

Public consultation/feedback report

Maioro Street Dynamic Lanes and Safety Improvements



Model impression of dynamic lanes on Maioro Street, view towards the West

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Summary

The proposal included installation of Dynamic Lanes on Maioro Street to include a peak direction bus lane, and safety improvements including intersection upgrades and signalised crossings. We consulted on this proposal from 26 April to 20 May 2022 and received 220 submissions.

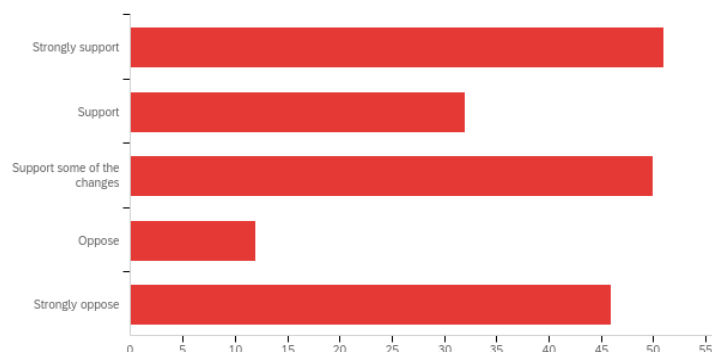
Key themes in feedback

Overall there is both support and opposition for the proposed changes. 43.45% Support or strongly support the changes, 26.18% support some of the changes and 30.36% oppose or strongly oppose the changes. Whilst there is more support than opposition to the proposal, we are taking the time to investigate some of the changes suggested.

Key themes are:

- The changes to the New Windsor intersection had the most support, followed by the proposed signalised crossing on Maioro Street, both these elements had approx. 60% of respondents supporting or strongly supporting the proposed changes.
- 44.9% supported the dynamic lanes and 35.71% opposed the lanes, many suggested changes to the proposal
- Changes to the proposal included suggestions that the design should cater less for cars, and have a stronger alignment with climate change outcomes, including reducing emissions, inclusion of cycle infrastructure improvements, and mode share shift. There was support for the introduction of bus lanes.
- Some submissions suggested including T2 or T3 in the bus lane to encourage carpooling
- Many residents along the project area opposed the proposed no right turn, and no median strip in peak hours

There has been a large amount of feedback provided through the survey and emails, and feedback from residents has also been heard in person at the public information sessions held in May.



Graph showing overall feedback on the proposed changes in %

Next steps

Although this proposal has received strong overall support, AT has received a large number of suggestions for design change. We are investigating the potential of some of the design changes to test their feasibility and potential to incorporate into this project, whilst still achieving the desired outcomes of improved public transport experience and pedestrian connections.

Once AT has investigated the options and reviewed the proposal, we will engage with the community around any changes to the design.

Background

What are we seeking feedback on?

Maioro Street has a high volume of traffic and 16 buses an hour in peak direction during peak hours. Widening the road to ease congestion is not an option due to restricted space and high costs. Auckland Transport is planning to create a Dynamic Lane within the existing road width that will operate during peak hours and coincide with the peak hour bus lanes.



Model impression of dynamic lanes on Maioro Street, view towards the West

The proposed Dynamic Lanes will see five lanes operate during peak travel periods that consist of two vehicle lanes in each direction and a dedicated bus lane. During the off-peak periods, the road will return to two vehicle lanes and a central medium strip.

The Dynamic Lane system uses overhead signs, and LED lights embedded into the road surface to mark traffic lanes instead of painted lines, to create temporary lane direction changes during heavy congestion and to ensure better traffic flow. You may have seen these in operation on the Auckland Harbour Bridge, Panmure Bridge, Redoubt Road or Whangaparaoa Road.

We are proposing to:

- Install Dynamic Lanes along Maioro Street to improve traffic flow in peak hours, including a bus lane
- Make safety improvements to the New Windsor Road / Maioro Street intersection, including a raised table and an additional signalised pedestrian crossing

- Install a signalised crossing halfway along Maioro Street to enable people to cross safely and reach their bus stops
- Side roads of Roseville Street, Cordelia Place and Rosamund Ave will have intersection improvements, and there will be No Right Turn in or out of these roads during peak hours.

See attachment 1 at the end of this report for cross-sections, and simple maps. The design plans are available <https://at.govt.nz/projects-roadworks/dynamic-lanes/maioro-street-dynamic-lanes-and-safety-improvements/Consultation>

We consulted on the proposed dynamic lanes and safety improvements from 26 April to 20 May 2022.

What we asked you

We asked the community to review the proposed changes and to tell us whether they supported or opposed different elements of the design, and for feedback around the proposed changes.

Activities to raise awareness

To let you know about our consultation, we:

- mailed brochures to 2500 property owners and residents in the neighbourhood closest to Maioro Street
- hand-delivered brochures to school, shops, and some residents
- distributed information to local bus users through the AT Mobile App
- set up a project webpage and an online feedback form on our website
- posted information on social media, geo tagged to all local suburbs, leading people to the webpage, online survey, and information about the public information sessions
- placed an advertisement in The Blockhouse Bay Beacon newsletter with a distribution of 25,000 homes in the local area
- distributed the information via email to key stakeholders and organisations
- held two public information sessions, with approximately 70 attendees

How people provided feedback

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or send an email to the address ATEngagement@at.govt.nz included in the brochure. People were also invited to drop into a public information session and talk to the project team.

Your feedback

Overview

We received public feedback on the proposal from 220 submitters.

- 209 of these were submitted online, (this number includes forms that were submitted at the information sessions and were data entered online) and 11 were submitted via email.
- We invited key stakeholder groups to also provide feedback, and we heard from the emergency services, AA, Bike Auckland, Transporting NZ and Heavy Haulage.

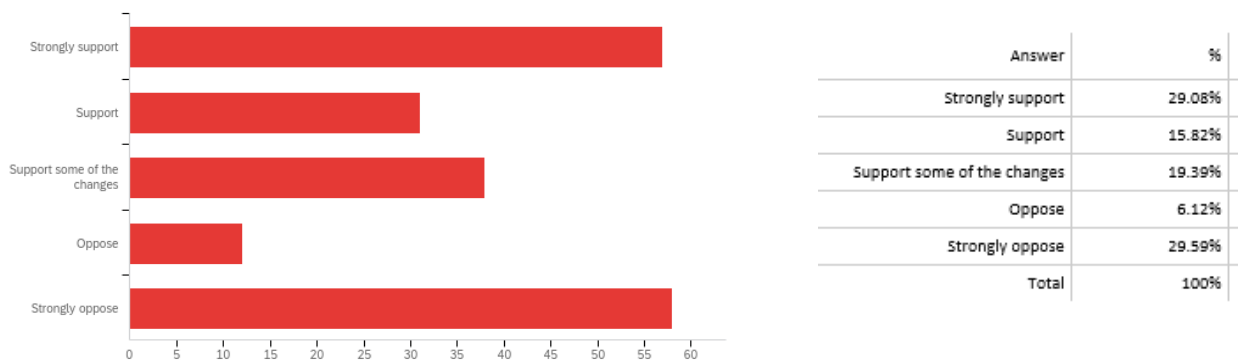
We also received informal feedback from local residents and business owners at the two information sessions. Suggestions from this feedback have been included in the list of [design suggestions](#).

Themes in feedback / comments

We have analysed the public feedback to identify key themes, grouped by major features of the proposal, as follows:

- Dynamic lanes
- Changes to New Windsor Road and Maioro Street Intersection
- The proposed signalised crossing on Maioro Street
- The changes to Rosamund Ave
- The changes to Roseville Street and Cordelia Place
- Overall proposed changes

Dynamic Lanes



Do you support the changes regarding dynamic lanes on Maioro Street?

Responses from online survey

Overall 44.9% of those who gave feedback online either supported or strongly supported the proposal. 19.82% supported some of the changes, and 35.71% opposed or strongly opposed the changes.

Most people who participated in the survey contributed thoughts or comments on the proposed changes and these have been collated into:

- General support of the proposal (41 Comments)
- Not in favour of the proposal (33 Comments)
- Raising concern about restricting right turn movements, or removal of median strip in peak times (29 Comments)
- Suggesting changes or improvements to the proposal (43 Comments)
- Concerns about driver behaviour, (speed, red light running) (5 comments) *These have been also referred through to the NZ Police.*
- Concerns raised about issues outside each end of the proposed project area (4 Comments)



Diagram of the proposed dynamic lanes on Maioro Street in peak hours

Support for the proposed dynamic lanes included thoughts around how this would improve bus journey time and experience and make use of the current road width to enhance the flow.

“Love the creative thinking and use of technology. It’s also great to see the raised intersection.”

“Improves bus flow and avoids need for lane switching for drivers who get stuck behind buses at stops.”

“Providing priority for buses is important to me. I use Public Transport for most of my travel in and across Auckland. I have lived in this area for more than 50 years. I have seen all the changes over the years. Dynamic lanes sound like a great opportunity to increase and improve bus capacity without widening the road.”

“After living in cities that regularly make use of these during rush hour traffic it makes a big difference.”

Other submitters were not in favour of the proposal and did not support the idea of dynamic lanes

“I can understand why Dynamic lanes seem like a good idea, however, they will create more of an issue and make the road less safe in this instance. The only thing that dynamic lanes would seem to do in this instance is to move the traffic issue towards the end of Maioro as there would still be bottle necks on New Windsor Road and Tiverton Street.”

“These proposals will cause further traffic to everyone within the neighbourhood and have not considered any of the residents who actually live in the area.”

“Extremely unnecessary. Traffic flows sufficiently as is and installing these adjustments will likely contribute to more accidents with people not being aware of the lanes or in the incorrect lanes coming off the motorway and forcing their way across people or into gaps contributing to more road rage situations.”



Model impression of dynamic lanes on Maioro Street, at Rosamund Ave Intersection, evening peak, view towards SH20

No right turn and no median strip during peak hours

The most common issues raised, particularly of residents on Maioro Street, or on one of the side streets connecting to Maioro Street, is the loss of a median strip during peak hours, and the restriction of no right turns in and out of side streets.

Whilst residents on Maioro Street would still be allowed to make right turns in and out of their driveways at all times, the loss of the median strip during peak hours was raised as a concern, as this provides them space and opportunity to make the turn in heavy traffic.

Residents who either lived on one of the side streets, or frequently access the side streets during their travel, raised concerns about how this would impact their daily journeys, adding travel time to their trips.

As a resident on Maioro street, having these dynamic lanes make it extremely difficult for residents to turn out of their driveways. This plan completely disregards the residents who live on this street, this plan may be convenient for those who only past this street, on route but for other who live here, who almost always rely on the flush median in the middle, it makes it incredibly hard.

I live off Rosamund Ave and the right turn ban during peak hours will heavily affect those of us who live in these streets as having to go around will add a good 20 mins extra to our travel time, and just in general congest Maioro St even more than it already is.

The median is necessary for residents on this road to go home, the only way we can drive our vehicles back home during the busy times. How are we going to wait for a gap among the busy traffic if the median lane is removed?

Suggested changes to the dynamic lane proposal

The consultation feedback included submissions that acknowledged that change was needed on Maioro Street, but that the proposal should consider other elements. There was support bus priority but wanted AT to go further with enabling other modes, to address change for climate change and for road safety outcomes.

Suggestions included:

- T2/T3 to be included in the bus lanes
- Changing the layout to one lane instead of two in off peak direction, leaving space for cycle lanes
- Reduction in vehicle lanes to be considered in favour of active modes, such as protected cycle ways, and improved facilities for walking and micro mobility
- More measures to be taken to reduce the number of vehicles – reducing carbon emissions and improving road safety outcomes, the current proposal retains four vehicle lanes at all times
- Improvements to the shared path, along each side of Maioro Street, which is often compromised by signage or rubbish bins, and vehicle crossings. Concerns that gantries, pedestrian crossing poles and signage will further impact on the paths' width.

Comments included:

I doubt the need for two lanes in the off-peak direction. Better would be to have one lane in the off-peak direction, which would free up space for protected cycleway. Shared paths are not fit for purpose.

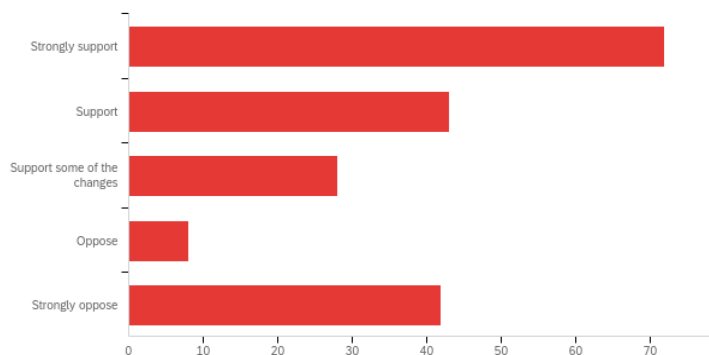
As a 24R and 24B user, I really appreciate the idea of bus priority being given at peak times as I think this will make a bus a more appealing option. Four lanes of traffic still seems very high though, and challenging and unpleasant for pedestrians and cyclists given that the footpaths are narrow and often blocked by rubbish bins etc.

I support including a bus lane in the dynamic lane proposal as this will improve bus travel times and encourage mode shift. I do not support the retention of four lanes for general traffic however, as this will continue to encourage auto dependence and will contribute to further vehicle emissions. I would encourage the removal of one lane in the off peak direction to enable the inclusion of protected bike lanes.

The feedback received is being considered as the project team investigate the feasibility of some of these suggestions, Options being considered will have to meet the outcomes of improved public transport experience and pedestrian connections.

Once AT has investigated the options and made changes to the proposal, we will engage with the community around any proposed design changes.

New Windsor / Maioro intersection improvements



Answer	%
Strongly support	37.31%
Support	22.28%
Support some of the changes	14.51%
Oppose	4.15%
Strongly oppose	21.76%
Total	100%

Do you support the changes to New Windsor Road and Maioro Street Intersection?

Responses from online survey

Overall the changes at this intersection were one of the two **most supported elements of the project**. 59.59% of respondents either supported or strongly supported these changes, 25.91% opposed or strongly opposed. Many of the submissions cited the safety of the school children and of pedestrians as of great importance to them. There was support for addition of the missing crossing leg, the speed table, the pedestrian fence, removal of slip lane, and improvements to the width of footpath.

We received 48 comments in favour of the changes, 18 comments not in favour of changes, 19 comments with suggestions, and 13 comments about the changes to the car parking by the shops.

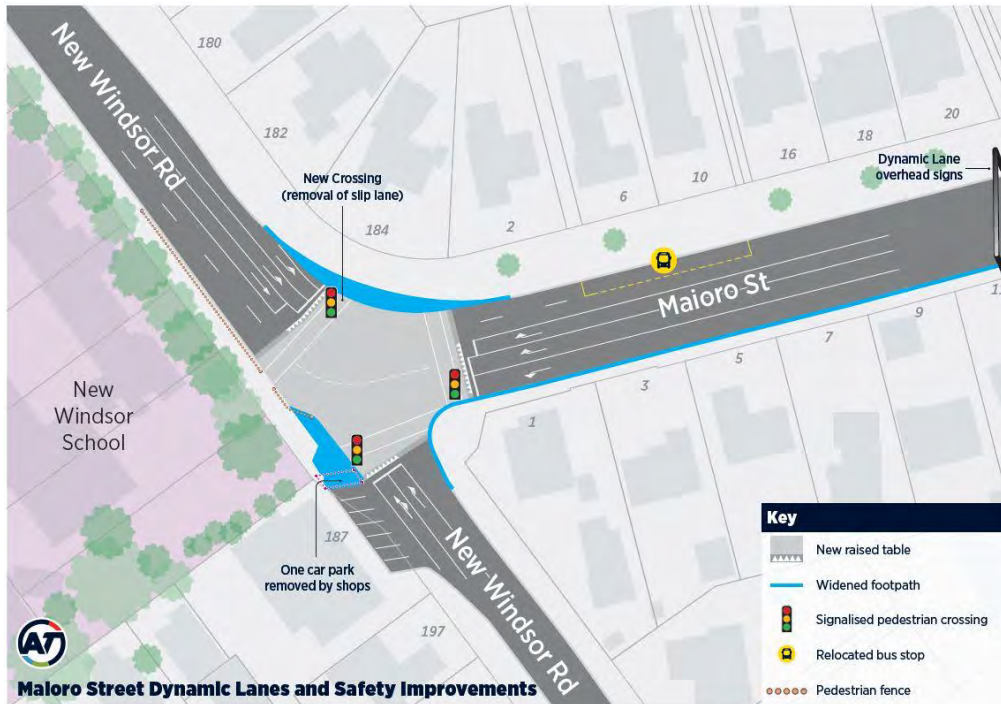


Diagram of the proposed changes to New Windsor Road Intersection

Supporting comments included:

I agree strongly with all of the proposed changes, and hope that these will not be compromised on. This is a terrifying intersection to use in the morning and evenings. It's good to see the slip lane gone, and increase the width of the footpath.

Great to see the slip lane going and encouraging to see your willingness to drop a car park in favour of a better pedestrian experience.

I like the improvements for pedestrian safety. There are a lot of kids in the area, so making things safer for them to get to and from school or the shops for family errands is great.

Those not in favour of the changes, expressed concern about congestion, removing the slip lane (slowing traffic on the corner) and the raised table. Some thought that the pedestrian facilities in the area were already adequate.

Opposing comments included

Slowing traffic unnecessary can only add to congestion

raised tables do not keep Auckland moving, neither does removing a slip lane

The location does not need a raised intersection or signaled pedestrian crossing. The existing situation is sufficient for pedestrians to cross the road. Traffic already has to drive at a safe speed through the intersection, and slow down as turning the corner at the lights. This would not make pedestrians any safer than already are.

Suggested changes made in the feedback include

- Including crossing facilities/options for cyclists and other modes

- Improving the pedestrian fence to a more robust option
- Reducing the width of the intersection or changing the alignment to keep the 1x car park
- Ensuring the phasing optimises the throughput of traffic and is safe for pedestrians
- Not installing a speed table at this intersection

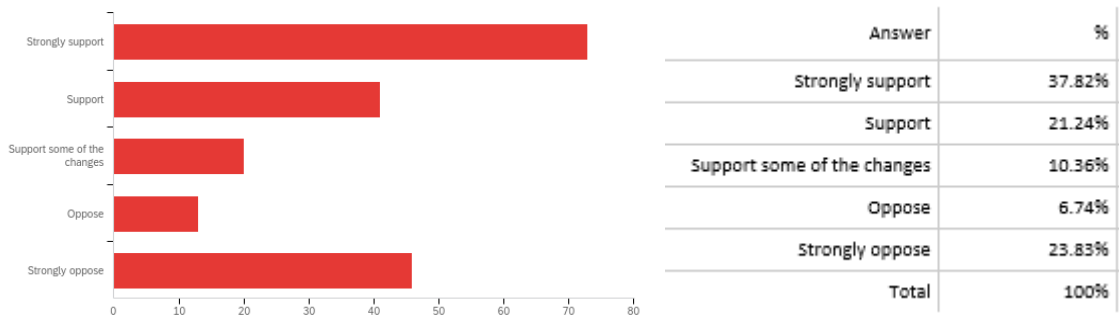
The feedback received is being considered as the project team investigate the feasibility of some of these suggestions, Options being considered will have to meet the outcomes of improved public transport experience and pedestrian connections.

Once AT has investigated the options and made changes to the proposal, we will engage with the community around any design changes to the design.



Model impression of the signalised crossing outside numbers 65-68, Roseville Street to the East

Mid-point signalised crossing on Maioro Street



Do you support the proposed signalised crossing on Maioro Street?

Responses from online survey

This element was the **second most supported element** of the proposal, with 59.06% support/strongly support and 30.57% opposing or strongly opposing. There were 49 written responses in support of the crossing, 28 opposing the crossing, and 29 comments with suggested changes.

Many of the comments from those in support comment on the need for a safe crossing facility along this road, to connect the community and to keep people safe. They note there is currently no crossing facility on this road. A resident commented that this crossing and the improvements at New Windsor Intersection would make him feel safer about sending his children to school or to the local shops. There were also comments supporting the crossing being on a speed table, to slow traffic and to make it safer for pedestrians and other shared path users.

About time. Seen too many near misses of pedestrians crossing once they get off the bus or crossing to catch the bus on the opposite side.

I have been wanting this for years, after almost getting hit by a car on multiple occasions when trying to cross the road here. Fully support this.

Yes - a key missing pedestrian link. Like the raised table, will make the whole street safer

Preference was raised for the crossing to have a smart function that would cancel the call button if the pedestrian walked away or crossed before the green man. This would prevent the traffic being stopped for no one to cross.

Concerns raised by those who did not support the crossing included the potential that the crossing may increase congestion, slow traffic, and create noise/vibration from the speed table. Some thought that the pedestrian crossings at each end of Maioro Street were close enough for people to access, without the need for another crossing.

Maioro Street is a very busy street. Putting a crossing signal will make this traffic even worse. The other concern from us is that this will increase the level of noise at our house.

It is not far to the crossings at either end. This is not necessary and will just restrict traffic creating more traffic jams.

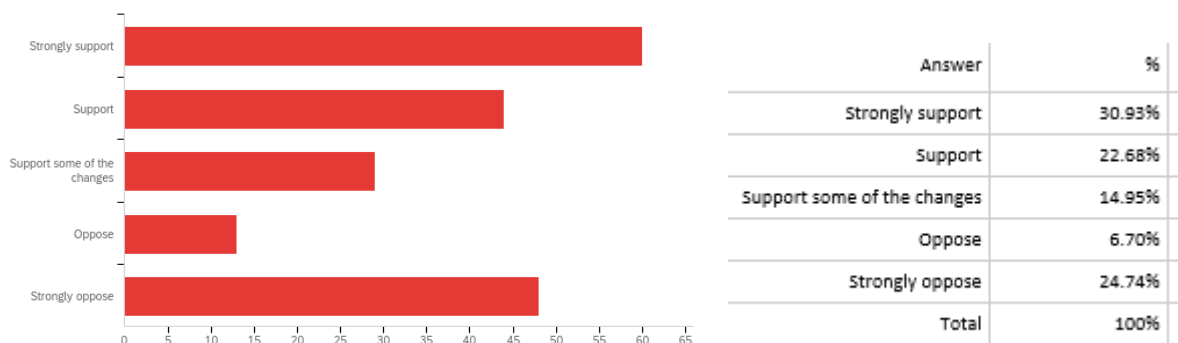
Some submissions suggested changes to the proposed design including

- Moving the crossing to the corner of Rosamund Ave, and installing a set of traffic lights to facilitate right turns for traffic also (7 Comments)
- Moving the crossing to be located in front of number 67 Maioro
- Changing the crossing to an overbridge or underpass rather than disrupting traffic
- Installing the crossing without the speed table
- Including a cycle crossing leg/option
- Painting the table red, to further highlight this facility
- Concerns that the design and the installation of the signal poles do not further impede the width of the shared paths

The feedback received is being considered as the project team investigate the feasibility of some of these suggestions, Options being considered will have to meet the outcomes of improved public transport experience and pedestrian connections.

Once AT has investigated the options and made changes to the proposal, we will engage with the community around any design changes to the design.

Rosamund Avenue proposed changes



Do you support the changes to Rosamund Ave Intersection?

Responses from online survey

The key changes at this intersection include

- A Raised pedestrian table (a speed bump that is flat and wide) at entrance of street, and increased footpath width at corners
- No Right Turn in and out of the street during peak hours
- No Parking restrictions approaching the intersection on either side of Rosamund Ave
- A LED sign will show a No Right Turn symbol, and the lane directions during peak times

The feedback for this part of the proposal had 53.61% in support or strong support of the changes, with 31.44% opposed or strongly opposed. There were 25 supporting comments, 40 opposing comments and 24 comments suggesting changes.



Diagram of proposed changes to Rosamund Avenue, includes the proposed signalised crossing

The submissions which supporting the changes, were in favour of the increased safety for pedestrians and other shared path users, the slowing of traffic on the corner and the better visibility provided by the installation of no parking lines. Many commented that they felt it was unsafe to turn right at this intersection in peak times currently, and so they supported this change.

Would definitely make pedestrians safer. No right turn is definitely needed, too dangerous to try cross even at off peak times usually anyway

This road is so heavily geared to car movement, people fly into these side streets with pedestrians as an afterthought. I feel I've witnessed so many near-misses. Therefore I strongly support any design changes that would limit the speed with, which people enter these side streets.

Although a few locals will be put out by these changes potentially this is a price to pay for safety and making Maoro street work better.

However submissions were also received from those who were not in favour of these changes, especially those who will have their personal journey disrupted by the no right turn. Alternative routes for those living on Rosamund are lengthier in time and distance, and some of the residents who live on Maoro Street currently use Rosamund Ave when they cannot turn right out of their driveway. Others do not like the proposed speed bumps, concerned that they will slow traffic and cause noise or vibration.

I live on Maoro Street and I currently turn left out of my driveway and then turn right into Rosamund, as I cannot turn right safely currently from my driveway. This part of the scheme makes it difficult for me to find a route to Blockhouse bay direction.

I would support the raised crossing but not the no right hand turn. Here you are again saying that there should be no right hand turn from this street during peak hours, what about all the residents who will need to turn right out of their properties towards SH20 to get towards the city at peak times? They will create the same safety risk without the median strip. This proposal does not seem to have been thought through from a resident's point of view, only from a person driving on the street.

Some of the suggested changes include:

- Allowing the right turn in and out of the street
- Making the no right turn permanent, both on and off peak with infrastructure changes to prevent right turns
- Signalising the intersection of Maioro and Rosamund
- Extending the no parking restrictions all the way down one side of Rosamund Ave
- Removing the pedestrian table from the design or setting it further back in Rosamund Ave
- Prioritising shared path users by making the pedestrian table, a formal pedestrian crossing

The feedback received is being considered as the project team investigate the feasibility of some of these suggestions, Options being considered will have to meet the outcomes of improved public transport experience and pedestrian connections.

Once AT has investigated the options and made changes to the proposal, we will engage with the community around any design changes to the design.

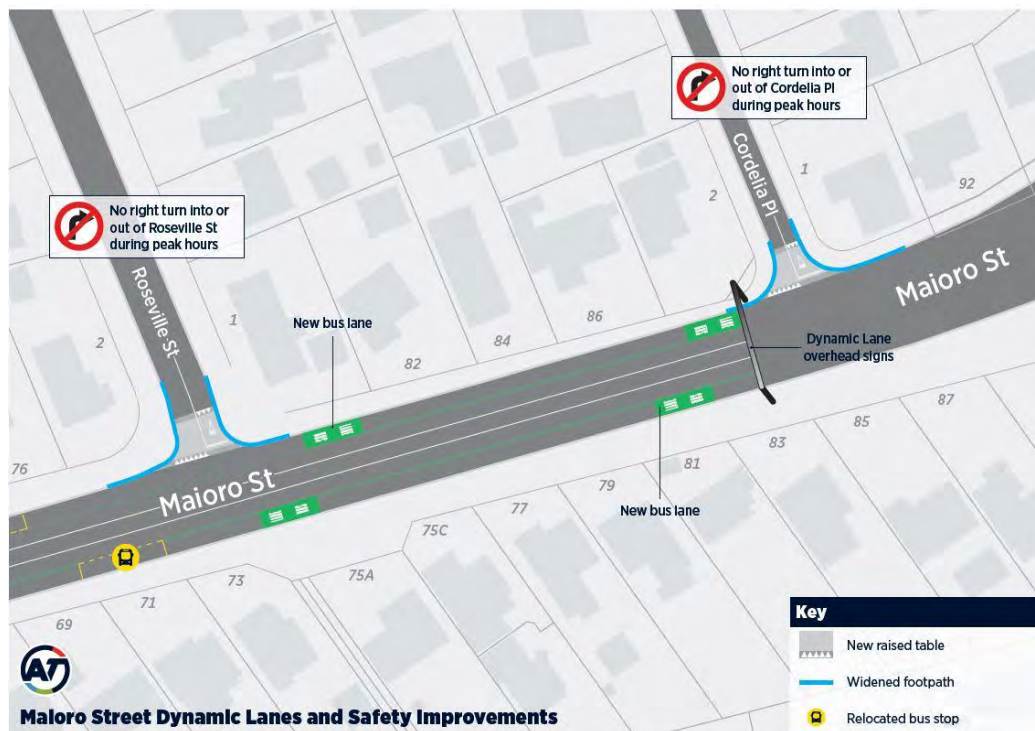
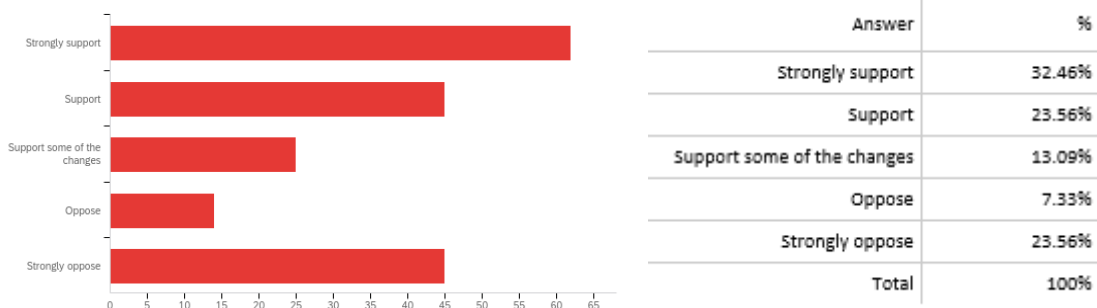


Diagram of the proposed changes to Cordelia Place and Roseville Street

Cordelia Place and Roseville Street proposed changes



Do you support the changes to Roseville Street and Cordelia Place Intersections?
Responses from online survey

The key changes at these intersections include

- A Raised pedestrian table at entrance of street, and increased footpath width at corners
- No Right Turn in and out of the street during peak hours
- A LED sign will show a No Right Turn symbol, and the lane directions during peak times

There were 21 comments in general support of the changes, 33 not in favour of the changes, and 20 comments with suggestions for changes to the proposal. Some of those in favour of the proposal reasoned that the safety provided by the raised tables and the no right turn outweighed the disadvantages of having to choose a different route. Some explained they already did not turn right there during peak hours.

I support the raised table and increased footpath width. Both these will make it safer and easier for cyclists and pedestrians

This will be important for safety but likely could mean those who live there may have to choose a different route

Some residents in this part of the project area had concerns about vibrations and noise already caused by heavy vehicles and buses, and are concerned that these changes could add to the vibrations and noise they already experience. Others expressed concern about the inconvenience that could be caused for residents who currently make right turns, and concern that these changes may increase the level of traffic on back streets.

Even though this change increases the safety at Roseville Street and Cordelia Place, I am not sure about the change at Cordelia Street. I don't know how easy or difficult it will be for the residents of Cordelia Place get into their street with this restriction.

We have concerns about the noise and vibrations already in the street. This is our key concern, we have been here for many years, and the traffic in recent years is causing vibrations in our home.

I dislike raised tables, I find them to be more hazardous than helpful as I'm dividing my attention between the table and the upcoming traffic

Some submissions came in with thoughts around modifying the proposal

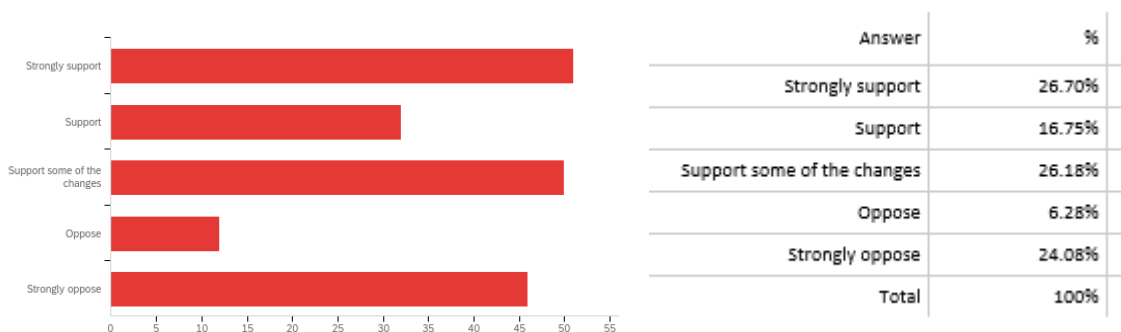
Some of the suggested changes include:

- Extending no parking restrictions down the entrance to the side streets to allow more visibility
- Formalising the speed table into a pedestrian crossing
- Keeping the right turn, – but no speed table
- Keep the speed table, but allowing right turns in peak
- Move the speed table further down Roseville, around number 7
- Adding the speed table treatment to Laburnum and Netherton exits onto Richardson Road

The feedback received is being considered as the project team investigate the feasibility of some of these suggestions, Options being considered will have to meet the outcomes of improved public transport experience and pedestrian connections.

Once AT has investigated the options and made changes to the proposal, we will engage with the community around any design changes to the design.

Overall feedback on the proposed changes



Rank your overall support of the proposed changes for Maioro Street
Responses from online survey

Overall there is both support and opposition for the proposed changes. 43.45% Support or strongly support the changes, 26.18% support some of the changes and 30.36% oppose or strongly oppose the changes. Elements with the most support are the changes to the

intersection at New Windsor and the signalised crossing outside number 65-68 Maioro Street.

Many who travel through this route support the idea of dynamic lanes, although some suggested changes to the layout or design to include transit lanes, and cycle lanes. Some would support there being more emphasis on reducing emissions and reducing single occupancy trips, in favour of active transport and public transport.

Given the climate crisis, as well as emissions reductions requirements committed to by local and central government, all new projects must follow the TDM guidance that walking, cycling and public transport must be prioritised over private vehicles. This project is an improvement for those modes, but could, and must, go further to ensure that buses are completely free of congestion, and walking and cycling facilities are safe and less-impeded than travelling on the general lanes.

Feedback from residents directly on Maioro Street is mixed, with some in support of the changes, and some who strongly oppose the changes, with the key issues being the loss of the median strip, and the no right turns in and out of the side streets during peak hours.

Without the median strip, residents are being forced to find alternative means to access their property which is by all accounts extremely frustrating and rather time-consuming

Concerns about speed along Maioro Street and red light running at the New Windsor intersection have been raised, with requests for speed enforcement, speed cameras and red light cameras. These concerns and requests have been directed to the NZ Police for follow up and consideration.

Some submissions have also suggested that this project needs to increase the scope to include the intersection of Richardson Road, and potentially also look at ways to include Tiverton and Richardson Road to improve the overall journeys for peak time users.

Other submissions

In addition to public feedback, we also received submissions from the Emergency Services, AA, Bike Auckland, Transport NZ and Heavy Haulage]. Their feedback is summarised below and all suggestions for design change received in submissions from the public have been included in the list of [design suggestions](#).

Emergency Services

The NZ Police support this initiative, citing that in their experience dynamic lanes have worked well in other locations, having witnessed it in operation first-hand (Redoubt Rd) – it caters well for the ebb and flow during peak/off peak period.

The Police are very familiar with Maioro Street inter-change, and suggest introducing the 5th lane option will cater efficiently for peak/off-peak periods, potentially also easing some of the congestion that backs onto SH20 in the evening peak.

St John Ambulance service suggest that the current layout works well for responding to calls, as the median strip provides ease of access. In the proposal they anticipate that the bus lane would provide space for traffic to move over and provide room for access down the middle of the road. They will be able to turn right at all locations if needed to for time urgent jobs.

Fire and Emergency NZ note that raised crossings can restrict emergency response times, and request that crossings be painted in reflective paint across both sides of the table ramp, as sometimes they drive on the other side of the road to get past traffic.

Feedback on the Maioro Street design specifically is that they consider there is plenty of room at each end of the dynamic lanes to transition to the correct lane, and would like there to be clear emphasis on lane direction markings so there is no confusion for drivers.

Bike Auckland

Generally speaking, Bike Auckland prefers the dynamic lanes to more road widening and they support bus priority. They support the placing of the New Windsor Intersection on a raised table, and the removal of the slip lane from that intersection.

They express support for the raised crossing on Maioro Street, and the raised nature of the side road treatments, but are concerned that they do not offer priority for people on bike or foot.

Bike Auckland are concerned that the project does not include any notable bikeway improvements, and concerned that the new gantry supports will further reduce the already severely insufficient widths of the shared paths.

Another concern raised is that right turns into driveways will become even more under pressure, whether allowed during the peak or not (as the flush median will not be present, but there will be no physical median to prevent them). Thus these under-pressure drivers will take unsafe gaps, and ignore the risk that they will hit people on foot or on bikes on the shared paths.

Transporting NZ and Heavy Haulage

Feedback from the freighting industries include support for the implementation of the dynamic lanes system. They support optimising traffic flow on the network because of environmental, health, safety and economic benefits.

They request AT monitor the traffic flows, and if appropriate it consider changing the Bus Lane to a Special Vehicle Lane that allows buses and trucks.

Consideration is asked that the height of all gantry takes into consideration that this is a freight route, for oversize vehicles.

Concerns are raised around the installation of speed tables, the effect of these on the environment with the slowing of vehicles and the increase in emissions, and for these reasons do not support the installation of speed tables.

AA

The AA are in support of AT looking at rolling out more dynamic lanes around Auckland. They contend that when done well, dynamic lanes are an excellent example of a relatively low-cost initiative to get better use out of the existing network, which they support. They would be in favour of making the proposed dynamic lane a bus-only lane, rather than a T3 or T2 lane.

They would also like to suggest that 50m markings are clear for drivers who enter the dynamic bus lane to make a left turn into one of the side streets.

They have asked if right turns in and out of driveways would be banned. Whilst these turns will not be illegal for residents, AT suggest that the resident turn left only where possible, but if they need to turn right then to remain in the right lane until safe to turn.

The AA support the installation of a signalised pedestrian crossing on Maioro Street, to provide a safe crossing point for pedestrians, provided that sensors are used to make sure the pedestrian phase is cancelled if the pedestrian has already moved on so traffic is not held up if no one needs to cross the road. They strongly support traffic signals along the route being dynamic – enabling them to be responsive to demand and co-ordinated along the route, which would likely improve efficiency and in doing so, reduce emissions.

Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by theme or feature that the suggestion relates to.

In addition to the comments with design suggestions in the following section we also received 348 further comments which either support or oppose **elements of the design**, or support or **oppose the entire project**. These comments have been considered in the previous sections of the report, and by the project team, but have not been included below due to the volume of comments. If anyone is interested to read all the comments please send a request to ATengagement@at.govt.nz

- Design to do more for modal shift (includes Climate Change, cycling, T2 lanes, active modes, vehicle volume reduction) - page 22
- Turning Right - page 30
- Raised Tables – page 36
- Vibration and Noise – page 39
- Pedestrian crossing on Maioro Street – page 40
- Traffic Lights – page 42
- Car park at the shops – page 42
- Various items – page 43

Design suggestion in feedback	AT response
Design needs to do more for modal shift	
Climate change, vehicle volume reduction, cycling and mode shift	
Proposal needs to do more to address vehicle use reduction, climate change, emission reduction <ul style="list-style-type: none"> • Reduce number of lanes dedicated to private vehicles 	[AT response]

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - As a 24R and 24B user, I really appreciate the idea of bus priority being given at peak times as I think this will make a bus a more appealing option. Four lanes of traffic still seems very high though, and challenging and unpleasant for pedestrians and cyclists given that the footpaths are narrow and often blocked by rubbish bins etc. - Wonderful to see Transit given such high ranking in design priorities. It would be good to see the off-peak side lose a lane to accommodate better bike provision. - As a traffic engineer, I doubt the need for two lanes in the off-peak direction. Better would be to have one lane in the off-peak direction, which would free up space for protected cycleway. Shared paths are not fit for purpose. - I support the accommodation of priority bus lanes. I don't support the retention of four lanes for private vehicle usage. - I like the fact that the project aims to improve bus reliability by creating two bus lanes in the peak directions. What I don't like is that there are still four general traffic lanes (same as now, so way too little is being done to actually address congestion; driving should be dis-incentivised here by removing one general traffic lane which should be transformed into safe cycleway; the current "shared path" is dangerous, inconvenient to use and generally not fit for purpose). I would propose having bus lane and 2 general traffic lanes in the peak direction and one general traffic lane in the off-peak direction. With flush median completely abandoned there would be enough room for wide and safe cycleway. - While I strongly suggest the proposal for dynamic lanes, and have hoped for something like this for many years, I prefer the suggestions provided by Greater Auckland's Matt Lowrie for four lanes rather than five - bus plus two lanes in the peak direction with one lane in the counter-peak, in order to free up space for improved cycling facilities. See https://www.greeterauckland.org.nz/2022/05/02/more-on-Maioro/ - Widening the road to allow for 2 general traffic lanes in each direction is overkill, and runs in direct opposition to AT's commitment to reducing fossil fuel emissions and encouraging modal shift. Would be much better if instead of widening the road, the existing roadway was converted to allow 24 hour bus lane in each direction, 1 general traffic lane each direction, and a dynamic lane for peak times. Remaining space could then be dedicated to improving pedestrian and cycling facilities along this corridor. Very disappointing to see that AT continues to prioritise the movement of private vehicles over other modes of transport. [individual point #2] • Climate Change <ul style="list-style-type: none"> - They are not required if this was being designed for the Auckland's Climate Plan - I support including a bus lane in the dynamic lane proposal as this will improve bus travel times and encourage mode shift. I do not support the retention of four lanes for general traffic however, as this will continue to encourage auto dependence and will contribute to further vehicle emissions. I would encourage the removal of one lane in the off peak direction to enable the inclusion of protected bike lanes. 	<p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with the proposed design changes.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - High cost, to just avoid a reduction in vehicle capacity, not aligned with AT strategy or government climate commitments. - The Dynamic lanes are a good idea on Maioro St. However, not reducing the number of vehicle lanes still encourages driving private vehicles, for both Vision Zero and climate change, the number of vehicle lanes must be reduced. - I'm disappointed that AT has not been bolder in implementing its own priorities to encourage walking and cycling, cause mode shift from cars to other transport options, and has not considered Vision Zero at all. - My strong support is for the greater bus priority, however given the climate crisis and the need to rapidly reduce VKT, we cannot continue to sacrifice other modes to maintain current car-first design. There should be two general lanes in peak direction, and one counter-peak, plus the proposed peak direction bus lane, but the 5th lane should either be a counter peak bus lane or a bidirectional cycleway - whatever is deemed more important. As someone who has cycled along here before, the narrow shared path is un-inviting to travellers - it's narrow such that oncoming bikes, and pedestrians cause issues, the driveways pose visibility issues and constant undulations in the path, the intersection crossings are uncomfortable, unprioritized and indirect, and we are* phased poorly at each end of Maioro. - Given the climate crisis, as well as emissions reductions requirements committed to by local and central government, all new projects must follow the TDM guidance that walking, cycling and public transport must be prioritised over private vehicles. This project is an improvement for those modes, but could, and must, go further to ensure that buses are completely free of congestion, and walking and cycling facilities are safe and less-impeded than travelling on the general lanes. This project instead proposes to retain the existing level of private vehicle provision, a level we know must be reduced, at the expense of other modes-This is unacceptable and must change. Please refer to my suggestions above regarding use of the '5th lane' to achieve this. - Please provide more for walking and cycling to support Vision Zero and mode shift. - AT should be bolder. Proposals like this will need to be revisited in a few short years when they don't meet your own future goals. 	
<p>Cycling to be included in the improvements</p> <p>Provision for safe cycling</p> <ul style="list-style-type: none"> - Not user friendly. .no bike rider would consider using a bus lane. - Support but needs better cycling facilities - The changes do not in any way cater to cyclist, the current shared part is extremely narrow and unsafe with rubbish bins and poles on it. The proposed changes will make this worse as the signage for the dynamic lanes will make the shared paths even more narrow in some places. Instead of turning it into 5 lanes keep it as 4 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>Shared cycling and walking paths are currently provided on both the northern and southern kerb of Maioro Street, however due to the constraints around the width and</p>

Design suggestion in feedback	AT response
<p>lanes with one lane for traffic against the peak. Use the newly recovered late to create proper cycling infrastructure</p> <ul style="list-style-type: none"> - More bus priority super important- plus try add better cycle links too! - No problem with bus priority. But no provision active transport. Current provisions are no fit for service - How will you propose to address cyclist along the road or footpath - There are no dedicated cycling lane. Shared path with people vs ebike/scooter isn't an option that works. - Good start but there should be safe separated cycle lanes along Maioro St connecting to the South-western shared path. - The cycle lanes need to be far more noticeable and adequately sign posted - a line down the middle with cyclists on the roadside half. - Sounds sensible. However am interested as to how changes (all changes) will support cycle safety; currently Maioro St is awful for cycling - The changes are good, but could be better. Currently, other than the so-called shared paths on Maioro Street, there are no other cycling facilities. This situation will become worse when the dynamic lanes are in place since space for the path will be taken away to fit the poles. Safe cycling facilities need to be provided on Maioro Street, especially considering the fact that Maioro Street directly connects with the cycleway alongside SH20. - Support the use of dynamic lanes to increase bus timetables, do not support the lack of infrastructure for bikes. This is a route towards the City with no adjacent alternatives, using the footpath covered in bins is insufficient infrastructure for bikers (who AT is supposed to design for!) - The "shared path" for bikers is nothing more than a standard extra wide footpath - this does not count for providing biking infrastructure. - There is no logic here, again turning traffic will slow up the lanes, and I ride a bike along Maioro Street and can cross happily, if anything those pulling out of their driveways across the footpath are more dangerous - Overall I support changes but do wonder if more could be done to improve cycle safety and accessibility given that the cycle way puts you onto Maioro to get to new Lynn. It is a deeply unfriendly piece of road on a bike and the design of the current shared path is not great - The changes are good as a whole but safe cycling facilities need to be added, which are lacking. The current situation with the shared paths are not adequate with street lamps and wheelie bins, and this will be worse when the dynamic lanes are being put in place as space for the shared path will have to be reduced even more to make way for overhead LED signals. My suggestion is to permanently narrow Maioro Street to four traffic lanes, which will give enough space for narrow protected cycle ways to be added on each side. Within the four lanes, there should be two traffic lanes in each direction for general traffic during off peak times. During the morning peak, there should be one bus lane and two general lanes towards the motorway and one general lane in the other direction. In the evening peak, there should be one general lane towards the 	<p>contour of the road reserve in places, these paths are narrower than recommended and the frequent driveways reduce cyclist comfort. The option to upgrade the existing shared path on both the northern and southern sides is to be reviewed.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with proposed design changes.</p>

Design suggestion in feedback	AT response
<p>motorway and two general lanes as well as one bus lane away from the motorway. Adding cycling facilities supports climate goals and Vision Zero.</p> <ul style="list-style-type: none"> - Appreciate extra consideration being provided for bus users, and to make life a little easier for some pedestrians to cross the road. Still concerned that cycling and walking paths are a little insufficient and this plan does not necessarily change that. - Having used it as a driver and a cyclist, and been put off transit by its delays, I think the changes are positive. I'd like to see the second off-peak lane space given over to active and micro-ev modes, which could take large numbers if given a viable, safe, comfortable network. - I support the improvement of bus priority and pedestrian safety. However, with such a focus on retaining vehicle capacity and improving vehicle travel times, with no improvement for cycling infrastructure, I do not think this aligns with the government's climate commitments. - Needs safe separated cycle lanes. Remove a lane of traffic along with the median strip to fit this in. - Only concern is that there is no provision for cycling. Reducing counter-peak direction to one lane would provide space for protected cycle ways. - You should create less general traffic lanes and use the saved space to provide safe and bi-directional cycleway linking to the cycleway along the motorway. - Auckland needs to discourage driving these changes do not meet AT's obligation to reduce emissions. More needs to be done to improve the cycling infrastructure on this street - I largely support the changes which address pedestrian safety in this area, and promote the use of active modes. I feel more could be done to improve the cycling infrastructure along Maioro Street. The existing cycleway is very narrow, and being positioned next to the road corridor it blocked with posts and bins. Often used to illegally park cars. Cycling over the private vehicle crossings (dips) seems like a very inadequate solution for an arterial road. - Increase pedestrian access is good. But nothing for active modes and current shared path is pathetic and not fit for service. - The corridor still doesn't seem to providing enough provisions for safe cycling. The shared pathway is quite narrow and quite often there are rubbish bins obstructing it. I do like that it will improve buses' reliability, it would be also good to see some changes that would reduce traffic overall while allocating one lane to safe cycling. - I don't see much support for cyclists connecting to the cycleway next to the motorway. - Bike Auckland are concerned that the project does not include any notable bikeway improvements. We are concerned that the new gantry supports will further reduce the already severely insufficient widths of the shared paths. We are also concerned that right turns into driveways will become even more under pressure, whether allowed during the peak or not (as the flush median will not be present, but there will be no physical median to prevent them). Thus these under-pressure drivers will take unsafe gaps, and ignore the risk that they will hit people on foot or on bikes on the shared paths. 	

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - Support the use of dynamic lanes to increase bus timetables, do not support the lack of infrastructure for bikes. This is a route towards the City with no adjacent alternatives, using the footpath covered in bins is insufficient infrastructure for bikers (who AT is supposed to design for!) - I would also like to see improvements to the shared path facilities along Maioro St as part of this project. - This is a key link to the south western cycleway and the shared path is greatly underused. Given that some of the kerb and channel is already deemed for replacement, would it be possible to introduce a Copenhagen style cycle lane? This would give more visual cues to road users about the presence of cyclists along this road. Alternatively a separate off-road cycle lane would be a significant improvement to the current narrow shared path. 	
<p>Provision for safe crossing on cycles</p> <ul style="list-style-type: none"> - Support this change (mid-point crossing). Suggest updating the markings to separate pedestrian and bike movements. - It would be good to have support for bicycles too (New Windsor Intersection) - Good to try and slow traffic plus more provision pedestrians. But nothing for active modes (New Windsor Intersection) - I strongly support the proposed changes at the Maioro St / New Windsor Road intersection. The one suggestion I have for this intersection would be to install both cyclist and pedestrian crosswalks across the Maioro Street approach. Given that there is an off-road shared path along the eastern side of New Windsor Road and along both sides of Maioro Street, having both a cyclist and pedestrian crosswalk will provide a connection for cyclists and will provide separation for cyclists and pedestrians using this crosswalk. This will reduce the risk of cyclist and pedestrian conflict at this location. - (Maioro Street Crossing) I strongly support the proposed signalised crossing at this location. The one suggestion I have for this crossing is to install a paired cyclist and pedestrian crosswalk at this location. Since there are shared paths on both sides of Maioro Street, this will provide cyclists a possible crossing location as well. Having separated cyclist and pedestrian crosswalks will also reduce the risk of conflict between cyclists and pedestrians using this crossing. 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with the proposed design changes.</p>
<p>More bus services</p> <ul style="list-style-type: none"> - Awesome idea. Great to see public transport getting its due here. Need to be running more buses though - any chance the 68 could be routed along here to serve that stretch of Richardson Road that has no bus service currently? - I think in some ways it's a good idea and it definitely promotes bus usage but I think you need to ensure your bus service is actually reliable and connects to main hubs before trying to push more people into buses. I currently take the bus to work as the parking is so expensive in the city, but if I instead drove my car in my 	<p>[AT response]</p> <p>The long term plan is to increase frequency and reliability of bus services across Auckland. As a part of the plan, Bus lanes which increase the priority of buses are being considered on key corridors.</p> <p>In recent months a shortage of bus drivers due to Covid infections and isolation has unfortunately led to service</p>

Design suggestion in feedback	AT response
<p>travel time is less than that if I take the bus - at this point if my work wasn't in the city I definitely would not be taking public transport</p> <ul style="list-style-type: none"> - Even though there are a lot of buses go through Maioro Street, it doesn't mean they are carrying that many people. Quite often I can see empty buses. I think Auckland needs to use a lot of smaller buses rather than the big ones, it's a waste most of the time. 	<p>disruptions. This has been the experience across many sectors.</p> <p>Currently the number of passengers on buses is less than pre-covid, but we anticipate that numbers will rise again. We are working to make buses accessible for all users including those who are in wheelchairs or prams.</p>
<p>Maintaining/Improving the shared path</p> <ul style="list-style-type: none"> - Great idea to introduce these and provide bus priority. However, please ensure the signs are not placed in the footpath - I note the footpath will be widened but please ensure they don't take up this space. Also- will the footpath remain a shared path? - Awesome work. Massively overdue. Please make sure this stays as a 'shared path' not just a widened footpath - either that, or provide proper cycle lanes along here. - I support this signalised crossing. I think the raised table will help reduce speeds all along Maioro St. I do have a concern that posts for traffic lights and the like will be placed in the shared path. This path is already of a poor standard as it is quite narrow and bumpy due to all the driveways. Adding posts will make it worse. - Note that the shared path is really not suitable for cycling. It is very uneven with multiple vehicle crossings. The cycle part is painted where it is most uneven. And if you do choose to cycle on the footpath you need to navigate through several intersections - Fantastic to see this. Please ensure that the posts for the overhead gantries are NOT placed in the footpath as we have seen on the shore. Also, please ensure these remain as 'shared paths' not just widened footpaths. Finally, it will be important to work with homeowners on the streets that will lose right turns to help them figure out how to get to where they need to go. - Please make sure the shared paths are kept clear e.g. not blocked by bus shelters. Also would be good to lower speed limits in surrounding streets to reduce rat runs and support pedestrians and cyclists. Batkin Road is one such cut through- a raised table and wider footpath there (at junction to New Windsor rd.) would make crossing the road on the way to school easier. Also please give pedestrians light phases enough time to cross 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements. AT plans to upgrade the existing shared path on both the northern and southern side of Maioro Street.</p>
Consider T2/T3 lanes	
<p>Feedback suggesting adding T2/T3 lanes to the dynamic bus lane</p> <ul style="list-style-type: none"> - I like the intention but the underlying issue in this intersection is that it backs up on both sides of new Windsor road (which should be addressed). In some cases going all the way to the bottom of Tiverton. I propose using dynamic lanes and including T2/T3 to alleviate the car traffic which causes most of the issues 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - I like the idea of increasing the lane in peak hours in the traffic direction but it doesn't make any sense of having that lane separately for bus. You need to make the third lane as bus / T2 lane so at least people can use that lane. - Why not have bus lanes that are also T2 friendly - thereby encouraging more people to use bus services and to carpool. The congestion would then be more evenly spread if there was more than 1 person per vehicle. - I like the idea but don't think they should be for only the busses they should be for all traffic - Great idea, but there is not the bus traffic to support it. Would prefer the third lane to be a T2 or another general lane. - I think the introduction of dynamic lanes on Maioro St is a great initiative that will improve the safety and efficiency of this major route through our neighbourhood. The key to ensuring these lanes work as intended will be around the phasing of the intersections at each end of Maioro St. Without careful consideration of the phasing, Maioro St will become storage for large volumes of vehicles with limited throughput. Rather than a Bus Lane in peak, has consideration been given to making this a T2 or T3 lane? This would greatly improve throughput and likely reduce the number of vehicles tempted to illegally use the bus lane. It would be great to see enforcement also included as part of the upgrade. - Consider a T2 and bus lane in one - This is only beneficial for buses and for no one else. Buses have been doing well despite the traffic. This is not going to increase bus users. This isn't fixing the traffic flow issues more in making a bus lane and leaving traffic to what it is. Short sighted design for one of the busiest roads in Auckland. The goal should be making Maioro beneficial for all traffic and not just buses and bus users - Reserving 1 lane for 16 vehicles for peak traffic is not good idea. Lanes should be t2 or t3 as it will encourage multiple passengers per car. - Yes to the dynamic lanes, but should be for T2/3 at most and not for buses only due to the lack of buses on the route. - I'd prefer you make a bus, T3 & truck lane with the existing lanes to encourage public transport & carpooling & get trucks flowing so they aren't stopping and starting in busy traffic causing worse pollution. 	<p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with design options.</p>
<p>Extending the time frames for dynamic lanes</p> <ul style="list-style-type: none"> - Maioro Street is very busy on weekends too, keeping dynamic lanes up in weekends too. - Generally happy with the proposal, however there are a few areas that I have concerns about as detailed below. The hours of operation need to extend beyond the peak hours so that the tidal flow lane changes can occur before traffic builds in volume and then be turned off after the flow has reduced. 6am to 10am eastbound and 3pm to 7pm westbound appear to be adequate at the moment. - Have peak flows during the weekend also been considered? As a user of Maioro St I believe there are also significant peaks on Sat & Sun mornings which could be controlled by the dynamic lanes. Will Maioro St be 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with the proposed design changes.</p>

Design suggestion in feedback	AT response
<p>resurfaced as part of the upgrade? In some places the condition of the existing pavement is deteriorating, plus ghost markings would make this stretch of road unsafe given the already dynamic nature of the lanes.</p>	
<p>Turning Right</p>	
<p>No right turn in and out of side streets, and no median strip to facilitate right turns for residents during peak hours</p>	
<p>Concerns raised of the banning of right turn movements in and out of side streets, Rosamund, Roseville, and Cordelia during peak hours, and the removal of the median strip during peak times. These two issues were raised together in many submissions.</p> <ul style="list-style-type: none"> - The median strip currently is used heavily for cars to turn left or right into houses or side Streets. Imagine if you live on Maioro Street and wants to turn right into your house. Without the median strip it is not possible to do so. You will be holding everyone back whilst everyone waits for you to get an opportunity to turn right into your house. Turning the one lane into bus lane will mean even at peak hours, there will just be one lane for cars, and the third lane is for when someone wants to turn right into their house. - The proposed no right turn during peak hours should be up to drivers. If it is too busy, then they can, and would go the other way anyway, and decide for themselves what is safer. - We live on this street and the ONLY way we can drive across the street during PEAK hours is by drifting into the median strip and merging into traffic heading towards SH20. I also use the median strip when waiting to turn right into my house from 3-4pm after picking up my daughter from school - As a resident on Maioro street, having these dynamic lanes make it extremely difficult for residents to turn out of their driveways. This plan completely disregards the residents who live on this street, this plan may be convenient for those who only past this street, on route but for other who live here, who almost always rely on the flush median in the middle, it makes it incredibly hard. - We live on Maioro Street and the median strip is vital to be able to get into traffic at peak hours, without this how are we to get into the traffic safely? The median strip is not required during off peak times. Additionally when coming back to our property we are only able to get across traffic to our driveway safely with the use of the median strip. Without the median strip we would be blocking all traffic behind us as we turn and cars trying to move around us would create additional road hazards and likely add to traffic incidents on our street. - It is bad enough getting out of the houses as it is without the added bonus of no turning left or right - This will severely restrict right turns out of driveways and into/from neighbouring streets forcing people to get stuck in motorway traffic. If right turns we're not restricted then I would support this proposal. - It will be unsafe for residents to enter and exit from their homes. - To come in and out of our house number 27 is already a mission. In the morning it's hard to get into the lane onto the other side, due to cars not letting anyone in. Median strip is great for turning right into our driveway 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with proposed design changes.</p>

Design suggestion in feedback	AT response
<p>and or turning left into the other side. With the dynamic lanes, traffic will be constantly moving so how can we cross to the other lane.</p> <ul style="list-style-type: none"> - The right turn ban from side streets simply will not work. - Living on Maioro St we need to merge into the middle lane to get to the motorway in the morning if we can no longer merge & we would have to drive all the way left to go another way onto the motorway we would have to leave an extra 20 mins before work! It is complete madness for us living on this street. - This will make coming in and out of driveways for us who live here very difficult. - I live on Maioro Street, and this is going to cause issues with pulling out onto the road??? - We will lose the ability to turn in and out of Cordelia place. - Loss of median in peak times make turning into houses from the opposite going traffic difficult - No provision for residents on Maioro leaving or turning into their driveways. We currently use the median strip to wait when turning in or out of driveway. - My concern is entering and leaving my premises at peak times i.e. having to sit I a busy lane and hold up traffic to enter my driveway especially when the middle medium barrier is used as a lane will there be signs erected to say give way to residents accessing their properties - Loss of median in peak times make turning into houses from the opposite going traffic difficult - People who will be living on that street for them it will hard to merge in traffic during peak hours right now because of flush median is easy to merge. - The impact on me in New Windsor Road, is to further hinder access to my property and more importantly hugely increases the risk to my safety. Situation is currently dangerous, as a result of numerous near misses I 'do a block', turn out of Rosamund (R) onto Maioro. I cannot get out of my driveway to safely turn right. - People who live in Maioro Street but work in Henderson/New Lynn will need to make a right hand turn across three lanes of traffic to get into their houses on the south side of the road. Or travel down Batkin/Valonia and around the block. - The other point is when the residence who are coming home in the evening and they have to turn into their drive way, this will block the traffics well. As they have to wait there until oncoming traffic from New Windsor road drivers to give a chance to turn their car to the drive ways. These both will causes traffic jam in both ways. Even though there is a median now, it sometimes cause enough chaos and I am sure, some of the drivers who are impatient, they will start honing and other drama as they cannot get into their destination in timely manner. - I live off Rosamund Ave and the right turn ban during peak hours will heavily affect those of us who live in these streets as having to go around will add a good 20 mins extra to our travel time, and just in general congest Maioro St even more than it already is. 	

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - The median is necessary for residents on this road to go home, the only way we can drive our vehicles back home during the busy times. How are we going to wait for a gap among the busy traffic if the median lane is removed? - The residents are struggling already to get in and out of driveways. It is a very short street and the only way that residents can use is the medium lane, waiting for someone a give way. The children are walking home to and from school and adding another lane is an encouragement of more traffic and the speed is horrible and way over the limit of 50km. How can I a homeowner can turn right into my place if I come from the opposite side? You are concerning about the traffic and NEVER or got none for the people or residents of this road. - It is very unsafe and time consuming waiting to enter or exited from our residential homes - The idea of a dynamic lane during peak hours is beneficial, especially with increased flow of public transport with the dedicated bus lane, however the removal of the median strip increased the risk of harm and the difficulty with merging into and out of the street, especially residents who stay on Maioro Street such as myself. The current implementation would mean that residents would have to do a lap around the block at times before being able to safely turn into the driveway or side street, which additionally has the downsides of prolonging travel times but up to 15minutes and also increasing congestion (and reducing safety) on the side streets which are already narrow and congested. A proposed to this would be to keep the median lane at all times and only have 1 lane of traffic in the opposite/non-peak hour's direction. Thus you would have a bus lane and 2 traffic lanes in the direction of peak traffic, a median lane and 1 lane in the opposite direction to peak traffic. This stands to work better as the majority of the traffic is in the peak direction and not the opposite direction, while enabling increased safety for residents on Maioro St, not to mention increased safety and reduced traffic/congestion on the small, quiet and cramped side roads too. - In regards to the Rosamund intersection: residents can't turn into homes, and residents on the right hand side of Maioro use Roseville Street to get out of Maioro or an alternative trying to get out. RESIDENT CAN'T GET IN AND OUT.. - It is a good idea but houses on either side will not have access to median strip during peak time. For ex: my house is on the side of going towards the motorway from the school. The new proposed changes mean, that in the morning it would be good but in the evening when I have to take a right to my house, I will have to take a full turn to reach the gate of New Windsor school, then find a U turn to come back to my the side of the house. It is ok for a few days but it will become annoying when I have to do every day at 5 pm when I have already spent around 1 hour in traffic and have to take a longer drive to just go to my house which previously I could have used the median for. - Removing median will make it impossible for residents to turn out of their Streets - I live on Maioro Street and I currently turn left out of my driveway and then turn right into Rosamund, as I cannot turn right safely currently from my driveway. This part of the scheme makes it difficult for me to find a route to Blockhouse bay direction. 	

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - The no right turn ban will be confusing and inoperable - there are after all no reasonable opportunities to U turn - I turn right here by necessity not choice - When the residence wants to get to Blockhouse, New Lynn, and west Auckland , at the moment residence are go and turn into Rosamond Ave, and get to the destination and if its close how we do that? - Raised table are parking restrictions are good. No right turn restrictions time restrictions are for too long of a time period. Intersections of roads impacted by the change need to be considered including Laburnum and John Davis Rd with right and left turning lanes. - How will people go to work in the city?? We need this right hand turn. - If drivers are not allowed to turn right, they would be taking a massive detour in order to go in the direction they desire. There is currently no issue with drivers turning right from Rosamund Ave, the flush medium is good - I would support the raised crossing but not the no right hand turn. Here you are again saying that there should be no right hand turn from this street during peak hours, what about all the residents who will need to turn right out of their properties towards SH20 to get towards the city at peak times? They will create the same safety risk without the median strip. This proposal does not seem to have been thought through from a resident's point of view, only from a person driving on the street. - How is people going to turn into their houses? There is no clear directions in the proposal for people living on Maioro Street. It would make our lives much much worse on the already heavy traffic street. So in peak hours if we need to turn right to our houses we need to make a u-turn somehow to get on the other side of the street? That is not fair for the people living on the street. That is an extra 15 to 20 minutes at least in the heavy traffic street to find somewhere safe to u-turn in order to go home! - I support all the changes except for the no right turn - this will greatly inconvenience those of us who live near the Rosamund / Maioro intersection as having to go around will add 20 mins to our travel time - I currently use the right turn, as I cannot turn safely right out of my driveway. - I don't support the no right turn during peak hours. Have you any idea how many rat runners use this route and banning no right turn will increase congestion elsewhere. - Sorry but if this means someone living next to the street can turn right out of their drive but someone on the side street cant, then humans being humans will ignore your signs - People need access to in and out from their properties and to park their cars, incl turning into from bus lane and will get fined. - Many residents use the side streets to be able to pull back into the main road. You're preventing a lot of residents this rite of passage 	

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - There is no thought given to the impact on surrounding roads by stopping the right turns. The traffic has to go somewhere to get to SH20, hence roads like John Davis Rd and Laburnum Rd will bear the brunt of this decision and block up. - It is good for no right turn during peak hours, but have you thought about how the traffic will change for the people who used to use right turn? They will all rush to another closest road in the neighbourhood for a left turn! So the nearest to them would be Laburnum road which is a terrible conditioned road, it is uneven in surface, it has low visibility with lots of cars parked off road, only one car can pass at a time, that will just cause collision on Laburnum road, which has lots of Round turns please investigate the road further to divert the traffic to Laburnum road as it can cause more traffic accidents - I support all the changes except for the no right turn - this will greatly inconvenience those of us who live near the Rosamund / Maioro intersection as having to go around will add 20 mins to our travel time - How are the residents in Cordelia Place meant to travel west? - How will people go to work in the city?? We need this right hand turn. - No right turn will make it impossible for users to get to schools in the Lynfield, Blockhouse Bay Area. - Even though this change increases the safety at Roseville Street and Cordelia Place, I am not sure about the change at Cordelia Street. I don't know how easy or difficult it will be for the residents of Cordelia Place get into their street with this restriction. - Safety to residents has not been given sufficient consideration. I travel 25km to work - south direction. 1/3 of my morning commute time is getting from my house on New Windsor Road - through back streets to Maioro Street via a right turn at Rosamund to SH20. - You need more direction and exemptions for people living on Maioro Street. It would make people living on the street much worse-off. We will not be able to turn into our own homes and is very disruptive during peak hours. With the extra crossings, abolishment of median strip, it is just impossible for people to still be happy living on Maioro Street. - No thought has been put in for residents accessing their driveway. Not feasible for us to not be able to use bus lane to access driveway as past 50m we will be ticketed. We would have to sit in traffic to access our driveway. - When our road became a 4 lane road we were provided the median strip to safely enter & exit our houses, taking that away for 8 hours a day is not acceptable & dangerous. - No right turn a problem. Need to consider other intersections on roads that the no right turn will impact. For example Batkin Rd and Valonia Street intersections will have more traffic and need left and right turning lanes. Time period for no right turn is too long. 	
<p>Questions raised about the enforcement of no right turn</p> <ul style="list-style-type: none"> - But a lot of cars do queue up to turn right during peak hours. Will you have things in place to deter drivers from turning right other than just a sign? 	<p>[AT response]</p> <p>In the proposed changes the signs will be in place to show the right turn ban. The ban will be in place for the</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - I strongly support the proposed improvements at the Maioro St / Rosamund Ave intersection, especially the banning of right turns during peak hours. I do have a couple of concerns at this location. Firstly, while right turns are proposed to be banned during peak hours, there doesn't appear to be any method to enforce this. While the volume of traffic along Maioro St should deter people from turning right, there will always be those who will try to do this, and there needs to be something to discourage this behaviour. I would suggest installing cameras at the entrance to the side roads, so that those who turn right during peak hours can be fined. Given that there are only 3 side roads along Maioro St, the additional cost of installing cameras at 3 locations should be relatively small compared to the overall cost of the project. My second concern is regarding the proposed speed table at the entrance to Rosamund Ave. Given that the speed table will be on the same level as the adjacent footpath, it is likely that cyclists may choose to travel across the speed tables at speed. Additionally, vehicles turning into Rosamund Ave may not expect a cyclist to perform this movement so quickly. I would suggest converting these speed tables to raised pedestrian and cyclist crossings. The additional signage and road markings will reinforce to drivers that pedestrians and cyclists have the right-of-way. - I would ignore that (no right turn) - Who is going to police that nobody is turning right in peak hour traffic. - As with previous you can put up a sign but will traffic follow it. Included in these changes you need to see what affect this will have on connected local streets. Will you look at adding raised sections on the Richardson road ends of Laburnum and Netherton? Both these streets have issues with increased traffic at speed using them to avoid delays on Maioro. - I strongly support the proposed improvements at the Cordelia Place and Roseville Street intersections, especially the banning of right turns during peak hours. I do have a couple of concerns at these locations. Firstly, while right turns are proposed to be banned during peak hours, there doesn't appear to be any method to enforce this. While the volume of traffic along Maioro St should deter people from turning right, there will always be those who will try to do this, and there needs to be something to discourage this behaviour. I would suggest installing cameras at the entrance to the side roads, so that those who turn right during peak hours can be fined. Given that there are only 3 side roads along Maioro St, the additional cost of installing cameras at 3 locations should be relatively small compared to the overall cost of the project. My second concern is regarding the proposed speed tables at the entrance to Cordelia Place and Roseville Street. Given that the speed tables will be on the same level as the adjacent footpaths, it is likely that cyclists may choose to travel across the speed tables at speed. Additionally, vehicles turning into Cordelia Place and Roseville Street may not expect a cyclist to perform this movement so quickly. I would suggest converting these speed tables to raised pedestrian and cyclist crossings. The additional signage and road markings will reinforce to drivers that pedestrians and cyclists have the right-of-way. - 	<p>safety of all road users, and it will be expected that drivers will adhere to road user rules for the safety of everyone. Like all right turn bans, these can be enforced by the police.</p> <p>Currently there is no plan to install enforcement cameras, as this would be a matter of consideration for the NZ Police, but driver behaviour can be monitored and referred to the police for enforcement.</p>

Design suggestion in feedback	AT response
<p>Make the no right turn permanent</p> <ul style="list-style-type: none"> - Permanent closure of right turn would be simpler and easier to enforce. Also need to consider full vehicle closure of intersection. - Make the left in left out 24/7, then you can look at physical measures to re-enforce the rule, otherwise people will break the rule. Has camera enforcement tech been looked into? - Full time right turn ban should be implemented and consider full vehicle closure for Roseville 	<p>[AT response]</p> <p>Feedback from local residents suggest that they would not support permanent right turn ban from these streets, as they use these routes on a regular basis currently. Violation of road user rules are enforced by the NZ Police, the suggestion for enforcement cameras will be passed to them for consideration.</p>
<p>Design suggestions with regards to Raised Speed tables</p>	
<p>Concerns raised of the implementation of Speed tables/ Opposition to the installation of Speed tables</p> <ul style="list-style-type: none"> - Slower speeds won't stop people from running red lights. People will still speed up to get through the lights because otherwise they have to sit in the lights for 5mins or more. Raising the intersection is a terrible idea. - Do not support the raise which will cause traffic build-up - This intersection is congested right down the hill (New Windsor Road) and I cannot turn right out of my driveway during the lengthy commute timeframes - Humps on 5+ lane streets should never happen. If speed limit is 50km/h then road should be safe enough to actually drive with that speed. Creating raised crossings for those few people that will cross during the day and making it terrible for any vehicle at any time of the day is just bad. - I would think the complete change to this road would be to reduce congestion, raised tables will only slow traffic creating more issues. when the bulk of the traffic is going through here it's before and after school times so the pedestrians are minimal - But the slip lane is fine, and I do not agree with the raised table. - Not in favour of the raised platform as it will reduce traffic volume capacity. Left turn from Maioro to New Windsor too tight for tracking of heavy vehicles and Buses. From observation, buses struggle with the current layout and this design closes the left turn down considerably. Happy with the additional pedestrian crossing, however if the crossing are to be "Barns Dance" phasing, then traffic capacity of the intersection will be reduced. The fence along New Windsor Road beside New Windsor Primary needs to be a traffic barrier as well as a fence. Happy with tightening up the left turn New Windsor to Maioro. - The raised table slows vehicle speeds as they enter the intersection, but do not reduce vehicle speeds as they travel through the intersection. Raised tables also encourage pedestrians to walk 'off track' which is an issue when you have large amounts of pedestrians crossing at the same time, such as primary school students walking to/from school. A better approach to this would be to add raised crossings at each pedestrian crossing location (while still keeping the intersection signalised), so that vehicle speeds reduce as they enter the intersection as they have to go through the hump, and speeds reduce as they exit the intersection as well due to the presence of another hump. 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with the propose designs.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - I support what is necessary. Traffic Calmer nonsense is a step too far - unnecessary and does not add to safety. People cross them then drive fast to the next one. A more sensible approach would be no calmers and people won't try and speed between. - Don't support raised tables. This makes the change between road and footpaths unclear, for pedestrians in particular. It also slows down traffic unnecessarily - Don't support raised pedestrian table. Is not required where there are already traffic lights. Vehicles will already be slowing down for traffic lights anyway. The height of the road should not be changed with different levels. <p>Colour of speed table</p> <ul style="list-style-type: none"> - In Blockhouse bay its painted red, so have a thought about the colour for pedestrians path to have more visibility at night time <p>Removal of slip lane at New Windsor intersection</p> <ul style="list-style-type: none"> - Hard for trucks to turn right onto new Windsor road with the wider footpath - Not taking into account all users of the intersection. Need to think of all users' not just buses & large vehicles - Removal of the slip lane and triangle traffic island has potential but the kerb should not be changed. Traffic flow around the corner is better around the current corner than if it were a tighter corner. The speed table is nothing but a nuisance. Currently the right turn from Maioro Rd into New Windsor road is a problem for larger vehicles. There is space to have a smoother curve which would reduce the danger to people walking along the front of the school. 	
<p>Suggested changes to the location of Speed tables on Rosamund Ave and Roseville Street</p> <ul style="list-style-type: none"> - (Rosamund) Pedestrian access should be set back a car length and installed as a crossing so people have priority over cars. No parking restrictions need to be extended to the entire road 24/7 - (Rosamund) Move crossing back to allow single vehicle to wait at the limit lines - (Roseville) I live on Roseville Street. As above installing a raised pedestrian table may result in vehicles entering the street slower however it'll also contribute to a longer wait to get a suitable gap in the traffic to turn into the street going from accelerating to turn then having to break straight away. This will almost surely contribute to more accidents as people take a gap in the traffic that isn't suitable, for this accelerate then break scenario, out of frustration of waiting for a larger opening due to the result of this raised pedestrian table. Pedestrians will also think they get right of way with it being a raised crossing point and will likely cross at times cars are trying to turn in contributing to another potential risk of turning vehicles getting caught in the middle of the lane as a pedestrian is midway through the crossing. A better option for Roseville Street would be to install a street wide speed bump around number 7 to reduce the number of cars that speed down the street. 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with the proposed designs.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - (Roseville) Install a speed bump on Roseville Street at number 7 or after 9. Lots of vehicles speed through this portion of the street which is extremely unsafe coming up to the intersection of Netherton and Westminster, especially Westminster being hidden under the rise of the hill. - Installing a raised pedestrian table may result in vehicles entering the street slower however it'll also contribute to a longer wait to get a suitable gap in the traffic to turn into the street going from accelerating to turn then having to break straight away. This will almost surely contribute to more accidents as people take a gap in the traffic that isn't suitable, for this accelerate then break scenario, out of frustration of waiting for a larger opening due to the result of this raised pedestrian table. Pedestrians will also think they get right of way with it being a raised crossing point and will likely cross at times cars are trying to turn in contributing to another potential risk of turning vehicles getting caught in the middle of the lane as a pedestrian is midway through the crossing. 	
<p>Suggestion to change speed tables on Rosamund, Roseville and Cordelia into pedestrian crossings on speed table</p> <ul style="list-style-type: none"> - We support the raised nature of the side road treatments, but are concerned that they do not offer priority for people on bike or foot - The raised pedestrian tables should be actually formal pedestrian crossings with vehicles having the legal right to give way to all pedestrians crossing. - The road (Rosamund) is already difficult to get into most of the time because of the number of cars parked on both sides of the road near the intersection. One car usually drives through the section of the road at record snail's pace. Adding traffic calmer will add to the difficulty - Raised table looks good. It's great how pedestrians can follow their desire lines, but make sure it's wide enough so that ppl can pass behind most cars waiting. Is there budget for it to be a zebra? Especially given this is a shared path, TDM requires that it must provide priority to cyclists: "Where a cycleway crosses an unsignalised side road a raised table is to be provided. The table will reduce the speed of vehicles approaching the side street crossing and provide priority to the pedestrians and people on bikes." - Design Code for Cycling Infrastructure p.30 (Unsignalised intersections) 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with the propose designs.</p>
<p>Increased no parking restrictions on side streets</p> <ul style="list-style-type: none"> - Yes move parking away from the corner to improve sight lines (Roseville) - Can the following be incorporated with your proposal? Can we have yellow lines down one side of Rosamund, from the intersection down Rosamund? 2-way traffic there is bedlam. 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - With no parking restrictions on Rosamund Ave, it is difficult to drive thru with cars parked on both sides. Recommend one side restrictions. - A raised table is a must for safety and stop high speeding. The No parking lines on the East side of Rosamund Ave i.e 2 Rosamund Ave, should extend all the way to Cover the whole outside of 2 Rosamund Avel, because it's the peak of the hill, if cars parking there other cars at behind could not see the downhill cars coming up. - Need to apply yellow lines on surrounding side streets on the bends and blind spot hazard parts of Rosamund and Peter Mulgrew. And yellow lines Rosamund entry from Maioro St. I feel local residents already use Laburnum and New Windsor Rd to access Maioro to motorways - Pedestrian access should be set back a car length and installed as a crossing so people have priority over cars. No parking restrictions need to be extended to the entire road 24/7 - Move parking away from the corner to improve sight lines on Roseville 	<p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with the propose designs.</p>
Vibration and Noise	
<p>Vibration and Noise</p> <ul style="list-style-type: none"> - Please can you look at the storm water drains along the side of the road, these seem to cause larger vehicles to hit them like a bump, causing noise and vibrations. This needs to be more flush. - Again, the raised table will cause damage to our houses. Also the 5 lane suggestion is extremely dangerous so should remain as it is. There will still beane blockages if you take away the median strip, I often sit for 2 minutes in the median strip waiting to pull into my drive, even when I'm on the peak hour side & frequently see other people in the same position so imagine the congestion that's going to cause if we have to sit in a lane to wait - blocking it. Its already scary waiting in the median strip, but you want us to sit for minutes in a lane now, that's not a safe change. - We have concerns about the noise and vibrations already in the street. This is our key concern, we have been here for many years, and the traffic in recent years is causing vibrations in our home. We are located corner of Cordelia Place. - We have storm water drains which are not built as per standard which create a pothole effect on the road. The vibrations damage our houses. - I have concerns this will increase traffic, pollution and noise on Maioro Street. - Further, the median strip is too narrow to create a lane out of which will mean making the other lanes narrower - possibly at the minimal acceptable width which isn't appropriate for the suggested 5 lane road. Also if the existing lanes are narrowed it will mean vehicle's will travel closer to the curb & over manhole causing vibration, we already experience our house vibrating badly when large vehicles drove over any uneven 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with the propose designs.</p>

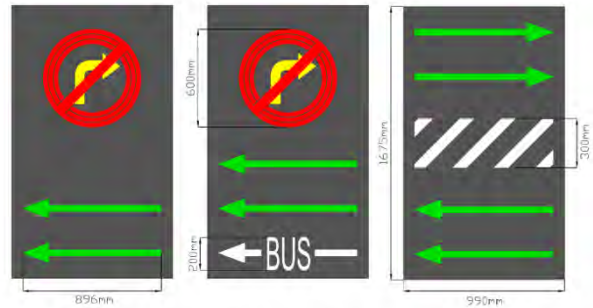
Design suggestion in feedback	AT response
<p>surface. We also get cracking on our walls from the vibrations which will get worse with more traffic which all this will encourage.</p>	
Pedestrian Crossing on Maioro Street	
<p>Suggestions to move crossing location</p> <ul style="list-style-type: none"> - Instead of signalised crossing at 65, 68 Maioro road, why not at Rosamund Avenue . - Might as well make a crossing and turn lights for Rosamund Ave - I don't think a crossing is needed, but you could move this to Rosamund and incorporate turning traffic. - Move it to Rosamund and use to facilitate right turn traffic onto Maioro - Put lights on Rosamund/Maioro rd st intersection with crossing instead - Could the lights/crossing not be integrated with the Rosamund Rd intersection? - If there is a signal instead of just a raised bed at Rosamund Ave, it will lead to safe crossing instead of one at 65, 68 - Could have had lights and crossing at Rosamund? Like bollard Ave? - Rosamund being a street that connects to other street, can we have a signal that would enable right turn? This will help smooth flow of traffic and enable pedestrian to cross without fear as there is a guarantee of cars stopping. The length of time can be increased , similar to the one on Richardson road and Maioro intersection rather than having just a raised bed - Rosamund being a street that connects to other street, can we have a signal that would enable right turn? This will help smooth flow of traffic and enable pedestrian to cross without fear as there is a guarantee of cars stopping. The length of time can be increased, similar to the one on Richardson road and Maioro intersection rather than having just a raised bed 	<p>[AT response]</p> <p>The crossing is located to provide a connection for those using the bus stops. Signalising the intersection of Rosamund and Maioro Street would not work in conjunction with Dynamic lanes. However as we are reviewing the design based on feedback this element will be considered along with other suggestions presented.</p>
<p>Suggestions to remove raised table from Maioro Street signalised crossing design</p> <ul style="list-style-type: none"> - Happy with the mid-block pedestrian crossing and its location. Not happy with the raised table on the Mid-block Crossing as it will reduce the traffic capacity of the traffic lanes and generate excessive noise to nearby residents. If the crossing must be raised, then the ramps should be a more gentle gradient than others that have been recently constructed such has as Sandringham Road near Ethel Street and Blockhouse Bay Road near Glenavon School. - Creating signalised crossing is great idea. Creating raised pedestrian crossing is terrible idea. Roads are designed to be travelled at 50km/h creating speed bumps that limit that speed for a few pedestrians per day is just terrible. You specify that there are around 20,000 vehicles in peak hour traffic and now you want to slow all of them down for a few pedestrians that will cross when they have traffic signal there already. Not to mention all traffic that is happening at other hours and there are no pedestrians around. - General support for safe crossing. Unsure of raising the crossing. Uncomfortable for buses. 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with the propose designs.</p>

Design suggestion in feedback	AT response
<p>Suggestions for automated call function/cancel function on the pedestrian crossing</p> <ul style="list-style-type: none"> - I support the introduction of a mid-block pedestrian crossing on Maioro St to improve accessibility to the shared path and bus stops. Please consider the use of FLIR cameras or other sensors for this crossing. Driver frustration will increase if drivers are waiting for the signals to change and pedestrians have either already crossed or taken an alternative route. - I agree a crossing may be necessary put traffic lights on it and no traffic calmer. If there are no pedestrians the traffic will flow if there are they will be stopped temporarily - What happens if someone pushes the call button, then runs away, or crosses the road before the red light/green man? - Only if this includes a Smart Pad, with a call cancelling function, so people don't just push the button and walk away. - Support but the beg buttons must be removed and automated crossing installed. 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with the propose designs.</p>
<p>Suggestion for a crossing with central refuge island</p> <ul style="list-style-type: none"> - A two part unsignalled pedestrian crossing with a refuge island in the middle would have been better to encourage walking and busing. The signalised crossing will end up taking too long to allow crossing and pedestrians will still run across if the bus is about to arrive at their stop 	<p>[AT response]</p> <p>If dynamic lanes are implemented the median strip will not be available to build a central refuge island on, as during peak hours this will become a live lane.</p>
<p>Suggestion for overpass or underpass for pedestrians instead of crossing</p> <ul style="list-style-type: none"> - pedestrian overpass would be ideal - Build a crossing bridge. Any holdups in Maioro St will backlog onto motorway off ramps! - I take this bus daily and there is no need, maybe a sky bridge. - Rather signalised crossing than prefer a sort of bridge covered just like Jacob Ladder Bridge at Saint Marys Bay if budgets are allowed. - Will create more traffic, delays coming from all direction to Tunnel and no. of suburbs why not over bridge to cross and or underground crossing? - Having a signalised pedestrian crossing sounds like a good idea but will cause traffic build-up on both sides especially in the afternoon on off ramps through motorway. Because the Maioro Street is not a long road and the cars are tail to tail on peak hours. Maybe an overpass pedestrian bridge is an option if possible but there is no guarantee all pedestrian use it unless becomes compulsory during peak hours with an additional signalised crossing for off peak time. Just a thought. - Do a pedestrian overbridge on Maioro. Make changes that make traffic flow better and ease congestion not make changes that slows traffic and causes too much confusion and compacts drivers 	<p>[AT response]</p> <p>Pedestrian overpasses or underpasses are very costly to build, and there is not sufficient space for stairs and ramps to be built on each side of the road.</p> <p>To cross the road using an overpass or underpass is more time consuming for people who are walking, and it is likely many would then risk running across the road instead.</p>

Design suggestion in feedback	AT response
<p>Advance stop box for cyclist at crossing</p> <ul style="list-style-type: none"> No advanced stop box for cyclists (shouldn't be needed if they had dedicated lane) 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with proposed design changes.</p>
Traffic light phasing	
<p>Concerns about traffic light phasing</p> <ul style="list-style-type: none"> Will the phasing of lights be improved? Currently the time for New Windsor Road (Via Boundary Road) to Maioro Road is extremely short and allows few cars to travel through the green light. Perhaps the phasing of all crossings together would be useful. As a main arterial road, this intersection should have vehicle throughput optimized I strongly support the improvements to the intersection at Maioro/New Windsor. It is crucial that the safety of this intersection is improved, especially given the proximity to New Windsor School. Please make sure that the pedestrian phasing at this intersection is safe and efficient. As part of the upgrade, it would be great to see the existing pedestrian fence replaced with something more robust. It feels like every other week there is a collision with this fence and it sits unrepaired for months. The footpath behind the fence is also in very poor condition, this should be upgraded to make walking safer and more attractive for the community and the school children. Need to consider phasing of lights as traffic who might have turned right on Maioro will now have to go down New Windsor. The phasing of the light with the traffic lights at New Windsor Rd will be important for traffic flow. 	<p>[AT response]</p> <p>Auckland implements a programme that is designed to automatically adjust light phases throughout the day dependant on traffic flow, using sensors and loops placed in the surface of the road.</p> <p>The pedestrian phases at New Windsor intersection would be optimised, especially for the before and after school times, and the plan is to have all the pedestrian phases at the same time so there is no traffic moving through the intersection whilst the students are crossing.</p>
Loss of Car park, New Windsor Shops	
<p>Loss of 1 x car park outside New Windsor Shops</p> <ul style="list-style-type: none"> Will the shop dairy car parking still be accessible? I dislike the parking arrangement but realise with a very limited space there is not a lot that can be changed. I wish there was a way to incorporate that parking flow into the crossing I am one of the shop owner on New Windsor Road. I am really happy to see new improving on the dynamic lanes on Maioro Street but I have some deeply concern regarding the improvements to the New Windsor Road/ Maioro Street intersection. I am strongly agree with the new pedestrian crossing but with the raised table added can have greatly impact on our businesses. At the moment there are 6 businesses in a building which rely on 8 car parks but if there was one parking removed, we will only have 7 car parks which can be 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>The removal of one car park at the shop, is necessary to implement the safety improvements of the intersection for pedestrians, as proposed.</p>

Design suggestion in feedback	AT response
<p>affecting our businesses. We will have less customers due to the reduced parking space. Another main concern for us is that the lane marking will be move back bit further due to the new raised table, and as you can see being business next to the traffic light is not easy for customers to come in and get out of the carparks. And by being moving back the lanes it means that it getting very hard for customers to get out of the carparks to the traffic flow. It will be impact our businesses greatly. I hope you take this into consideration. And I really appreciated all the improvements to make the community safer and better place to be. Thank you</p> <ul style="list-style-type: none"> - Lose more business parking? - Already lack of parking at shops. - I do not agree with these proposals. There are a lack of parking spots at my local dairy as it is and I depend on these car parks when I need to grab necessities for my household. Therefore losing a car park on top of struggling to find car parks as it is would be very upsetting. - The car park is already full, and removing another park, will make it more crowded.. - Already doesn't have enough parks there - More thought into dealing with parking area at New Windsor shops. - I do not see how the removal of a carpark at the shops is necessary. - Overall support these changes, but think you could keep the carpark by changing alignment. - I also am unsure about the need for removal of the extra carpark for the shops - is this really necessary? - Removal of a car park by the shops increases the congestion, during the peak time, by the cars stopping to drop-off New Windsor school children. Already there is insufficient car parking around the school to drop off children. The car parks are also fully used most of the times during day time and evening time. 	<p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with proposed design changes.</p>
Various Items	
<p>Footpath width changes near pedestrian tables and crossings</p> <ul style="list-style-type: none"> - Agree with these safety changes but no need for extra footpath width. - Please make sure there's lots of space for people to get past those waiting to cross the new crossing from the school side. Can this footpath (west side of New Windsor Road be upgraded to a shared path to accommodate increased cycling in the area. Please can the barrier between road and footpath (on school side of New Windsor road) be upgraded to something stronger- the current one breaks with any knock by vehicles? A sound wall (like on SH1 heading towards the harbour bridge would be of great benefit to pedestrians and children in their classes. - I don't know that widening footpaths is required, I would prefer a little wider lanes instead so that we can pass motorcycles more safely - There is no need for increased footpath width. It only increases the cost if the changes and gains nothing. The raised table also seems unwarranted. 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with proposed designs changes.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - Reducing the kerb radius at the intersection may make it difficult for heavy vehicles to turn within the lanes and not track across the extended footpaths. 	
<p>Lane width</p> <ul style="list-style-type: none"> - Concerned that the dynamic lane in the middle will be narrower than the outside lanes. The traffic is already congested and I believe it will be worse with dynamic lanes 	<p>[AT response]</p> <p>The proposed design includes remarking all the lanes so they would be of equal width, appropriate for vehicle lanes. The lanes would also be marked with LED lights for the dynamic changes.</p> <p>However following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements, which may lead to changes to the proposal. This concern raised will be taken into consideration with any changes.</p>
<p>Signage</p> <ul style="list-style-type: none"> - MUST INCLUDE SIGNAGE designating LEFT LANE for Waterview Tunnel, PREFERABLY as EARLY as the intersection of Tiverton Road/ New Windsor Road. MOST DEFINITELY NO LATER than the intersection of Maioro Street/New Windsor Road. The current signage for Waterview Tunnel is by far too late. Traffic is crossing from the far right lane, to the far left lane with insufficient distance for safety 	<p>Thank you for your feedback, we are currently considering suggestions for change to the proposal and any signage will be considered to compliment any final design.</p>
<p>Concerns accidents will occur</p> <ul style="list-style-type: none"> - Extremely unnecessary. Traffic flows sufficiently as is and installing these adjustments will likely contribute to more accidents with people not being aware of the lanes or in the incorrect lanes coming off the motorway and forcing their way across people or into gaps contributing to more road rage situations. - High elderly driving population in the area, change, especially an electronic one, would most likely enhance the rates of accidents - You are asking for trouble. Using the same on the Panmure Bridge H/way one enters with trepidation and seeing the amount of people driving around this area where English is their second language, so not able to read signs properly and quickly, you are inviting head on crashes. - Being local, the intersection after Richardson to city and south motorway is already complicated for drivers and accidents happen that area and feel this dynamic lanes is going to further confuse and be hazardous to already accident prone drivers. And the dynamic lanes will cause congestion on side streets being forced to use them 	<p>Monitoring of other dynamic lanes in Auckland and internationally suggest that drivers are able to understand directions provided by signage, and are able to safely comply with changes.</p> <p>Sometimes it takes people time to adjust to change, and when driving through a new layout, or an unfamiliar area.</p> <p>Road signs are approved by NZTA – Waka Kotahi and assessed as appropriate for drivers who cannot read English, and to be universal to help drivers understand where they should be on the road.</p>
<p>Think Bigger</p> <ul style="list-style-type: none"> - Think bigger, smarter and for Long term like having flyovers for motorways entries from all direction 	<p>Thanks for your feedback, this project is within a confined and approved budget.</p>

Design suggestion in feedback	AT response
<p>New Windsor School parent parking behaviour</p> <ul style="list-style-type: none"> - The worst morning congestion in the area isn't Maioro. It's on New Windsor Road near the shops when the parents dropping off at New Windsor School ignore signs and park in the clear away and double and triple park at the shops, restricting it all to one lane. Needs enforcement or this won't even help. 	<p>Parking enforcement teams regularly visit this location to enforce parking restrictions. New Windsor School work with the Travelwise Team at Auckland Transport to encourage parents to choose active transport options. The school regularly ask parents not to park near the front gate</p>
<p>Parking on berm</p> <ul style="list-style-type: none"> - Will you do anything about all the cars parked on the berm along Maioro Street? It's a real visibility issue when coming out of driveways. 	<p>Parking on a berm in Auckland is not illegal and cannot be enforced unless there is a sign which indicates no parking off the road way. We have raised this concern with the parking enforcement team.</p>
<p>Turning right from live lane</p> <ul style="list-style-type: none"> - I live on Maioro Street, and if I need to turn right into my driveway and I am waiting in a live lane in traffic to turn right, then the system changes will I be facing oncoming traffic? 	<p>In the proposed plan, if you are in the right lane waiting to turn, and the dynamic lane phase changes, you will then be safely in the median strip.</p>
<p>Driving in a bus lane</p> <ul style="list-style-type: none"> - When I turn into my property at Number 15 I have to enter the bus lane hopefully no penalty to do this 	<p>If you are turning left into your driveway, or a side road, or you are exiting your driveway to join traffic you can travel up to 50m in a bus lane without penalty. How to use bus & transit lanes (at.govt.nz)</p>
<p>Signage question</p> <ul style="list-style-type: none"> - Will there be appropriate signs on Rosamund Rd to show No Right turn? 	<p>The plan includes electronic signs in the side streets, that will change as the lanes change, to show no right turn, and which lanes can turn into.</p>  <p>Figure 4: Details of trial VMS signs to be used at side road entrances to the dynamic lane</p>

Design suggestion in feedback	AT response
<p>Effect on Side Streets</p> <ul style="list-style-type: none"> - Whilst I live in Brothers Street with over 7000 car using my road in the morning as a rat run I would normally welcome a change. However all you are doing is creating a bus lane for 2 stops. It will have no effect on traffic flow and therefore increase the rat run down my road which is meant to be a residential street with car parked on it. We have had countless car that have been damaged and several written off included my son's car. Complete waste of money for little return. Just add 3 traffic lanes which would then feed into 4 lanes on the motorway overpass. - Before actioning this more thought is needed into how it will affect surrounding streets because it will mean an increase in RAT race drivers trying to avoid intersections - The introduction of the raised tables is great, this will improve safety for pedestrians and cyclists along Maioro St. Please consider the alternative routes that road users will need to take and ensure these have adequate capacity for the additional vehicles during peak. - The introduction of the raised tables is great, this will improve safety for pedestrians and cyclists along Maioro St. Please consider the alternative routes that road users will need to take and ensure these have adequate capacity for the additional vehicles during peak. - Again the same problem as Rosamund will occur. The No Right turn will block the surrounding roads. - Traffic will go through to Rosamund Ave and Laburnum road to cut traffic. Our road Rosamund Ave will be blocked and we can't get out in to the traffic in the morning. Safety issue. Make Rosamund residence traffic only in peak time. - The traffic is already crazy and I think these changes are going to make it much worse. It will push traffic into narrow side streets which are congested with parked cars. - Need to make intersections on side streets better to be able to handle the great amount of traffic. People on Richardson Road (from John Davies side) go straight at peak times and do a u-turn to short cut the lines onto the motorway. Phasing needs improving at that intersection. Shared path marking should be updated to show bike and people just keep left. - Overall I support this project especially the new pedestrian crossing across New Windsor Rd. There are some other changes in the local area I would like to see implemented at the same time, or even earlier. Firstly, the surrounding residential streets should be reduced to 30km/r. Rat running along the Batkin/Brothers/Valonia route is common and I think the same problem exists on the Rosamund/Laburnum route. Lower speed limits on these roads will lessen the appeal of doing this and make them safer. I would also like to see increased footpath widths and a raised table at the New Windsor Rd/Batkin Rd junction. Vehicles can turn into Batkin Rd quickly and so pose a hazard to pedestrians here. A walking school bus uses this crossing. Thirdly on my wish list is an extension of the bus lanes beyond Maioro St itself. I think these suggestions would enhance the value of the project. 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with proposed designs changes.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - I live on bannister place and this would mean I cannot turn right here into traffic to go to work - often Laburnum Rd is used and this also gets very congested as many want to turn left into motorway lane and this banks up. I would suggest putting lights on Laburnum /Richardson Rd intersection and lights on Rosamund/Maioro Rd is a better solution - If no right turn into or out of this street, it will cause more cars to take the route which through Laburnum Road and on to Richardson Road to get access to the motorway during peak hours. The intersection of Laburnum Road and Richardson Road is already difficult to turn in and out during peak hours. After the change it will become more difficult and it will affect the traffic flow on both Maioro St and Richardson Road as well. So I strongly advise you that to do some improvement about this intersection as well. (Laburnum/Richardson) 	
<p>Concerns with illegal driver behaviour</p> <ul style="list-style-type: none"> - Living on Maioro Street is a nightmare we need speed cameras asap. People already treat this Street like a motorway. We agree with the speed bump by New Windsor School & maybe the pedestrian crossing. - I think Maioro Street needs speed bumps to stop our boy racers. Even if you put a roundabout for traffic coming for side streets would be better. This helps with slowing of speeding. - Speed Cameras are needed on Maioro Street, Drivers still think that they are on the SH20. Education and Enforcement is important for this issue. - Speed cameras needed as the road is a race track at times. Intersections also get blocked by traffic - Suggest speed enforcement - on Maioro, or speed cameras. Suggest the phasing of lights be re-evaluated at Maioro/Richardson. Traffic coming along Richardson tend to go straight through and do a U Turn in front of CTK School to then double back and beat the queue to the motorway on ramps. - I am concerned that improved traffic flow may increase red light runners who drive through pedestrian crossing at Tiverton/New Windsor intersection. In the mornings this is very dangerous, with cars frequently driving through as children step out on the green crossing signal. If this was improved, it would encourage more parents to drop children there and have the walk to school the rest of the way. - Also needs a red light camera for those people whom run the lights or block the road where children are crossing, this happens constantly at the lights on New Windsor road and Tiverton road 	<p>[AT response]</p> <p>The proposal includes designs such as speed tables and changes to the traffic signals that should reduce the speed and the occurrence of red light running.</p> <p>Requests for additional enforcement, speed cameras and red light cameras that have come in during consultation have been passed along to the NZ Police on behalf of the community. AT is unable to mandate the installation of speed or redlight cameras, but we support the NZ Police with their enforcement programme, to encourage safer outcomes for communities in Auckland.</p> <p>Concerns about driver behaviour should be reported directly to the NZ Police</p>
<p>Suggestions to widen the scope/area of the proposed project or length of corridor</p> <ul style="list-style-type: none"> - I like the intention but the underlying issue in this intersection is that it backs up on both sides of new Windsor road (which should be addressed). In some cases going all the way to the bottom of Tiverton. I propose using dynamic lanes and including T2/T3 to alleviate the car traffic which causes most of the issues - After turning into Maioro Street from New Windsor there is a turning lane left into Richardson St which blocks this lane from users going straight ahead, into Stoddard Road. The road onto the highway is OK but there is often an empty lane on one lane at this turn. To stay in the lane going to Stoddard, you have to be in the left turning lane into Richardson Rd. This even occurs at 6:30 am. 	<p>[AT response]</p> <p>Following design suggestions and feedback from the community we are investigating and reviewing the feasibility of the suggested improvements.</p> <p>At this stage we would like to test and finalise the feasibility of other options before coming back to the community with proposed designs changes.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - These lanes completely ignore the real issue. The issue is not within Maioro Street. Yes this street is busy but it is congested due to the fact that the further down towards the motorway that area is always congested, turning into and out of Maioro Street. The lights there are changing too fast, most of the time even when the light is green, there is no space on the other side for cars, ppl end up waiting for a while before there is space on the other side. Better timing of the lights around that area can better release the amount of traffic entering Maioro Street. - Please look carefully at the feeding lane into Maioro from Richardson Rd. - Think it is about the only way to go. My issue is with the feeding lane at the Richardson Rd end. When you turn into Maioro St. Super dangerous. People getting very confused very quickly! Making poor road decisions. - The changes are tinkering only in the hopes that safety boxes are ticked, AT should put forward a plan for safety along the entire corridor. - This is a good proposal and will definitely eased pressure but the main culprit actually is the bottleneck along Maioro St after Richardson Road where cars travelling on the left lane trying to squeeze to the right lane to get into SH20 Southbound. Further, along New Windsor Rd, parking lots on the road is disruptive to traffic during peak hours as the road is narrow. Often bus will need to wait for oncoming traffic to pass these parked cars - No improvements appear to be planned for the intersection of Maioro Road and Richardson Road. There is a short lane and then a merge from three lanes to two lanes immediately west of the intersection for westbound traffic. This merge is too short and causes significant congestion at all times and particularly in the evening peak. It would appear that the situation will be improved when three lanes are in operation westbound, however the problem will remain at all other times. Consideration needs to be given to lengthening this short lane and merge. - Get rid of the traffic lights onto the south-western motorway, this will solve half of the problem. Also a key concern is the short merge lane at the Richardson Road end of Maioro Street, merging 3 lanes into 2 - it causes a number of issues at rush hour. - This project is very narrow in its scope. One of the main problems will be at the intersection of Richardson Rd and Maioro. Even now the intersection blocks because the bridge across SH20, the Tunnel and South are clogged with traffic. Richardson Rd traffic turning right can be blocked back to No.333 or further because of short light phasing and when the arrow turns green traffic can't proceed because the intersection is full of traffic. It's a complete mess and this includes weekends. - You need to step back and see how this will actually affect all the area not just your bus service. The changes to the bus service by not running the 95B around Stoddard road have already driven quite a few locals back to their cars as the increased distance to serviced bus stops has become too much for some. The change did nothing but put passengers on a bus waiting to clear the motorway for 20-30mins during rush hour whereas that same bus could have increased the services around Stoddard, Richardson and surrounds .Please think how this service will be used with the increased density of housing in the area. 	

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - Would like this to include some intersection safety improvement at Dickey Street, a keep clear zone and/or speed table would be good to allow residents in and out of their street. - I can understand why Dynamic lanes seem like a good idea, however, they will create more of an issue and make the road less safe in this instance. The only thing that dynamic lanes would seem to do in this instance is to move the traffic issue towards the end of Maioro as there would still be bottle necks on New Windsor Road and Tiverton Street. 	
<p>Concerns that works are not overly disruptive to traffic</p> <ul style="list-style-type: none"> - My only concerns is for the residents and people, like myself, who rely heavily on public transport and how the road works would affect us day to day - I don't have much else to add on any of my points. Overall my main concern is how efficiently this will be rolled out for the reasons stated in the comments of my first answer - Try to finish the work asap though it takes time but keep it up. - It is a concern how long the construction would take as I need to use Maioro St it has become the main road to drive, construction would cause a lot of delay and disturbing the routine work time - Please carefully consider how this project will be constructed to minimise impacts to all road users including pedestrians and cyclists. Can it be constructed off peak and/or at night to minimise disruption? Could it be targeted for construction during the summer school holidays to reduce impacts to the nearby school? - I like the idea in practice as I'm hoping it means it'll reduce incidents where I wait for a bus that was scheduled but never appeared. I'm also concerned about roadworks along this street being completed in a timely fashion as I feel other projects on Auckland's main roads to improve our roads often leave them further crippled for several months before we notice a difference (e.g. current works on Titirangi Rd or Wolverton Rd) 	<p>[AT response]</p> <p>When a final design is approved and contracted out to works, AT will work with the contractor to attempt to minimise the disruption through out the build. Where possible night works will be implemented to minimise traffic disruption.</p> <p>Recent works at Wolverton have included significant works in the culvert under the road, with gas and power and other utility connections that were significant in size and nature. The added complication of periods of site closures due to mandated lockdowns did lengthen the timeframe.</p> <p>The Installation of the Huia pipeline by Watercare on Titirangi Road, and other local roads has been a huge job for Watercare contractors. Replacing the pipeline ensures they can continue to provide essential water services to Auckland and cater for the growing population. Watercare - Huia 1 watermain upgrate</p>

Attachment 1: Proposed designs

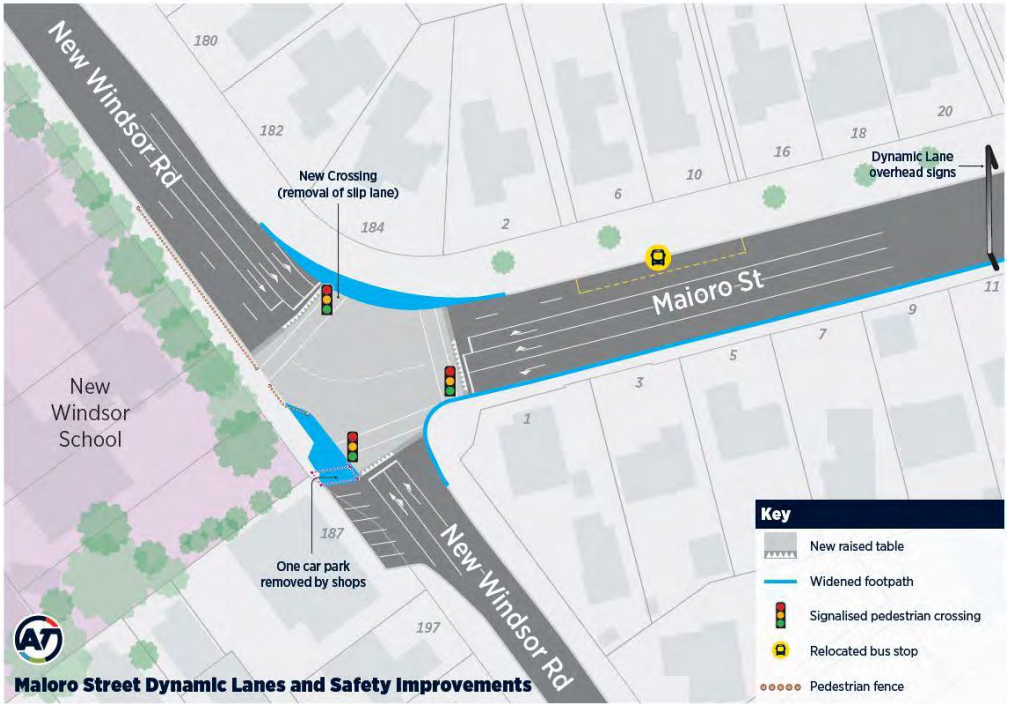
Simple Drawings of project area, and designs

The existing road width of Maoro Street allows reallocation of road space to create an additional lane to offer the option of a bus lane. The system uses LED lights embedded into the road surface to mark traffic lanes instead of painted lines.

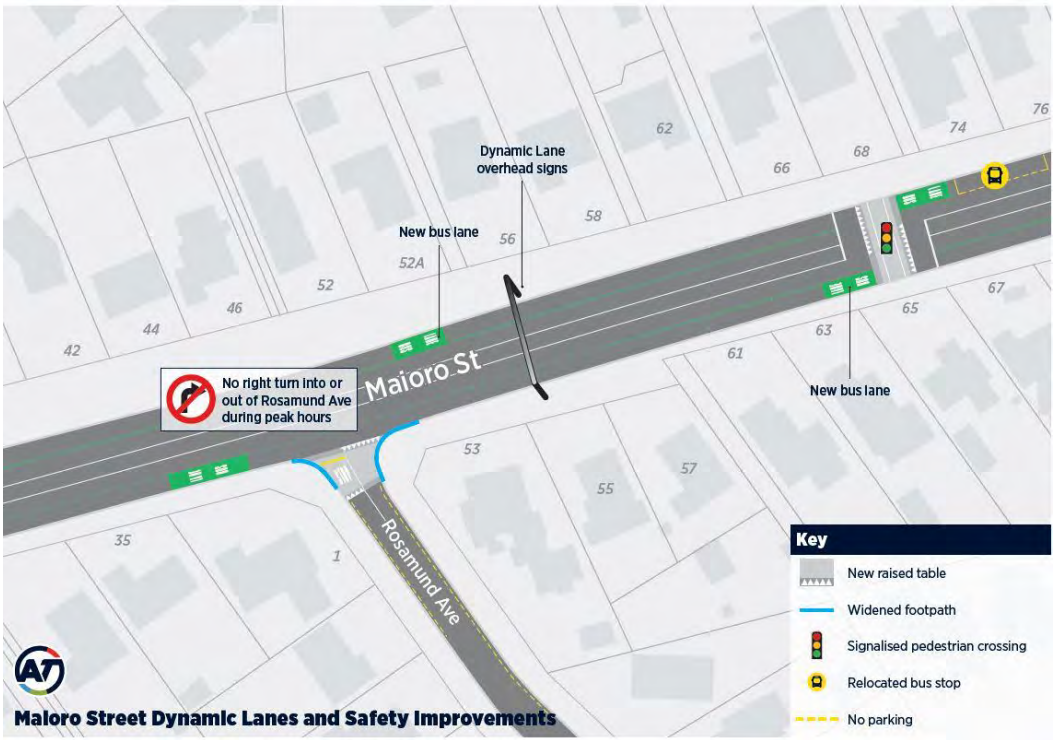
Changing these LED lights is a quick and safe way to create temporary lane direction changes during heavy congestion and to ensure better traffic flow. Traffic control signs over the road will also display clearly which lanes drivers should use. Dynamic lanes are currently used in Auckland along the Panmure Bridge, Auckland Harbour Bridge, Whangaparaoa Road and Redoubt Road. The system is quick to build and more cost-effective than road widening.



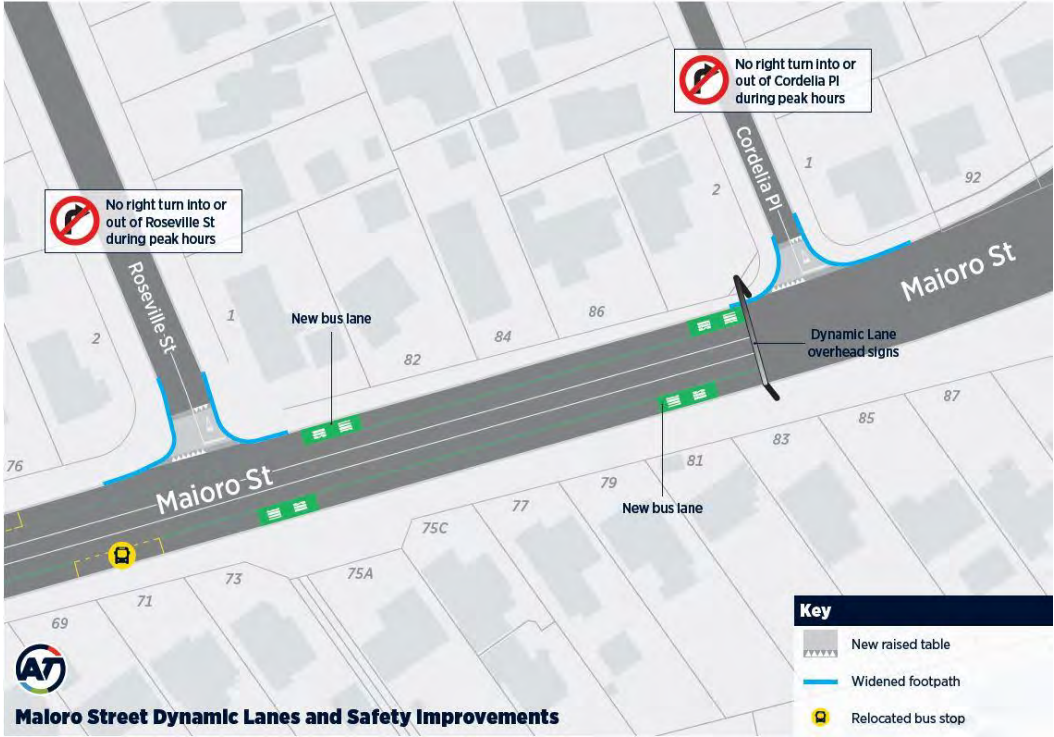
Proposed project area



Maoro Street and New Windsor Road intersection improvements



Maoro Street and Rosamund Ave



Maloro Street, Cordelia Place and Roseville Street changes

Cross Section



For the full design plans, see <https://at.govt.nz/projects-roadworks/dynamic-lanes/maioro-street-dynamic-lanes-and-safety-improvements/>

Attachment 2: Feedback form

The following is a screenshot of the online survey form that was used to gather information from the community. Additionally a paper form was provided at the public information sessions, and the responses were entered online.



Have your say: Maioro Street Dynamic Lanes and Safety Improvements

Please let us know what you think about the proposed changes to Maioro Street. This survey asks about the different elements of the proposed changes and will take about 10 minutes to complete. We appreciate you taking the time to let us know your thoughts.



1. Dynamic Lanes on Maioro Street

Proposed changes

- Overhead signs and LED lights embedded into the road surface to mark traffic lanes instead of painted lines, to create temporary lane direction changes during heavy congestion and to ensure better traffic flow.
- This system will turn the median strip into a traffic lane during peak hours. In the peak direction there will be one bus lane, and two lanes of traffic. There will be two lanes on traffic in the opposite direction.
- During off peak hours the road will return to two lanes in each direction and a median strip.

Benefits of changes

- This system enables us provide better traffic flow during peak hours
- There are 16 buses per hour in peak traffic, this system will enable these buses to run more efficiently, and to free up space in the other lanes
- A more efficient bus service will be more reliable and attractive to users

Do you support the proposed changes regarding the Dynamic lanes on Maioro Street?

- Strongly support
- Support
- Support some of the changes
- Oppose
- Strongly oppose



2. Maloro Street / New Windsor Road Intersection Safety Improvements

Proposed Changes

- Removal of the slip lane into Maoro Street
- Additional signalised pedestrian crossing
- The intersection will be on a raised speed table
- Increased footpath width
- Loss of one park at the shops to accommodate the intersection improvements

Benefits of changes

- The additional crossing will make it safer for school students to cross to school
- A raised intersection will alert drivers to slow on approach as there are lots of people crossing the road here
- Slower speeds mean motorists are less likely to run red lights which also reduces vehicle crashes
- This type of speed hump is smoother for buses and large vehicles
- Lower speeds improve the chances of a person crossing surviving if they are hit by a vehicle

Do you support the proposed changes to Maoro Street/ New Windsor Road Intersection?

- Strongly support
- Support
- Support some of the changes
- Oppose
- Strongly oppose

Please let us know your thoughts:



3. A Signalised Pedestrian Crossing on Maoro Street

Proposed changes

- A new signalised crossing, on a raised table outside numbers 65 and 68

Benefits of proposed changes

- Safe crossing connection across this busy road for those who are walking or scooting or riding a bike
- A safe crossing place for people crossing the road to get to and from their bus stops

Do you support the proposed signalised crossing?

- Strongly support
- Support
- Support some of the changes
- Oppose
- Strongly oppose

Please let us know your thoughts:



4. Rosamund Avenue Intersection Changes

Proposed Changes

- Raised pedestrian table at entrance of street
- No Right turn in and out of the street during peak hours
- Increased footpath width at the corners
- No parking restrictions approaching the intersection on either side of Rosamund Ave
- A LED sign will show a no-right turn symbol, and the lane directions during peak times

Benefits of changes

- A raised table will encourage drivers to slow on approach to the street which is safer for those waiting to cross. It also raises the height of pedestrians for greater visibility, and makes the journey smoother for those cycling on the shared path.
- No-Right turn in peak traffic reduces the risk of a crash and reduces lane blockages on Maoro Street, as there will be no median strip
- No-parking restriction allows for better visibility for drivers and pedestrians at this intersection due to the crest in the road.

Do you support the proposed changes to Maioro Street/Rosamund Avenue Intersection?

- Strongly support
- Support
- Support some of the changes
- Oppose
- Strongly oppose

Please let us know your thoughts



5. Intersections of Cordelia Place and Roseville Street

Proposed Changes

- Raised pedestrian table at entrance of street
- No Right Turn in and out of the street during peak hours
- Increased footpath width at the corners
- A LED sign will show a No Right Turn symbol, and the lane directions during peak times

Benefits of changes

- A raised table will encourage drivers to slow on approach to the street which is safer for those waiting to cross. It also raises the height of pedestrians for greater visibility, and makes the journey smoother for those cycling on the shared path.
- No Right Turn in peak traffic reduces the risk of a crash and reduces lane blockages on Maioro Street, as there will be no median strip

Do you support the proposed changes to Maioro Street and the Intersections of Cordelia Place and Roseville Street?

- Strongly support
- Support
- Support some of the changes
- Oppose
- Strongly oppose

Please let us know your thoughts

6. Thinking about the Maioro Street project as a whole, please tell us what your overall view of the proposed changes

- Strongly support
- Support
- Support some of the changes
- Oppose
- Strongly oppose

Please provide any other comments