

Your feedback on: Orewa Boulevard Improvements



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1. Summary











Overview

From 25 May – 22 June 2020 the public were invited to provide feedback on proposed safety and accessibility improvements to Orewa Boulevard in Orewa. In total **205 submissions** were received.

The feedback received has been grouped into **44** Themes. The themes have then been clustered together under 7 Topics. For example, one topic is 'Pedestrians', and all the feedback themes that involved suggestions that related to pedestrians are grouped under the 'Pedestrians' topic.

The feedback results, topics, themes and Auckland Transport's (AT's) response to the feedback themes are outlined in the [Feedback received](#) section of this report.

Top 10 feedback themes

Feedback theme	No. of mentions
 Generally supportive of project	77
 Like improvements for pedestrians	26
 The upgrades need to be carefully considered, particularly in the wake of COVID-19	21
 Concerns about proposed angled parking	19
 Generally unsupportive of project due to cost	17
 Remove through traffic from Orewa Blvd	17
 Reduce traffic speeds along Orewa Blvd	16
 Centreway Rd should be actively encouraged as a bypass route through Orewa	14
 Existing pedestrian crossings are dangerous	13
 Concerns with people on bicycles on shared paths	13

Project decisions

After considering public feedback **we will progress the project should funding become available**, subject to the following changes:

- We will no longer relocate the school bus stop to 6 Riverside Road or the Intercity bus stop to 288 Hibiscus Coast Highway as different routes are now in place for these buses.
- We will construct a hard surface next to the mobility parking beside the new pedestrian crossing to help side loading/unloading from vans.
- The new brick footpath on the shops side of Hibiscus Coast Highway will be for people walking and won't be shared with people on bikes. This is because the space is narrow, and concerns were raised around it being too busy to be shared. We will encourage people biking to use the new shared path proposed on the beach side.
- The pedestrian crossings across Hibiscus Coast Highway will no longer be combined with a bike crossing given the shared path is just on the beach side of the road.

Next steps

- *The timeline for construction of the proposed changes has been deferred due to the impact of Covid 19 on the Local Board Capital Transport fund and so will not proceed in the 2020/21 financial year. Once the Regional Land Transport Plan is approved, Auckland Transport will seek the views of the Local Board about whether they wish to continue with the delivery of this project.*
- *AT will be in touch with residents and local businesses once we have confirmed the construction timeline.*

2. Background

What did we seek feedback on?

The proposal released for public feedback included the following changes:

- extending the Orewa Boulevard from Riverside Road to Empire Road to connect the beach, shops, and reserve together. This will include a shared path on the beach side of Hibiscus Coast Highway and a new brick paved footpath on the shops side.
- replacing the parallel carparking on the beach side of Hibiscus Coast Highway to angled parking and removing 5 carparks on the shops side of the road. This will still enable a total gain of 7 carparks.
- upgrading the 2 pedestrian crossings on Hibiscus Coast Highway to raised zebra crossings for both pedestrians and people on bikes.
- enabling the school bus stop outside the shops at 280 Hibiscus Coast Highway to be relocated to 6 Riverside Road and Intercity buses will be relocated to 288 Hibiscus Coast Highway. The Intercity bus stop on the beach side will be relocated opposite 260 Hibiscus Coast Highway.

For more detailed information on the proposal, please refer to [Attachment 1](#) or visit <https://at.govt.nz/projects-roadworks/orewa-boulevard-and-town-centre-safety-improvements/>.

Why did we propose the safety and accessibility improvements?

The Hibiscus and Bays Local Board are leading and funding the Orewa Boulevard proposal which is a complementary project to the safety improvements. This initiative will better connect the reserve, shops, and beach together as well as adding 7 new car parks within a high demand area. The proposal will upgrade the area with a new paved footpath outside the shops and shared path through the reserve which will make it nicer and easier to walk and bike around.

3. Feedback activities

From 25 May – 22 June 2020 the public were invited to provide feedback on proposed safety and accessibility improvements to Orewa Boulevard in Orewa. In total **205 submissions** were received.

What we asked you

We asked if you had any feedback on the proposed safety improvements.

Activities to raise awareness

To let you know about the opportunity to provide feedback on the project, we:

- mailed 4669 letters with free post feedback forms to property owners and occupiers in the area
- emailed information to other key interest groups
- set up a project webpage and an online feedback form on our website
- shared a media release on the proposal
- posted about the proposal on our social media channels including Facebook, Twitter, LinkedIn and Neighbourly.

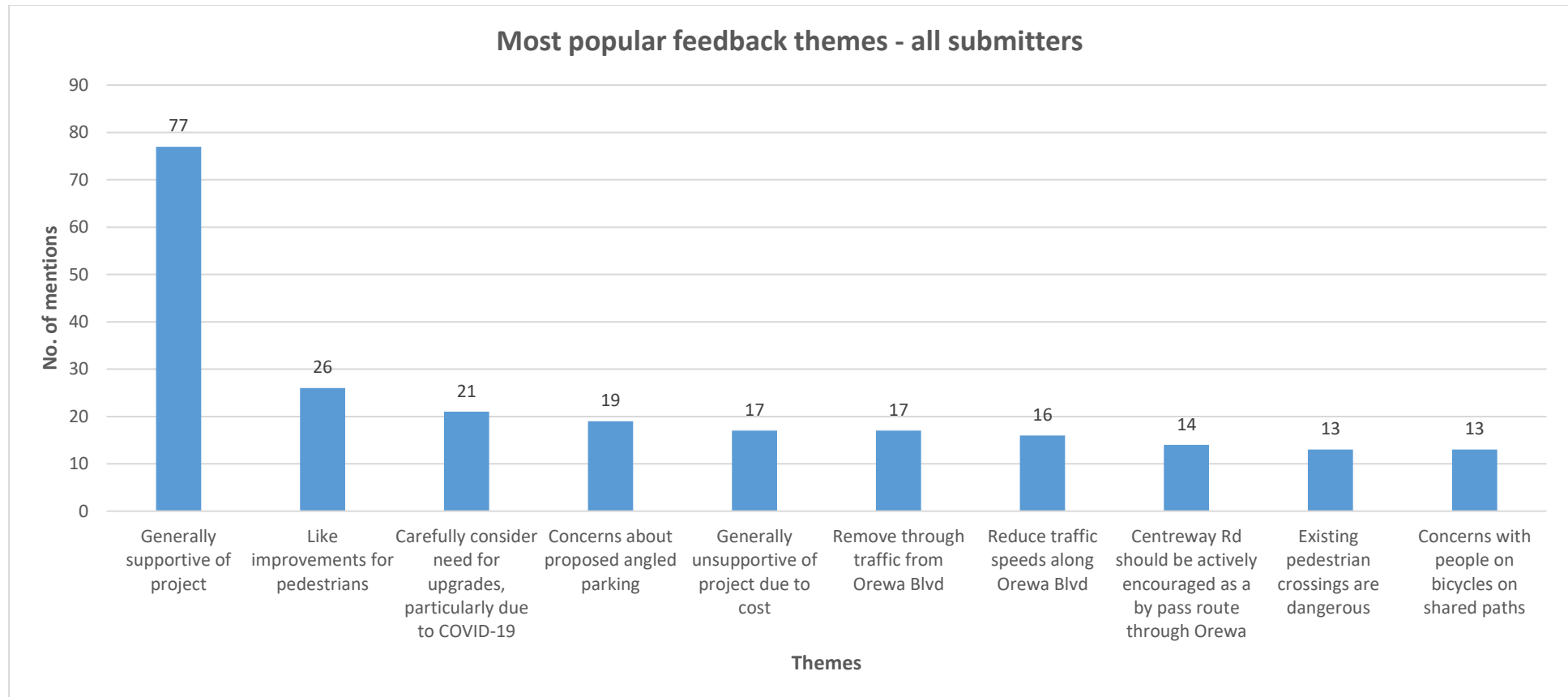
How people provided feedback

You could provide feedback using an online submission form on the project webpage or a freepost form included in the project letter. See **Attachment 2** for a copy of the feedback form.

4. Feedback received

Feedback overview

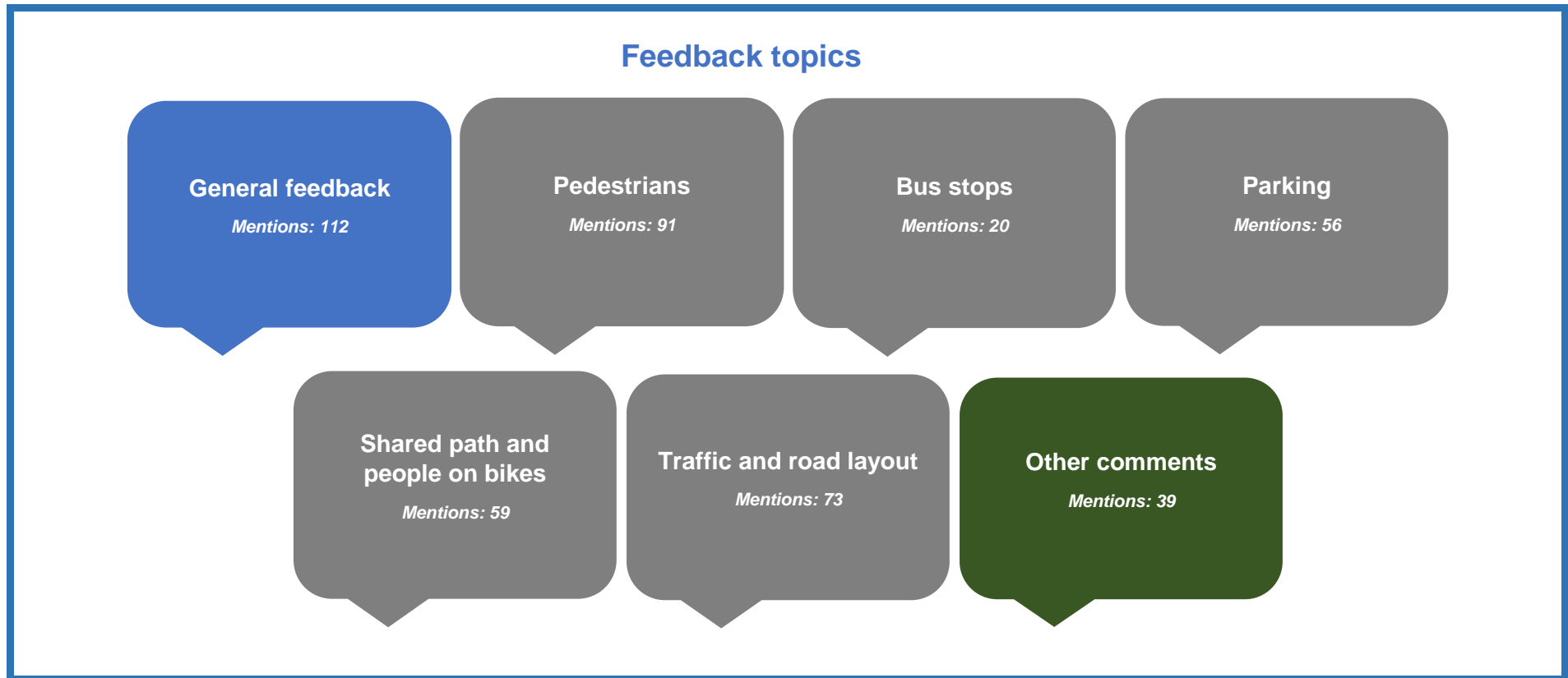
We received public feedback on the proposal from 205 submitters, the 10 most mentioned feedback themes¹ were:



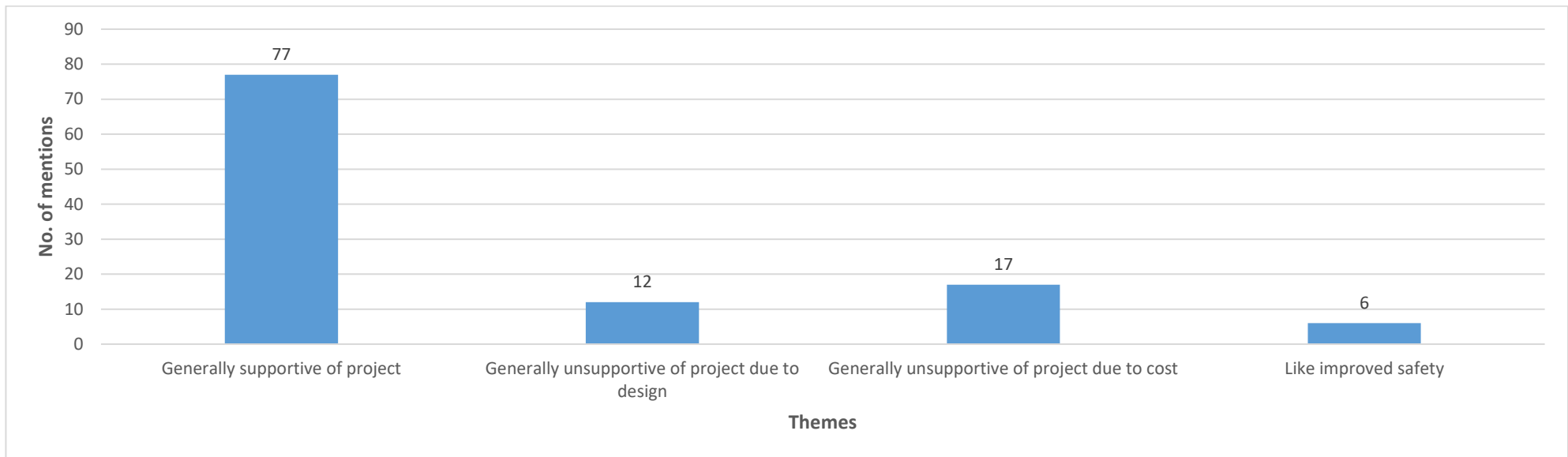
¹ One person's or organisation's submission can count towards multiple themes and topics.

Key feedback topics and themes

This section outlines the feedback topics and related themes from all submitters, as well as AT's responses to the feedback themes. One person's or organisation's submission can count towards multiple topics and themes.



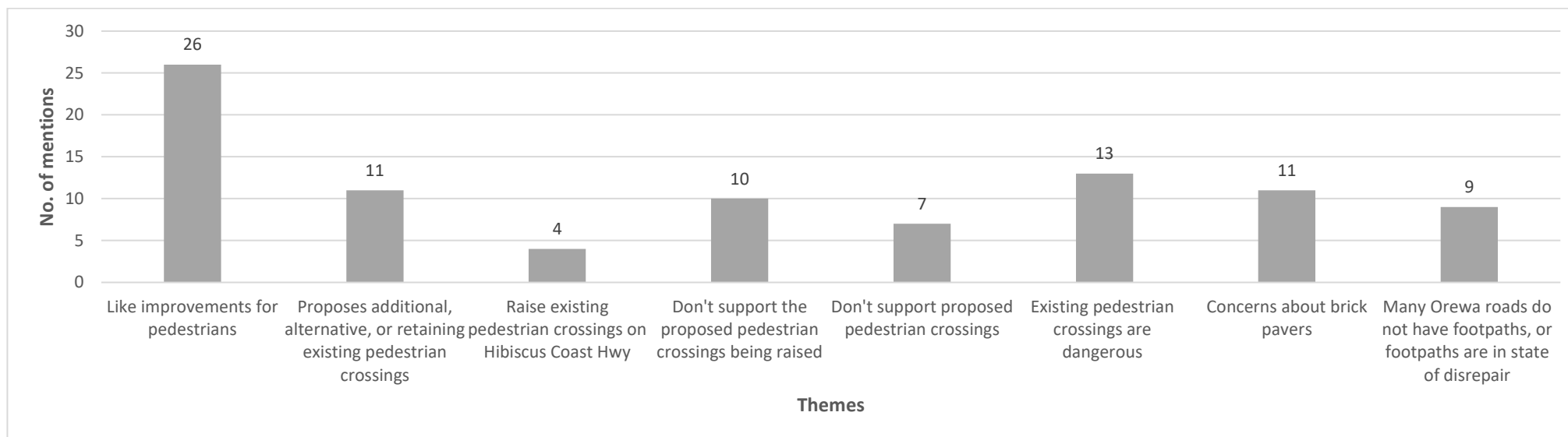
General feedback



Feedback Theme	Main Points	Auckland Transport's Responses
Generally, supportive of project <i>Mentions: 77</i>	<ul style="list-style-type: none"> • Generally happy with the proposal. • Will improve safety. • Will make area more pleasant. 	Noted. The purpose of the project is to improve accessibility and safety for all users. The proposed works will reduce vehicle speeds and provide increased pedestrian and cycle amenity on the section of road.
Generally, unsupportive of project due to design <i>Mentions: 12</i>	<ul style="list-style-type: none"> • Area doesn't need changing. 	The changes are proposed to improve road safety for all users, whether these are drivers of motor vehicles, cyclists, or pedestrians.
	<ul style="list-style-type: none"> • Will create congestion. 	While construction activities can create congestion, this can be mitigated by careful traffic management and provision/recommendations for alternate routes, particularly for through traffic, during construction.
Generally, unsupportive of project due to cost <i>Mentions: 17</i>	<ul style="list-style-type: none"> • Cost is too high. • Shouldn't be spending any money at the moment. 	<ul style="list-style-type: none"> • The estimated cost of the proposed works is within the expected range for a project of this nature.

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Spend money elsewhere. 	<ul style="list-style-type: none"> • Funding for this project is from the Hibiscus and Bays Local Board Transport Capital Fund. The Local Board approved the design and construction of the project in April 2018. The project will not proceed in this financial year due to the impact of Covid 19 pandemic on the AT Local Board Capital Transport funding. Residents and stakeholders will be advised when the project will proceed to construction. • See second bullet point response above.
Like improved safety <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Like improved safety for pedestrians and/or people on bicycles. 	Noted.

Pedestrians



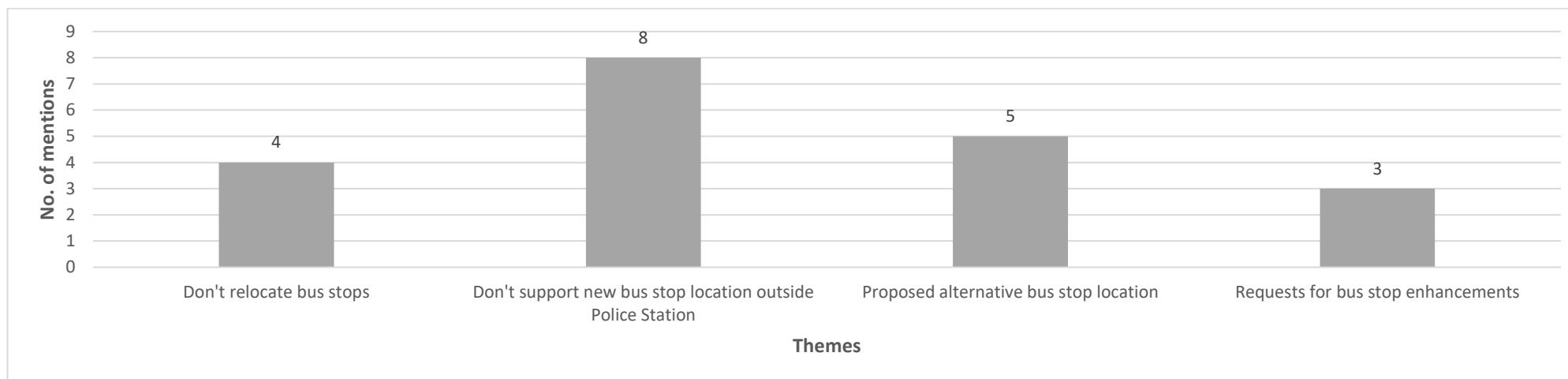
Feedback Theme	Main Points	Auckland Transport's Responses
Like improvements for pedestrians <i>Mentions: 26</i>	<ul style="list-style-type: none"> • Generally, like improvements for pedestrians. • Like wider footpath / boulevard extension. • Like pedestrian crossings. • Like raised crossings. 	Noted
Proposes additional, alternative, or retaining existing pedestrian crossings <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Generally, want more crossings. • Make pram crossings and refuge island at eastern end of Riverside Road a zebra crossing. 	<p>It is considered that the two proposed zebra crossings between Empire Road and Riverside Road will provide sufficient access between the east and west sides of Hibiscus Coast Highway.</p> <p>The existing pram crossing at this location is close the roundabout. Installing a zebra crossing with pedestrian priority would cause traffic in the roundabout to stop, with a probable back up on Hibiscus Coast Highway</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> • Provide a pram crossing and tactical pavers on both sides of Riverside Road (at its intersection with Pacific Coast Highway). 	<p>This will be included in the project works.</p>
	<ul style="list-style-type: none"> • Provide a central refuge island at the pram crossings on Empire Road. 	<p>Investigation carried out by our design team shows that with the existing configuration, the tracking of heavy vehicles is very tight. Provision of a pedestrian refuge island would inhibit entry into Empire Road from Hibiscus Coast Highway for these vehicles.</p>
	<ul style="list-style-type: none"> • Retain existing refuge island outside 264 Hibiscus Coast Hwy. 	<p>The existing pedestrian refuge outside 264 Hibiscus Coast Highway does not meet current design standards with regard to safety. The recessed parking area adjacent to the access road to the beach parking will now not be used as a school bus stop, which minimises the need for the pedestrian refuge. The proposed raised table crossing at No. 268 is considered adequate.</p>
	<ul style="list-style-type: none"> • Provide another zebra crossing between Empire Road and Beach Road. 	<p>This is beyond the scope of this project. The suggestion will be passed on to our Traffic Engineering team</p>
	<ul style="list-style-type: none"> • Provide pedestrian crossing by Orewa bridge between the two car parks. 	<p>This is beyond the scope of this project.</p> <p>AT is planning to upgrade the refuge island to a signalised Toucan crossing at 214 Hibiscus Coast Highway as part of the Community Safety Fund Programme.</p> <p><i>The Project details of the proposed crossing at this location can be found at the link below:</i></p> <p>https://at.govt.nz/about-us/have-your-say/north-auckland-consultations/hibiscus-coast-highway-orewa-pedestrian-improvements/</p> <p><i>Please note that COVID-19 has had a significant impact on AT and the wider Auckland Council whānau. As a result, Auckland Council is implementing an Emergency Budget which will reduce AT's capital and operating budgets. This could mean this project is delayed. We will be in touch with you when we know more about how this project will be impacted by the current budget constraints."</i></p>
	<ul style="list-style-type: none"> • Provide pedestrian crossing at top of Empire Road. 	<p>Investigation carried out by our design team shows that with the existing configuration, the tracking of heavy vehicles is very tight. Provision of a pedestrian refuge island would inhibit entry into Empire Road from Hibiscus Coast Highway for these vehicles.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> Provide pedestrian crossing to Surf Club from Weiti Road. 	This is beyond the scope of this project. However the suggestion has been forwarded to our Road Safety and Traffic Engineering sections.
	<ul style="list-style-type: none"> Provide pedestrian crossing opposite Art Gallery. 	This is beyond the scope of this project. However the suggestion has been forwarded to our Road Safety and Traffic Engineering sections.
Raise existing pedestrian crossings on Hibiscus Coast Hwy <i>Mentions: 4</i>	<ul style="list-style-type: none"> Raise height of existing pedestrian crossings as they are ignored. 	The speed tables/pedestrian crossings are limited to 75mm high as Hibiscus Coast Highway is an Over dimensional route (used by oversized vehicles)
Don't support the proposed pedestrian crossings being <u>raised</u> <i>Mentions: 10</i>	<ul style="list-style-type: none"> Uncomfortable to travel over. Will slow traffic. 	A reduction of speed limit to 30kph is proposed. At this slower speed the comfort of passengers is not likely to be significantly affected. Raising the pedestrian crossings is considered an important aspect of the scheme to ensure vehicle speeds are low along this section of road. Ensuring low vehicle speeds is critical for the safety of vulnerable road users including pedestrians and cyclists.
Don't support proposed pedestrian crossings <i>Mentions: 7</i>	<ul style="list-style-type: none"> Will slow traffic flow / cause congestion. Don't install any. Only install one. 	The additional pedestrian crossing, which replaces the existing pedestrian refuge island opposite 268 Hibiscus Coast Highway is not expected to increase congestion. There are many activities that generate pedestrian crossing demand on the section of road including: shops, petrol station, children's playground and the beach and adjacent reserve. The proposed works will reduce vehicle speeds and provide increased pedestrian and cycle amenity on the section of road.
Existing pedestrian crossings are dangerous <i>Mentions: 13</i>	<ul style="list-style-type: none"> Various existing pedestrian crossings (priority and non-priority) are too close to intersections (dangerous). 	This is not the case or the proposed works between Empire Road and Riverside Road. The proposed crossings are sufficiently separated from the intersections as to not create a hazardous situation. Possibly the comment relates to a different section of Hibiscus Coast Highway.
	<ul style="list-style-type: none"> Moana Avenue existing pedestrian crossing can be obscured when bus at bus stop. 	Moana Avenue is outside the scope of this project. However the query has been passed on to the appropriate area in AT.
	<ul style="list-style-type: none"> Vehicles have poor visibility of existing pedestrian crossings. 	The proposed raised crossings will be more visible than existing at-grade crossings.
Concerns about brick pavers <i>Mentions: 11</i>	<ul style="list-style-type: none"> Bricks become uneven over time. Need to be maintained more regularly. 	The footpath surfacing has been selected to be consistent with the rest of the Orewa Town Centre paving and measures will be taken during construction to ensure the paving remains flat and does not create trip hazards. While paving

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> Bricks take longer to lay. 	bricks may take longer to lay, the works can be phased to minimise the area under construction at any one time.
<p>Many Orewa roads do not have footpaths, or footpaths are in a state of disrepair</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> In addition to, or prioritise ahead of, this project provide new footpaths and/or repair damaged footpaths throughout Orewa. 	<p>Outside the scope of this project and any provision of new footpaths is dependent on available funding. The issue of repairs to damaged footpath has been referred to AT Maintenance team</p>

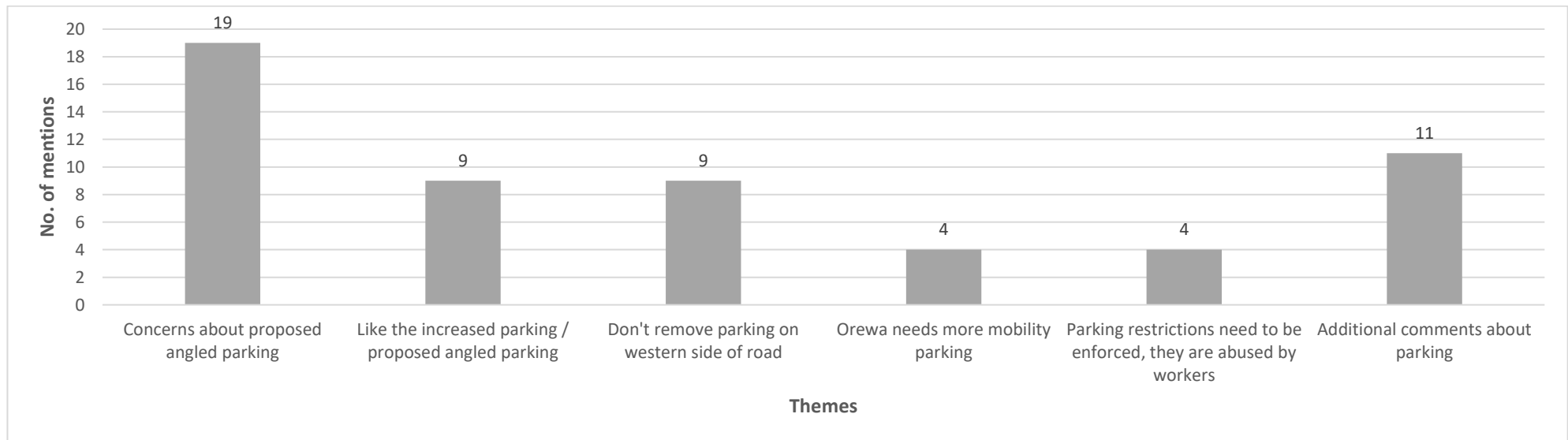
Bus stops



Feedback Theme	Main Points	Auckland Transport's Responses
Don't relocate bus stops <i>Mentions: 4</i>	<ul style="list-style-type: none"> Keep them located together. 	Keeping the bus stops in their current location is not possible because of planting and streetscape enhancements
	<ul style="list-style-type: none"> Don't want bus stop in front of Boulevard Apartments. 	This bus stop was proposed for use by the Inter-city buses. However these buses will now stop the new Hibiscus Coast bus station at Silverdale. There will therefore now not be a bus stop in front of the apartments.
Don't support new bus stop location outside Police Station <i>Mentions: 8</i>	<ul style="list-style-type: none"> Unsafe - police cars exit station at speed. Unsafe - large amount of visitor vehicles. Existing parking used by school and police. Move proposed bus stop further west. 	Further investigation has shown that a bus stop for school buses is not required at this location. There will be no change to this area.
Proposed alternative bus stop location	<ul style="list-style-type: none"> Move intercity bus stop to Centreway Road (gets heavy vehicle off Boulevard and saves money). 	The intercity buses will now pick up and drop off passengers at the Hibiscus Coast bus station at Silverdale. The proposed location of stops for these buses is no longer required.

Feedback Theme	Main Points	Auckland Transport's Responses
Mentions: 5	<ul style="list-style-type: none"> • Move intercity bus stop to Riverside Road. 	See response above
	<ul style="list-style-type: none"> • Instead of new car parking by McDonalds. 	See response above
	<ul style="list-style-type: none"> • Intercity bus stops should be located in pairs. 	See response above
Requests for bus stop enhancements Mentions: 3	<ul style="list-style-type: none"> • Provide a bench seat at intercity bus stops • Provide a shelter at intercity bus stops 	See response above

Parking

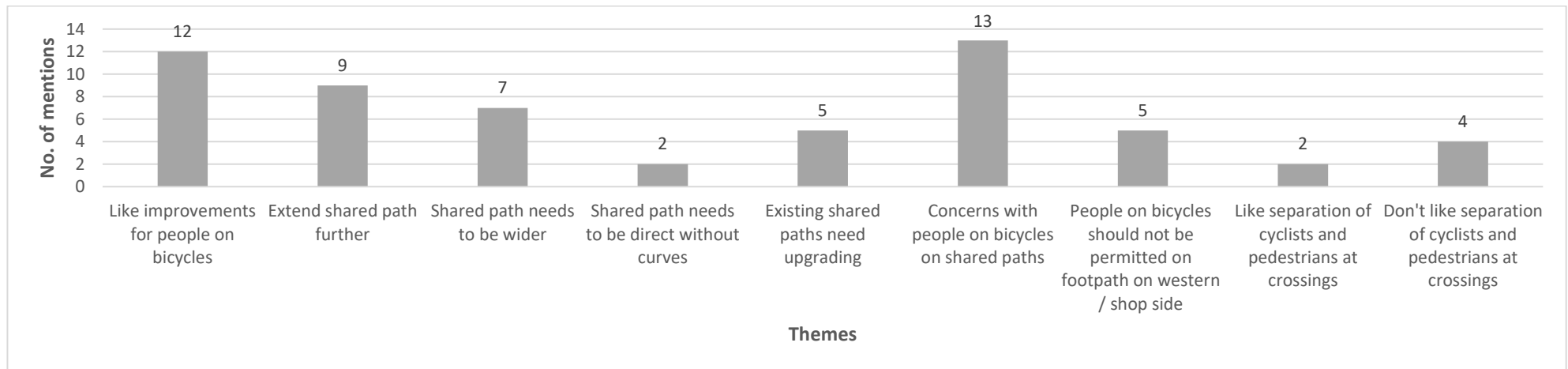


Feedback Theme	Main Points	Auckland Transport's Responses
Concerns about proposed angled parking <i>Mentions: 19</i>	<ul style="list-style-type: none"> Unsafe reversing out of parks into such a busy road 	Given the low speed environment on this section of road (reinforced by the raised crossings), it is not considered that vehicles reversing from angled parks will create a safety hazard. It is noted that this issue was not raised in an independent Road Safety Audit carried out on the design.
	<ul style="list-style-type: none"> Unsafe for people on bicycles. 	Cyclists are expected to exercise due caution when using the road carriageway. The shared paths are also available for use by less experienced cyclists.
	<ul style="list-style-type: none"> Parks need to be deeper to allow people to unload stuff from their boots. 	The depth of the angled parking spaces is limited in some locations by the trees. This will be reviewed during detailed design. However, there will be a "buffer zone" between the back of the

Feedback Theme	Main Points	Auckland Transport's Responses
		parking spaces and the adjacent traffic lane to allow for safe loading and unloading.
	<ul style="list-style-type: none"> • Make parks reverse in. 	Reverse angle parking is not typically used in New Zealand and has not been considered as part of this project.
	<ul style="list-style-type: none"> • Backing out of mobility impaired carpark in will result in cars backing over pedestrian crossing. 	Given the low speed environment on this section of road (reinforced by the raised crossings), it is not considered that vehicles reversing from angled parks will create a safety hazard. It is noted that this issue was not raised in an independent Road Safety Audit carried out on the design.
Like the increased parking / proposed angled parking <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Angled parking is better. 	Noted. Cars reversing from angled parking tend to make other drivers aware, increasing cautiousness.
Don't remove parking on western side of the road <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Required by residents and their visitors. • Required for businesses. 	The loss of parking on the residential / business side of the road is necessary to provide for wider shared paths. To offset this loss of parking, the angled parks on the beach side are proposed, which provide significantly more parks than parallel parking. It is also noted that the raised tables and zebra crossings will make it much safer and easier for pedestrians to cross the road and access the shops when they park on the beach side of the road
Orewa needs more mobility parking <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Generally, needs more mobility parking. 	Four mobility parking spaces are proposed on the beach side of Hibiscus Coast Highway, and twenty- seven normal parking spaces. The number of mobility spaces is within the recommended ratio of mobility/normal spaces.
	<ul style="list-style-type: none"> • Needs some disability parking spaces with room for vans with side loading wheelchair hoists. 	The planted area adjacent to the northern raised crossing will be reduced in size with a hard-surfaced area to allow for side loading.
Parking restrictions need to be enforced, they are abused by workers <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Too many people parking for longer than the parking limits. 	This has been referred to the Auckland Transport Parking enforcement team.
	<ul style="list-style-type: none"> • Campervans parked permanently outside school on Centreway Road. 	Centreway Road is outside the scope of this project. This has been referred to the Auckland Transport Parking enforcement team.

Feedback Theme	Main Points	Auckland Transport's Responses
Additional comments about parking <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Want more parking areas throughout Orewa. 	This has been referred to the Auckland Transport Parking design team.
	<ul style="list-style-type: none"> • Provide angled parking all the way along the boulevard. 	Beyond the scope of this project.
	<ul style="list-style-type: none"> • Convert garden areas to parking. 	The project has been designed to create a balance between provision of parking, pedestrian and cyclist amenity and access, and aesthetics.
	<ul style="list-style-type: none"> • Remove all parking on western side of Hibiscus Coast Road. 	Beyond the scope of this project.
	<ul style="list-style-type: none"> • Provide diagonal parking in old bus stop at 280 Hibiscus Coast Highway (not grass). 	There is insufficient space to accomplish this in this location as such parking would completely block the footpath.
	<ul style="list-style-type: none"> • Provide parallel parking outside 285 Hibiscus Coast Highway (the road is wide enough). 	Outside the scope of this project. This has been referred to the Parking Design team

Shared path and people on bicycles

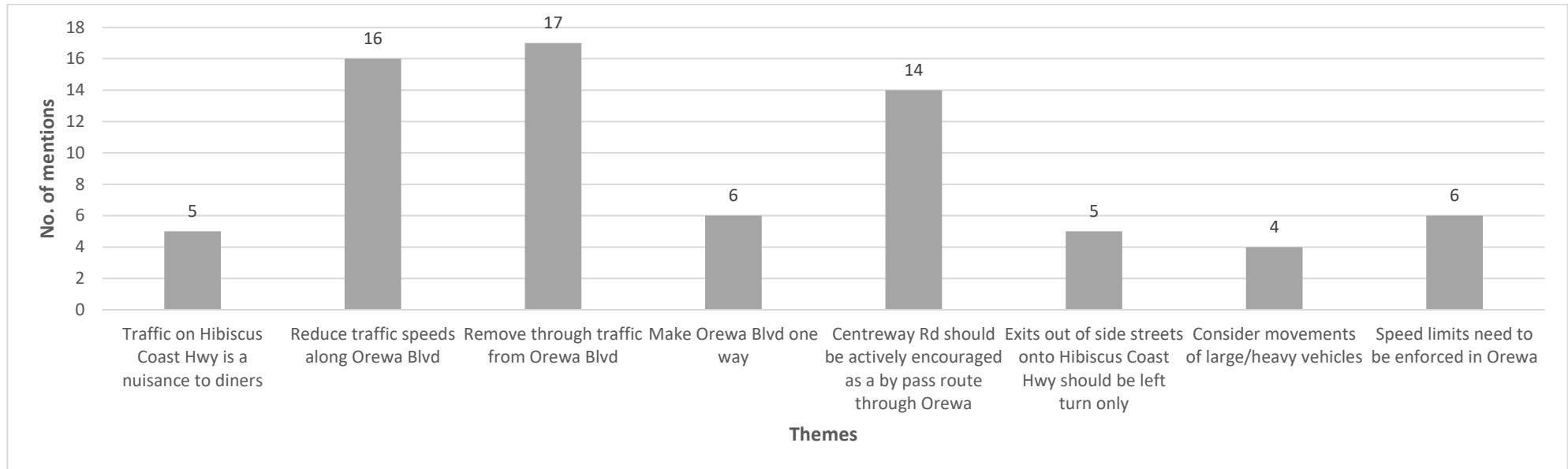


Feedback Theme	Main Points	Auckland Transport's Responses
Like improvements for people on bicycles <i>Mentions: 12</i>	<ul style="list-style-type: none"> Generally, like improvements for people on bicycles. Specifically, like path on eastern side of road. 	Noted.
Extend shared path further <i>Mentions: 9</i>	<ul style="list-style-type: none"> Extend south - to join up with existing ones. 	Extending the shared path further along Hibiscus Coast Highway is outside the scope of the project. Also, the project is restricted to the road reserve and realigning the shared path to cross the surf club entrance further from the road would have encroached onto reserve land which would have added complications.
	<ul style="list-style-type: none"> Extend north. 	See response above. The proposed path will connect with the existing shared path adjacent to the zebra crossing
	<ul style="list-style-type: none"> Provide a raise crossing across the entrance and indent the crossing / path where it crosses the entrance. 	It is assumed the reference is to vehicle crossings at the petrol station We will be installing speed control bumps at the edge of the carriageway. Indenting (lowering) the footpath across the entrances is not proposed.

Feedback Theme	Main Points	Auckland Transport's Responses
Shared path needs to be wider <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Need to be wider. • Need to be at least 3m wide. 	The proposed shared path on the west side of the road will become a wide pedestrian footpath only as there are some safety concerns both from the consultation process and the independent Road Safety Audit. The proposed shared path on the eastern side will be 3.5m wide.
Shared path needs to be direct without curves <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People want a more direct route. • People will cut across corners to reduce the detours; this may create conflicts between path users. 	The path has been designed to miss the trees on the beach side and to minimise any impact on the root systems and was necessary following an arborist's assessment. The proposed path is not sufficiently curved to encourage people to cross from side to side. People will generally keep to one side of the path when they see other people approaching from the other direction.
Existing shared paths need upgrading <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Pavement is uneven. • Path is too narrow. • Need repainting. 	Outside the scope of this project. However provision of a new shared path on the eastern side will address the narrowness of the existing path along this section of road. Maintenance issues will be referred to the appropriate maintenance teams.
Concerns with people on bicycles on shared paths <i>Mentions: 13</i>	<ul style="list-style-type: none"> • Dangerous for pedestrians. • Separate pedestrians and people on bicycles. 	The shared path on the eastern side is sufficiently wide to accommodate both cyclists and pedestrians. Cyclists are expected to exercise due caution and to give way to pedestrians as necessary when using a shared path. Providing a separated shared path would not be consistent with adjacent facilities and is hence not considered appropriate for a short section of road. The path on the west side of the road will be a wide footpath only.
People on bicycles should not be permitted on footpath on western / shop side <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Too many pedestrians, shops etc. • Just an isolated section of shared path. 	The proposed shared path on the west side of the road will become a wide footpath only as there are some safety concerns both from the Consultation and the independent Road Safety Audit.
Like separation of cyclists and pedestrians at crossings <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Safer keeping pedestrians and people on bicycles separate. 	The east side shared paths is sufficiently wide to accommodate both cyclists and pedestrians. Cyclists are expected to exercise due caution and to give way to pedestrians as necessary when using a shared path.

Feedback Theme	Main Points	Auckland Transport's Responses
Don't like separation of cyclists and pedestrians at crossings <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Unnecessary. • Dangerous and people on bicycles will ride into the traffic lane at speed and cars may not see them in time. 	As the path on the west side of the road is to be for pedestrians only, the green cycle marking on the crossings will be replaced by wider zebra marking. Cyclists will be required to dismount when crossing.

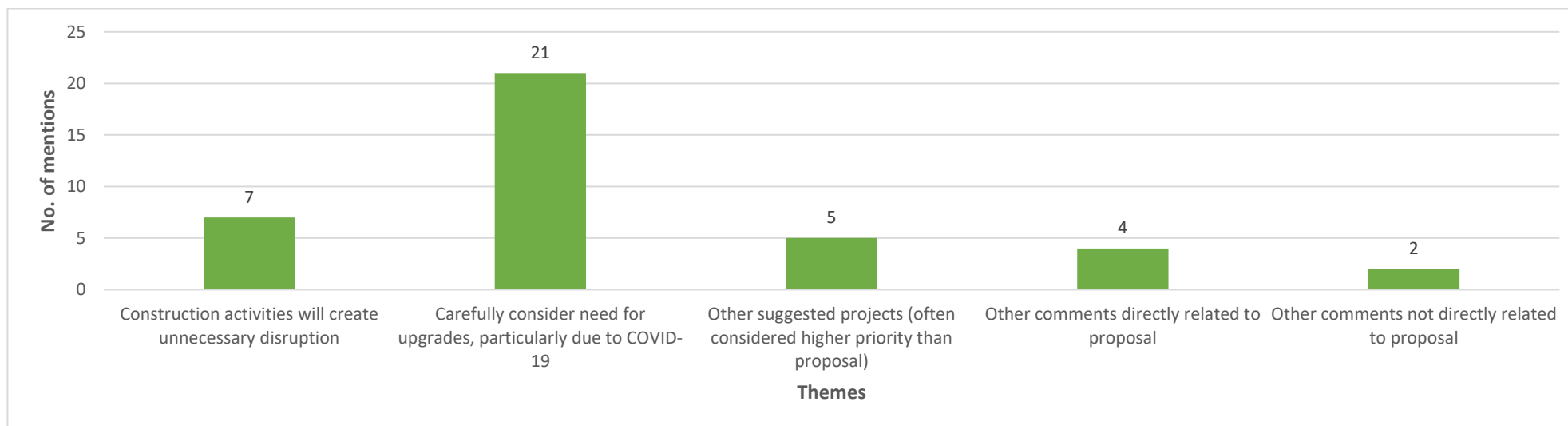
Traffic and road layout



Feedback Theme	Main Points	Auckland Transport's Responses
Traffic on Hibiscus Coast Hwy is a nuisance to diners <i>Mentions: 5</i>	<ul style="list-style-type: none"> Noise and fumes. Remove parking on shop side. Remove traffic. 	While the comment regarding noise and fumes is noted, the removal of parking on the shop side of the remainder of Hibiscus Coast Highway, and removal of traffic is beyond the scope of this project
Reduce traffic speeds along Orewa Blvd <i>Mentions: 16</i>	<ul style="list-style-type: none"> Make it 30km/hr. Make it 20km/hr. Generally, slow down traffic. 	It is proposed to reduce the speed limit along the Orewa Boulevard to 30kph
	<ul style="list-style-type: none"> Put speed bumps between the two roundabouts. 	Installation of speed bumps to the north of the Riverside Road crossing is beyond the scope of this project.

Feedback Theme	Main Points	Auckland Transport's Responses
Remove through traffic from Orewa Blvd <i>Mentions: 17</i>	<ul style="list-style-type: none"> • Make walking and cycling only. • Only allow local traffic. • Various sections of road suggested for traffic removal. • Reroute through-traffic to Centreway Road. 	Major changes as suggested in the feedback received are beyond the scope of this project.
Make Orewa Blvd one way <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Various sections of road suggested for one-way. • Reroute through-traffic to Centreway Road. 	Major changes as suggested in the feedback received are beyond the scope of this project.
Centreway Rd should be actively encouraged as a bypass route through Orewa <i>Mentions: 14</i>	<ul style="list-style-type: none"> • Should be designated as, and road network designed so it is, the main through-route through Orewa. • Needs to be designed to accommodate increased traffic that will now use it. 	Comments noted. This is beyond the scope of the project. However the comments have been referred to the Traffic Engineering section.
Exits out of side streets onto Hibiscus Coast Hwy should be left turn only <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Ban right turns out of side streets onto Hibiscus coast Highway (Moana Avenue, Tamariki Avenue and Moenui Avenue mentioned most often). 	Beyond the scope of this project. The comments will be referred to the Traffic Engineering section.
Consider movements of large/heavy vehicles <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Major heavy vehicle route make sure design accommodates heavy vehicles. 	The design allows for use of the road by Oversize vehicles.
	<ul style="list-style-type: none"> • Ensure heavy vehicles can still access BP. 	Tracking has been carried out for heavy vehicles, including fuel tankers, for both entry and exit.
	<ul style="list-style-type: none"> • Ensure pedestrian crossings are no higher than 80mm above road surface. 	Raised table crossings will be 75mm high.
	<ul style="list-style-type: none"> • Is road wider enough for heavy vehicles at new pedestrian crossings? 	Yes
Speed limits need to be enforced in Orewa <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Speed limits are currently not enforced well by the police. 	Noted

Other comments



Feedback Theme	Main Points	Auckland Transport's Responses
Construction activities will create unnecessary disruption <i>Mentions: 7</i>	<ul style="list-style-type: none"> Will hurt businesses. Will create traffic congestion. 	Noted. The Physical works contract will require the Contractor to work closely with businesses to minimise the impact of construction activities. The Contractor will be required to ensure that access to businesses shall be maintained at all times.
The upgrades need to be carefully considered, particularly in the wake of COVID-19 <i>Mentions: 21</i>	<ul style="list-style-type: none"> Shouldn't be spending money on this proposal. Instead use money to support businesses. 	The funding for this project is allocated by AT to the Hibiscus and Bays Local Board as part of the Local Board Transport Capital Fund. Any decision to defer spending on this project will rest with the Local Board.
	<ul style="list-style-type: none"> Ensure project is fully funded. Will project still go ahead? 	The reduced AT Local Board Capital Transport funding for Financial Year 2020/21 has resulted in a deferral of construction until sufficient funds are available.
Other suggested projects (often	<ul style="list-style-type: none"> Build a sea wall. 	This is outside AT's area of influence. This request should be referred to Auckland Council.

Feedback Theme	Main Points	Auckland Transport's Responses
considered higher priority than proposal) <i>Mentions: 5</i>	<ul style="list-style-type: none"> Build a walkway along the beach. 	This is outside AT's area of influence. This request should be referred to Auckland Council.
	<ul style="list-style-type: none"> Improve standard of vegetation management. 	Any planting carried out under this project will be maintained by the Contractor for a period of not less than one year from contract completion. Maintenance will then be handed over to Auckland Council Community Facilities.
Other comments directly related to proposal <i>Mentions: 4</i>	<ul style="list-style-type: none"> Change road surface of Hibiscus Coast Highway to a smooth seal (submitter provided a petition). 	The petition has been forwarded to the Designer and to AT Road Maintenance for review.
	<ul style="list-style-type: none"> Parked cars impede vision for vehicles entering Hibiscus Coast Highway from side streets. 	Broken Yellow Lines (BYL's) on Riverside Road and Empire Road will prevent parking and will aid visibility. However, visibility checks are to be carried out.
	<ul style="list-style-type: none"> The design drawing implies the building-side vehicle crossings have priority over the shared path. Both for practical, safety and legal reasons, the design should instead strongly indicate the opposite. 	Comment noted. The crossings on the consultation drawings are shown in different colours to highlight that they are crossings. The surface materials for crossings will be the same as for the west side footpath. Turning vehicles will be expected to exercise caution when turning into crossings, as will pedestrians and cyclists using the shared path.
	<ul style="list-style-type: none"> The south end of the shared path is missing a ramp for riders to go on / off it. 	The path on the west (shop) side of the road will now no longer be a shared path, but will be a wide footpath only.
	<ul style="list-style-type: none"> Please narrow the very wide traffic lanes at the south end to allow the bus stop kerb to be at least 1m distance away from the shared path edge (bus boarder style) rather than having bus passengers step right into a cycle facility. 	The traffic lane width needs to be maintained because of heavy vehicles.. The proposed shared path is 3.5m wide which will provide ample space for both cyclists and pedestrians. Cyclists are also expected to exercise due caution when using the shared path. With the inter-city buses now operating from the Hibiscus Coast bus station at Silverdale this parking area will not be used by buses.
	<ul style="list-style-type: none"> Existing plantings are flat beds and are often run over by vehicles and the plants destroyed. Please use a different form of planting for the new boulevard improvements. 	Comment noted. This has been addressed in the detailed design.
<ul style="list-style-type: none"> Repaint exiting shared paths in town. 	This has been referred to AT Road Maintenance	
Other comments not directly related to proposal	<ul style="list-style-type: none"> The cycle lane on Hibiscus Coast Highway near Marine View needs to be protected with concrete separators - flexi posts will get damaged and ignored - no protection will lead to this area being regularly used for illegal parking. 	Outside the scope of this project – this has been referred to AT Road Maintenance

Feedback Theme	Main Points	Auckland Transport's Responses
<i>Mentions: 2</i>	<ul style="list-style-type: none"> • Get rid of Telecom inspection plates, quite a number of them (they rattle the bones). 	This is not in AT's control. Please refer the query to Chorus.

Key interest groups

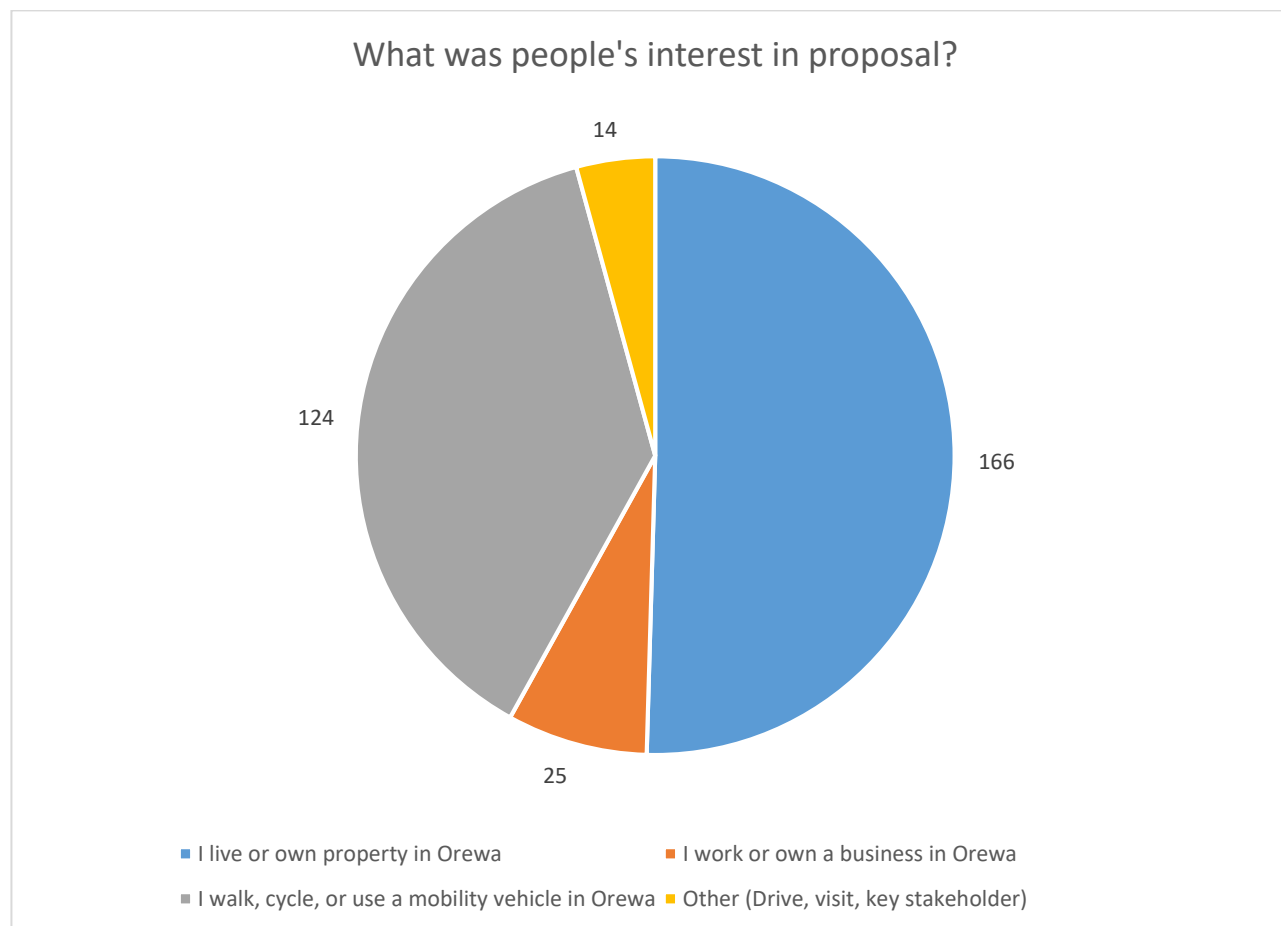
The following key interest groups/organisations provided feedback on the proposal. For a copy of their submission please refer to [Attachment 3](#). For more information on the public's interest in the proposal please refer to the section below.

- Bike Auckland
- NZ Heavy Haulage Association
- Destination Orewa Beach
- Living Streets Aotearoa

Peoples interest in the proposal and feedback by interest group

We received public feedback on the proposal from 205 people and organisations.

- The graph below shows peoples/submitters interest in the proposal*.
- The graphs on the following pages show the themes that were most mentioned for each interest group*.

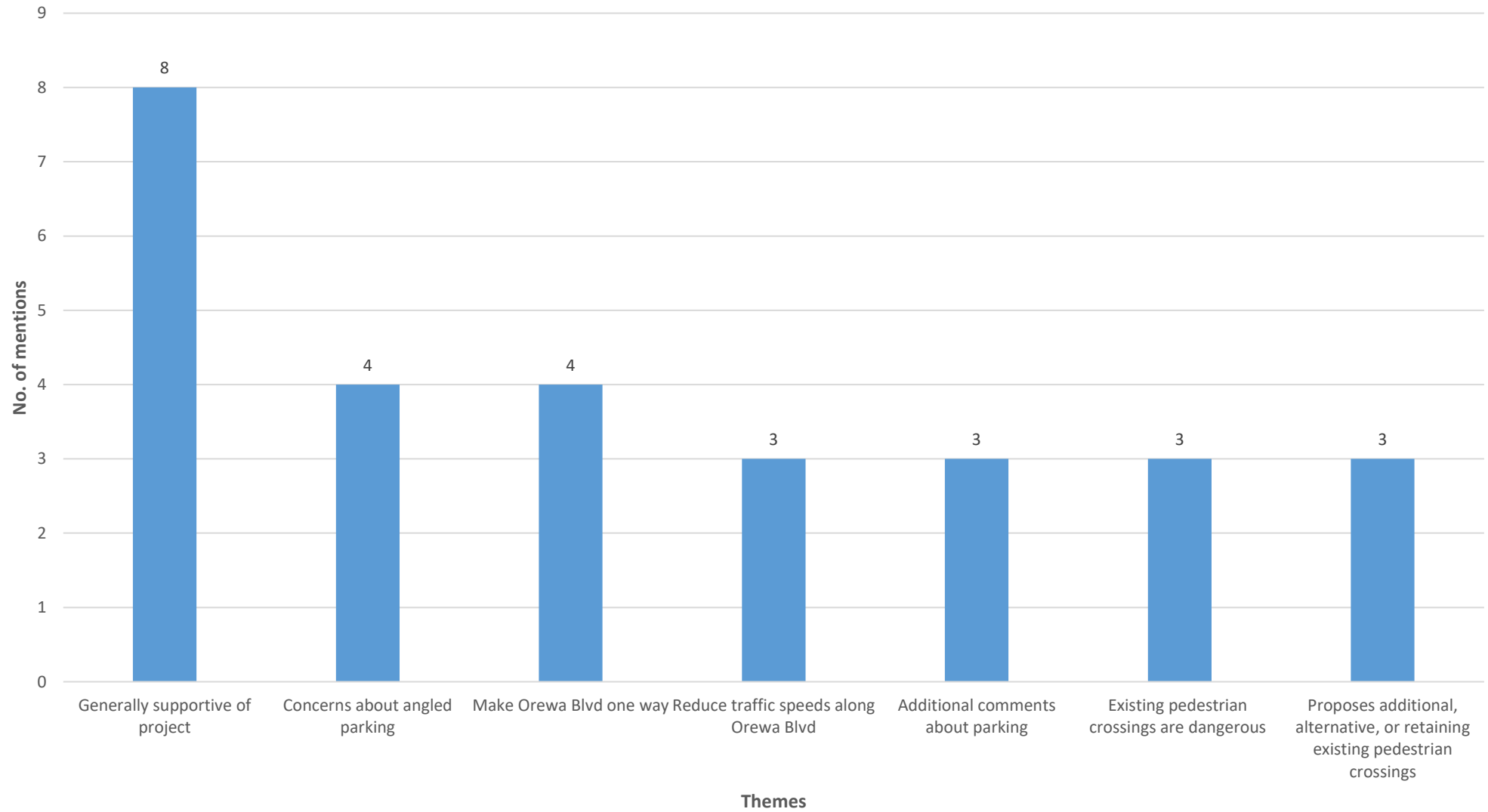


*Multiple Counts

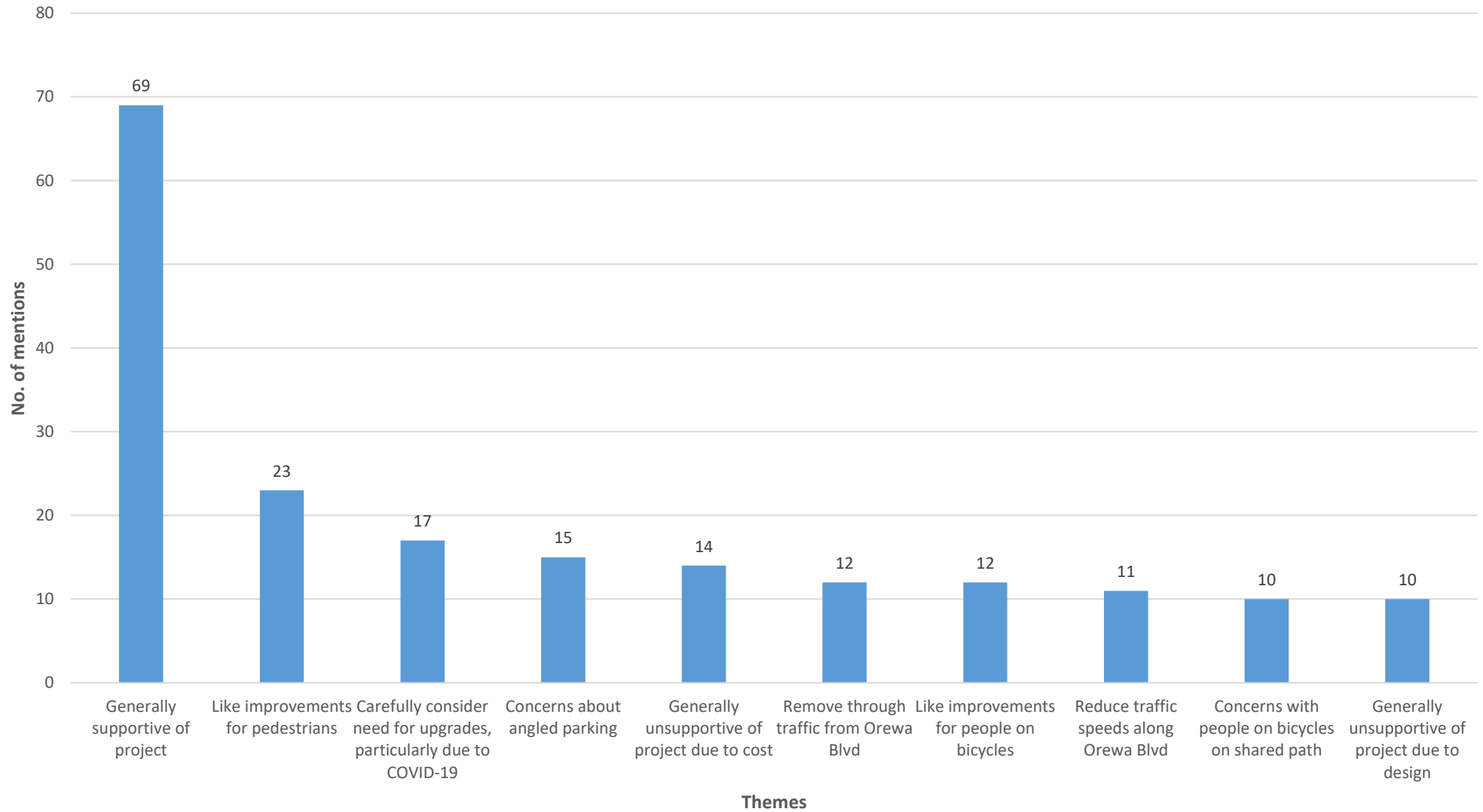
Respondents could select more than one interest in the proposal. For example, someone may have selected 'I work or own a business in Orewa' and 'I live in or own property in Orewa'. This means:

- The total number for people's interest in the proposal (graph to the left) adds to more than 205.
- With regard to the graphs on the pages that follow, which show the themes that were most mentioned for each interest group. If someone selected their interest in the proposal as 'I work or own a business in Orewa' and 'I live in or own property in Orewa' then any theme this person contributed to would be counted as a mention on the graph for 'I work or own a business in Orewa' and 'I live in or own property in Orewa'.
- The multiple counts described in the bullets above only apply to this section of the report i.e. multiple counts related to interest groups do not affect the previous sections of this report.

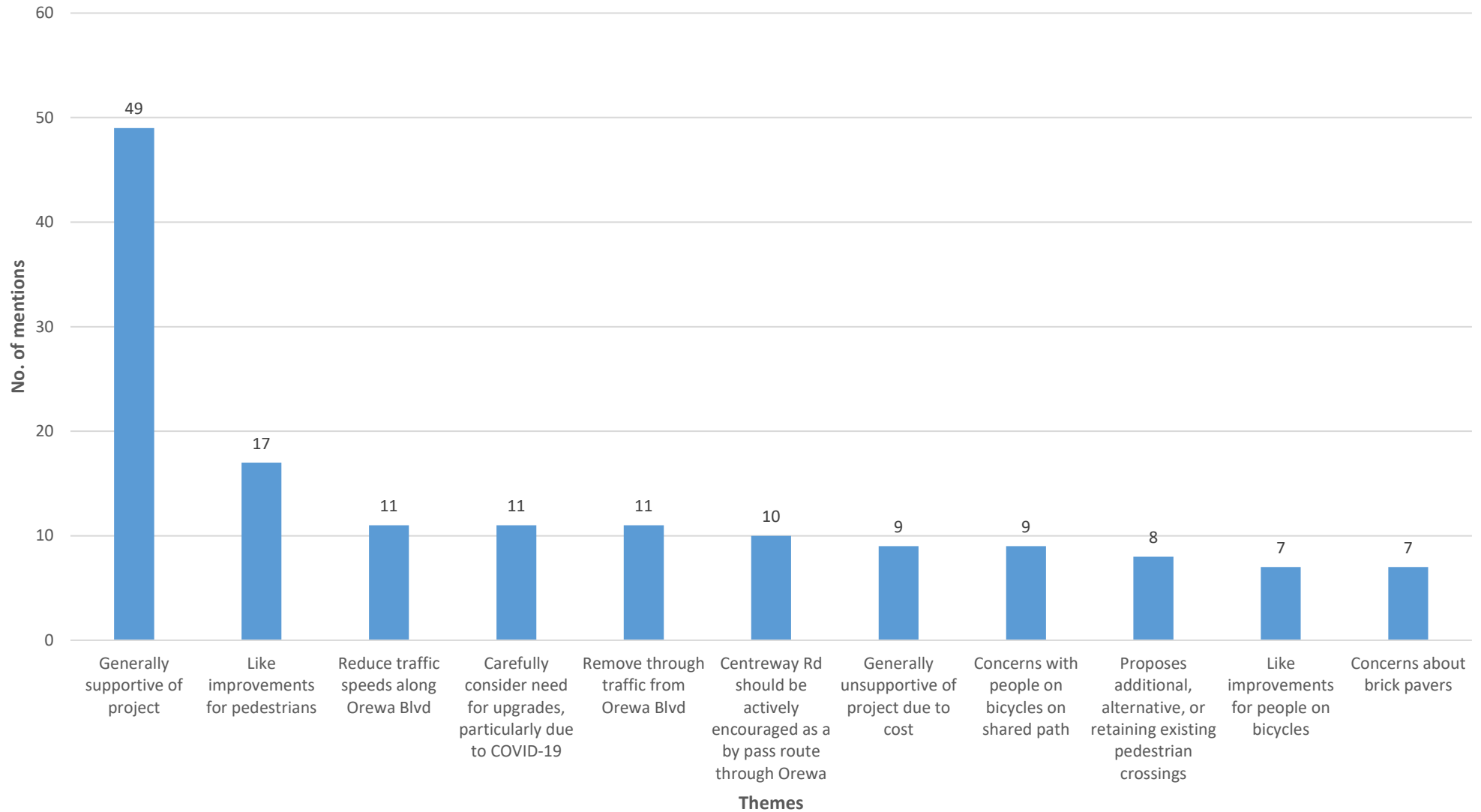
I work or own a business in Orewa - Most mentioned themes (at least 3 mentions)



I live in or own property in Orewa - Most mentioned themes



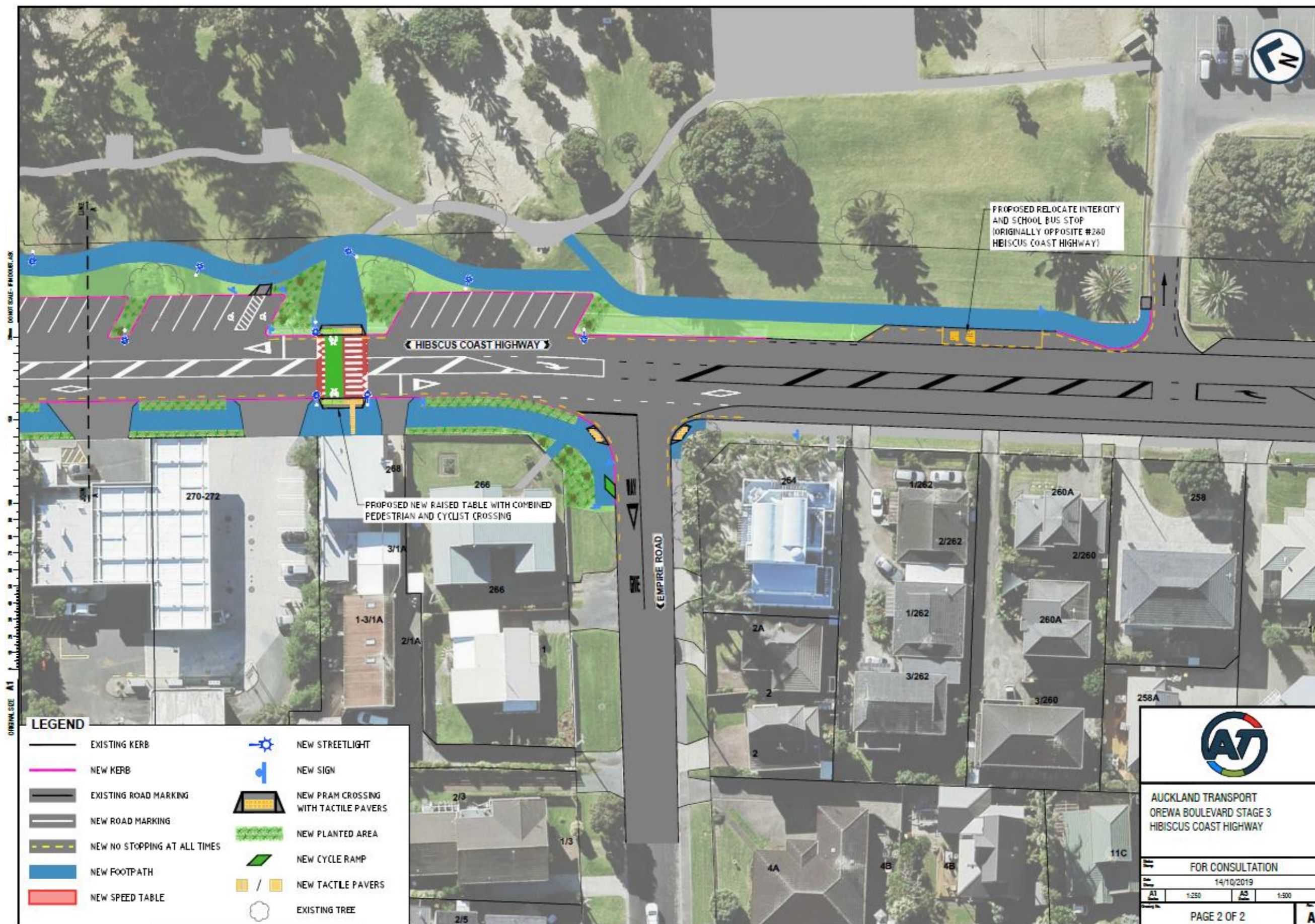
I walk, cycle, or use a mobility vehicle in Orewa - Most mentioned themes



Attachment 1: Designs released for public feedback







Attachment 2: Feedback form

Feedback form

Orewa Boulevard & town centre safety improvements



Please complete this freepost form and return it to us by **Monday 22 June 2020**.

Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](https://www.aucklandtransport.govt.nz/haveyoursay)

If you have difficulty completing the form, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

If your comment relates to a specific location, please be sure to state where. You are welcome to attach additional pages (or feedback online) if you need more space to provide feedback.

Do you have any feedback on the changes proposed to Orewa Boulevard?

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Do you have any feedback on the safety improvements proposed in Orewa town centre?

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PERSONAL INFORMATION

Name

Business/Organisation

Street address

Suburb

City/Town Post code

Email address Phone number

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project. The following information is for statistics purposes only, and does not affect your feedback.

PRIVACY: AT is committed to protecting our customers' personal information.

What best describes your interest in this proposal?

(please tick all that apply)

- I live or own property in Orewa
- I work or own a business in Orewa
- I walk or cycle in Orewa
- Other *(please specify)*

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How did you first hear about this project?

(please tick all that apply)

- Information posted/emailed to me
- Auckland Transport website
- Word of mouth
- Other *(please state)*

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Attachment 3: Feedback from key interest groups

Auckland Transport responses in red font below.

Bike Auckland

Bike Auckland in general supports the changes, particularly the raised table crossings. However, we have concerns regarding the shared paths, which are limited in functionality, and of even more limited use in a pedestrian-heavy area. Riders on footpaths are a concern for walkers, particularly the elderly.

Overall, it would be better to not provide a cycle facility on both sides, but instead concentrate on providing a much safer, separated (cycle only) facility on only one side (likely the sea side). The below comments therefore apply only if this is not changed:

Noted. However there is insufficient width in the road reserve to provide a separate footpath and cycle lane.

- the shared path on the seaside should be much less "wiggly". Otherwise, it is of much less use, and both pedestrians and cyclists will weave across the path to reduce the annoying sideways detours, making it very unpredictable where a person might walk, leading to risks of riders hitting a pedestrian from the rear.

The "wiggly nature of the shared path has been necessitated by the need to by-pass root zones of the large trees. It is expected that cyclists should exercise caution when using the path.

- to be more beneficial than this extremely short section, the shared path needs to extend beyond at least the roundabout to the north. This section will be ridden on anyway, as riders will not simply stop using a (nearly as wide) path that continues north simply because it legally becomes a footpath again. So please widen and appropriately sign it so riders can continue a bit longer. Short sections of shared paths leading to nowhere much can be improved by being linked up further...

The budget is currently constrained. However this could be reviewed if and when additional budget becomes available

- the design drawing implies the building-side vehicle crossings have priority over the shared path. Both for practical, safety and legal reasons, the design should instead strongly indicate the opposite. This needs to be made part a key of the design to slow down crossing traffic, whereas this drawing implies (even for the designers of the next project stage) vehicle priority.

The crossings on the consultation drawings are shown in different colours to highlight that they are crossings. The surface materials for crossings will be the same as for the west side footpath. Turning vehicles will be expected to exercise caution when turning into crossings, as will pedestrians and cyclists using the shared path.

- The south end of the shared path is missing a ramp for riders to go on / off it.

This has now been added to the design drawings

- Please narrow the very wide traffic lanes at the south end to allow the bus stop kerb to be at least 1m distance away from the shared path edge (bus boarder style) rather than having bus passengers step right into a cycle facility.

Following further consultation with AT Metro and bus operators, the parking area on at the south end (East side of road) will remain as a parking area, not a bus stop.

- Please traffic calm (ideally place a raised table across) the car park one-way entry at the south end of the shared path.

Traffic entering the carpark at this location will already be travelling at a reduced speed, and the cost of an additional speed table in this case cannot be justified.

NZ Heavy Haulage Association

Orewa Boulevard is the main route for oversize loads that travel between Auckland and Northland. The changes proposed need to make sure that the oversize route through here is preserved.

Comment noted. The design takes into account the requirements for an oversize route.

The raised pedestrian crossings need to be designed to cater for over dimension loads - they must be no more than 80mm in height above the road surface and have a gentle slope.

The height of the tables will be 75mm

Any lights/signage on the side of the road must not restrict over dimension loads from travelling.

Noted and actioned in design

Therefore, we request that plans of the detailed design of the physical changes to implement these changes be consulted with the NZ Heavy Haulage Association.

Noted

Destination Orewa Beach

My only comment is regarding location of the school bus stop to outside the police station in Riverside road. Is this safe with police car and visitor car movements in and out

Following consultation with AT Metro and bus operators, a bus stop at this location is no longer required.

Living Streets Aotearoa

Looks ok. Can the shared path be wider?

Widening the shared path on the eastern (beach) side of the road is not possible. This would increase the waviness of the path due to the construction having to avoid root zones of trees.