes were made?

Of the 7 respondents, a minority reported feeling somewhat safer or much safer after the installation of the speed humps, despite data showing that the speeds did decrease in keeping with community request. While safety at the bend has reported to have been improved, the lower safety perception seems to be related to low-visibility of the speed humps and drivers speeding up on their approach.



Stamford Park Rd, Mt Roskill

What was the problem?

We received requests from the community to improve safety at the Stamford Park Rd / Melrose Rd / Rainford St intersection citing no safe crossing points here, and speeding concerns on Stamford Park Rd. After investigating, we installed two speed humps on Stamford Park Rd, and pedestrian refuge islands on Melrose Rd and Rainford St. This project was completed in **January 2025**.

Perception of Safety: How do you rate safety after changes were made?

Only 3 responses were received to our survey, of which two reported feeling somewhat safer or much safer after the changes were made, and one reported no change. This is a small sample size.

Speed (85th percentile)

Data shows a nearly 10km/h drop in 85th percentile speed in the vicinity to 36km/h after the changes were made. This is keeping with the original request for improvements from the community.



Project Monitoring & Evaluation – Pedestrian Crossings and Improvements

- Great South Rd outside One Tree Hill College, Penrose
- Wattle Farm Rd, Wattle Downs
- Burundi Ave, Manurewa
- Kerrydale Rd, Manurewa
- Great North Rd / Hepburn Rd, Glendene
- Veronica St, New Lynn
- Stafford Rd, Northcote Point
- Killarney St, Takapuna
- Pooks Rd, Ranui
- David Ave and Dennis Ave, Manurewa
- Maraetai Dr, Maraetai
- Victor St and Rosebank Rd, Avondale
- Hepburn Rd / Picton St, Ponsonby

Great South Rd, One Tree Hill College

What was the problem?

Children from One Tree Hill College were spilling over onto Great South Road when exiting the school. There were multiple requests from the school to install a pedestrian fence. After investigating, we widened the footpath and installed a pedestrian fence in **July 2024**.

Perception of Safety: How do you rate safety are changes were made?

Unfortunately, we did not receive any survey results due to unforeseen technical issues. This means we do not have any comments from the community, nor any trends on satisfaction or use of active modes.



Wattle Farm Rd, Wattle Downs

What was the problem?

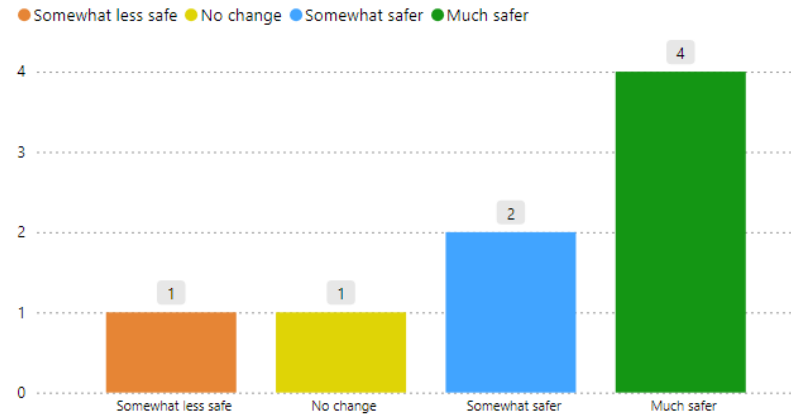
After receiving requests from the nearby retirement village regarding issues crossing Wattle Farm Rd, we installed a raised zebra crossing in **September 2024**.

Mode Shift

Post-construction, no notable increase in active mode users was reported. However, surveys showed that previously scattered pedestrian desire lines on Wattle Farm Rd have consolidated around the zebra crossing.

Perception of Safety: How do you rate safety after changes were made?

6 of 8 respondents reported feeling somewhat or much safer after the installation of the zebra crossing.



Speed (85th percentile)

Data shows a 6km/h drop in 85th percentile speed to approximately 41km/h in the vicinity of the new zebra crossing since its installation.

Quotable Quote

"This project means a very large increase in the safety of pedestrians without slowing the traffic to almost a standstill with huge "speed bumps". Car only need to slow to a fair speed when crossing the pedestrian crossing. Violent speed bumps are an overkill to the problem. This crossing is sensible while fully meeting the requirements."



Burundi Ave, Manurewa

What was the problem?

Roscommon School raised multiple concerns about patrolling the existing crossing on Burundi Ave due to its length. We shortened the crossing distance by adding a central island in **October 2024**.

Perception of Safety: How do you rate safety after changes were made?

The majority of survey respondents (9) did not report any change in safety with the upgraded crossing.



Mode Shift

No notable increase in active mode users was reported after installation of the island.

Speed (85th percentile)

There was no notable change in speed due to the project. The 85th percentile speeds remained at approximately 41km/h in the vicinity of the crossing.

Quotable Quote

“From the time it took to complete the work, down to the communication of the workers, overall a successful prompt project that looks and feels amazing!”



Kerrydale Rd, Manurewa

What was the problem?

Following a public request for pram crossings, we installed kerb buildouts and pram crossings on Kerrydale Rd at the Gloucester Rd intersection in **October 2024** to reduce crossing distances and improve pedestrian safety.

Perception of Safety: How do you rate safety after changes were made?

Insufficient data was received to ascertain perceptions.

Speed (85th percentile)

No notable difference in speed was noted. 85th percentile speeds were approximately 34km/h.



Great North Rd / Hepburn Rd, Glendene

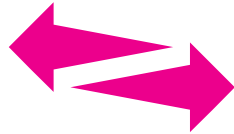
What was the problem?

We received a request citing accessibility issues at the Great North Road / Hepburn Road signals. We found that the waiting area for pedestrians crossing Hepburn Road was significantly below prevailing standards. In addition, the gradients of the waiting area were such that wheelchair users ran the risk of overturning their vehicle. In **January 2025**, we upgraded the signal to improve pedestrian and cycling facilities at the intersection and added a new pedestrian crossing on the western leg of Great North Road.

Perception of Safety: How do you rate safety after changes were made?

We received positive feedback about the improvements for pedestrians and cyclists.

However, feedback was also received regarding operational issues with turning vehicles on Great North Road. These have been investigated by the team and remedial measures undertaken based on observations from reviewing CCTV footage at the signals.



Mode Shift

There is insufficient data to ascertain any notable change in travel behaviour and/or use of active modes after the pedestrian improvements.

Quotable Quote

“Fantastic outcome. Value for money. Got me on my bike again!”



Veronica St, New Lynn

What was the problem?

We received a number of requests to improve pedestrian safety and provide a crossing point on Veronica St, New Lynn to and from nearby bus stops and towards Lynnmall. We investigated a number of options and installed a pedestrian signal in **February 2025**.

Perception of Safety: How do you rate safety after changes were made?

The crossing has been well-received by the community. All survey respondents (4) reported that the area felt much safer, and their travel experience was much better, after the installation of signals.

Mode Shift

No notable change in travel behaviour and/or use of active modes was reported after installation of the pedestrian signal.

Speed (85th percentile)

Data shows that there has been a marginal reduction in speed of 2-3km/h on Veronica St as a result of the pedestrian signals. 85th percentile speeds are approximately 33km/h.

Quotable Quote

“The crossing is excellent. I use it regularly and prefer to cross at that point now instead of chancing other parts of the road.”



Stafford Rd, Northcote Point

What was the problem?

We received requests to improve pedestrian access and safety to Stafford Park along Stafford Rd, Northcote Point. Originally we proposed a zebra crossing on a raised table however this was revised after the Government Policy Statement on raised devices circa 2024. We installed an at-grade zebra crossing in **March 2025**.

Perception of Safety: How do you rate safety after changes were made?



While sample size is small (3), survey results skewed towards dissatisfaction in terms of travel experience and pedestrian safety. This was mainly due to the disappointment with the removal of a raised element from the proposal.

Speed (85th percentile)

Data shows that the 85th percentile speed on Stafford Road in the vicinity of the zebra crossing has dropped 6km/h since its construction. 85th percentile speeds are approximately 41km/h. However, this is not being reflected in public perception.



Mode Shift

No notable change to travel behaviour and/or use of active modes was reported after installation of the crossing.

Quotable Quote

“People still speed up the road. You need to implement a speed bump at the zebra crossing the amount of times I’ve seen and heard cars fly up the road is appalling”



Killarney St, Takapuna

What was the problem?

We received requests to improve pedestrian access and safety to the Takapuna Pool and Leisure Centre on Killarney Street. Addressing stormwater concerns led to the use of speed humps to moderate speeds on the corridor. The zebra crossing with speed humps was installed in **June 2025**.

Perception of Safety: How do you rate safety after changes were made?

Even though sample size is small (3 respondents), the perception of pedestrian safety improved with the installation of the crossing. There was no notable change reported in perception of safety of other modes.

Speed (85th percentile)

Data shows that the 85th percentile speed on Killarney Street in the vicinity of the zebra crossing has dropped up to 10km/h since its construction. 85th percentile speeds are approximately 39km/h.



Mode Shift

No increase in pedestrian numbers has been recorded. However, observations have shown that compared to before the zebra crossing was installed, pedestrians' travel routes have consolidated around the pedestrian crossing indicating a preference for people to cross here.

Quotable Quote

"Why wasn't it made into a raised crossing like further down the street? And I wouldn't call them gentle speed bumps either."



Pooks Rd, Ranui

What was the problem?

We received requests from local residents and the Henderson-Massey Local Board to convert the existing raised table on Pooks Rd to a zebra crossing to clarify priority for pedestrians going to Ranui Train Station. We installed the zebra crossing in **July 2025**, ahead of schedule.

Perception of Safety: How do you rate safety after changes were made?

We received no feedback on surveys sent.

Speed (85th percentile)

No notable difference in speed was noted. 85th percentile speeds remained at approximately 44km/h in the vicinity of the crossing.



David Ave and Dennis Ave, Manurewa

What was the problem?

Multiple community requests were received for pedestrians trying to cross in the vicinity of the Dennis Ave / Grand Vue Rd / Davis Ave staggered intersection. We installed pedestrian refuges on David Ave and Dennis Ave at the approaches to Hill Road to reduce speed of turning traffic and crossing distances for pedestrians. We completed the works in **November 2024**.

Perception of Safety: How do you rate safety after changes were made?

Only one survey response was received, reporting that the area felt much safer after changes were made. This is a small sample size.

Speed (85th percentile)

There was no notable change in speeds this section with 85th percentile speeds being approximately 41km/h.



Maraetai Dr, Maraetai

What was the problem?

Following requests from Maraetai Beach School, the Franklin Local Board and Police regarding vehicle speeds and safety at the existing zebra crossing in front of the school, we upgraded the existing crossing to a raised zebra crossing in **June 2025**.

Perception of Safety: How do you rate safety after changes were made?

Only two responses were received for our perception survey. This is a small sample size, although both respondents reported that the area felt much safer since the improvements.

Speed (85th percentile)

Data shows that the 85th percentile speed on Maraetai Dr in the vicinity of the zebra crossing has dropped by 4km/h since its construction. 85th percentile speeds are approximately 49km/h.



Quotable Quote

“Visibility is much improved with the improved car parking restrictions I suggested.”



Victor St and Rosebank Rd, Avondale

What was the problem?

Rosebank School and Avondale College requested safety improvements for students walking to and from school. To address this, we installed a raised zebra crossing on Victor St, added tactile pavers and widened the holding area at #148 Rosebank Rd pedestrian signals, upgraded the pedestrian refuge in the vicinity of #169 Rosebank Rd, and widened pram crossings at the mid-block signal at #192 Rosebank Rd. We completed this in **June 2025**. Pedestrian crossing improvements that were also to be undertaken at the Rosebank Rd / Eastdale Rd / Avondale Rd signals have been deferred to 2026.

Perception of Safety: How do you rate safety are changes were made?

No response was received for our perception surveys.

Speed (85th percentile)

There was no notable change in speeds along Rosebank Rd with 85th percentile speeds being approximately 34km/h. No speed data was obtained for Victor St.



Mode Shift

No notable change in travel behaviour has been reported from surveys sent. However, site observations show that pedestrian desire lines of Avondale College students school children in particular have consolidated around the new raised zebra.



Hepburn Rd / Picton St, Ponsonby

What was the problem?

The community raised concerns around drivers not adhering to the Stop control at this intersection. This was exacerbated by the wide radius of the corner and the angle of the left turn.

To address this, we extended the kerb to square up the intersection and re-aligned the pram ramps and the refuge island here. These improvements were aligned with scheduled pavement renewals in the area, thus incurring minimal additional cost. The project was completed in **June 2025**.

Perception of Safety: How do you rate safety after changes were made?

Of the four respondents, one reported that the area felt much safer after the installation of the pedestrian refuge. Two did not report any change, and one reported feeling less safe. The perception seems to have been influenced by the wider pavement renewals that the pedestrian improvements were supplementing.

Speed (85th percentile)

No speed data was obtained for this location.



Project Monitoring & Evaluation – Footpaths: New and Improved

- Hingaia Rd / Pararekau Rd, Hingaia
- Kitchener Rd, Pukekohe
- Candia Rd, Swanson
- Walters Rd, Takanini
- Henderson Valley Rd, Henderson Valley
- Gerwyn Place, Pakuranga Heights
- 323 Great South Rd, Manurewa

Hingaia Rd / Pararekau Rd, Karak

What was the problem?

Following concerns raised for crossing around this intersection, we installed a pair of pram crossings and new footpath on the western side of Pararekau Road in **July 2024**. This provided a safer and more direct link to the shops adjoining Pararekau Road too.

Perception of Safety: How do you rate safety after changes were made?

Only two responses were received for our perception survey. This is a small sample size, although both respondents reported that the area felt much safer since the improvements.

New Footpath

A new footpath of 80m was added in the growing area and in the vicinity of a school to complete the pedestrian connection on Pararekau Road.



80m



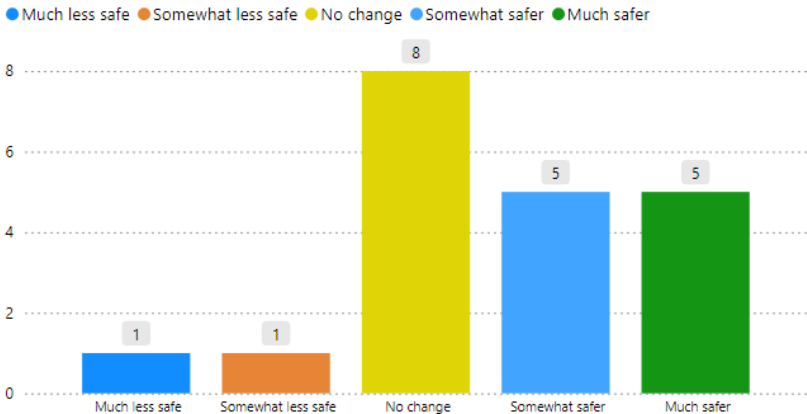
Kitchener Rd, Waiuku

What was the problem?

Residents raised safety concerns due to lack of walking facilities along Kitchener Rd in Waiuku. We installed a footpath from #89 Kitchener Rd to Brights Rd on the southern side in **August 2024**.

Perception of Safety: How do you rate safety after changes were made?

Of the 21 survey respondents, the majority group (**47%**) felt that area felt somewhat safer or much safer after the installation of the signals. However, commentary received focused on the condition of the road surface. AT upgraded the seal in the surrounding area in December 2025.



Quotable Quote

"I run on these footpaths so they are great thanks! I also drive on Kitchener Rd... Please for the interest of safety and comfort fix the road surface."

New Footpath



A new footpath of 502m was added in this growing area of Waiuku.

502m



Candia Rd, Swanson

What was the problem?

Concerns were raised by the public to increase both pedestrian safety and connectivity in northern section of Candia Rd in Swanson. This was due increased urbanisation leading to more pedestrians and also a need to safely access Swanson Train Station which was now more accessible due to a recent subdivision. We constructed a footpath in **February 2025**.

Perception of Safety: How do you rate safety after changes were made?

Only one survey response was received, reporting that the area felt much safer after changes were made. This is a small sample size.

New Footpath

A new footpath of 272m was added between #18 Candia Rd (near Burtons Dr) and #54 Candia Rd in this growing area of Swanson.



272m



Walters Rd, Takaanini

What was the problem?

We received requests for a footpath on Walters Rd outside Kauri Flats School from the existing signalised crossing east of Kaha Road to Opoka Street, on the southern side. We installed the new footpath in **May 2025**.

New Footpath

A new footpath of 132m was added in the growing area and in the vicinity of a school.

132m



Perception of Safety: How do you rate safety are changes were made?

Unfortunately, we did not receive any survey results due to unforeseen technical issues. This means we do not have any comments from the community, nor any trends on satisfaction or use of active modes.



Henderson Valley Rd, Henderson

What was the problem?

There was no footpath connection in this urban part of Henderson Valley which also catered to the Henderson Valley Park Playground, Pony Club and nearby bus stops. We installed a footpath between #169 and #223 in **June 2025**.

New Footpath



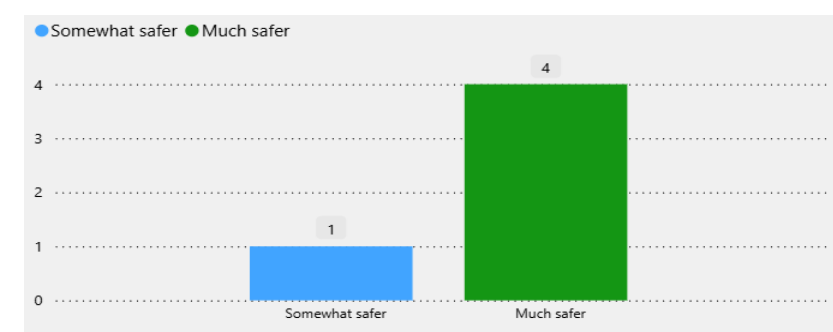
A new footpath of 550m was added to this urban section of Henderson Valley.

Quotable Quote

Henderson-Massey Local Board Chair at the time Chris Carter said *"A lot of people who don't necessarily live here are walking around here and using this area. This path makes their experience much safer and much more pleasant. It's a nice walking experience, a nice cycling experience. And I'm sure it'll keep your shoes dry. And keep you safe."*

Perception of Safety: How do you rate safety after changes were made?

All 5 survey respondents reported feeling safer or much safer after the installation of the footpath.



323 Great South Rd, Manurewa

What was the problem?

We received several requests to provide the missing footpath link between Papakura Stream Bridge and the Great South Rd / Mahia Rd intersection. Crossing the slip lane at this intersection was also a safety concern due to high speeds and ambiguous pedestrian priority. We installed the missing footpath link and a new zebra crossing on the slip lane in **May 2025**.

Perception of Safety: How do you rate safety are changes were made?

Post-construction, pedestrians have been observed using the zebra crossing and footpath more frequently, indicating safer choices compared to the previous situation. However, we did not receive any survey results due to unforeseen technical issues. We do not have any comments from the community, nor any trends on satisfaction.

New Footpath

A new footpath of 100 m was added. We also tightened the radius and re-arranged parking in front of businesses to allow for a wider footpath.

↑
100m



Gerwyn Place, Pakuranga Heights

What was the problem?

We had a request from the community to complete the missing section of footpath on Gerwyn Place near its intersection with Reeves Road. We completed this in **June 2025**.

Perception of Safety: How do you rate safety after changes were made?

No response was received.

New Footpath

A new footpath of 17m was added.

↑
17m



Project Monitoring & Evaluation – Cycling and Micromobility

- Victoria St bi-directional cycleway, CBD
- Queen St e-device rideshare parking, CBD
- Cavendish Dr cycle lane, Papatoetoe

Victoria St bi-directional cycleway

What was the problem?

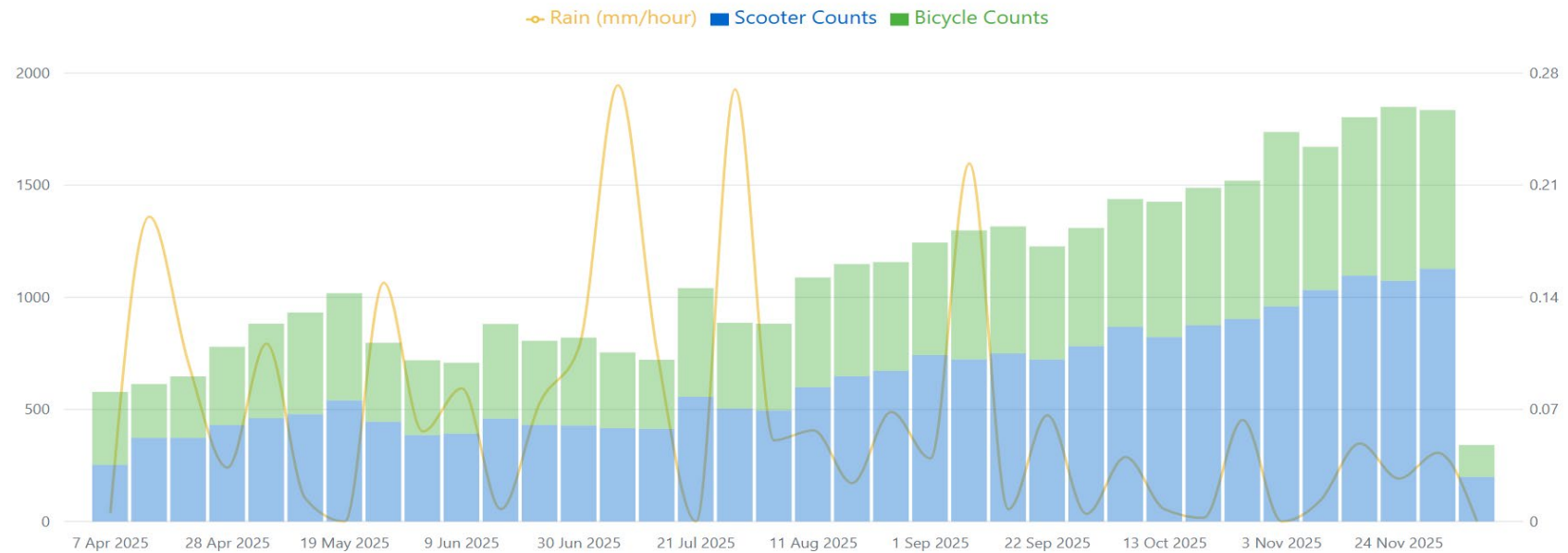
With the City Centre's Te Ha Noa cycle path approved for construction, there was going to be a significant gap between its end at Federal St, and the cycleway further west at Nelson St. To prevent a critical gap in the network, a link between these nodes was needed. The Victoria St cycleway opened in **March 2025**.

Operational Impact

The cycleway has shown sustained growth shortly after its opening (IN) and even during the wetter winter months. Weekly combined scooter and cyclist numbers have nearly doubled in latter weeks, compared with the first week of counts.

Quotable Quote

"I want to ride this connection! I would not cycle through that area in the traffic and I need the cycleway to get me to the Sky Tower beyond to Albert or Victoria Park."



Queen St e-device ridesharing parking

What was the problem?

We undertook a trial in **August 2024** creating a designated parking zone to tidy up disparate scooter parking on Queen St.

Operational Impact

Post-implementation monitoring shows an 85% compliance rate. Comparison of parking heat maps (below right) shows that parking is much more aligned to the designated zones, indicating a much lower level of spread of scooters parked than prior to the designated parking zone implementation.

Quotable Quote

“More and more apartment buildings are getting blocked in by scooters being left by the door... So designated scooter parks that are away from buildings, fantastic thank you.”



July '24



July '25



Cavendish Dr cycle lane protection

What was the problem?

This was part of the 'pop-up programme' to provide protection alongside painted cycle lanes on Cavendish Dr. **2km** of cycle lanes were protected with concrete separators. We completed the project in **April 2024**.

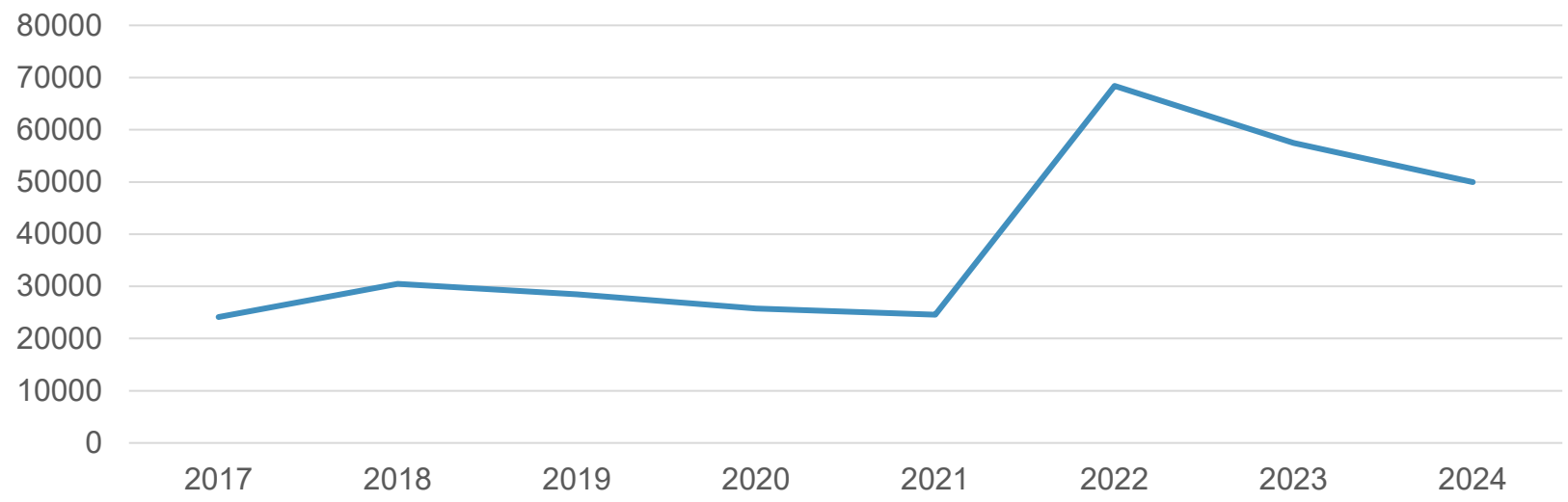
Operational Impact

The best way to measure growth in cycling over the long term is to use permanent counters. One-off counts can be affected by weather and time of year. The closest permanent cycle counter near Cavendish Drive is on Great South Road. It shows a generally increasing trend of cycling along this route particularly as cycle infrastructure has been installed in the Manukau City Centre from 2022 onwards.

Quotable Quote

"Before the separators it was a wind tunnel in sections and a four lane, a hard location to be a cyclist. No protection, lots of fast vehicles and seeming to go nowhere... After the separators, it feels safer"

Annual Cyclists' Volumes on Great South Road, Manukau



Thank You

Thank you to our team of engineers who make these projects happen: Minnie Liang, Jun Park, Darren Govindasamy, Vincent Cheng, Divyarekha Bathala, Fransiska Amos, Antony Hing, Jinge Xu, Tim Carter, Raman Singh, Marc Love, Salma Bhikoo, Harika Mandala, Jason Wu, Jatin Sharma, David Boulton, Prineth Fernando, Akshay Arora, Mitra Prasad, Mathew Rudez, Danny Xu and Pragati Vasisht.

