

Māngere Bridge Safer Communities public feedback report



Total number of public submissions received = 106

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Summary

Auckland Transport's (AT) Safer Communities programme uses a localised approach to make our roads safer and create more opportunities for active transport. For our 2018-21 programme, Māngere Bridge is one of three communities of focus to make walking safer and easier in and around this area - alongside Papakura and Mt Roskill.

This phase of consultation on the Māngere Bridge Safer Communities proposal took place from 12 June to 1 July 2018, and we received public feedback from 106 submitters.

The major theme in the feedback across all five areas for this proposal is one of general support for the proposed improvements to make walking safer and easier around Māngere Bridge and the Village.

Your suggestions have been summarised and tabled for consideration as AT investigates more detailed designs. We also responded to your questions and issues raised in this phase of feedback in the final section of this report.

A third phase of consultation will commence from November 2018, seeking your feedback on formal improvement designs based on the ideas and suggestions from your feedback on this proposal.

We will also work to seek funding for the projects from the New Zealand Transport Agency and Auckland Council.

Next steps

We will consider all suggestions, concerns and local developments identified in your feedback to inform formal designs for the next phase of consultation.

Key timings for the next steps in this proposal are:

November 2018 - AT to present formal designs and undertake consultation with those directly affected by the proposed changes.

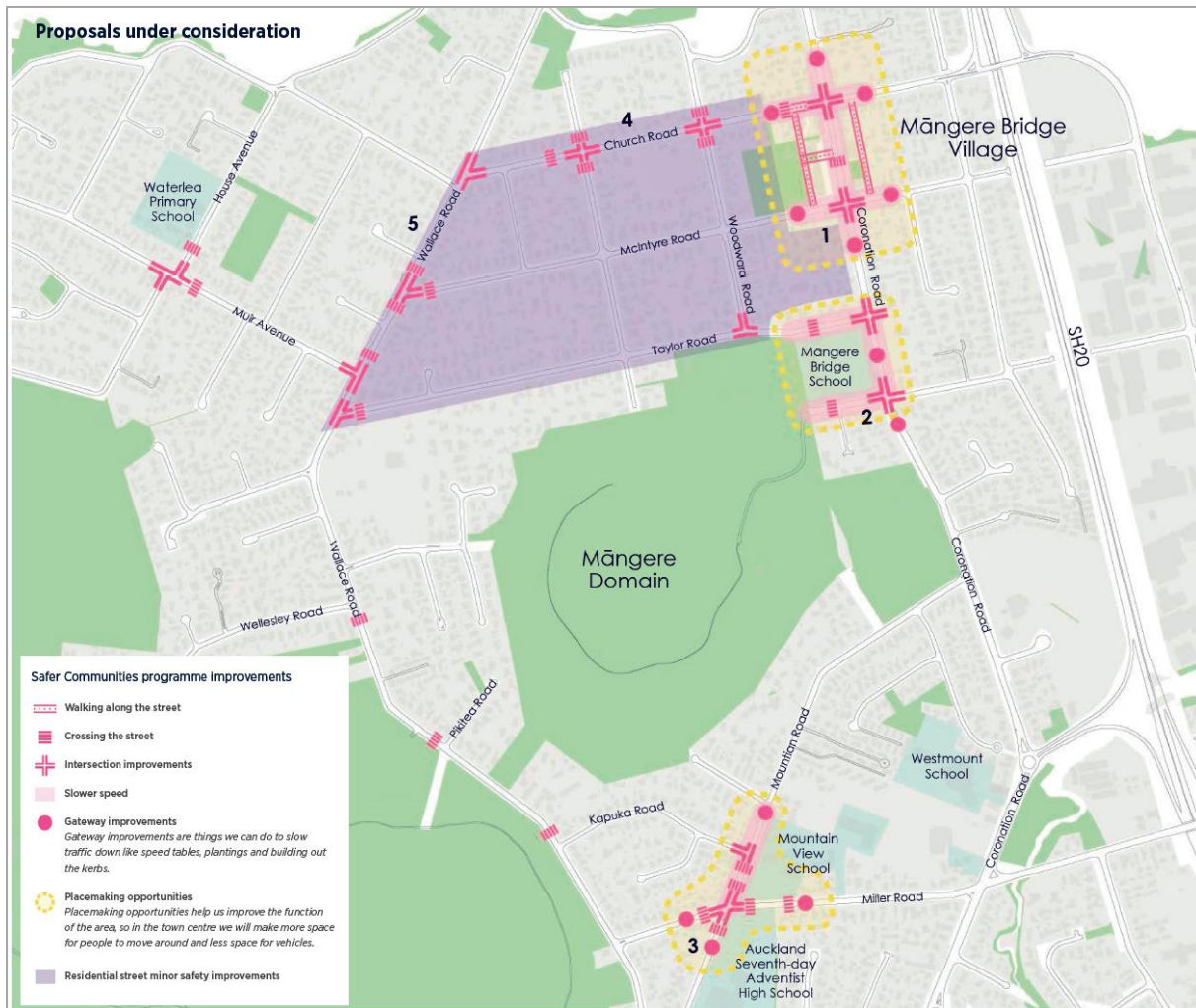
June 2019 – June 2020 - start and complete construction of the final changes.

June 2020 - work with people in the community to help them understand the changes and to encourage more walking, especially around schools.

Background

Project overview

Your feedback from our consultation in late 2017 provided us with some strong areas of focus to help make Māngere Bridge safer for walking. We used your feedback to make a draft plan of where we could build improvements to make the most difference within the available budget for this programme of work; these are shown in the map below.



Areas of focus

The five areas of focus for this proposal to make walking safer throughout the Māngere Bridge community are:

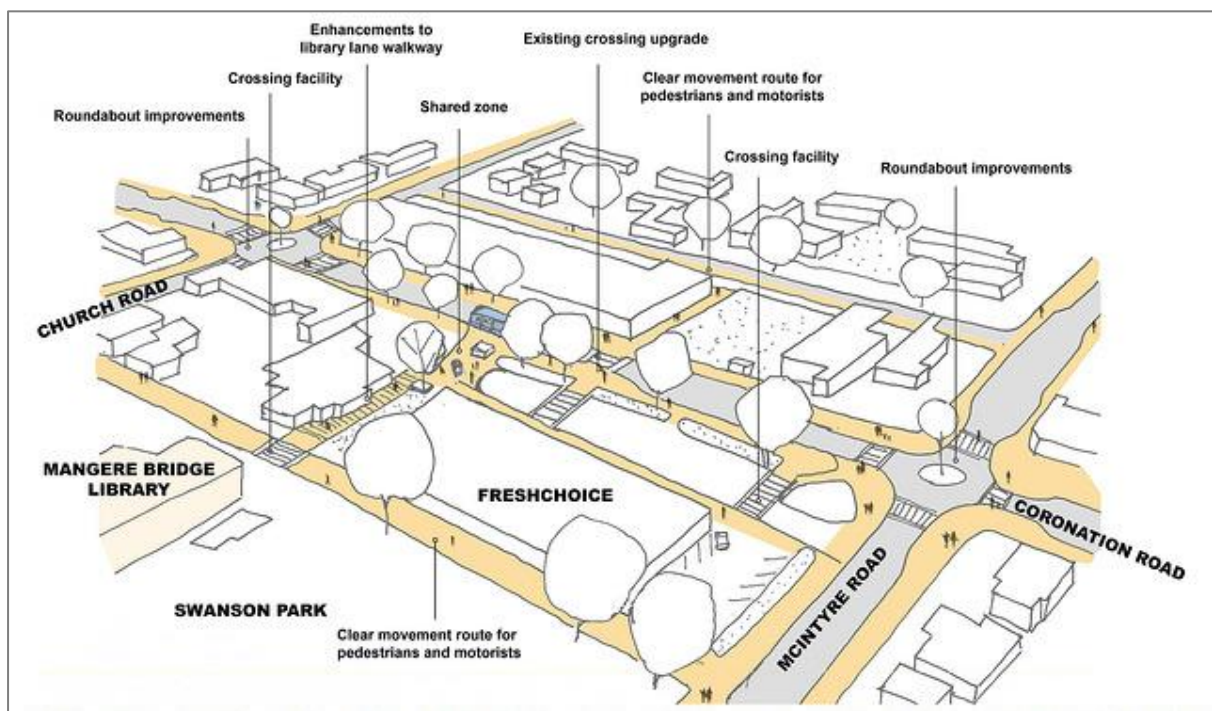
1. Māngere Bridge Village/Swanson Road.
2. Mountain Bridge School zone
3. Mountain View School and Auckland Seventh Day Adventist High School zone
4. Church Road
5. Wallace Road

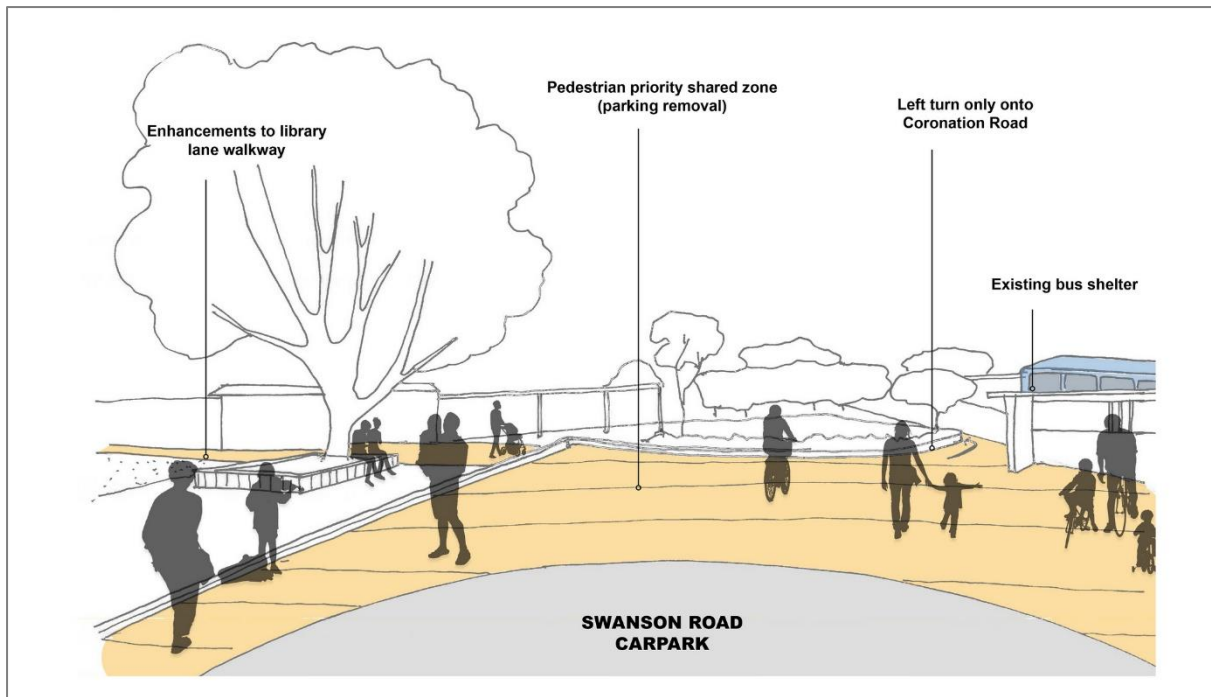
Conceptual drawings including proposed changes – such as new pedestrian crossings, kerb build-outs, intersection and roundabout improvements - were developed for each area of focus to prompt your feedback during this second phase of public consultation.

We sought your ideas on how these spaces could be developed to make them safer for people travelling on foot, while also considering the functionality of the roads and public spaces within the local community.

Formal designs will be developed from this feedback, and we will consult the local community and wider public on these designs from November this year.

1. Māngere Bridge Village/Swanson Road

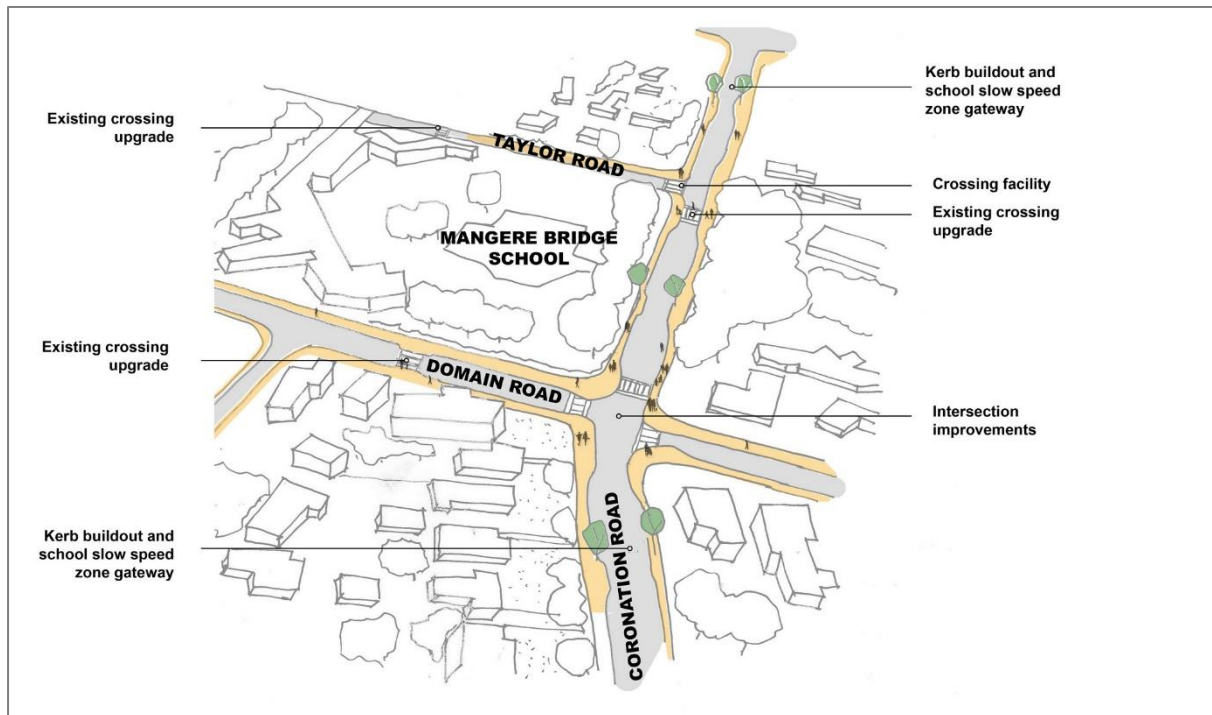




To make walking around Māngere Bridge Village safer, easier and more enjoyable, we want to investigate changes to the Swanson Road carpark and the service lanes at the back of the shops on both sides of Coronation Road to provide pedestrian-friendly slow speed zones.

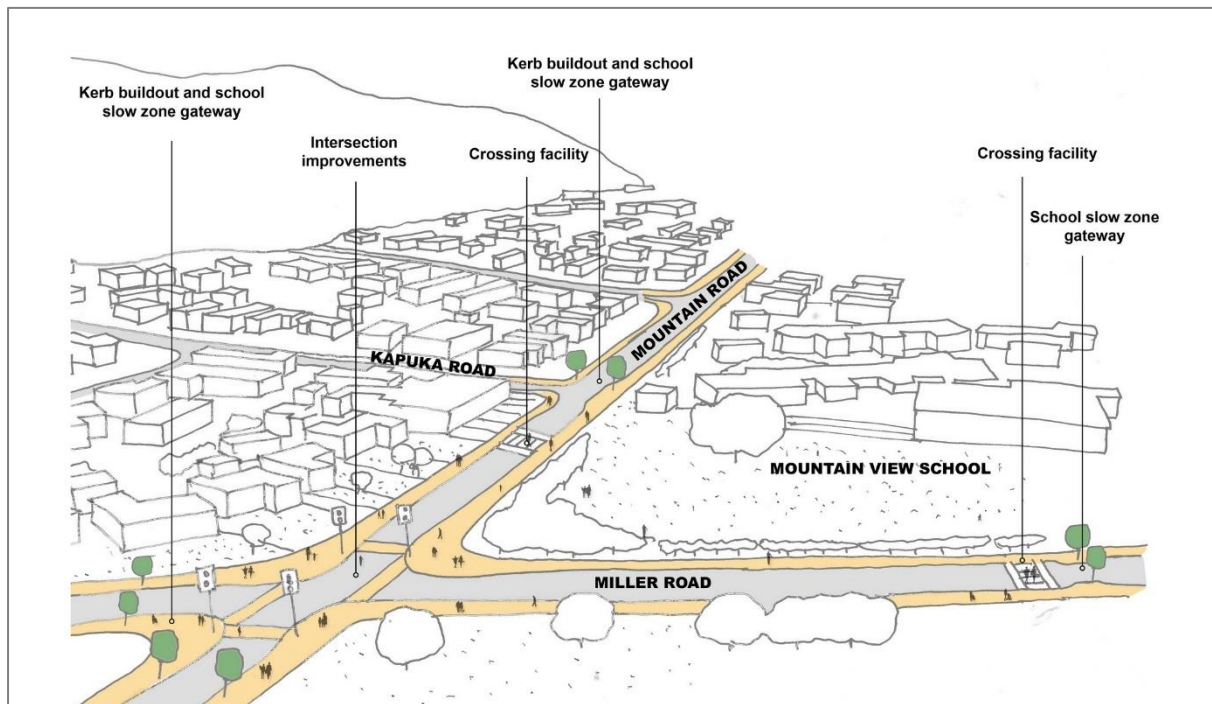
We will also look at improving connections to the library, playground and Swanson Park by improving crossing facilities at each arm of the village centre roundabouts, to slow traffic and make it safer for people of all ages and abilities to get around. We also want to invest changes to Swanson Road carpark to make this area safer to get around for people on foot. This could include new zebra crossings and improved places for people to walk between the library, the Plaza and Coronation Road. We are looking at restricting the right turn for vehicles into Coronation Road. As part of this improvement, we may need to remove some carparks.

2. Māngere Bridge School zone



To make it safer, easier and more enjoyable to walk to and from Māngere Bridge School on Coronation Road, Taylor Road and Domain Road we wanted to investigate upgrades to some existing crossings and adding improved crossings at the intersections with Domain Road and Taylor Road. We want to slow traffic down by changing the road layout and how entering the area looks, by adding trees. Some on street parking could be removed.

3. Mountain View Road/Auckland Seventh Day Adventist High School zone



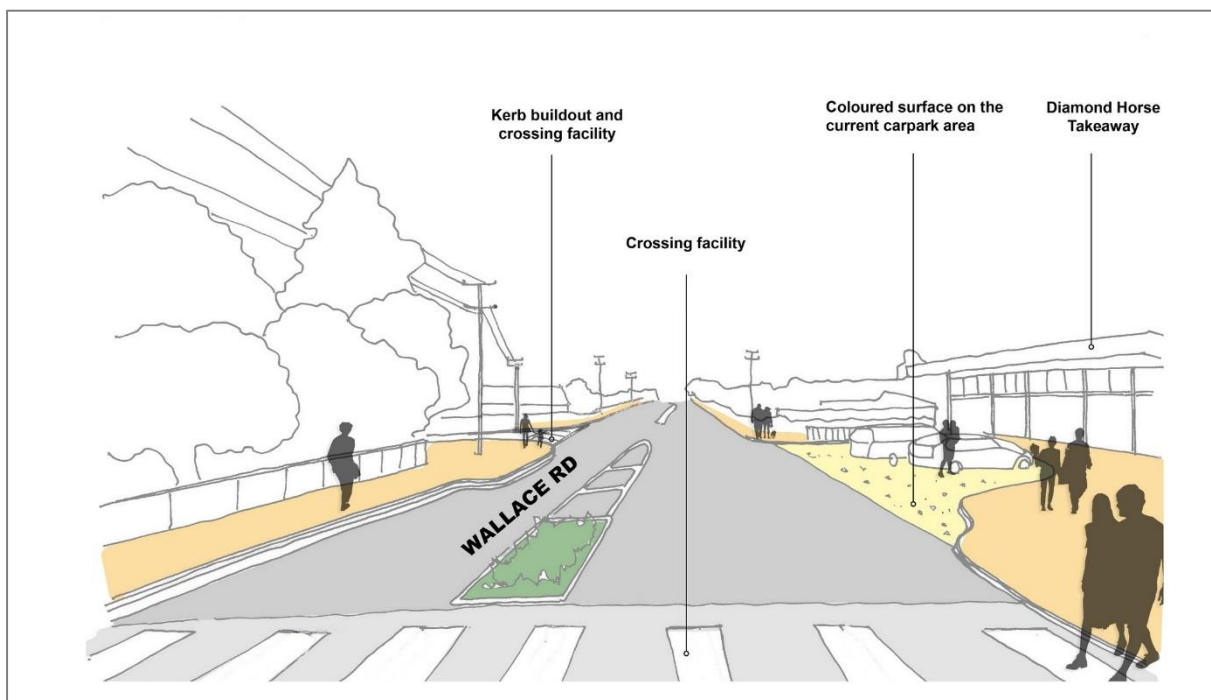
We want to make it safer, easier and more enjoyable to walk to and from Mountain View School and Seventh-day Adventist High School on Mountain Road and Miller Road. To do this, we want to investigate ways to improve the Mountain Road and Miller Road intersection and upgrade existing crossings. We want to slow traffic down by changing the road layout and how entry this area looks, by adding trees. Some on street parking may need to be removed to enable improvements.

4. Church Road



To make Church Road safer and easier for people walking, we wanted to investigate ways that we can slow traffic down, such as new crossings and improving the intersections of Church Road with Woodward Avenue and Scott Avenue.

5. Wallace Road



We are investigating ways to slow traffic down which could include new crossings and improved intersections at Wallace Road with Church Road, McIntyre Road and the intersection with Muir Avenue and Taylor Road. We will also look at improving the existing crossing facilities near Waterlea Primary School.

Activities to raise awareness

AT undertook a number of activities to share this proposal with the local community and with the wider public. We sought feedback from everyone who wanted to have a say and provide their views on this proposal. To publicise the consultation, we:

- posted brochures and feedback forms to 3188 property owners/occupiers in the proposal area
- emailed brochures to people who provided feedback during the first phase of consultation
- set up a detailed project webpage and an online feedback form on our website
- promoted the public consultation through social media channels (e.g. Facebook, Twitter)
- Article in Our Auckland
- Met with Māngere-Ōtāhuhu Local Board and Māngere Bridge Progressive Business Association

Your feedback

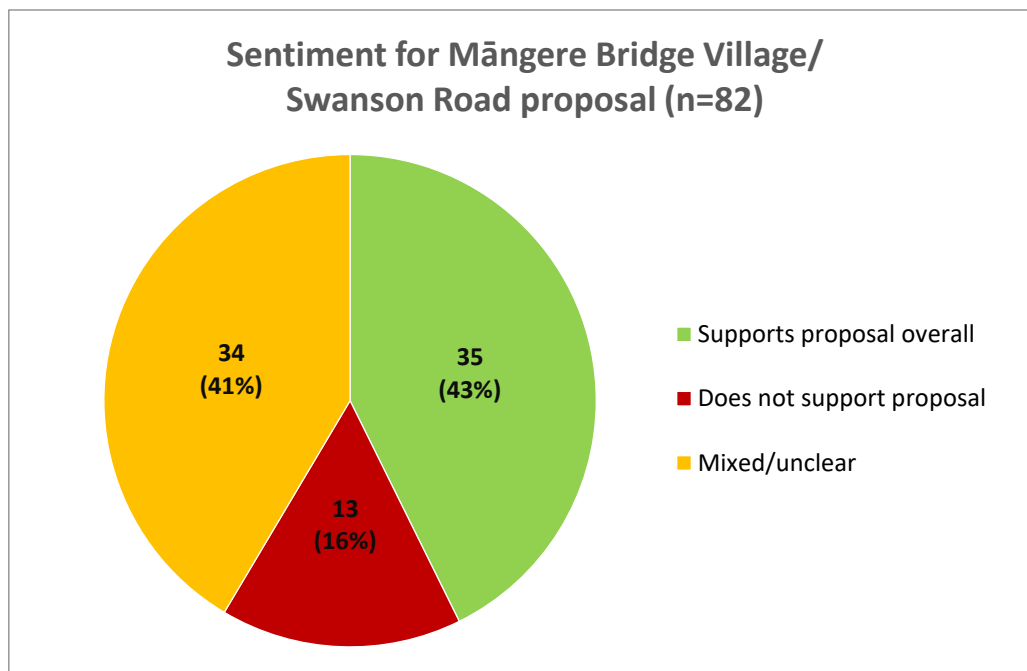
We consulted on the proposal from 12 June to 1 July 2018. We received public feedback from 106 submitters.

- 63 of these were submitted online, 39 were submitted using the freepost feedback form, and four were submitted by email.

We have analysed your comments on each proposed area of focus to identify the key feedback themes. Please see the [Design suggestions table](#) for a detailed breakdown of the suggestions, and our responses to any key questions and issues raised in your feedback.

Several key stakeholder groups also made written submissions during this consultation. Their submissions have been summarised separately in the [Other submissions](#) section.

1. Māngere Bridge Village/Swanson Road



Please note – not all submitters gave feedback on this area.

82 of the 106 respondents gave feedback on this area.

43% support the suggested improvements for this area, saying:

- They would make this area more family and child friendly to walk and cycle around.
- The changes would prevent avoidable modal conflicts between people and cars, especially removing the right-hand turn from Swanson Rd carpark to Coronation Rd.
- Provide better links and amenity for pedestrians walking to/from the shops, parks, the library, and more in the village and surrounds.

16% do not support the proposed improvements, saying:

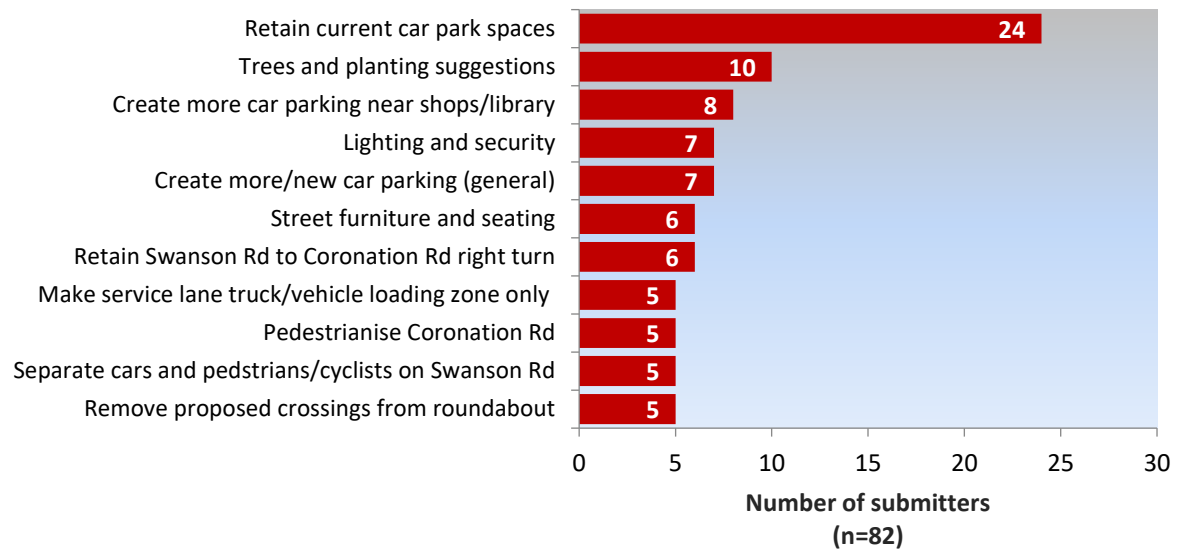
- The removal of any car parking to enable these changes will impact businesses and worsen traffic congestion in this area.
- There is already enough amenities for pedestrians in the village, and felt that any shift in modal priority would deter people from visiting the village by car.

“This is great, love it all. The crossings and pedestrian priority shared zone in the Swanson Rd carpark would be so good.”

“There's a shortage of car parking already, so don't take them away...I'm really skeptical there is a safety issue. Keep it as a road - the shared zones are confusing and slow.”

Key feedback themes

1. Māngere Bridge Village/Swanson Rd



Please note - submissions may be counted in more than one feedback theme.

Car parking was a key theme raised in your feedback for the village and Swanson Road. The largest proportion of submitters wanted the current number of car park spaces to be retained as a minimum (24 respondents). While many agreed improvements were needed in the area to make it easier and safer for pedestrians to navigate, they did not want these improvements to come at the expense of car parking spaces.

Eight people wanted new parking created near the shops and library specifically, while seven respondents requested more car parking in general for this area.

“We don’t have enough car parks as it is. People will not shop at the Bridge, they will go to the malls then we will have to close our shop down...”

“Work on car park between Miro & Church [Roads] would be good. Clearer parking & better pedestrian. Car park for library from church - still remaining I hope.”

Ten respondents made on tree and planting suggestions for this area; most wanted to ‘green’ this space to make it more attractive for community use, others reported specific locations where overgrown plants or trees needed to be trimmed to improve visibility and safety. Seven people requested improvements to lighting and security to help people to feel safer in the village. Six respondents wanted street furniture and seating added to future designs for the area.

Six respondents wanted the right-hand turn from Swanson Road carpark to Coronation Road retained, saying it does not present a safety issue to people. Five people thought the service lane behind the shops should be used only by service delivery vehicles; five more support making Swanson Road safer for pedestrians but wanted clear separation from vehicles to enable this. Five submitters thought Coronation Road should be completely pedestrianised.

Five respondents did not want four zebra crossings placed at the Coronation Road intersections with McIntyre and Church Roads respectively, saying this would disrupt traffic.

“With tactical urbanism you would do a trial of it. Let’s also have a shared vegetable garden.”

“Lighting - more needed. Clean up the dark areas around the shopping area. Stop buskers, people begging for money.”

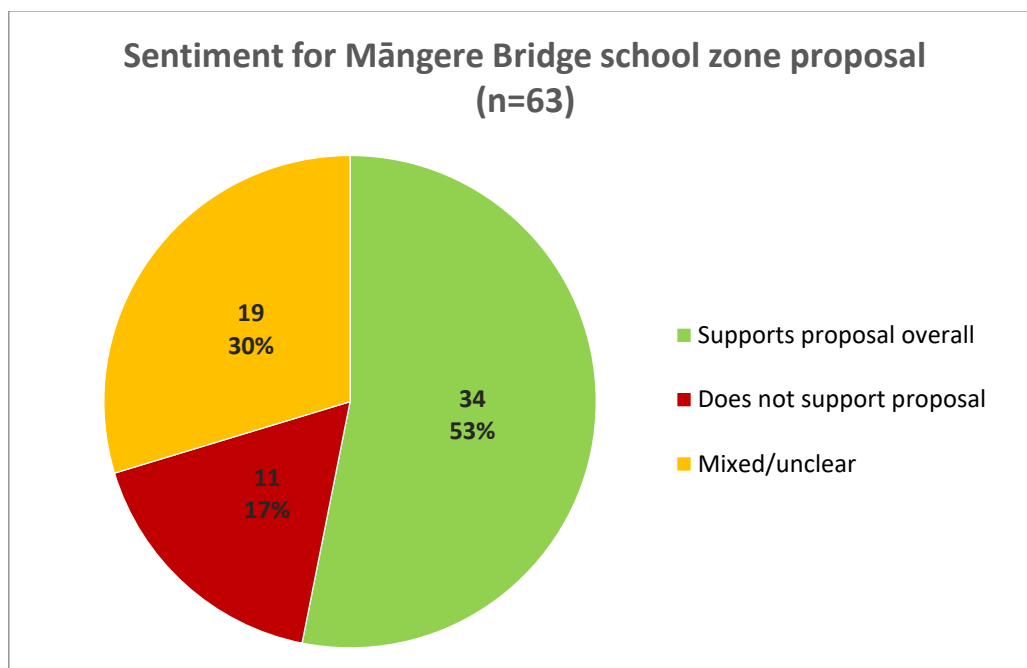
“Any loading/unloading to be done only in Fresh Choice loading zone...This is a high traffic volume area; encouraging pedestrians in this space is a potential hazard.”

While these were top ten individual feedback themes for this area, we received a wide variety of suggestions – including the above top individual feedback themes – across the following broad feedback themes:

- Car parking – 51 total suggestions across 11 themes.
- Road, road user and traffic calming – 46 total suggestions across 24 themes.
- Crossings, pedestrian and cycling amenity – 43 total suggestions across 20 themes.
- Placemaking, street furniture, trees/plantings, lighting/security – 27 total suggestions across six themes.

All suggestions received in your feedback to improve Māngere Bridge Village/Swanson Road are grouped by these feedback themes in section one of our [Design suggestions table](#). They will inform proposed designs for construction in the next round of public consultation.

2. Māngere Bridge school zone



Please note – not all submitters gave feedback on this area.

63 of all 106 respondents gave feedback on this area of focus. Of these 63 respondents, 53% support the proposed improvements in the concepts saying:

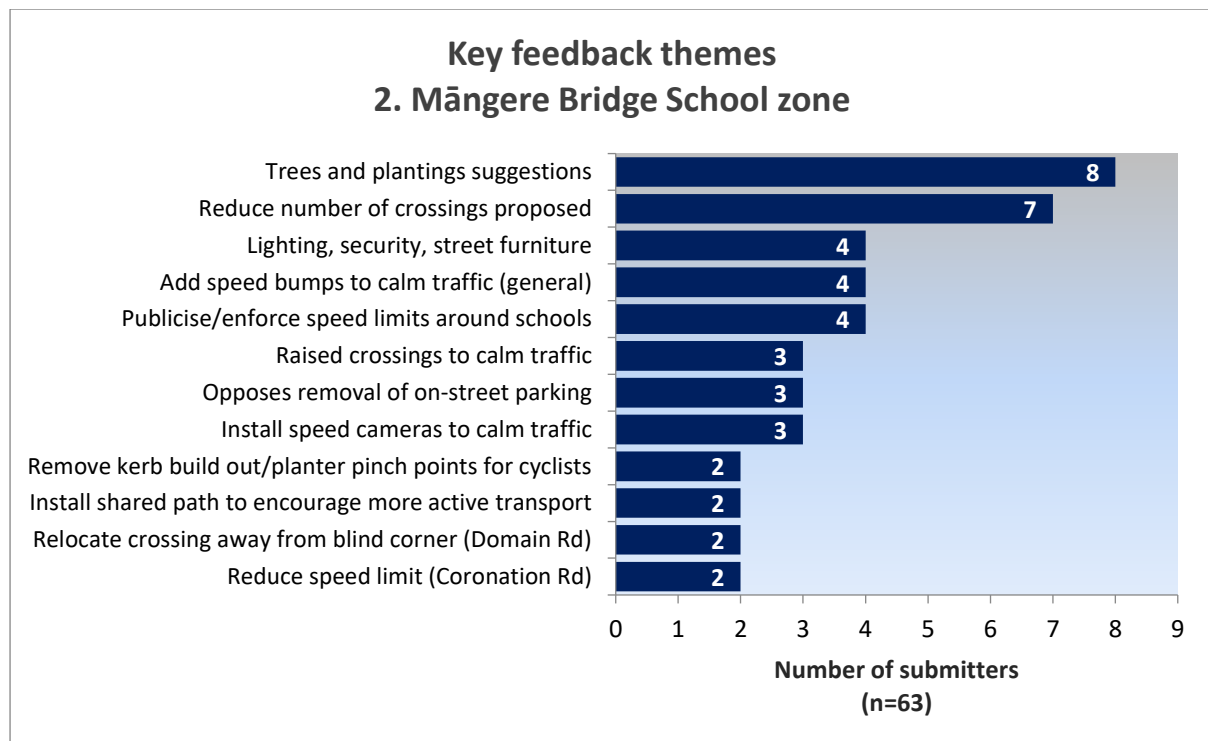
- More crossings will help slow down traffic and give pedestrians and school children several safer options to walk freely all around this area.
- This area is in urgent need of the proposed treatments, particularly Taylors Rd which is experiencing heavier (and often speeding) traffic.

17% do not support the proposed improvements saying:

- The proposed crossings and their locations will frustrate drivers by slowing down traffic and creating/worsening congestion along this busy area.
- Kerb build-outs, trees and other similar treatments restrict road widths and visibility for drivers; believe this makes the road space less safe for pedestrians as well.

“Brilliant, the intersections at Domain & Taylor Rd are very dangerous - especially when crossing with a child!”

“I disagree with all these improvement suggestions...Putting more crossings or intersection improvements creates a false sense of security for pedestrians. They assume the road is a safe place they can just walk out, which is not the case.”



Please note submissions may be counted in more than one theme.

The largest proportion of submitters gave feedback on trees and plantings that may form part of improvements to this area (eight respondents). Most liked the idea of more trees

being planted on berms and on medians to help calm traffic and beautify this space; others expressed concerns about tree impeding driver visibility. Four people wanted street furniture, lighting and security measure put in place to improve peoples' comfort and safety.

Seven respondents wanted less crossings introduced than the number proposed; four people thought speed bumps should be installed on roads in this immediate area to calm the school zone traffic. Four more people suggested enforcing and publicising slower speeds limits around schools.

Three submitters suggested installing raised crossings to also act as traffic calming elements. Three others thought installing speed cameras would be best to slow down traffic. Three further respondents opposed the loss of on-street car parking to enable any of the proposed improvements.

"...make sure trees don't impact on visibility of motorists being able to see children who may be trying to cross the road.

"Too many crossings. Can you move the pedestrian crossings away from the corner bends...hard enough driving out/then hit with pedestrian crossings at [the] intersection."

"As a parent in whose child goes to the school, I think road humps might slow the traffic, but not removal of car parks."

Two submitters expressed concerns that proposed kerb build outs and planted boxes cause pinch-points for cyclists, putting their safety at risk when riding through these road spaces next to cars. Two submitters thought a shared path could be considered for this area, providing a safe facility so more school children can walk and cycle to/from school safely.

Two further respondents thought the speed limit along this section of Coronation Road should be lowered to 30km/h to keep all road users safe. Two people wanted the proposed crossing shown on Domain Road to be relocated away from the blind corner.

"Footpaths already have mile wide berms of grass. You could put more walking/cycling areas on the berm area instead of encroaching on the road corridor..."

"Move the southern crossing further away from domain road as it is a blind corner and would give drivers very little time to react to a child on the crossing."

The above top ten individual feedback themes form just some of the key suggestions you shared. Many more ideas and concerns were also shared across the following broad feedback themes:

Road, road user and traffic calming – 25 total suggestions across 14 themes.

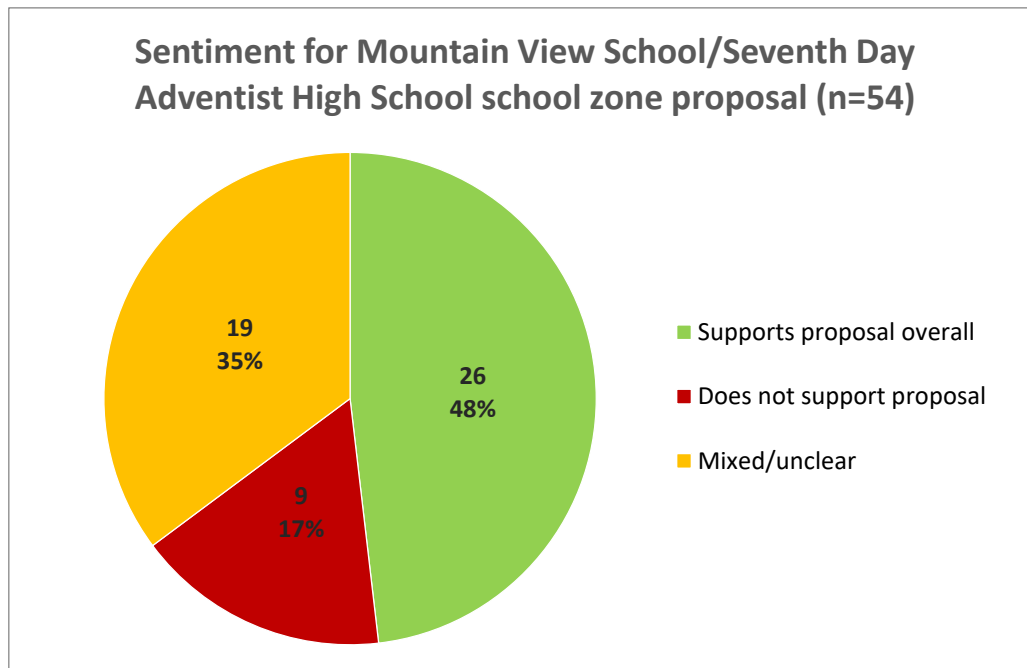
Crossings, pedestrian and cycling amenity – 22 total suggestions across 11 themes.

Street furniture, trees/plantings, lighting/security – 12 total suggestions across two themes.

Car parking – eight total suggestions across five themes.

All suggestions received in your feedback to improve the Māngere Bridge School zone are grouped by these feedback themes in section two of our [Design suggestions table](#). They will inform proposed designs for construction in the next round of public consultation.

3. Mount View School/Auckland Seventh Day Adventist High School zone



Please note – not all submitters gave feedback on this area.

A total of 54 respondents gave feedback on this area of focus. 48% support the proposed improvements shown in the concepts saying:

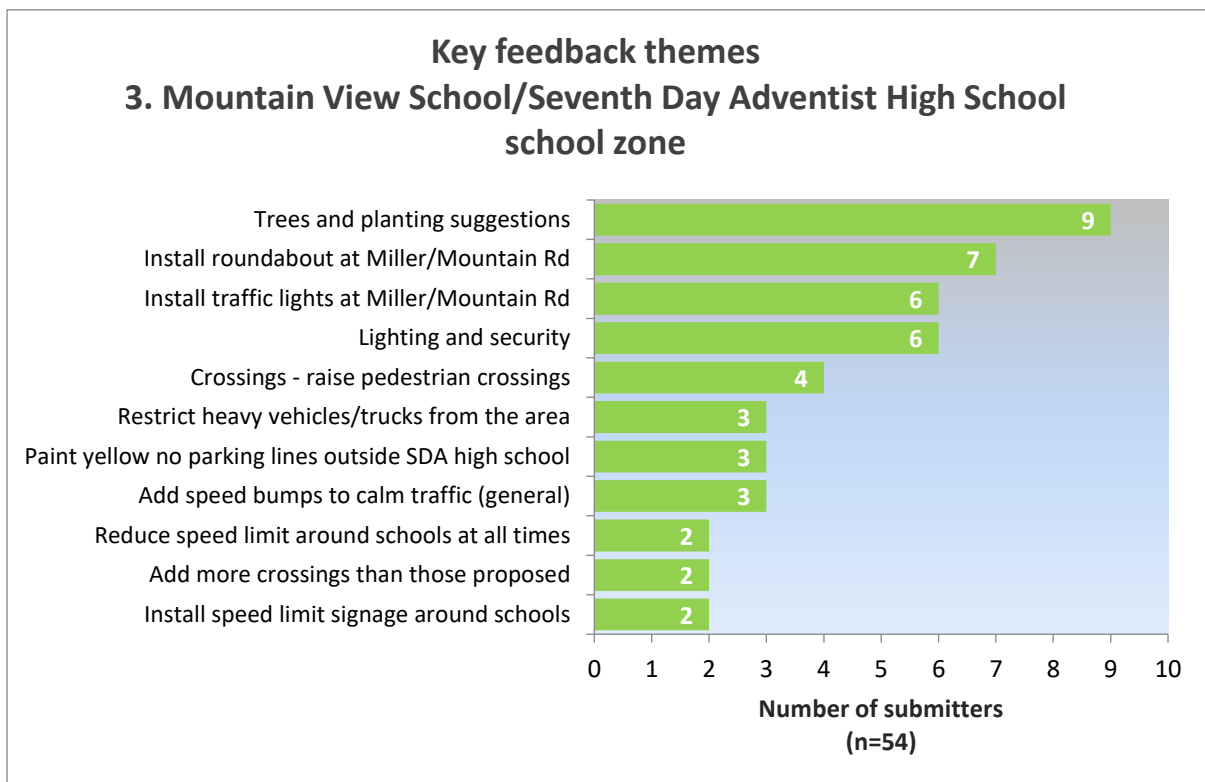
- Traffic lights (or other similar solution, such as a roundabout) is much-needed to manage the Miller/Mountain Rd intersection, making it safer/clearer for all people to move through.
- Like the use of trees and crossings to calm traffic and make the area more pleasant for pedestrians.

17% do not support the proposal, saying:

- Lights will disrupt traffic flows and make driving through this area worse/harder.
- Kerb build-outs are too unfriendly for cars and are an aggressive measure to force people to slow down.
- Trees in this area have caused issues with power lines/outages in the past; do not want more trees to add to this issue.

“Intersection improvement would be good. You often see motorists unsure about who has right of way, so making this easier/clearer would allow them to be more conscious of walkers.”

“Kerb build-outs simply make it harder to drive around. Please don't do that - they just simply slow traffic down, but they focus driver attention on navigating the kerb [instead of pedestrians] ...”



Please note submissions may be counted in more than one theme.

Nine submitters put forward ideas or concerns trees and plantings for this area. Many felt trees would be unnecessary as they cause issues with maintenance and utilities in the area during bad weather. Some people supported the planting of more trees along the berms to green this space.

A large portion of respondents supported the suggested improvements to the Mountain Road and Miller Road intersection. Seven requested a roundabout to manage this busy intersection and keep traffic flowing. Six people thought the proposed traffic lights would be best to help clarify traffic movements while also providing safe, signalled crossing points for pedestrians.

Four people thought raised crossings would help to slow traffic down throughout this zone; three people suggested installing speed bumps to the same effect. Two submitters wanted more crossings installed to support pedestrians in this busy school zone. Two respondents wanted a slower speed limit to apply in this area, and two suggested more signage near both schools to alert drivers they are entering a slower speed zone.

“There is a lot of vehicle traffic moving through here in the mornings and afternoon/early evenings which can be better controlled with traffic lights. This is a good idea.”

“No lights, roundabout and add crossings.”

“Speed humps are the only real way to slow traffic this can be done by raising the crossings.”

“...40km road sign by the Wallace Rd/Mountain Rd roundabout to remind drivers they are entering a double school zone.”

Six submitters suggested ideas to improve lighting and security along this double school route, mostly to support pedestrian visibility and safety. Three respondents want yellow lines painted to remove the on-street parking directly in front of the Seventh Day Adventist school, saying that this would improve visibility for drivers trying to exit and improve pedestrian safety around the school’s driveway. Three more people wanted trucks and other heavy vehicles restricted or even banned from using this route.

“Move the southern crossing further away from domain road as it is a blind corner and would give drivers very little time to react to a child on the crossing.”

“We also need to have more of the road marked with yellow lines out the front of the Adventist High School, to make it safer when pulling out into the traffic.”

“Enforcing the “no through heavy vehicles” restriction. Heavy trucks rumble through every day.”

The above top ten individual feedback themes form just some of the key suggestions you shared for this area. Many more ideas and concerns were put forward across the following broad feedback themes:

Road, road user and traffic calming – 30 total suggestions across 11 themes.

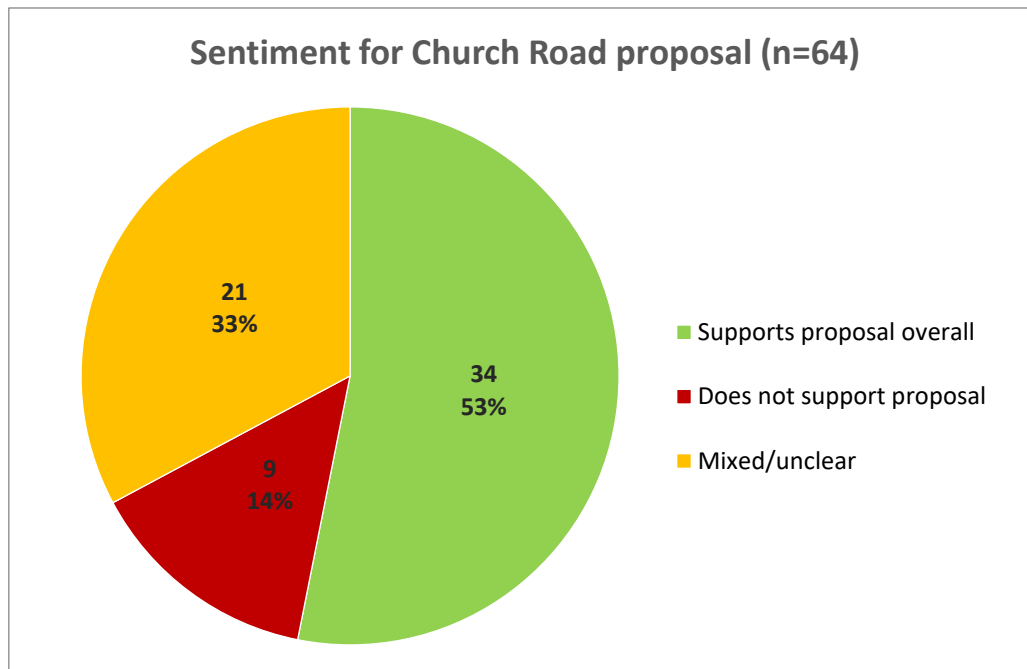
Crossings, pedestrian and cycling amenity – 15 total suggestions across 10 themes.

Street furniture, trees/plantings, lighting/security – 15 total suggestions across two themes.

Car parking – one suggestion only.

All suggestions received in your feedback to improve the Mountain View School/Auckland Seventh Day Adventist High School zone are grouped by these feedback themes in section three of our [Design suggestions table](#). They will inform proposed designs for construction in the next round of public consultation.

4. Church Road



Please note – not all submitters gave feedback on this area.

64 respondents gave feedback on this area of focus. Of these respondents 53% support the proposed improvements, saying:

- They like idea of more crossings along this busy road to make it more pedestrian friendly.
- The proposed intersection improvements will help balance the safe movement of people on foot and vehicles passing through these busy areas.
- The proposed traffic calming and road narrowing treatments are much-needed to slow down fast-moving traffic that often exceeds the speed limit.

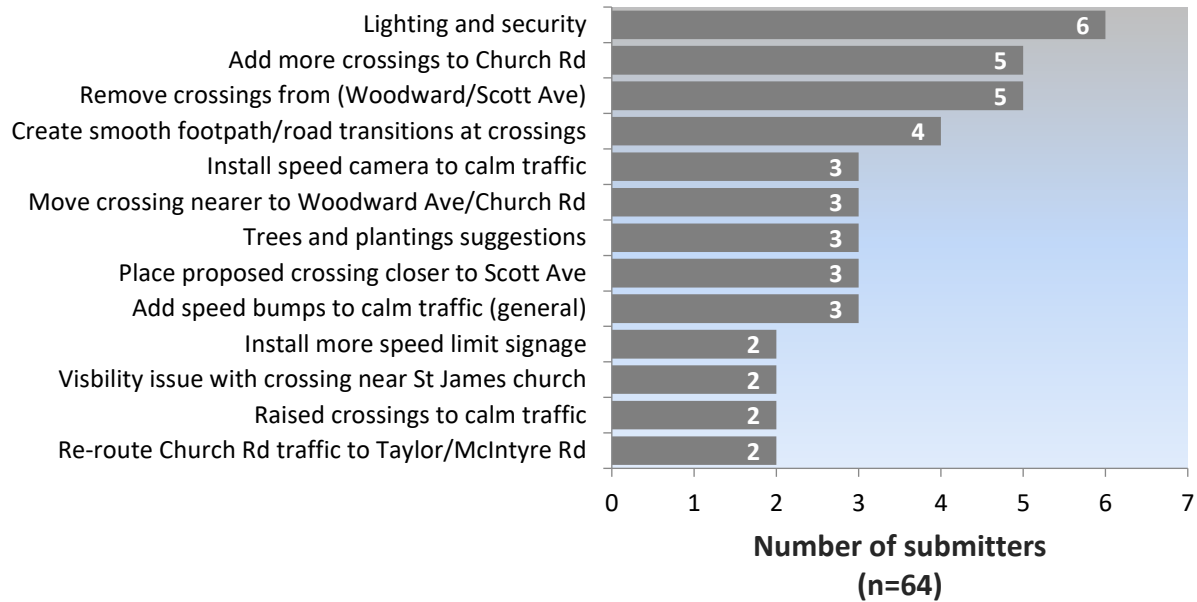
14% do not support the proposal, saying:

- They feel crossings are unnecessary due a perceived low number of pedestrians walking through this area and/or ease of crossing the road in its current state.
- The proposed improvements will disrupt the flow of traffic for motorists and public transport using this busy road each day.

“This is badly needed, it’s difficult to cross safely as traffic is heavy and invariably doing over the 50kph speed limit. The intersection improvements are good...this intersection has always been problematic.”

“I strongly disagree with this improvement. No crossings or crossing facilities are needed on Church Road. The road can be safely crossed as it is...”

Key feedback themes - 4. Church Road



Please note submissions may be counted in more than one theme.

Six people said better lighting or security would make Church Road for all users of this space and assist with enforcement against speeding drivers or those performing illegal manoeuvres that put people at risk of harm. Five submitters thought more crossings should be added to Church Road to make it safer and easier for pedestrians to walk in this area. Five others thought proposed crossings near Woodward and Scott Avenues should not go ahead as they are residential streets, and preferred crossings be placed on Church Road.

Four respondents requested smooth transitions to/from the road and the footpath for all crossings, making them safer for all users including those with limited mobility or prams. Three people wanted speed cameras installed to force drivers to slow down in this area. Three submitters thought it more beneficial to install a crossing near Woodward Avenue and Church Road.

“An improvement for walking safety would be to address street lighting in the area.”

“A pedestrian crossing is needed across Church Rd, between Woodward & Coronation Rds.”

“Fixed speed cameras and monitoring cameras that can be used for crime and vehicle identification.”

Three submitters made suggestions about trees and plantings in this area; most wanted better use of the large berms and regular trimming to maintain good visibility. Three people wanted a proposed crossing for Church Road placed closer to Scott Avenue. Three more submitters thought speed bumps on Church Road would make traffic speeds safer; two people suggested more speed limit signage in the area to remind people to slow down.

“Make sure trees are cut to ensure crossings are visible.”

“Use speed humps to slow traffic, the bus will need to slow down like the rest of the traffic.”

“Road signs around that space should indicate the speed zone. Initiatives to put elderly at ease for use of roads.”

Two respondents raised visibility and vehicle speed issues around the crossing near St James church, saying these factors are a risk to pedestrian safety at risk. Two people thought raising the proposed crossings would be good to calm traffic passing through this area; two more people suggested re-routing Church Road traffic to Taylor or McIntyre Roads to reduce traffic volumes and make it safer for other road users.

“Make sure trees are cut to ensure crossings are visible.”

“Use speed humps to slow traffic, the bus will need to slow down like the rest of the traffic.”

“Consider traffic rerouting to McIntyre and Taylor Road...as a result of these changes as it would move the safety issues to them where the hilly nature of those roads would be even more dangerous for people to cross.”

The above top ten individual feedback themes form just some of the key suggestions you shared for this area. Many more ideas and concerns were put forward across the following broad feedback themes:

Crossings, pedestrian and cycling amenity – 34 total suggestions across 15 themes.

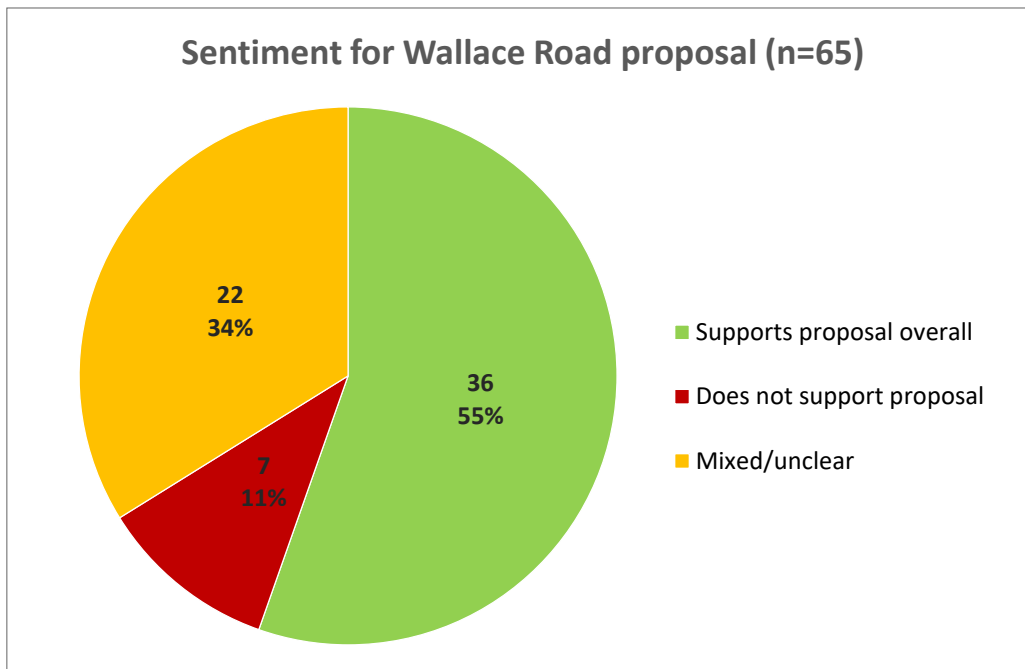
Road, road user and traffic calming – 19 total suggestions across 13 themes.

Street furniture, trees/plantings, lighting/security – nine total suggestions across two themes.

Car parking – one suggestion only.

All suggestions received in your feedback to improve the Church Road area has been grouped by these feedback themes in section four of our [design suggestions table](#). They will inform proposed designs for construction in the next round of public consultation.

5. Wallace Road



Please note – not all submitters gave feedback on this area.

65 respondents gave feedback on this area of focus. 55% of those respondents support the proposed improvements, saying:

- Crossings are much-needed on Wallace Road to make it a more pedestrian friendly environment, particularly for children/families
- They support the kerb build-outs and crossings as ways to calm traffic along this busy route.
- The proposed planted median will prevent dangerous vehicle manoeuvres such as U-turns from being performed in front of the dairy carpark on Wallace Road.

11% do not support the proposal, saying:

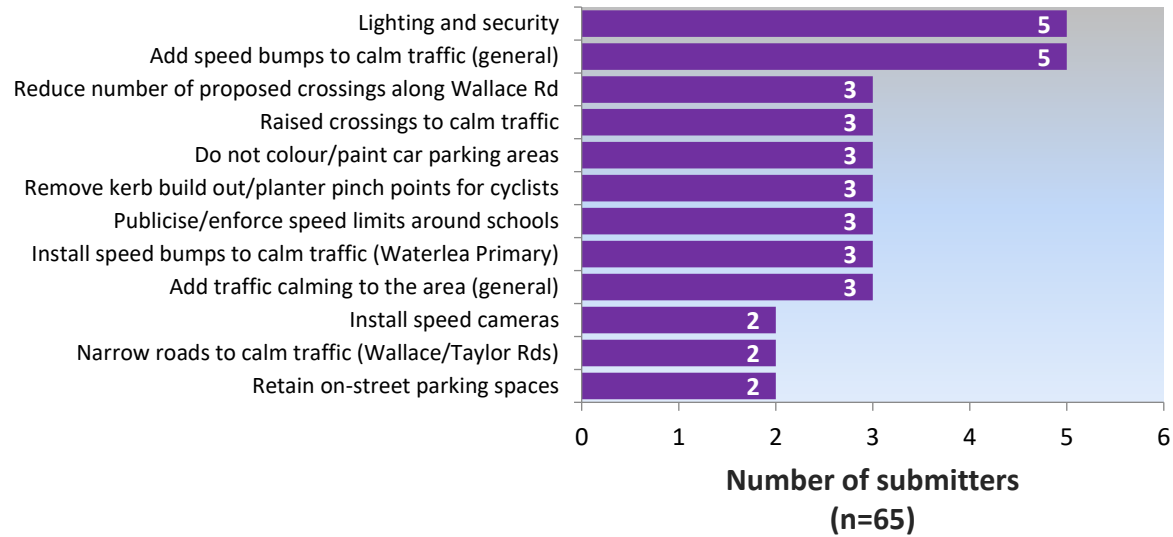
- Additional crossings along this road are unnecessary; existing crossing/s and off-road walkways provide sufficient, safe amenities for pedestrians.
- Kerb build-outs pose a potential hazard to cars and cyclists passing by the proposed crossings.

“Yes! This will be fantastic. It always feels a bit unsafe crossing Wallace with the kids.”

“It should help. Stopping people from doing U-turns outside the shops.”

“This intersection is fine as it is - I don't think that many people walk around here anyway! This really would annoy me...”

Key feedback themes - 5. Wallace Road



Please note submissions may be counted in more than one theme.

Of those who gave feedback on the Wallace Road proposal five respondents suggested improved street lighting and security, so pedestrians can feel safer walking in this area at night and be more visible to motorists.

Five people wanted speed bumps installed along Wallace Road to ensure motorists reduce their speeds and stop using this road as a rat-run to and from the airport. Three respondents thought speed bumps should be placed specifically outside Waterlea Primary School to calm traffic for children and parents walking through this area.

Three people requested general traffic calming to be introduced to Wallace Road, and three more respondents suggested raising the proposed crossings to slow cars down as they approach pedestrians.

“Put better street lighting in. Make what is there more visible at night - improved visibility would be safer for all.”

“Speed bumps on [the] road, people use that back road as a short cut to the airport and they speed to beat traffic.”

“Waterlea Primary needs safer pedestrian crossings and traffic needs to slow down...speed bumps?”

Three submitters thought less new crossings should be proposed for Wallace Road, saying there were enough existing crossings at key points along this road. Three people suggested publicising and enforcing speed limits nearby the schools along this road.

Three further respondents oppose the proposed kerb build-outs and planted medians near the crossings, saying they cause dangerous pinch-points for cyclists passing through. Three people did not want the road or markings in the local shop carparking area to be painted, saying they felt this was unnecessary.

“There is already a crossing not far from Mojos - don't need two so close to each other.”

“Enforce a speed limit time zone between 8 and 5pm Monday - Friday for the school areas.”

“Kerb buildouts make it dangerous for cyclists because they have to veer around them.”

Two respondents suggested installing speed cameras to moderate the speeds motorist drive at along Wallace Road. Two people thought narrowing the road at the Wallace/Taylor Road intersection would help create a safer, slower speed and more pedestrian-friendly environment. Two further submitters wanted on-street car parking retained in the proposal area

“Narrowing and adjusting the intersection with Wallace and Taylor. I regularly hear the cars skidding around the corner of Wallace and Taylor.”

“Waterlea Primary school drop-offs are always problematic during school hours. As it is within a residential space, again, removing car park spaces won't solve anything.”

The above top ten individual feedback themes form just some of the key suggestions you shared for this area. Many more ideas and concerns were put forward across the following broad feedback themes:

Road, road user and traffic calming – 29 total suggestions across 17 themes.

Crossings, pedestrian and cycling amenity – 23 total suggestions across 17 themes.

Car parking – eight suggestions across five themes.

Street furniture, trees/plantings, lighting/security – seven total suggestions across three themes.

All suggestions received in your feedback to improve the Wallace Road area has been grouped by these feedback themes in section five of our [design suggestions table](#). They will inform proposed designs for construction in the next round of public consultation.

Other submissions

In addition to public feedback, we also received written submissions from the following key stakeholders and interest groups. Their feedback is summarised below, and their suggestions or concerns included in the [design suggestions table](#).

Māngere-Ōtāhuhu Local Board

The Local Board supports the proposal in general with the following comments and suggestions:

- Retain all current parking in Swanson Rd carpark.
- Support left-turn only from Swanson Rd carpark onto Coronation Rd.
- Support retaining one-way flow of traffic in Swanson Rd carpark.
- Do not support removing exit from Swanson Rd carpark to Coronation Road
- Do not support closing off McIntyre Rd access to Swanson Rd carpark, but may support trialling this.
- Support removal of parking along service lane behind Swanson Rd carpark.
- Support upgrade of crossing at Coronation Rd/Taylor Rd.
- Support upgrade of kea crossings to zebra crossings in schools' area.
- Request special consideration of grade for Woodward/Taylor intersection upgrade.
- Do not support signalling the Mountain Rd/Miller Rd intersection.

Māngere Bridge Progressive Business Association

- Supports the proposed removal of the right-hand turn from Swanson Road carpark into Coronation Road to make this environment safer for people; would also like the exit narrowed to one lane for the proposed left-turn only.
- Would like the service lane to have a one-way entrance from Church Rd, exiting via McIntyre Rd; also suggest removing the carparks on one side of the service lane using yellow lines to retain sufficient width for trucks to pass through.
- Supports the proposed crossing in the Fresh Choice carpark, provided it is raised and set out properly.
- Requests the proposed pedestrian pathway along the Swanson park service lane from McIntyre Rd through to the Library to have plenty of good lighting as families and sports team often use this park and playground area later in the evening; to create a safer walking environment for all users.
- Would like AT to repaint the lines where the constable's office used to be (in the Fresh Choice carpark, outside Bridge Beauty) to white from yellow to clarify if shoppers can park there or not.
- Believe articulated trucks should be banned in the village (Miro to Rimu); the noise, pollution, damage to trees and reduced width of road when they come through makes this area unsafe. Trucks should use alternative route to access the motorway on-ramps.
- Feels that four pedestrian crossings are unnecessary at each roundabout; would prefer to see a crossing installed at McIntyre Road.
- Would like AT to address the footpath, power pole and large residential hedge on McIntyre Road causing blind spots for both traffic and pedestrians.
- Church Road roundabout – suggest turning the raised table on Coronation Road (runs between Ros Bake to ASB) into a pedestrian crossing; locals already use this

like a crossing and cars stop for pedestrians, this would make it a safer, formal crossing point in the village.

- Crossing outside Post office has had metal plates installed by a local resident that are not fit for purpose. This was done as we have wheelchair and mobility scooters using it and the bump was too difficult to manoeuvre. These need to be addressed as they are not fitted properly. They also are impinging waterflow down the gutter.
- Suggest “watch for cyclists” signs at the Coronation Rd roundabout to warn cars coming from Rimu Road to look for cyclists coming from old Māngere Bridge and entering the roundabout at speed; two car vs cyclist accidents have occurred in this area in the last 12 months.
- While this was not proposed, they would disagree with removing the exit from the Fresh Choice carpark on to Coronation Road; previous trials had a dramatic impact on revenue for local businesses i.e. Fresh Choice experienced 30% decrease in turnover on the day.

Māngere Bridge Residents and Ratepayers Association

This group raised the following concerns and requests as part of this consultation:

- Westmount School positioned incorrectly on the consultation maps, it should adjoin Mountain View School; no crossing is proposed to get to the school or shop at the nearby service centre.
- Roundabout at Miro/Coronation/McIntyre Rd was recently reduced in size but corners widened as trucks and buses had problems getting around; believe this did not resolve the issue.
- Request "No Truck Zone" signage for the village and surrounds with dispensation for delivery vehicles servicing Fresh Choice and other village shops.
- Clearly mark the two service lanes behind the shops on either side of Coronation Rd.
- Correct the 'Swanson Road' street sign on McIntyre which points erroneously down the service lane (it comes around the side of Fresh Choice and along the front of these shops).
- Advocate for a further car parking area beside the boxing gym on the west side of the village, to align with Church Rd/behind the houses on that part of Church Rd where there is an uneven grassed area.
- Move pedestrian crossing proposed for outside St James Church further down Church Rd, away from the brow of the hill (with sun strike sometimes) to avoid speeding traffic and visibility issues; possibly add another crossing near bottom of the hill for pedestrians from Woodward Ave wanting to get to the waterfront.
- Believes too many crossings are proposed for Wallace Rd either side of McIntyre.
- Concerned the map did not show the road off Taylor Rd (up past the War Memorial Hall) which gives access to the playcentre and mountain sports fields.
- Prominent painted red markings of 50 km/h appear to have a calming effect on traffic and think that a couple in Church Rd would be advantageous.
- Would like confirmation if there are four zebra crossings proposed for the Church/Coronation/Rimu intersection
- Would like the confusing white zigzag hump at this same intersection to be addressed which is currently used by pedestrians as a zebra crossing, causing congestion.

Miro Road residents

- Request speed bump or similar on Miro Road to slow traffic coming from Crawford Road; place further down the hill closer to Crawford Road to slow speeding traffic coming up Miro Road towards Coronation Road.

- Suggest a speed table between either 9C and 19 or between 12 and 23 Miro Road, neither of which would interfere with driveways.
- Install a roundabout or speed table (south along Miro) at the Miro/Crawford Road intersection to slow traffic and prevent 'boy racer' activity.
- Expressed concerns around the timing of the consultation; believe more notice could have been given to local residents via post prior to the 1 July deadline.

Design suggestions and our responses

Below is a summary of all design suggestions and concerns you raised in your feedback for each of the five Māngere Safer Communities consultation areas of focus. Please note that, for this consultation, the designs and ideas shown were concepts only based on key issues raised by the public in earlier consultation. Your feedback here will be used to create formal designs for the next phase of public consultation later this year. We have also provided responses to key questions and issues you have raised in this phase of feedback, below.

Feedback suggestions	AT response
1. Mangere Bridge Village/Swanson Road	
1.1 Road and road users	
<p>Swanson Rd and carpark entry/exit</p> <ul style="list-style-type: none"> • Relocate left-hand turn only exit to the right of the bus shelter; ensure exit is located after the proposed pedestrian crossing locations • Change Swanson Rd carpark exit to McIntyre Rd • Retain the right turn exit from Swanson Rd carpark to Coronation Rd <ul style="list-style-type: none"> - Concerns removing this will further congest the Coronation/Church Rd intersection - Make car park traffic bi-directional so drivers can return to McIntyre Rd as an alternative - May force illegal right hand turns from drivers, or push more traffic further up McIntyre further endangering pedestrians • Clearly separate cars from pedestrians within and along the carpark, particularly leading up to the library; reduce modal conflicts and make this whole area safer for pedestrians. 	<p>Swanson Rd and carpark entry/exit</p> <ul style="list-style-type: none"> • Thank you for your feedback. We have investigated the possibility however are unable to relocate the proposed left turn only exit to the right side of the bus shelter due to site constraints, potential parking loss, and increased construction costs. • We consider the existing one-way operation in the carpark is appropriate and will retain as it is. It is easier for the motorists to navigate, less conflict between motorists and simpler from operation's perspective. • We consider the suggestion could impose further potential risk to vulnerable road users such as pedestrians and cyclists. The proposed 'Left-turn' only exit is to eliminate the risk between right-turning vehicles and crossing pedestrians. Pedestrian surveys suggests that there are about 147 pedestrians crossing Swanson Rd at this location in an hour, which is a high pedestrian flow. Site observations have also suggested that right turning vehicles are often difficult to make especially when traffic volumes are high. • We have considered all feedback and this suggestion would likely require significant car parking removal which is not a preferred community outcome as evidenced in the feedback received. Please note we have proposed raised zebra crossings between car parks and shops; and between shops and the library for pedestrian connectivity and safety. We also expect the vehicular speeds to be

Feedback suggestions	AT response
	<p>slower with the proposed multiple raised zebra crossings in the village.</p>
<p>Service lane</p> <ul style="list-style-type: none"> • Widen service lane road to accommodate safer shared passage; clearly separate pedestrians from service lane vehicles and trucks - Ensure vehicles are given clear priority as this is a service lane. • Restrict use of this lane to service delivery vehicles and trucks only. • Convert part of the service lane into a public transport hub (buses). 	<p>Service lane</p> <ul style="list-style-type: none"> • We will be changing the ‘western’ service lane to a one-way operation based on the collective feedback received. For the section outside the library, we have proposed a raised zebra crossing to improve pedestrian safety and connectivity. Further, colouring surface treatments are also being proposed. These improvements are expected to improve and encourage slower speeds through the service lane. • As the library and Swanson Park is located beside the service lane (west one), it is difficult and impractical to restrict the use of this service lane to service delivery vehicles and trucks only as suggested by the survey. The survey indicates that the western service lane is also serviced by cars. • For a public transport hub (buses) to function appropriately, it is often difficult to just convert part of the service lane into a transport hub. It requires a review of the bus network for the area which is unable to be considered under this project due to scope and budget restraints.
<p>Road changes</p> <ul style="list-style-type: none"> • Install a roundabout at Miro Ave/Crawford Rd intersection or speed table to slow down traffic and manage undesirable ‘boy racer’ activity. • Concern about recent narrowing of the road at the Miro/Coronation/McIntyre Rd roundabout. 	<p>Road changes</p> <ul style="list-style-type: none"> • Thank you for the suggestion. We have not been able to prioritise this location in the project area for now due to the lower numbers of feedback received compared to other locations. E.g. Church Rd / Rimu Rd roundabout. However, we will be investigating to understand the issues and proceed from there. • Thank you for your comment. We need further information regarding the recent narrowing of the roundabout to provide a response. Please kindly go to the AT website to provide further information.
<p>Traffic calming</p> <ul style="list-style-type: none"> • Reduce speed limit in the Village to 30km/h to make a safer environment for pedestrians. • Add speed bumps or raised tables to slow cars down through Village/surrounding streets - Add specifically to Miro Rd, Crawford Ave (south of Miro Rd), Matapouri Rd 	<p>Traffic calming</p> <ul style="list-style-type: none"> • Thank you for your feedback. We aren’t formally changing Mangere Village to a 30km/hr speed zone however we will work to reduce car speeds by using strategic engineering solutions such as speed tables, plantings, and building out the kerbs to improve overall

Feedback suggestions	AT response
<ul style="list-style-type: none"> - Ensure these do not include zig-zag road markings; confuses people and motorists into thinking these traffic calming elements are also pedestrian crossings. 	<p>pedestrian safety. We expect the operating speed is likely to reduce to 30 km/h as a result of the proposed infrastructure improvements.</p> <ul style="list-style-type: none"> • We have proposed kerb build outs, 'slow' road marking, and a raised zebra crossing on Miro Rd between Coronation Rd and Kohanga Rd to slow down vehicular speeds.
<p>Signage and road markings</p> <ul style="list-style-type: none"> • Make one side of the whole service lane 'no parking' with yellow lines; to give more room for safe vehicle/pedestrian movements. • Correct the signage for Swanson Rd from McIntyre Rd – points erroneously down the service lane when it should point down the front of Fresh Choice (through the carpark). • Introduce new signage offering alternative routes to divert motorway-bound or non-Village bound traffic around/away from the Village. • Repaint lines for car parks outside the library. 	<p>Signage and road markings</p> <ul style="list-style-type: none"> • We are changing the 'Western' service lane into a one-way operation so there will be more room for pedestrian and vehicle movements. • Thank you. We will highlight this to our maintenance team for correction. • We understand that there is already an existing 'directional' signage in place for diverting 'village bound' traffic from the motorway into the village area. We also expect the proposed improvements will discourage non-village bound traffic into the village due to the number of raised tables, kerb build outs, and 'slow' road marking they need to go through. Further signage (e.g. no trucks or the like) will also be provided on Coronation Rd, Miller Rd and Mountain Rd to advise truck drivers. • We understand these car parks belong to the Library and/or Swanson Park and AT does not have ownership of these car parks for maintenance related issues.
<p>Road users</p> <ul style="list-style-type: none"> • Restrict or ban articulated trucks (other than those services local shops) from driving through Village - Enforce this restriction more if it already exists. • Give cars modal priority along Coronation Rd, including through the Village. • Pedestrianise Coronation Rd in the Village even more to give people movement the modal priority. 	<p>Road users</p> <ul style="list-style-type: none"> • It would be challenging to enforce this restriction as some trucks are currently servicing the local shops. However, we expect the proposed improvements are likely to discourage non-village bound trucks due to the number of raised tables, kerb build outs, and 'slow' road marking they will need to drive through and at a slower speed. Further signage (e.g. no trucks or the like) will also be provided on Coronation Rd, Miller Rd and Mountain Rd to advise truck drivers. • For Coronation Rd through the village, we are improving the priority for pedestrians by providing safer crossing facilities. • For Coronation Rd, we are proposing several treatments for pedestrians. E.g. raised zebra crossings and road narrowing to slow down vehicular speeds and prioritise pedestrians over motorists.

Feedback suggestions	AT response
1.2 Car parking	
<p>Retain current parking spaces</p> <ul style="list-style-type: none"> • Concerns about losing any existing car parking spaces; believe there is already insufficient parking in the Village and surrounds <ul style="list-style-type: none"> - Fears any loss of parking may increase illegal parking and congestion, and therefore increased risk to pedestrians - May have a negative impact on local businesses; will spread parking into surrounding streets - Consider access needs to the Village for the elderly and mobility impaired - Restrict some parking to P10 instead of removing, to encourage churn. 	<p>Retain current parking spaces</p> <ul style="list-style-type: none"> • We understand the importance of existing car parking spaces on Swanson Rd (outside Fresh Choice supermarket) and Coronation Rd in the village and hence these existing car parking spaces will be retained.
<p>Create new/more car parking</p> <ul style="list-style-type: none"> • Create more parking space near the Village shops and library <ul style="list-style-type: none"> - Create new ground level car park underneath Fresh Choice on 1st level - Provide more shelter and parking for mothers with prams, at/near Fresh Choice - Convert service lane into more parking for the shops - Create more parking north (toward the north) and west (toward the south) of the library - Angled parking (with signage) to service the library. • Create new car park west of the boxing gym near the Village. • Create more car parks in the existing Swanson Rd carpark <ul style="list-style-type: none"> - utilised the unused area north of the trees in this area for this purpose nearby the sports fields. 	<p>Create new/more car parking</p> <ul style="list-style-type: none"> • One of the key objectives for Mangere Bridge Safer Community Project is to improve walkability and provide a safe roading environment for walking and crossing. Creating further parking spaces does not align with the goal of this project.
<p>Time restrict parking</p> <ul style="list-style-type: none"> • Install parking meters and short-term time restrictions to manage parking in the Village. • Reduce some of the current P120 outside Fresh Choice to P30 or P60 to support library users. 	<p>Time restrict parking</p> <ul style="list-style-type: none"> • We have passed on your feedback to our Parking team for their consideration and investigation.
<p>Remove car parking</p> <ul style="list-style-type: none"> • Remove parking at the Swanson Rd Carpark exit area on the right, or two to three on left at the end. • Remove on-street car parks from outside Village cafes. • Remove all on-street parking in the Village; restrict cars to off-street parking provisions only. 	<p>Remove car parking</p> <ul style="list-style-type: none"> • We have considered all feedback and understand the importance of car parking to the community. The existing car parking spaces on Swanson Rd (outside Fresh Choice supermarket) and

Feedback suggestions	AT response
	<p>Coronation Rd in the village will be retained. However, for the on-street parking in the village, they will be assessed for removal should they present a risk to the pedestrians crossing at the proposed raised zebra crossings. I.e. They will be proposed for removal to improve crossing sight distance for pedestrians.</p>
1.3 Pedestrian and cycling amenity	
<p>Crossings</p> <ul style="list-style-type: none"> • Add more crossings between the shops and the library. • Relocate crossings proposed for Coronation Street and roundabouts <ul style="list-style-type: none"> - Away from the roundabouts; safety (pedestrians) and visibility concerns (cars) - Closer to Kiwibank/Hammer Hardware stores. • Raise all crossings to force cars to slow down when passing over/through pedestrianised areas. • Ensure transitions to crossings (from footpath to road) are smooth and safe for wheelchairs/prams as well as pedestrians. • Mark crossings clearly i.e. install zebra crossings and lights to void confusing with raised tables. Construct railings on all corners of Church Road/Coronation Road roundabout to encourage pedestrians to (a) cross Coronation Road further south at the designated pedestrian crossing and (b) to cross the other 3 roads only at the already designated island crossings. • Remove proposed crossings from Coronation Rd roundabouts (at Church Rd and McIntyre Rd intersections respectively) <ul style="list-style-type: none"> - Feel this will congest Village and surrounding area traffic even further - Concerns they crossings could also restrict driver visibility of oncoming traffic and pedestrians at other crossings on these roundabouts. • Remove crossings from near Church Rd; create a 'no crossing' zone where this meets with Shortt Ave/Wallace Rd in particular. • Do not create proposed crossings in the Swanson Rd carpark. 	<p>Crossings</p> <ul style="list-style-type: none"> • Yes, we have proposed several new raised zebra crossings on the western service lane outside the library and Swanson Park and on Swanson Rd outside the shops. • The proposed raised zebra crossings on Coronation Rd and at the roundabouts are to cater for the pedestrian crossing demands. Pedestrian surveys suggest that there are 173 pedestrians crossing at the existing zebra crossing on Coronation Rd and 83 pedestrians crossing McIntyre Rd at the Coronation Rd/McIntyre Rd roundabout in an hour. • Yes, it is our proposal to raise all zebra crossings in the village to slow down vehicular speeds and for pedestrian safety. • All the raised zebra crossings will be marked and signed appropriately according to the latest standards. • We consider the proposed raised zebra crossings on Coronation Rd at the roundabouts to be beneficial for both pedestrians and vehicular speeds. Pedestrian surveys suggest that there are 208 pedestrians crossing Coronation Rd at Church Road and 43 pedestrians crossing McIntyre Rd roundabouts in an hour. The proposed raised zebra crossing locations align with the desired lines, provide a safe crossing facility for the pedestrians and encourage a slower speed through the village. • For the intersection near Church Rd/Shortt Ave/Wallace Rd, we have proposed raised tables, kerb build outs, and 'slow' road marking to reduce the traffic lane width and thus slow down the vehicular speeds through Church and Wallace Rds. No crossings are proposed at this location.

Feedback suggestions	AT response
	The proposed crossings in the Swanson Rd car park is to create a safe crossing facility for the pedestrians. Please note that no car parks are proposed to be removed at these crossings.
<p>Footpaths</p> <ul style="list-style-type: none"> • Upgrade or replace existing footpaths for pedestrian safety/comfort <ul style="list-style-type: none"> - Throughout the Village - Within and between the shopping and library precincts - Reduce camber to cater to wheelchairs, scooters, the elderly/mobility impaired - Avoid red McCullums chip as footpath material; use chewing gum resilient material/s. • Create new footpaths to connect more areas within the village <ul style="list-style-type: none"> - Between Swanson Park and Coronation Rd - From McIntyre Rd to/from the library - Through the service lane behind the shops - A covered walkway to the library from. • Remove wooden fence on the left-hand side of Swanson Park Lane onto Church Road which blocks the view of any pedestrians walking towards the shops on Church Road – hazard for people and cars. 	<p>Footpaths</p> <ul style="list-style-type: none"> • Thank you for your suggestions. We will pass on your feedback to the walking team for their consideration on upgrading / replacing the existing footpaths in the area. • We have proposed a path connecting between Swanson Park, library and Coronation Rd via the Western service lane. • We understand that the fence is privately owned and do not have the authority for removal.
1.4 Placemaking, street furniture, trees/plantings	
<p>Trees and plantings</p> <ul style="list-style-type: none"> • Add plantings or a fence between the plaza and Coronation road (by the art work) to stop kids stepping on to the road. <ul style="list-style-type: none"> - Upgrade existing trees and plantings to make this area more attractive spaces for people - Add more trees in general. • Maintain any trees and plantings regularly to keep Village tidy and avoid blocking of drains <ul style="list-style-type: none"> - Cut back over hanging tree above pedestrian crossing Coronation Rd opposite Post Office - Tree on pavement outside Post Office blocks motorist view as pedestrians walk onto zebra crossing. • Fell trees along Coronation Rd to improve visibility and reduce need for maintenance/cleaning. 	<p>Trees and plantings</p> <ul style="list-style-type: none"> • It is our proposal to provide further plantings or trees, as part of the changes where possible. • For any proposed zebra crossings in the area, visibility and sight distance will be checked, as part of the design process. This may include tree trimming as necessary. AT has a team looking after the maintenance side. If you require another specific tree to be trimmed for visibility reasons, please contact AT to lodge a request. • Thank you for the suggestion. We are not considering felling trees in this area as part of the proposal. These trees are street trees and are part of the road reserve. They also provide a street speed calming effect.

Feedback suggestions	AT response
<p>Lighting and security</p> <ul style="list-style-type: none"> • Add street lights beside/near all proposed crossings for pedestrian visibility/safety <ul style="list-style-type: none"> - More lighting behind shops and restaurants (service lane) - More lighting near Swanson Park (esp. near large trees lining the park entryway) • Install CCTV within the Village for safety/security of people all times of the day; prevent crime • Prevent buskers and beggars from operating and asking for money in the Village/outside shops. 	<p>Lighting and security</p> <ul style="list-style-type: none"> • For any proposed zebra crossings in the area, lighting will be upgraded as necessary. • Our proposal does not include CCTV due to budget and scope restraints. • We wish to remind that everyone has the right to walk on the publicly owned footpath.
<p>Street furniture and seating</p> <ul style="list-style-type: none"> • Create more sheltered areas for pedestrians/people in the Village (rain, wind protection). • Add more seating around the Village. • Build fence between the plaza and Coronation Rd (by the art work) to stop kids stepping on to road. • Add more rubbish bins to the area in general; with recycling options. • Install public water drinking fountains. 	<p>Street furniture and seating</p> <ul style="list-style-type: none"> • Thank you for the suggestion. Our proposal does not include provision for sheltered areas for pedestrians due to scope and budget constraints. • Thank you for the suggestion. Our proposal does not include seating as part of the proposal due to scope and budget constraints. • Thank you for the suggestion. Our proposal does not include fencing due to scope and budget constraints. • Thank you for the suggestion. Our proposal does not include rubbish bins. This is generally provided by Auckland Council. <p>Thank you for the suggestion. Our proposal does not include drinking fountains due to scope and budget constraints</p>
<p>Placemaking/recreation</p> <ul style="list-style-type: none"> • Link all parks in the area with more green and pedestrianised spaces (Swanson Park, the Library, playground, Naomi and Bill Kirk Park); improve flow and people priority in these areas. • Install an outdoor basketball court in the village. • Upgrade the nearby the waterfront playground and make it a water park to cater to many local/young families. 	<p>Placemaking/recreation</p> <ul style="list-style-type: none"> • Our proposal provides the connection between the Library, Swanson Park and shops. • Thank you for the suggestion. Our proposal does not include outdoor basketball court due to scope and budget constraints • Thank you for the suggestion. Our proposal does not include waterfront playground/water park due to scope and budget constraints

Feedback suggestions	AT response
2. Mangere Bridge School zone	
2.1 Road and road users	
<p>Traffic calming</p> <ul style="list-style-type: none"> • Reduce speed limit along this section of Coronation Drive to 30km/h at all times, and not just during school drop-off/pick-up times. <ul style="list-style-type: none"> - Drop speed limit to 40km/h all the time, across this whole project area. • Publicise and enforce lower speed limits around and leading up to the school <ul style="list-style-type: none"> - Include plenty of signage to clarify the speed limit here for drivers - Extend slower speed zone further south to opposite the Vet Clinic; gives cars a chance to slow down before approaching the school and Domain Drive intersection. • Add speed bumps to the area to force cars to slow down <ul style="list-style-type: none"> - Especially outside of and leading up to the school in both directions - This area is used as a thoroughfare to East Mangere, increased risk of speeding drivers. • Install speed cameras to deter people from speeding/enforced lower speeds. • Install an electronic speedometer in school zone to publicise and warn drivers about their speed. 	<p>Traffic calming</p> <ul style="list-style-type: none"> • We aren't formally changing Coronation Road to a 30km/hr speed zone however we will work to reduce car speeds by using strategic engineering solutions such as speed tables, plantings, and building out the kerbs to improve overall pedestrian safety. • Throughout the Mangere Bridge area, speed calming features (such as speed tables, plantings, kerb build outs), intersection upgrades and changes to road marking are proposed to help modify driver behaviour and slow vehicles down. • We have proposed kerb build outs, and 'slow' road marking as well as a raised zebra crossing on Miro Rd somewhere between Coronation Rd and Kohanga Rd to slow down vehicular speeds. • We are proposing several raised pedestrian crossings outside the school which will help to reduce vehicle speeds and improve the safety and priority for pedestrians. • Thank you for the suggestion. Our proposal does not include speed cameras however AT has a speed camera programme focussing on higher risk route(s) for installation and will be prioritised accordingly. Please note that several speed calming measures are proposed for Church Rd. E.g. raised tables, kerb build outs, and 'slow' road markings. An electronic feedback speed sign may be considered after construction of the improvements around the school. If it is deemed necessary, speed signs will be installed.
<p>Road changes</p> <ul style="list-style-type: none"> • Make Domain Rd to Coronation Rd no exit; used as a rat-race. • Install a roundabout near the school to help slow/calm traffic; opposition to any traffic lights to help manage traffic in this area. • Widen uphill sections of Coronation Rd in this area to improve traffic flows. • Improve/fix the road surface on the corner of Taylor/Coronation Rd. 	<p>Road changes</p> <ul style="list-style-type: none"> • Thank you for the suggestion. With new speed calming features such as speed tables, road marking, traffic islands, this will discourage vehicle use and reduce speeds through Domain Road when used as a rat-run route. • Thank you for the suggestion. We are proposing a roundabout at Taylor/Woodward intersection.

Feedback suggestions	AT response
	<ul style="list-style-type: none"> • Thank you for the suggestion. Widening uphill sections of Coronation Road has not been prioritised as this was not considered to be a significant issue during the initial consultation phase. Furthermore widening the road will likely result in higher traffic speeds. • Thank you for the feedback. We will forward this information to the Auckland Transport maintenance teams to investigate the road surface condition at this location.
2.2 Pedestrian and cycling amenity	
<p>Crossings</p> <ul style="list-style-type: none"> • Add crossings to the following locations <ul style="list-style-type: none"> - One north of Taylor Rd One south of Taylor Rd • Reduce number of crossings proposed for this area; suggested adding one or two rather than multiple crossings to the main road and side streets to balance car/pedestrian movement <ul style="list-style-type: none"> - Two crossings so close together on Domain road (and Taylor Rd) unnecessary; just one OK - Provide one crossing per street/block • Relocate crossings away from corner bends and blind corner <ul style="list-style-type: none"> - Particularly the southern crossing near Domain Drive - Away from the intersection with Taylor Rd. • Install raised crossings to also calm traffic. • Create smooth transitions to crossings from footpath to road, for pedestrian safety. 	<p>Crossings</p> <ul style="list-style-type: none"> • Thank you for the feedback. We will consider adding a crossing across Wallace Road near Taylor Road • Thank you for the feedback. The existing pedestrian crossing on Wallace Road will remain as part of the Safer Communities proposals. The proposed zebra crossing on Wallace Rd, near Kowhai Avenue is to provide improved access for pedestrians. Its other function is to also provide speed calming along Wallace Rd as this area is identified as an area with high pedestrian use and high vehicle speeds. • We will assess the visibility between pedestrians and vehicles, and the appropriateness of the locations of the zebra crossings • Thank you for the feedback. All proposed zebra crossings are on new raised platforms for traffic calming. • We agree with delivering improved and safer pedestrian facilities where possible, and will provide smooth crossing points for new pedestrian crossings.
<p>Footpaths</p> <ul style="list-style-type: none"> • Add a new footpath along Domain Rd – none currently exists and would make it safer for people walking kids to school, walking pets, etc; currently share road narrow space with cars. 	<p>Footpaths</p> <ul style="list-style-type: none"> • Thank you for your feedback. Constructing additional or wider footpaths are not part of our proposal due to budget and scope restraints. However the request can be logged with Auckland Transport for future consideration.

Feedback suggestions	AT response
<ul style="list-style-type: none"> Widen footpaths along the school zone. 	
<p>Shared path</p> <ul style="list-style-type: none"> Install a shared path both sides of the school to enable safe walking and cycling for school kids Consider using large berm space rather than road space to enable this. 	<p>Shared path</p> <ul style="list-style-type: none"> Thank you for the feedback. The primary purpose of our project is to provide safe pedestrian crossing facilities on the vehicular carriageway; widening footpaths or installing new footpaths are not part of the proposal.
<p>Cycling amenity</p> <ul style="list-style-type: none"> Make kerb build-outs near crossings more cycle-friendly; can be a dangerous pinch point otherwise. Remove kerb build-outs and planted medians near crossings; dangerous pinch points for cyclists. 	<p>Cycling amenity</p> <ul style="list-style-type: none"> Thank you for this feedback. The primary purpose of the proposed kerb build-outs and other speed calming measures is to reduce vehicular speeds. We anticipate these safety improvements will encourage a slower vehicular speed and thus provides a safer environment for both pedestrians and cyclists.
2.3 Car parking	
<ul style="list-style-type: none"> Opposition to the removal of on-street parking in this school zone; would like this retained to support school drop-offs and pick-ups, and resident parking. Retain on-street parking near Miro Rd end of the street. Make Domain Lane no parking zone on both sides (yellow lines). 	<ul style="list-style-type: none"> Thank you for this feedback. Pick-up and drop-off can still occur, however with the limited parking, the intent of the proposal is to provide safer walking and improved connectivity across roads for those parked further away from the school. The on-street parking near Miro Rd (eastern end) is not proposed to be removed at this stage. The current proposed No Stopping At All Times (NSAAT) broken yellow lines are sufficient for the required visibility and safe manoeuvre for the school crossing.
<ul style="list-style-type: none"> Restrict parking time on school of Domain Rd and enforce restrictions; suggest P5 during 8-9am and 2:30-3:30pm to make this more available for safer school drop-off/pick-ups. Create a drop-off/pick-up and staff parking area to support the school; free up road reserve for other road users. 	<ul style="list-style-type: none"> Thank you for this feedback. AT is no longer installing new provisions to facilitate parents to drop off and pick up their children by cars around school areas. AT is encouraging parents to adopt more active transport modes, such as walking, during school peak hours. A drop-off zone would likely increase vehicle usage around the school area and result in more pedestrian vs car confliction and thus not a safe environment for school children.

Feedback suggestions	AT response
2.4 Lighting and security	
Security <ul style="list-style-type: none"> • Install CCTV / monitoring cameras to provide better security in this area. 	Security <ul style="list-style-type: none"> • Thank you for this feedback. Our proposal does not include CCTV due to budget and scope restraints.
Lighting <ul style="list-style-type: none"> • Add more lighting to this area, especially by the new crossings. 	Lighting <ul style="list-style-type: none"> • Thank you for this feedback. All new zebra and existing zebra crossings that will be improved will also have improved street lighting.
2.5 Trees and plantings	
<ul style="list-style-type: none"> • Create more planted areas along the large berm. • Plant evergreen trees so leaves don't block drains; regular maintenance and clean-up required if other tree types are planted <ul style="list-style-type: none"> - Plant trees but no other types of plantings in the area. 	<ul style="list-style-type: none"> • It is our proposal to provide further plantings or trees as part of the infrastructure provisions where possible. • This feedback will be considered during the detailed design stage of the project.
<ul style="list-style-type: none"> • Ensure trees don't impede the visibility or movement of drivers/pedestrians <ul style="list-style-type: none"> - Cut back trees overhanging footpath outside 69 Coronation Rd beside the pedestrian crossing - Plant trees that won't grow too tall. 	<ul style="list-style-type: none"> • Thank you. AT has a team looking after maintenance. If you require the specific overgrown plants to be trimmed, please contact AT to lodge a request.
3. Mountain View School/Seventh Day Adventist High School zone	
3.1 Road and road users	
Intersections <ul style="list-style-type: none"> • Install a roundabout at Miller/Mountain Rd intersection to manage traffic flows through this difficult and often busy intersection. • Install traffic lights at Miller/Mountain Rd intersection to manage traffic flows more safely; possibly with crossing signals for pedestrians/children as well. • Cut-back traffic island/kerb at the Miller/Mountain Rd intersection to allow buses to turn safely without mounting it. 	<ul style="list-style-type: none"> • Thank you for your suggestion; we will be investigating both roundabout and traffic signal options for the intersection of Miller/Mountain. As part of the design process, the tracking for the appropriate bigger vehicles will also be checked and be accommodated – including buses – to allow safe and comfortable access for these vehicles at this intersection.

Feedback suggestions	AT response
<p>Traffic calming</p> <ul style="list-style-type: none"> • Reduce speed limit around schools, to apply at all times; suggest to 30km/h or 40km/h <ul style="list-style-type: none"> - Include signage around the school zone to publicise lower speeds. • Add speed bumps to the roads throughout this zone to calm/slow traffic down. • Install flashing lights leading up to crossings to warn/alert motorists to slow down. 	<ul style="list-style-type: none"> • We agree that reducing the overall speed is beneficial to improving safety in the Mangere Bridge area and this is a key project objective in order to improve walkability and pedestrian safety. We aren't formally changing speed limits to 30km/hr speed zones however we will work to reduce car speeds by using strategic engineering solutions such as speed tables, plantings, and building out the kerbs to improve overall pedestrian safety. Intersections upgrades and changes in road marking are also proposed to help modify driver behaviour and slow vehicles down. • We have proposed raised zebra crossings on Mountain Road, Miller Road, and the intersection of the two roads to slow down vehicular speeds. Improved signage will also be installed to provide sufficient warning for the drivers. • Electronic flashing signs may be considered after construction of the improvements around the school.
<p>Road users</p> <ul style="list-style-type: none"> • Restrict or ban heavy vehicles/trucks from driving through this area <ul style="list-style-type: none"> - Enforcing this rule more if it already applies in this area - Advise roading, earthworks contractors and logistics companies as well. 	<ul style="list-style-type: none"> • Mountain and Miller Roads are both classified as Neighbourhood Collector roads, whereby key movements are mostly through-traffic and peak traffic. These roads provide key connections between local roads, suburbs and town centres. Heavy vehicles will be discouraged to travel through Miller and Mountain Rds given the new engineering solutions proposed such as raised zebra crossings and other speed calming measures. Further signage will also be installed to advise the motorists accordingly.
<p>3.2 Car parking</p>	
<p>On-street parking</p> <ul style="list-style-type: none"> • Remove on-street parking outside/in front of the Seventh Day Adventists High School using yellow lines; to improve visibility/safety for those pulling out of the school exit back onto the road. • General request not to remove any parking in this area; feel there is already insufficient parking space for all users of this road space. 	<ul style="list-style-type: none"> • As the current proposal for Mountain Road outside of Seventh-day Adventist High School does not entail additional on-street parking removal, AT will not be proposing more broken yellow lines along the road at this stage. However if there was an operational issue it can be logged with AT separately.

Feedback suggestions	AT response
3.3 Pedestrian and cycling amenity	
<p>Crossings</p> <ul style="list-style-type: none"> • Raise the proposed crossings in this area to slow down traffic. • Avoid kerb build-outs to support crossings – pose a safety risk to other road users, such as cyclists. • Add more crossings than those proposed <ul style="list-style-type: none"> - In front of the Seventh Day Adventist High School - On Miller Rd (west of the mountain). 	<ul style="list-style-type: none"> • All proposed zebra crossings will be installed on raised speed tables to ensure slow approaching vehicle speeds. • The primary purpose of the proposed kerb build-outs and other speed calming measures is to reduce vehicular speeds. We anticipate these safety improvements will encourage slower vehicular speeds which provide a safer environment for both pedestrians and cyclists. • Pedestrian crossing facilities will be provided at the intersection of Miller Road and Mountain Road. Additional crossing facilities will be assessed.
<p>Footpaths</p> <ul style="list-style-type: none"> • Widen footpaths • Upgrade/improve footpaths to/from Mangere mountain 	<ul style="list-style-type: none"> • Widening or installing footpath is not part of this proposal given budget and scope restraints, however the request can be logged to AT separately.
<p>Shared path</p> <ul style="list-style-type: none"> • Install shared path/footpaths through this school zone. 	<ul style="list-style-type: none"> • Widening or installing footpaths are not part of this proposal given budget and scope restraints, however the request can be logged to AT separately
<p>Cycling amenity</p> <ul style="list-style-type: none"> • Make kerb-build outs cycling-friendly. • Remove kerb-build outs from crossings to make road space safer for cyclists to pass through. 	<ul style="list-style-type: none"> • The primary purpose of the proposed kerb build-outs and other speed calming measures is to reduce vehicular speeds. We anticipate these safety improvements will encourage slower vehicular speeds which provides a safer environment for both pedestrians and cyclists.
3.4 Lighting and security	
<p>Lighting</p> <ul style="list-style-type: none"> • Ensure all crossings are well lit. • Add more lighting in this area more generally. 	<ul style="list-style-type: none"> • Lighting at all proposed crossing facilities will be upgraded to meet the current standard.

Feedback suggestions	AT response
Security <ul style="list-style-type: none"> Install CCTV to prevent crime improve security. 	<ul style="list-style-type: none"> Installing CCTV is not part of this project due to funding and scope restraints.
3.5 Trees and plantings	
<ul style="list-style-type: none"> Provide more planting area and trees on the berm; will enhance the aesthetics of this area. 	<ul style="list-style-type: none"> It is our proposal to provide further plantings or trees as part of the changes where possible.
<ul style="list-style-type: none"> Do not plant trees as they present a range of issues in this area including power line disruptions, drain blockages, visibility issues for drivers; may also fall onto footpaths which need to be kept clear. 	<ul style="list-style-type: none"> Thank you for your feedback. These will be looked at during the detailed design stage. Please note it is our proposal to provide further plantings or trees as part of the changes where possible.
4. Church Road	
4.1 Pedestrian and cycling amenity	
Crossings <ul style="list-style-type: none"> Add more crossings along Church Rd <ul style="list-style-type: none"> Particular near St James church Between Woodward Rd and Coronation Rd. Remove proposed crossings on both Woodward Rd and Scoot Ave; believe too many crossings are being proposed for these side streets that will disrupt/congest traffic further. Remove proposed crossings along Church Rd <ul style="list-style-type: none"> Outside St James church due to visibility issues Provide less than is proposed along this road in general. Move or relocate some of the proposed crossings <ul style="list-style-type: none"> Move crossings closer to the Woodward/Church Rd intersection; away from the top of the hill for safety reasons Move crossing further away from corner of Woodward/Church Rd intersection; move further down either Church or Woodard Rd Place a crossing closer to Scott Ave along Church Rd 	Crossings <ul style="list-style-type: none"> We have proposed new raised zebra crossings on Church Rd near both Woodward Ave and Scott Ave intersections. We have also proposed a new raised zebra crossing on Church Rd at Coronation Rd roundabout. The current proposal does not include a formal crossing (e.g. zebra crossing) on the side road at both Woodward Ave and Scott Ave intersections. However, we have proposed to provide 'coloured surfacing' treatment to highlight the residential zone. For any new zebra crossings proposed, both visibility and sight distance will be checked as part of the design process. Please note these zebra crossings also function as a traffic calming measure which results in slower vehicle speeds improving pedestrian safety. The current proposal includes new raised zebra crossings on Church Rd near Woodward Ave and Scott Ave intersections. The sight distance and visibility will be checked for these zebra crossings, as part of the design process.

Feedback suggestions	AT response
<ul style="list-style-type: none"> - Place crossings on flat sections of road in this area only. • Make crossing transitions to/from footpath/road smooth and safe for pedestrians, prams/wheelchairs, mobility impaired persons. • Avoid kerb build-outs to support crossings – pose a safety risk to other road users, such as cyclists. 	<ul style="list-style-type: none"> • The ramp gradient will be looked at in further details as part of next stage planning and design. Please be reassured that they will be designed appropriately. • The primary purpose of the kerb built-outs is to reduce the traffic lane widths which acts as a traffic calming measure to slow vehicle speeds.
<p>Footpaths</p> <ul style="list-style-type: none"> • Fix/upgrade footpaths giving access to Mangere mountain from Domain Rd. • Widen footpaths along Church Rd. 	<p>Footpaths</p> <ul style="list-style-type: none"> • For a maintenance related request, please contact AT and lodge a case formally. An appropriate team will be assigned accordingly for an investigation. Auckland Council Parks has plans to upgrade the tracks/trails within Mangere Domain Mountain. • Thank you for the suggestion. Our proposal does not include footpath widening along Church Rd due to budget and scope restraints.
<p>Cycling amenity</p> <ul style="list-style-type: none"> • Widen footpaths to create a dedicated cycle lane along Church Rd. • Remove kerb build-outs from designs to avoid pinch points for cyclists – safety issue. 	<p>Cycling amenity</p> <ul style="list-style-type: none"> • Thank you for the suggestion. Our proposal does not include footpath widening along Church Rd due to budget and scope restraints. • The primary purpose of the kerb built-outs is to reduce the traffic lane widths which acts as a traffic calming measure to slow vehicle speeds. Without the proposed kerb build-outs, the traffic lane will be wider and likely encourage higher vehicular speeds along this stretch of road.
4.2 Road and road users	
<p>Intersections</p> <ul style="list-style-type: none"> • Install roundabout at Church/Woodward Rd intersection to calm/manage traffic through this area. - Install roundabout at Church Rd/Scott Ave intersection to slow traffic and improve pedestrian safety for those catching the bus. • Create dedicated right-hand turn lane from Church Rd to Wallace Rd to prevent oncoming traffic from crossing centre line. 	<p>Intersections</p> <ul style="list-style-type: none"> • Thank you for the suggestion. We aren't able to consider roundabout options at this stage for both Woodward Ave and Scott Ave intersections due to funding restraints given the narrow road corridor. • There is currently a central flush median between Church Rd and Wallace Rd. The traffic travelling from Church Rd to Wallace Rd (and vice versa) is expected to stay within its own traffic lane and unlikely to encroach into the opposite traffic lane.

Feedback suggestions	AT response
<ul style="list-style-type: none"> Change all give ways to stops at Church/Wallace Rd intersection. 	<ul style="list-style-type: none"> We consider the existing traffic control (e.g. Give-Way) at Church Rd and Wallace Rd intersections to be appropriate.
<p>Road changes</p> <ul style="list-style-type: none"> Reroute traffic from Church Rd to McIntyre Rd or Taylor Rd to ease Church Rd congestion (if crossings are added). Narrow roads to help slow down/calm traffic. Upgrade road surfacing for safer driving conditions. 	<p>Road changes</p> <ul style="list-style-type: none"> Thank you for the suggestion. Both McIntyre Rd and Taylor Rd are classified as a Local Street where the movement of these streets is used by locals as primary access to their properties. These streets are generally low speeds around schools and local neighbourhoods. For these reasons, we do not wish to reroute traffic from Church Rd to McIntyre Rd/Taylor Rd as it would likely increase the traffic volume of these local streets and does not align with the movement focus of these streets. Yes, it is our plan to narrow the roads as necessary by proposing raised tables, kerb build outs, and 'slow' road marking at several locations along Church Rd. Thank you for the suggestion. Our proposal does not include road surfacing however we will assess the road condition before implementing the proposed changes to ensure longevity.
<p>Traffic calming</p> <ul style="list-style-type: none"> Install speed cameras to help reduce speeds and generate revenue from this busy street; too many people speed along Church Rd. Add electronic speedometer display/s to Church Rd to show people the speeds they are driving at and encourage them to slow down. Add speed bumps all along Church Rd to force cars to slow down; also to slow buses. 	<p>Traffic calming</p> <ul style="list-style-type: none"> Thank you for the suggestion. Our proposal does not include speed cameras for Church Rd however AT has a separate speed camera programme focussing on higher risk route(s) for installation and will be prioritised accordingly. Please note that several speed calming measures are proposed for Church Rd such as speed tables to reduce vehicle speeds and improve pedestrian safety. Yes, it is our plan to propose several raised zebra crossings (speed table) along the route for speed calming.
4.3 Car parking	
<ul style="list-style-type: none"> Retain or create more parking in this area to support church and cemetery visitors as well as residents. 	<ul style="list-style-type: none"> Thank you for the suggestion. It is not our plan to create more parking in the area as the purpose of this project is to encourage more people walking. Please note on-street parking will be assessed for removal should they present a risk to the pedestrians crossing at the proposed raised zebra crossings.

Feedback suggestions	AT response
4.4 Lighting and security	
Lighting <ul style="list-style-type: none"> • Improve/add more lighting long whole of Church Rd; poorly lit, area particularly for those using the 309 bus at night. 	Lighting <ul style="list-style-type: none"> • For any proposed zebra crossings and/or gateway treatment in the area, lighting will be upgraded as necessary.
Security <ul style="list-style-type: none"> • CCTV and fixed monitoring cameras to prevent crime and vehicle identification. 	Security <ul style="list-style-type: none"> • Our proposal does not include CCTV due to budget and scope restraints.
4.5 Trees and plantings	
<ul style="list-style-type: none"> • Provide more planting area and trees on the berm. • Maintain/prune trees to ensure good visibility around crossings. • Remove overgrown plants all along this area that restrict foot traffic. 	<ul style="list-style-type: none"> • It is our proposal to provide further plantings or trees as part of the changes where possible. • For any proposed zebra crossings in the area, visibility and sight distance will be checked as part of the design process. This may include tree trimming as necessary. • AT has a team looking after maintenance. If you require the specific overgrown plants to be trimmed, please contact AT to lodge a request.
5. Wallace Road	
5.1 Pedestrian and cycling amenity	
Crossings <ul style="list-style-type: none"> • Retain the current crossing on Wallace Rd as well as the proposed new crossing <ul style="list-style-type: none"> - Replace the current crossing with new proposed crossing • Add more crossings in general along Wallace Rd to help people cross this busy street in more locations <ul style="list-style-type: none"> - add near the corner of Wallace/Shortt/Boyd - outside Waterlea Primary 	Crossings <ul style="list-style-type: none"> • The existing zebra crossing on Wallace Road will be retained and upgraded. All new zebra crossings will be upgraded to a similar standard. • A crossing near the intersection of Wallace Road/Church St/Shortt/Boyd is not considered appropriate due to the bend in the road and restricted visibility between vehicles and pedestrians. It is considered that there is an adequate number of pedestrian crossings provided near Waterlea Primary School. Additionally, a

Feedback suggestions	AT response
<ul style="list-style-type: none"> • Reduce the number of crossings along this street; believe there is already sufficient options at key points along this road (i.e. near Mojos, either side of McIntyre Rd). • Address crossing visibility concerns on Wallace Road (near Kapuka Rd); suggests adding flashing lights. • Raise all crossings to help slow down Wallace Rd traffic. • Avoid raised crossings to keep drivers' focused on pedestrian safety rather than the crossing itself. • Add pedestrian refuges where safe to enable additional crossing areas. 	<p>raised table has been proposed for the existing zebra crossing outside of the school.</p> <ul style="list-style-type: none"> • The number of proposed crossings is appropriate for the pedestrian demand in the area • At the Kapuka Road/Wallace Road intersection, flashing lights is not considered necessary for this intersection • All zebra crossings are on raised tables to ensure safe speeds • The raised crossings are to provide a safe crossing facility for the pedestrians and also encourage a slower speed through the raised table. • Pedestrian refuges are provided where appropriate, zebra crossings are provided to improve the level of walkability for pedestrians in the area.
<p>Footpaths</p> <ul style="list-style-type: none"> • Install new footpath linking Kiekie Rd to Ambury Farm; encourage/enable families to walk to this popular family attraction. • Use chewing gum resilient paving outside shops. 	<p>Footpaths</p> <ul style="list-style-type: none"> • A new footpath linking Kiekie Road to Ambury farm is not within property controlled by Auckland Transport. Please contact Auckland Council park team to lodge a request. • We will inform the maintenance team to assess whether the footpath requires cleaning to remove chewing gum.
<p>Cycling amenity</p> <ul style="list-style-type: none"> • Install dedicated cycle lanes along Wallace Rd to cater to large number of cyclists using this road; remove median strips to enable the required space. • Add cycle lanes around the waterfront; separate from pedestrians for safety. 	<p>Cycling amenity</p> <ul style="list-style-type: none"> • Thank you for your feedback. We will pass on your comments to the cycling team for their consideration as this project mainly focuses on providing better connectivity and walkability for pedestrians. • Widening of the footpath along Kiwi Esplanade to a shared path was considered, however is not within the priority of the Safer Communities project. We have passed on this feedback to the Cycling team for consideration in their programme.
<p>5.2 Road and road users</p>	
<p>Traffic calming</p> <ul style="list-style-type: none"> • Install speed bumps or other forms of traffic calming all along Wallace Rd to slow cars down. 	<p>Traffic calming</p>

Feedback suggestions	AT response
<ul style="list-style-type: none"> - Install speed bumps near Waterlea Primary in particular to make area safer for children. • Narrow Wallace and Taylor Roads to force cars to slow down. • Install speed cameras along Wallace Rd; notorious for speeding cars as it has an open road appearance in places. • Publicise and enforce speed limits along this road, especially near schools <ul style="list-style-type: none"> - Paint large speed limit symbols on the road - Education/support from teachers re: existing 40km/h speed limits near schools. 	<ul style="list-style-type: none"> • All new zebra crossings on Wallace Road and on Muir Ave new Waterlea Primary are proposed on raised speed tables, to ensure lower vehicle speeds and improved safety for crossing pedestrians. At this stage, no further speed tables or speed bumps are considered necessary • The zebra crossing raised tables, and other speed calming measures all include narrowing of the road to induce slower vehicle speeds on Wallace and Taylor Roads. • Thank you for the suggestion. Our proposal does not include speed cameras for Church Rd however AT has a separate 'speed camera' programme focussing on higher risk route(s) for installation and will be prioritised accordingly. Please note that several speed calming measures are proposed for Church Rd such as speed tables to help slow vehicles down. • Thank you for this feedback. We will consider including "40" speed symbols on the road, particularly around schools. • AT has ongoing education with schools and NZ Police to educate and enforce appropriate speeds near schools.
<p>Intersections</p> <ul style="list-style-type: none"> • Change all give ways along Wallace Rd intersections to stops. • Install roundabout Wallace/Church/Shortt/Boyd intersection <ul style="list-style-type: none"> - Wallace/ Muir intersection. 	<p>Intersections</p> <ul style="list-style-type: none"> • Thank you for the suggestion, currently it is not warranted to change all intersections to a stop control. This is typically used if there is restricted visibility from the side roads. • Thank you for the suggestion to change this location into a roundabout. This intersection does not warrant a change at this stage, and is not prioritised in the Safer Communities project.
<p>Road changes</p> <ul style="list-style-type: none"> • Move entrance to Shortt St further down Church Rd to avoid confusion for turning traffic at the Wallace/Church/Shortt/Boyd intersection; or make it no entry to Shortt St from Church Rd to maintain safety. • Recontour McIntyre/Taylor/Church Rd intersection to 90° corners so they align for better/safer traffic movement. • Narrow traffic island at Wallace/ Muir intersection. • Add kerbing and a driveway to Kiekie Rd to link to Ambury Farm and improve drainage. 	<p>Road changes</p> <ul style="list-style-type: none"> • Thank you for the suggested changes at this location. This intersection does not warrant these levels of change at this stage, and is not prioritised in the Safer Communities project. • We agree with that intersections should be at 90 degrees to improve safety and visibility. • We will investigate whether this island can be improved by enlarging it for pedestrians.

Feedback suggestions	AT response
<ul style="list-style-type: none"> Fix manhole that protrudes too far from road surface at Wallace & Muir intersection; safety issue for motorists and cyclists alike. Relocate or reconsider need for the green traffic island; may cause issue for those turning north into the shop parking area and impede through traffic. 	<ul style="list-style-type: none"> Maintenance will be informed of the drainage issues surrounding this area Maintenance will be informed of the drainage issues surrounding this area, including the manholes. We assumed the 'green traffic island' is referring to the grassed area on the brochure. Please note the picture provided is just an artist's impression showing the idea. We will consider your feedback in the design.
<p>Road users</p> <ul style="list-style-type: none"> Restrict/ban trucks and heavy vehicles from using Wallace and Church Roads. 	<p>Road users</p> <ul style="list-style-type: none"> Auckland Transport cannot restrict/ban trucks from using Wallace and Church Roads, however the proposed designs are to help discourage these types of vehicles from using the road near residential areas.
5.3 Car parking	
<p>On-street parking</p> <ul style="list-style-type: none"> Retain all current on-street parking; already not enough in this area. Provide more parking around schools; preferably create a drop-off/pick-up area for parents. Remove some parking on Wallace Rd approaching the Muir Rd intersection; to improve visibility for cars turning right out of Muir Rd. Do not colour/paint car parks in this area; waste of money and does not blend in with surrounds. 	<p>On-street parking</p> <ul style="list-style-type: none"> Site observations shows there is an abundance of available on-street parking in the area. Peak pick-up and drop-off time for schools shows the greatest demand for parking, however is for a very short time period of the day. Thank you for your feedback. We will check the visibility and sight distance for this intersection, as part of the improvements proposed for the area. Parking will not be painted a different colour, however marked where appropriate for vehicles to park.
5.4 Street furniture, trees, plantings	
<ul style="list-style-type: none"> Concerns that greenery would need watering and constant maintenance in this area; especially during the summer months (hot/dry). 	<ul style="list-style-type: none"> This feedback will be considered during the detailed design stage where vegetation and planting will be determined.
<ul style="list-style-type: none"> Add general waste and recycling bins along this road. 	<ul style="list-style-type: none"> This is not under Auckland Transport's control, please contact Auckland Council's waste management team.

Feedback suggestions	AT response
5.5 Lighting and security	
<ul style="list-style-type: none"> • Add more lighting particularly near crossings; preferably not LED lights, need lighting ‘spread’ rather than directional to help people be more visible/feel safe. • Install CCTV along Wallace Rd for crime prevention, security, and vehicle ID. • Warning lights near schools to indicate when children will be on or near the roads. 	<ul style="list-style-type: none"> • Lighting to be considered during detailed design. • Our proposal does not include CCTV due to funding and scope restraints. • Our proposal does not include new warning lights. There will be adequate signage in road infrastructure to inform drivers of pedestrian crossing points on approach.
Questions	
<p>1. Mangere Bridge Village/Swanson Road</p> <p>“Confusing white zigzag hump at Church/Coronation/Rimu intersection is used as a zebra crossing, causing congestion. Please confirm whether there are four zebra crossings at this intersection.”</p> <p>“Why not take a tactical urbanism approach here? Taking away car parks as a shared space will be controversial. With tactical urbanism you would do a trial of it.”</p> <p>“Is there room for delivery trucks to access Freshchoice?”</p>	<p>1. Mangere Bridge Village/Swanson Road</p> <ul style="list-style-type: none"> • Yes, there will be four raised zebra crossings at Church Rd/Coronation Rd roundabout. • Based on the feedback received, car parks are very important to the local community and for this reason, the latest proposal does not include car park removal in the village. • Yes, it is our understanding that the delivery trucks will be using the western service lane to access FreshChoice as their roller door is located at the back of the supermarket on the service lane.
<p>3. Mountain View School/Seventh Day Adventist High School zone</p> <p>“It is not clear where parking would be removed - I want more info on that please.”</p> <p>“Are these traffic lights [being proposed]? If so, are they needed?”</p>	<p>3. Mountain View School/Seventh Day Adventist High School zone</p> <ul style="list-style-type: none"> • We will be sending out a detailed plan as part of the phase 3 Consultation happening in November. • Traffic lights are one of the options that we are considering for improvements at this intersection. A roundabout is another option. It is likely that the preferred option is a roundabout however details are yet to be determined.
<p>4. Church Road</p>	<p>4. Church Road</p>

Feedback suggestions	AT response
<p>“Church Rd/Wallace Road has some traffic congestion now enroute to motorway. How is this volume of traffic accounted for?”</p>	<ul style="list-style-type: none"> The primary purpose of the proposal for Church Rd/Wallace Rd is to reduce vehicular speeds and provide safe crossing facilities for pedestrians. It is unlikely the traffic volume will be affected.
<p>5. Wallace Road</p> <p>“What about walking access to the Mangere Mountain? Focus on improving walking tracks to Mangere Mountain.”</p> <p>“Noticed new tar seal put on the road in places to fix up the crappy job done last time. Will the other streets around the bridge be fixed up?”</p>	<p>5. Wallace Road</p> <ul style="list-style-type: none"> Walking access within Mangere Mountain park area is under the Auckland Council Parks control. Please contact Auckland Council to lodge a request for further walking access in park areas. There are no current maintenance plans proposed in the area. Please contact Auckland Transport’s customer centre and provide feedback with the areas where there is poor road sealing.
Issues	
<p>1. Mangere Bridge Village/Swanson Road</p> <p>“It is unclear who owns the land around the village. This should be clarified in your design.”</p> <p>“It’s already hard to find a carpark there! The poor businesses in the area, they will lose customers...The elderly and the young mums with babies and toddlers, do NOT want to have to walk further to get to Fresh Choice, \$2 shop, bakery etc...Enhance but please do not remove carparks.”</p> <p>“Coming out of Swanson Park Lane on to Church Road, there is a wooden fence on the left-hand side which blocks the view of any pedestrians walking towards the shops on Church Road - this is a real hazard for anybody driving out of the lane...”</p>	<p>1. Mangere Bridge Village/Swanson Road</p> <ul style="list-style-type: none"> The proposals are generally within AT/Council owned area (not privately owned). Yes, the current proposal for the village area does not include existing marked car parking spaces on Swanson Rd and Coronation Rd in the village. We understand the wooden fence is privately owned and also located within a private property. It is unlikely that this wooden fence will be removed, as part of the safety improvements proposed for Mangere Bridge.
<p>2. Mangere Bridge School zone</p> <p>“Since the closing of Montgomery Rd the traffic has increased significantly. The vehicles being trapped around that industrial area are now using Mangere Bridge as an exit route. Nothing will improve until that is fixed. With the building of another around 20 townhouses right at the village this will be exacerbated.”</p>	<p>2. Mangere Bridge School zone</p> <ul style="list-style-type: none"> We are actively working towards discouraging heavy vehicle traffic from the Mangere Bridge area. The provision of speed tables, road

Feedback suggestions	AT response
	<p>narrowing, and new roundabouts is to discourage these vehicle types from local roads.</p>
<p>3. Mountain View School/Seventh Day Adventist High School zone</p> <p>“Speed is definitely a problem, especially in this short section...Traffic coming from the back of Watercare and through to get on the motorways is huge and very noisy. Coming from the Creamery speed is built up before turning into Miller Road.”</p> <p>“Mangere Bridge has a 40km/h speed limit before and after school BUT Mountain View and ASDAH do not. These last two schools should have 40km/h signs for before and after school.”</p>	<p>3. Mountain View School/Seventh Day Adventist High School zone</p> <ul style="list-style-type: none"> • Thank you for your feedback. We will be looking to improve vehicular speeds through this area by proposing several raised zebra crossings and other speed calming measures. • We anticipate that the vehicle speeds will be slow for both Mountain View and ASDAH within the proposed safety improvements. A 40km/hr speed limit will be considered following the implementation of these changes.
<p>4. Church Road</p> <p>“[This road] is used by passing traffic trying to connect to the motorway and airport...With more housing planned in the area, traffic and transport is going to get worse. Make public transport affordable and accessible so people can use them and not travel in cars.”</p> <p>“I am worried changes to Church Rd will push more speeding traffic along McIntyre Road.”</p>	<p>4. Church Road</p> <ul style="list-style-type: none"> • Thank you for the feedback. We will pass along your comment on the affordability to AT Metro planning team for their consideration. • For the residential zone highlighted on the second consultation brochure, it is likely that further speed calming measures will be proposed for the local streets (e.g. McIntyre Rd, Scott Ave, Woodward Ave, and Tainui Tce) and aimed to discourage ‘rat-run’ traffic.

Feedback suggestions	AT response
<p>6. Wallace Road</p> <p>“Wallace is notorious for speeding...partly due to the fact that it feels like open road with the farm being on one side...More can be done to the physical environment to slow traffic down.”</p> <p>“Cars speed especially from Wellesley along Wallace to Miller and beyond. I sometimes cycle on the footpath along here sometimes as it doesn't feel safe especially with parked cars.”</p>	<p>6. Wallace Road</p> <ul style="list-style-type: none"> • We recognise that there are a number of speeding vehicles along Wallace Road, and other roads in the Mangere Bridge area. To help address the vehicle speed issue, we are proposing to provide zebra crossings on new raised speed tables to induce lower speeds. The road will have additional side islands, kerb build outs, and ‘slow’ road marking to help induce lower vehicle speeds and improve pedestrian safety.