

## To Close or Keep the Clearways on SH59 through Mana Esplanade and St Andrews Road? Feedback from adjoining households following a letterbox drop on 26 November 2021

Names , addresses and specific information have been deleted to preserve and respect privacy

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We totally support the closure of the Mana clearway lanes at the earliest possible time – Cycling/parking back to how it was.

Hopefully the roads will be upgraded so our house doesn't rattle with the heavy trucks. We have complained in the past months to Waka Kotahi, re the road. No reply.

We will wait till after the new year to take a bit more action if our house continues to shake. Think it's highly unlikely once the trucks use Transmission Gully.

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I support the clearways going to one lane when Transmission Gully opens. I have plenty of parking at my place but because other people don't, a lot of them park down the right of way to the beach (which is where I live and park) and walk to their houses or wherever they're visiting. I have had occasions where the entry/exit to my garage was blocked because of people doing this, and often there are a lot more cars parked down there which are not people going to the beach. People use it for all day parking, including workers and visitors to the business across the road. I find it quite annoying. I wrote to the PCC, and they've done nothing about it. If there was all day parking on Mana Esplanade, residents and visitors wouldn't have to do this.

I think only having one lane would create more of a suburban feel to the community, rather than a State Highway feel. It would be safer for kids and all pedestrians.

Although I assume truck drivers will mainly use Transmission Gully it is possible some might still go through the Esplanade. I find it very unsafe and intimidating when truck drivers use the clearway even though they are not supposed to. They are so big that it is quite scary if I'm out with my dogs when they do that.

I also think it will be safer to turn into my parking area if I only have to cross one lane.

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I speak on behalf of all [deleted] owners at [deleted] Apartments, Mana Esplanade.

Thank you for your informative letter regarding the Clearways on Mana Esplanade.

I/we have visited the web site you referenced and read and understood fully the problems associated with the Clearways in our street.

I FULLY ENDORSE the Resident Association's letter to the Ombudsman and would sign any petition to the same end if it were available.

I also experience daily the mass traffic flow through our village which has "temporarily" become State Highway 1 to ease traffic north through the area.

There is a clear breach of promise in now deciding not to remove the clearways here.

It's been an absolute botch up the whole thing, and we have put up with it for way too long (over 16 years).

We the owners of these Apartments are happy to sign a petition if you have one, in support of removing the Clearways. Please let me know if you do have one circulating as I know many of our immediate neighbours would sign it as well.

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I support closure of the Mana Clearways lanes in conjunction with the opening of Transmission Gully. I find it's just a general nuisance having to weave in and out of areas where cars are parked along the Esplanade while wanting to reach my driveway.

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I support closure of the Mana Clearways in conjunction with the opening of Transmission Gully. My comments/experiences are:

1. Constant abuse when legally parking outside own property.

2. Speed camera needed on Esplanade as often used as a racetrack, especially late at night weekends.
  3. Speed of vehicles day and night along the Esplanade is unbelievable.
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I can't wait for us to get back our lovely place to live without restrictions to parking outside my home. My friend from Bay of Plenty came to stay with me and had to park around the corner. She was 81 and on a Friday night parked outside and had her side mirror swiped, to cost her \$180.

My family avoid visiting as parking is a problem.

Please honour your promise to give us back our parking.

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Thank you for dropping the information on the future of the clearways in my mailbox, I wasn't aware they were planning on leaving them open for at least another 12 months!

To provide my feedback - I **support the closure** of the Mana clearways lanes in conjunction with the opening of Transmission Gully.

I recently moved to Mana Esplanade knowing that the Gully would be opening soon and so the traffic noise would drop significantly. I also have no off-street parking for guests, so I was relying on the closure of the clearways for my friends and family to be able to safely use the parking spaces outside my house. In my experience since moving here (1.5 months), not only do drivers use the clearway lanes anytime, but they speed down the clearway lane making it incredibly dangerous to park there. I was also nearly hit by a car a couple of weeks ago by someone who drove down the clearway lane at top speed, running a red light just as I was crossing at the (green lit) crossing.

I see no need for the clearways to remain when drivers refuse to use them as they are intended. I would like to see Waka Kotahi honour their original commitment to remove the clearways with the opening of Transmission Gully.

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[deleted] I believe I can speak from a perspective that could provide some insights:

1. The clearways (at many times) do not work, according to my observations (especially my hearing). Drivers are using the inner lane (next to the kerb) as a racetrack to beat the trucks. This results in numerous daily trucks horns.
2. The display signs do not work. If all traffic merges to the right-hand side, then an empty lane is exposed (hence the racetrack scenario).
3. Many bikers are forced to use the footpath as a means of obtaining 'safe riding' - thus any driver exiting from their driveway faces another threat... cyclists.
4. On residential rubbish bin emptying days, bins are left exposed to the wind gusts created by the vehicle/truck draught and thus fall on to the inner lane, creating havoc.
5. It not unusual to hear 30-50 horn sequences on a daily working basis.
6. Cars broken down on the clearway suffer some real-life aggression from drivers.
7. But the real issue is all the drivers (trucks, especially) texting on their cell phones, making the clearway a real life danger to the innocent pedestrians walking next to them. As a rally (motorsport) participant, we would never be allowed to walk so close to vehicles at times beating the speed limit. (Note Council have also not dealt with all the overhanging plants and trees that force pedestrians so close to the road!

**Our feedback and thoughts:**

If Waka Kotahi obtained the consents to require an expressway and agreed to removal as part of their contractual obligations upon the opening of Transmission Gully, then they must comply as every business and citizen of NZ must do - period!

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I totally agree with taking the future of Mana clearways to the Ombudsman. NZTA should not be able to, at some whim, change their minds about reverting Mana Esplanade back to what it once was, one lane north and one lane south. This leaves no safety barrier for cyclists which is on the increase, also when we have our wheelie bins out it leaves very limited room for pedestrians.

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I support the closure of Mana Clearways in conjunction with the opening of Transmission Gully.

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I support closure of the Mana clearway lanes in conjunction with the opening of Transmission Gully

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Just a quick note to register my support for your stand on the removal of the clearways once TG is open.

Nothing has substantially changed to the reasons why Waka Kotahi agreed to the removal in the first place. A quieter, calmer esplanade would be an asset not only for esplanade residents, but also other users from Camborne, Plimmerton and beyond. They may not see this at the moment, regarding the closure of the clearways as the loss of precious seconds from their journeys.

As I'm sure you're aware it's a divisive issue, pitting esplanade residents against other road users. But as Waka Kotahi have recognised, the esplanade is not a safe four-lane road. Good luck.

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I support closure of the Mana Clearways lanes in conjunction with the opening of Transmission Gully.

- The four lanes are not full-sized
- The four lanes were allowed on condition that they would revert to two once TGM opened.

Retaining four lanes is

- A continued hazard for locals.
  - An incentive for cars/trucks to not use TGM.
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Hi, I fully support the closure of the clearways as soon as Transmission Gully is open. I think that Waka Kotahi should honour its commitment to change the road to single lane traffic once Transmission Gully is open and that Waka Kotahi should actively promote the use of Transmission Gully by restricting the use of State Highway 59. Thanks for all your efforts.

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I support Paremata Residents Association in the closure of Mana Clearways.

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I strongly support the Paremata Residents Association regarding closing the Mana Clearways and in resisting the actions of NZTA who have decided to renege on previous promises to close them.

As a resident whose fences have been breached three times by vehicles and whose house has been within centimetres of being hit by two of those vehicles, and one who has had two cars hit while parked on Mana Esplanade I am always concerned about safety on this road.

I urge that the road should be narrowed, as promised, to avoid it becoming a preferred route for vehicles heading South when Transmission Gully opens.

I am uneasy that the proposed subdivision opposite Taupo Swamp might have a connection to this issue, through the City Council, that would affect their support for Paremata Residents.

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We support the closure of the clearways when Transmission Gully opens.

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We support closure of the clearways

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I support the closure of the clearways once Transmission Gully is open.

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I support the closure of the clearway on Mana Esplanade.

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The clearways along Mana Esplanade need to be removed and the original agreement honoured. You have my full support on this matter.

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I support the closing of the clearways as originally agreed. Thank you for all your work. Any word when Transmission Gully is opening?

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Of course, I would support the removal of the clearways. Some months ago while sitting in the car in the centre lane attempting to turn into our drive a truck came north and, because a car tried to pass it on the inside, forced the truck to swerve and hit me from behind and ripped down the whole passenger side of the car. What a mess.

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I strongly endorse removal of the Clearways through Mana in conjunction with the opening of Transmission Gully Motorway.

The Clearways have been a necessary but highly unsatisfactory measure to cope with increased traffic until the majority of traffic is diverted to Transmission Gully Motorway. Initial attempts to enforce compliance with clearway requirements by sighting and recording non-compliance was abandoned years ago. There is no enforcement and compliance is purely voluntary.

Vehicles changing lanes to get around parked cars creates hazards, frustration, altercations and uneven traffic flow. There have been accidents outside my home caused by trucks colliding with cars while changing lanes.

I am a cyclist. With a clearway open there is insufficient room to cycle safely on the road, so I use the footpath, although there is still a hazard of collision with residents' cars exiting driveways. I do cycle in the kerbside lane when the clearways are not operating but this is still relatively unsafe with cars using the clearway as a passing lane or just ignoring the requirement to use the right-hand lane. While cycling in a clearway while it was closed, I experienced harassment and abuse from a truck driver using the clearway, because there was not enough room in the clearway lane for him to pass me.

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I support closure of the Mana Clearways.

- With the opening of Transmission Gully, NZTA should honour its 2001 promise.
  - Since then, residents voluntarily agreed to extensions of clearway hours, showing good faith. NZTA should reciprocate this gesture with a showing of integrity at least.
  - If Transmission Gully cannot handle the traffic and NZTA believes that additional capacity is required along Mana Esplanade, then that is poor planning and design by NZTA. Local residents should not wear the brunt of this failure.
  - NZTA – just do what you promised.
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I support the closure of the clearways, Thanks.

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I received your notice in my letterbox regarding the transit lanes on Mana Esplanade. I would echo the sentiments in the letter, particularly the information contained in the media release.

I live at [deleted] Mana Esplanade and am on the owners corporation for our units (11 units). We've had negative feedback from our residents, and myself included, about the transit lanes.

I often get tooted at and abused for parking on the street during non-operational times, and for simply slowing down to turn into my driveway. I also find it much more difficult to turn into and out of my driveway because people still use the transit lanes during non-operational hours, so I have to cut across two lanes to leave the driveway, rather than one.

That's not to mention the experience walking or cycling down Mana Esplanade. I have witnessed one near miss with a cyclist, and one collision with a cyclist because the car was weaving in and out of the transit lane.

Thanks for the opportunity to provide feedback.

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We strongly support the closure of the INTERIM Mana clearway lanes (i.e. use for parking and cycling only) in conjunction with the opening of Transmission Gully.

We abhor the movement of trucks and cars so close to a footpath.

We are concerned and consciously aware of the close proximity and speed in which traffic moves in the inside lane, especially when we are walking with our small Grandchildren. We should not be fearful to venture out our own front gate! The draught is significant enough to hold the young ones hands tightly and to always ensure that they walk as close to fences and letterboxes as possible. And the noise, fumes and vibration do not make for a pleasant walk.

We are anxious each time we drive into our property when the clearways are operating and also when the clearways are not operating! Traffic continues to use both lanes day and night. This has resulted in several near misses as we attempt to turn into our property. We have been so, so close to being rear-ended, even though we give warning by indicating and slowing down. Also we are intimidated by the drivers who think it is OK to toot and swear at us as we indicate and slow down to turn into our property. Not nice for us and very unsettling if we have our Grandchildren in the car.

We are very reluctant to park in the kerbside lanes when it is legal to do so, and we discourage others also. This is an accident waiting to happen. Many times we have seen legally parked cars almost being rear-ended but scarier still are the times we have witnessed a car travelling in the kerbside lane swing out to the outside lane into an already flowing lane of traffic.

And cycling? I would never attempt to cycle along Mana Esplanade! That would be a death wish. Instead, even when the clearways are not operating, I walk with my bike until I can ride safely.

What use is a 'Commitment to the Local Community' if it is not upheld?

Why should we have the need to involve the Ombudsman when Waka Kotahi and the Porirua City Council could and should keep to their word, thus halting a process that will impact on the residents time, money and anxiety levels?

Why was Transmission Gully built if not to alleviate the flow of traffic, thus rendering the clearways redundant?

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I support closure of the Mana Clearways lanes in conjunction with the opening of Transmission Gully.

- Crossing the road across 4 lanes of traffic is dangerous.
  - The noise.
  - Trying to come onto the road from driveways is a nightmare, due to the four lanes.
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We support closure of the Mana clearways lanes (i.e. use for parking and cycling only) in conjunction with the opening of Transmission Gully.

Our comments/experiences relating to this issue are as follows:

. We share a driveway with [deleted] other households, and visitor parks are not-existent, however, visitors still park anywhere they want, and are happy to block our garages. One of our neighbours has a double garage that is not used, as access to the road is direct into the traffic (we understand how they are feeling), so they park in the shared driveway as well. That means we are sharing with [deleted] households. [deleted] of the households have their own garages, and we have our double garage and a carport. We only use one garage as the second garage access is impossible due to the other parked cars. If there were no visiting vehicles, then all would be well.

. Visitors and friends who come through the week and weekend are **not** happy to park their vehicles on the Clearway (during the correct times) as they feel that the public/passers-by are not aware that they can park there. There can be a lot of tooting and shouting etc. Also, your vehicle is not safe because if the general public are not concentrating, then there can be accidents. Nobody wants their vehicle hit while visiting Mana Esp.

. All of the above have Health and Safety issues that can be alleviated by the removal of the Clearway ensuring safe parking for all residents and their visitors.

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We need the road for visitors as I share a driveway. Visitors have sometimes blocked the driveway – “pain in the bum”.

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We support the closure of the Mana clearways lanes in conjunction with the opening of the Transmission Gully. We do not park in the kerbside lanes, as we do not feel safe doing so. Even trying to access our driveway has often subjected us to abusive gestures and verbal abuse.

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We support closure of the Mana clearways lanes (i.e. use for parking and cycling only) in conjunction with the opening of Transmission Gully. My comments/experiences relating to this issue are:

- . Strong vibration from trucks using the clearway close to house.
  - . Have been nearly wiped out several times from cars using the clearway when it is not operational and pulling into the middle lane without care.
  - . Trucks changing lanes and causing accidents when they cannot see a small car beside them in their blind spot. This would be avoided if they only had one lane to contend with.
  - . Hold ups to traffic flow with cars having to let those using the clearway back into the right-hand lane.
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Just responding to the recent mailer regarding the 4 lanes from roundabout to roundabout.

I am a resident of St Andrews Road. My house is now just a single car length from the busy road. The traffic in this area has caused extreme stress over the years. There is no way to control the traffic to use the centre lane. Police can't enforce it.

At times trucks race through side by side using the kerbside lane, which triggers huge vibrations on my property when they hit the storm water drains. This has caused massive damage to my property over the years [deleted].

All this time we have been holding on for TG as "it's not that far away", but it has taken longer than expected. But to hear that they are no longer planning on reducing these 4 lanes and shutting down the clearways, was a complete and utter shock.

To exit my property I need to back out of my garage onto SH1. There are always cars and trucks zooming down the kerbside lane when they should be in the centre lane. There is no way to control this. The signage the street residents have repeatedly asked for was returned with them erecting a large sign over from MacDonalds.

During all the negotiations for the 4 lanes, we were always promised (and it was supported by the Environment court ruling) that when TG opened, the road will return to 2 lanes with no transit lanes (replaced later by Clearways as the public didn't understand the T2 transit lane system).

St Andrews Road residents were treated differently from Mana Esplanade even though we have a school on this stretch of 50K road. The statistics I received from the Police demonstrated that over 90% of the traffic travelling south were speeding. (I still have those stats somewhere).  
Happy to support each of the Resident Associations - I belong to both.

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I **support** closure of the Mana clearways lanes (i.e. use for parking and cycling only) in conjunction with the opening of Transmission Gully.

Living in Marina View I have experienced a number of scary incidents over the years since the clearways were introduced.

- A number of times when vehicles have just pushed their way into the right lane causing me to break suddenly
- One time in the past 12 months a vehicle just pulled over forcing me to cross the double yellow lines. Luckily there was no cars coming towards me at the time.
- I have twice reported incidents that have happened to me to NZ Police including vehicle registration numbers but have never heard whether any action was taken.
- One evening in February this year I counted 126 vehicles pass me on the left between the entrance to Pope Street and my turn off into Marina View. If you are doing the correct thing by travelling in the right lane as

requested, you are nearly at a standstill as they pass you on the left and continually push their way in as they come to the parked cars - absolutely infuriating encouraging justified road rage.

- Over the years I have personally witnessed several accidents and a number of close shaves.
- Friends who are visitors to Wellington find it totally confusing and a number of times have expressed how ridiculous it is.

I totally support the Residents Assoc fighting this as actively as possible.

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I would like to record that I want the road to return to 2 lanes with parking on each side and no clearways. The ducking and diving with the two lanes is dangerous and I think having 2 lanes just encourages more speed.

Hopefully with Transmission Gully opening there will be a reduction of traffic on the Esplanade so there does NOT need to be 4 lanes.

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Sorry to take so long to reply to this. I simply keep forgetting probably because of multiple other things going on in our lives, the latest being yet another burst water main.

Anyway, I have to confess that I wrote to the transport agency a long time ago, saying that I thought it would be an awful mistake to immediately proceed to removing one of the bridges as I understand they promised to do once transmission Gully was open. I pled with them to do a vehicle flow analysis over say six months and then to make a decision.

Of course, thinking about it, if they do that then logically they should leave the freeways open during that time. I had not really thought about that I don't think, but I would probably still opt for the six months evaluation. The difference between you and me is that we were not here when the transport agency made that promise to open parking again, so it is not so important to me.

Anyway having written the letter long ago, it seems that it may have contributed to their current stance, so changing my mind now would not be keeping faith with what I wrote.

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I support closure of the Mana clearways lanes in conjunction with the opening of Transmission Gully.

I remember the promises of the lanes near the footpath being closed and the traffic lights being taken out when the Gully was opened. Also the children walking along from Pope Street to the lights opposite Steyne Ave are in danger. Big trucks come through the lanes so close to the children going to school. Accidents waiting to happen.

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We support closure of the Mana Clearways as soon as Transmission Gully opens.

The clearways are dangerous, unhealthy, and divisive. To continue with them any longer than absolutely necessary is flirting with, and showing no respect for, the health and safety of **not just local residents, but all those who use the highway or footpaths.**

Talk to virtually any motorist who uses the road regularly and they will tell you of crashes, near misses and instances of dangerous driving they have witnessed or have been involved in. Talk to truck drivers and they will tell you how much they hate the clearways and four-laning which require them to change lanes twice and put up with other vehicles that speed along the kerbside lanes and cut in front of them. Talk to the workers who need 2 or 3 trucks with flashing arrows and a hundred or so orange cones before they can do anything on the footpaths. And talk to all the people who visit from other areas on a regular basis, including those who exercise their dogs or swim at the Dolly Varden beaches and have to cross at least two lanes of traffic to get in or out of the limited parking areas.

From our perspective living on Mana Esplanade, we see or face a lot of dangers which other people may not appreciate. For instance:

- The risks faced by those who have to park their vehicles in places on the opposite side of the highway and either cross the four-lanes of traffic on foot (often several times a day) or walk considerable distances to cross at the nearest set of lights. The risks if they fall over or drop something while crossing the highway are frightening.

- The anxious moments faced by those waiting in the narrow turning lane in the centre of the road with traffic (particularly trucks) passing within inches on either (or both) sides. The stress can be immense – and even more so when occasionally an emergency vehicle comes along the same centre lane from the opposite direction.
- The large number of crashes (and legendary number of near misses) involving vehicles turning into their properties from the central lane and being struck by hidden vehicles using the kerbside lanes.
- The numerous instances of trucks colliding with vehicles in their blind spot when changing lanes (two that we know of recently just north of the Marina View lights).
- The inability to use the footpaths on both sides of the highway during periods of heavy rain, particularly when some manhole covers have lifted, and polluted water running down the kerbside lane gets showered onto the footpaths and into adjacent properties by traffic speeding through it.
- The inability for customers or clients to safely park anywhere near the Omega 3 Fish Shop and other small businesses along the Esplanade. It is amazing that Omega 3 has managed to keep going for the last 16 years of the clearways.
- The number of accidents or near misses when those cycling or using a mobility vehicle on the footpaths, meet up with vehicles entering or exiting adjacent properties.

These are but a few of the dangers that would be addressed or reduced if the clearways were closed. It will be irresponsible for Waka Kotahi not to do so as soon as Transmission Gully opens, as promised.

My family and I live on Mana Esplanade, and we fully support any and all actions that will ensure removal of the Clearways along Mana Esplanade and St. Andrews Road in conjunction with the opening of the Transmission Gully Motorway. Were it not for the current lack of \$50,000 funding, this matter would already be in the hands of a number of prominent barristers who are lining up to take on this case, to ensure through the Courts that Waka Kotahi honour the legal commitment it made to the Environment Court to remove the Clearways in conjunction with the opening of the TG Motorway.

Over the years Waka Kotahi have been grossly negligent in their operation of the Clearways, which have essentially never operated safely in the manner intended by the Environment Court. Examples of breaches of the legal and moral responsibilities of Waka Kotahi include, but are not limited to:

- \* Failure to sufficiently signpost the Mana Esplanade/St Andrews stretch of State Highway One as a “Residential Area”
- \* Failure to sufficiently encourage heavy vehicles to use the centre lanes at all times
- \* Failure to sufficiently discourage use of the kerbside parking spaces as a thoroughfare outside of clearway operating hours
- \* Failure to sufficiently educate and inform the public of all of the above
- \* Failure to monitor the operation of this stretch of State Highway regularly and meaningfully, such that it performs at all times in a safe and efficient manner
- \* Failure to meaningfully engage with locals regarding the future of this stretch of State Highway post the opening of the TG Motorway

A compilation of some examples of the consequences of the above gross negligence include:

- \* In 2019 our beloved family cat JD was killed in a hit and run incident by a vehicle travelling over the kerbside parking spaces on Mana Esplanade outside of clearway operating hours.
- \* In 2020 two of our beloved family cats Milo and Otis were each killed in separate hit and run incidents by vehicles travelling over the kerbside parking spaces on Mana Esplanade outside of clearway operating hours.
- \* A school student walking along a Mana Esplanade footpath was once hit in the face by a stone thrown up from the road by a heavy vehicle travelling over the kerbside parking spaces outside of clearway operating hours.
- \* On multiple occasions residents have narrowly escaped injury at the hands of dangerous/reckless drivers as they attempted to exit their vehicles whilst legally parked on Mana Esplanade outside of clearway operating hours, and on one occasion a resident was actually hit by one of these vehicles. These incidents were all reported to police.
- \* Shortly after one of the above incidents a member of the public tracked a resident down at their place of business and staff received an aggressive phone call regarding a vehicle parking legally on Mana Esplanade. This was also reported to police.

- \* One day a resident was verbally abused by a passing motorist as they legally parked on Mana Esplanade, the person threatening to let down their tyres. This was reported to police.
- \* On one occasion a member of the public posted on Facebook a photo of a legally parked vehicle (with rego clearly visible) along with a negative comment, and later on that same Facebook page, a further post suggested that the tyres of such vehicles should be let down. This has been mentioned to police.
- \* On several other occasions members of the public have approached a resident's place of business disgruntled at their vehicle being legally parking on Mana Esplanade, and multiple abusive and threatening phone calls have been received including one threatening to "take this further" if this did not stop.
- \* On one occasion a passing motorist was witnessed actually stopping in the northbound centre lane of Mana Esplanade in order to abuse a taxi driver legally parked by the roadside. This was reported to police.
- \* On several occasions objects have been thrown at vehicles legally parked along Mana Esplanade outside of clearway operation hours.
- \* One Sunday around lunchtime, a Police Officer confronted a resident at their front door requiring them to remove their vehicle from Mana Esplanade even though it was legally parked there outside of clearway operating hours. A complaint to police was made about this.
- \* In a resident's telephone conversation with a Porirua City Councillor once, the Councillor revealed that they and others were actively involved in ongoing covert surveillance of the personal comings and goings of residents legally going about their business in the area, including parking legally on Mana Esplanade outside of clearway operating hours.
- \* Multiple instances of vehicles running red lights along Mana Esplanade have been reported to police in recent times, including many in the last couple of months at the Mana Esplanade/Pascoe Ave intersection (sometimes as often as daily).
- \* Residents have also observed constant, flagrant disregard for other road rules along Mana Esplanade and St. Andrews Road, the most common offences being:
  - failure to indicate when changing lanes, or failure to indicate sufficiently
  - failure to give way
  - failure to maintain a safe following distance
  - speeding
  - failure to turn into the correct lane
  - not wearing a seatbelt
  - driving whilst using a cell phone.

It has been estimated that if residents were to actively start to report all such offences the volume of complaints to police would be in the thousands weekly.

The time has well and truly come for Waka Kotahi to do the right thing, reaffirm their commitment made to the Environment Court and ensure the removal of the Clearways the moment the Transmission Gully Motorway opens.