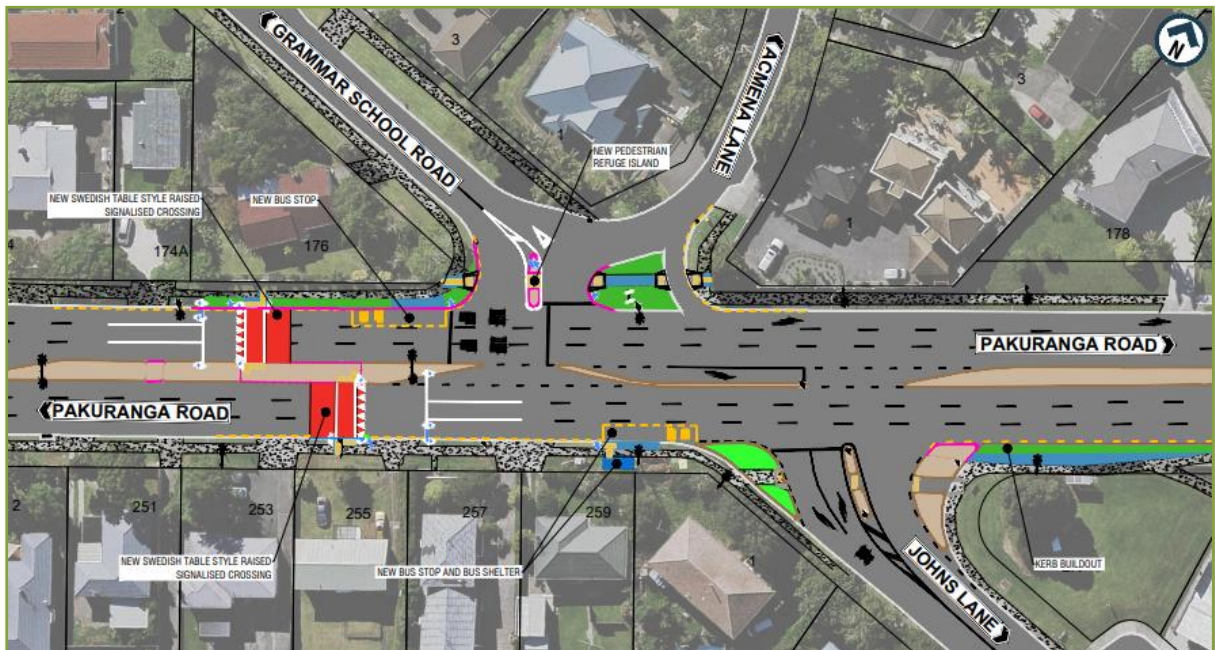


# Proposed Pedestrian Improvements on Pakuranga Road, Pakuranga

## Public feedback report



**May 2022 Engagement**

**Project reference #20100359**

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# Summary

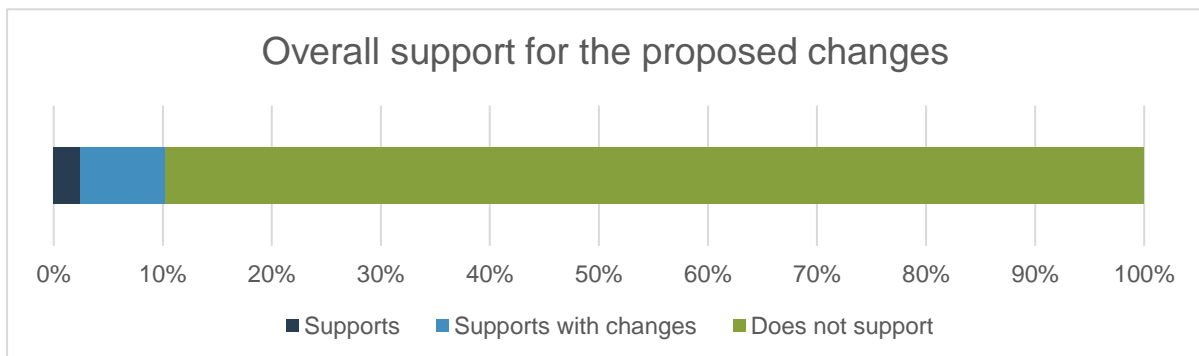
To improve pedestrian safety and access to nearby bus stops, we proposed to install a raised crossing with traffic signals at 176 Pakuranga Road. The proposed design included changes to the nearby bus stops and minor changes to the traffic islands and pedestrian kerb ramps across the side streets, Grammar School Road and Johns Lane.

We consulted on this proposal from 6 May to 1 June 2022 and received 1,199 submissions through the online survey, 7 submissions via the AT website, email, and phone, and a petition against the proposal with 1,968 signatures.

## Key themes in feedback

Overall, we received 1,263 submissions on the proposal. There were 57 blank submissions.

- 29 respondents (2.4%) supported the proposal
- 95 respondents (7.9%) said they support the proposal with some changes
- 1,082 respondents (89.7%) did not support the proposal



## Common comments and concerns

There were 15 key themes identified in the feedback, as well as a number of questions and additional comments. The following themes were mentioned in over 10% of submissions:

- Concern proposal would worsen congestion or cause travel delays (54.6%)
- Concern proposal is not necessary as there is a crossing nearby (38.1%)
- Concern a raised crossing/speed table is not appropriate for the busy road (25.6%)
- Concern about the raised crossing/speed table causing congestion (13.5%)

More detail and AT responses are provided in the [Feedback](#) section.

## Proposal outcome

Through survey responses, emails, a community meeting, and phone calls, residents told us about the importance of Pakuranga Road in their journeys to get to where they need to be. Thank you to everyone who took the time to respond to our consultation.

Auckland Transport has reviewed all the feedback received over the consultation period and listened to the comments made at the 29 August 2022 public meeting. After considering community feedback and upcoming changes on the nearby road network, we are not proceeding with the proposed design.

## Next steps

As part of our Safe Speeds Programme, the speed limit along this section of Pakuranga Road will be lowered from 60km/h to 50km/h in January 2023. We will monitor the outcomes of the speed limit reduction to see how it improves safety along the road corridor and reduces the risk to pedestrians crossing Pakuranga Road. The results of this monitoring process will help us decide if further changes are required.

Safety at the intersections of Grammar School Road and Johns Lane was raised as a concern through the consultation process. Auckland Transport will investigate an intersection upgrade, to enhance safety but also to understand any potential impacts on Pakuranga Road and the surrounding road network. If the investigation finds changes are needed, we will share the proposal with the community and request feedback.

Pakuranga Road has seen a lot of change over the past few years to ensure the road is future-ready. Any proposed changes at its intersection with Johns Lane and Grammar School Road will consider the ongoing work in the wider area and the Pakuranga Road route as a whole.

# Background

## What did we seek feedback on?

Auckland Transport proposed a pedestrian safety improvement project on Pakuranga Road in Pakuranga. The proposal included installing a raised crossing with traffic signals at 176 Pakuranga Road, changes to the nearby bus stops, and changes to the traffic islands and pedestrian kerb ramps across the side streets, Grammar School Road and Johns Lane.

## Project details

The pedestrian safety project proposed to:

- Install a raised crossing with traffic signals at 176 Pakuranga Road. This is a crossing controlled by traffic lights, with a push button for people who need to cross the road. The crossing would have a gentle exit ramp, which provides a smooth ride, especially for large trucks and emergency vehicles.
- Install a new pedestrian island crossing on Grammar School Road. A pedestrian island crossing has a traffic island at the centre of the road, which pedestrians can safely wait to cross the road.
- Move the existing bus stop and shelter at 2 Johns Lane to 259 Pakuranga Road.
- Move the existing bus stop at 176 Pakuranga Road to the east, closer to the intersection with Grammar School Road.
- Install a grass berm at 176 Pakuranga Road and 2 Johns Lane to replace the bus stop parking bays.
- Upgrade the existing kerb ramps, which are the short ramps that make it easy to move from the footpath to the street level, on Grammar School Road and Johns Lane.
- Install tactile pavers, which are yellow guidance paving markers to help visually impaired people to find their way to crossings and safely across roads, at the proposed crossings and kerb ramps.
- Reshape the existing kerb and traffic islands at Pakuranga Road's intersections with Grammar School Road and Johns Lane to ensure vehicles can move smoothly around them.
- Paint broken yellow lines at 174 to 176 Pakuranga Road and 253 to 259 Pakuranga Road to keep the road clear. This would remove 12 on-street parking spaces.

## Benefits of the proposed changes

The proposed changes aimed to make crossing Pakuranga Road safer and easier. Pakuranga Road is a busy arterial road. Over 21,000 vehicles drive along this stretch of road per day, and about 200 people use the nearby bus stops.

The closest pedestrian crossings are 300 metres to the east and 500 metres to the west, which leaves pedestrians with a minimum 600m journey to cross the road safely. People

need a safe way to cross Pakuranga Road, especially the students from the nearby schools and people taking the bus.

The raised crossings would slow drivers to a safer speed near the crossing point and the intersections with Grammar School Road and Johns Lane. The traffic lights would warn drivers to stop so people can cross the road safely. The lights would only turn red to stop drivers when a pedestrian has pushed the pedestrian crossing request button.

As part of these changes, we also proposed to move the bus stop at 2 Johns Lane so it would be closer to the new pedestrian crossing. The upgraded kerb ramps would make walking in the area easier and more accessible, especially for people with prams or wheelchairs.

## Consultation

We consulted on the proposed changes from 6 May to 1 June 2022. The feedback period was originally planned for 6 May to 20 May 2022 and was extended to ensure all interested residents and stakeholders had an opportunity to provide their feedback.

### What we asked you

We asked, “Do you support the proposed changes to your neighbourhood?” with the following three responses available:

- I support the proposal as it is
- I support the proposal but feel some changes are needed
- I do not support the proposal

Once selected, an additional question was asked with an open text box for response:

- If “*I support the proposal as it is*” was selected: “Why do you support this proposal?”
- If “*I support the proposal but feel some changes are needed*” was selected: “What changes would you make to the proposal that you feel would improve its effectiveness?”
- If “*I do not support the proposal*” was selected: “Why do you not support the proposal?”

### Activities to raise awareness

To let you know about our consultation, we:

- mailed letters and drawings to nearby residents
- emailed consultation information to key stakeholders
- posted information about the proposal on the project webpage
- set up an online feedback survey on the webpage

### How people provided feedback

Respondents provided feedback using an online submission form (on our [Have Your Say website](#)) or comments via phone. See [Attachment 1: Consultation letter](#) at the end of this report for a copy of the consultation letter.

Given the feedback during the consultation, a public meeting was held on 29<sup>th</sup> August 2022 at Farm Cove Intermediate School Hall and was hosted by Member of Parliament for Pakuranga, Simeon Brown. The meeting was a further opportunity for the public to express their views about the proposal. We also received a petition; see [Attachment 2: Petition via Simeon Brown MP](#).



# Your feedback

## Overview

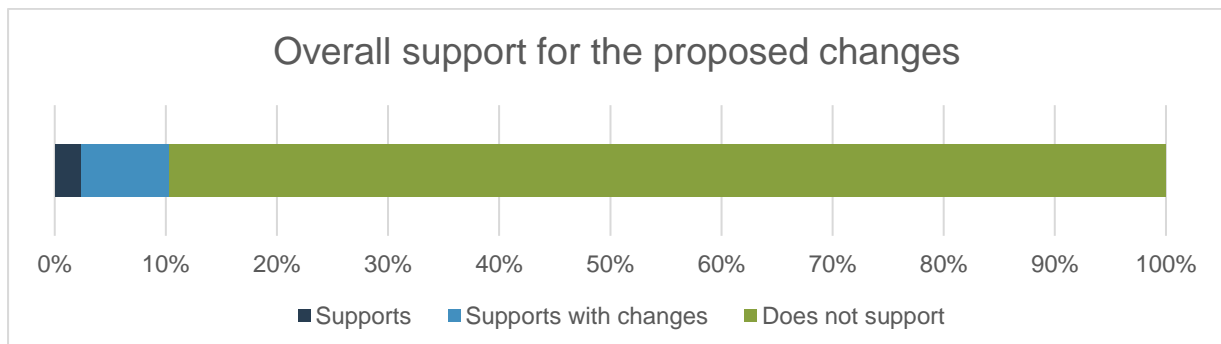
We received submissions on the proposal from 1,206 respondents, with 1,199 submitting their feedback via the online survey and 7 submitting through the AT website, email or phone.

## Do you support the proposed changes to your neighbourhood?

Overall, 1,199 respondents submitted a response to this question on the online survey, and selected the following:

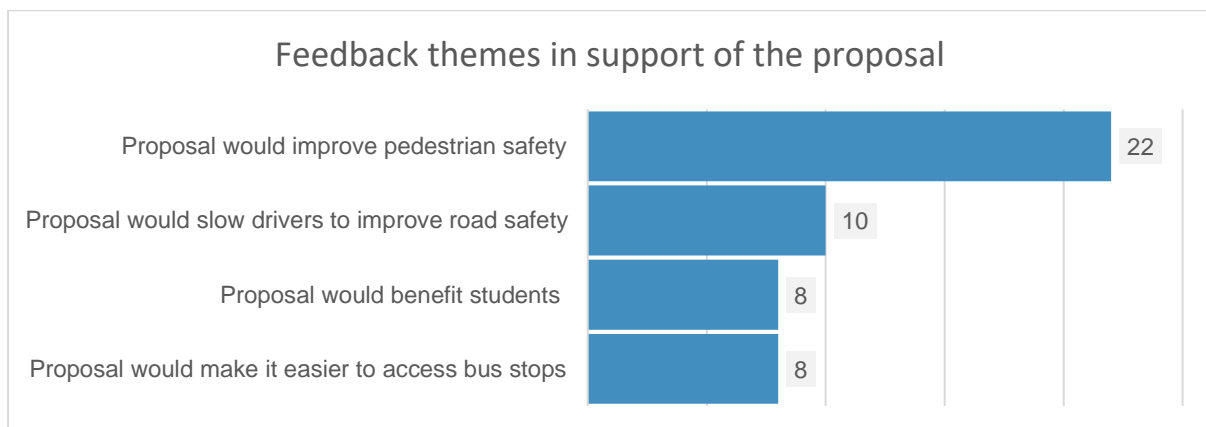
- 29 submissions for *I support the proposal as it is* (2.4%)
- 95 submissions for *I support the proposal but feel some changes are needed* (7.9%)
- 1,075 submissions for *I do not support the proposal* (89.7%)

Of the additional submissions, 7 respondents (100%) stated that they do not support the proposal.



## Feedback themes in support of the proposal

In their submissions, 35 respondents (2.9%) told us they supported the proposal overall.



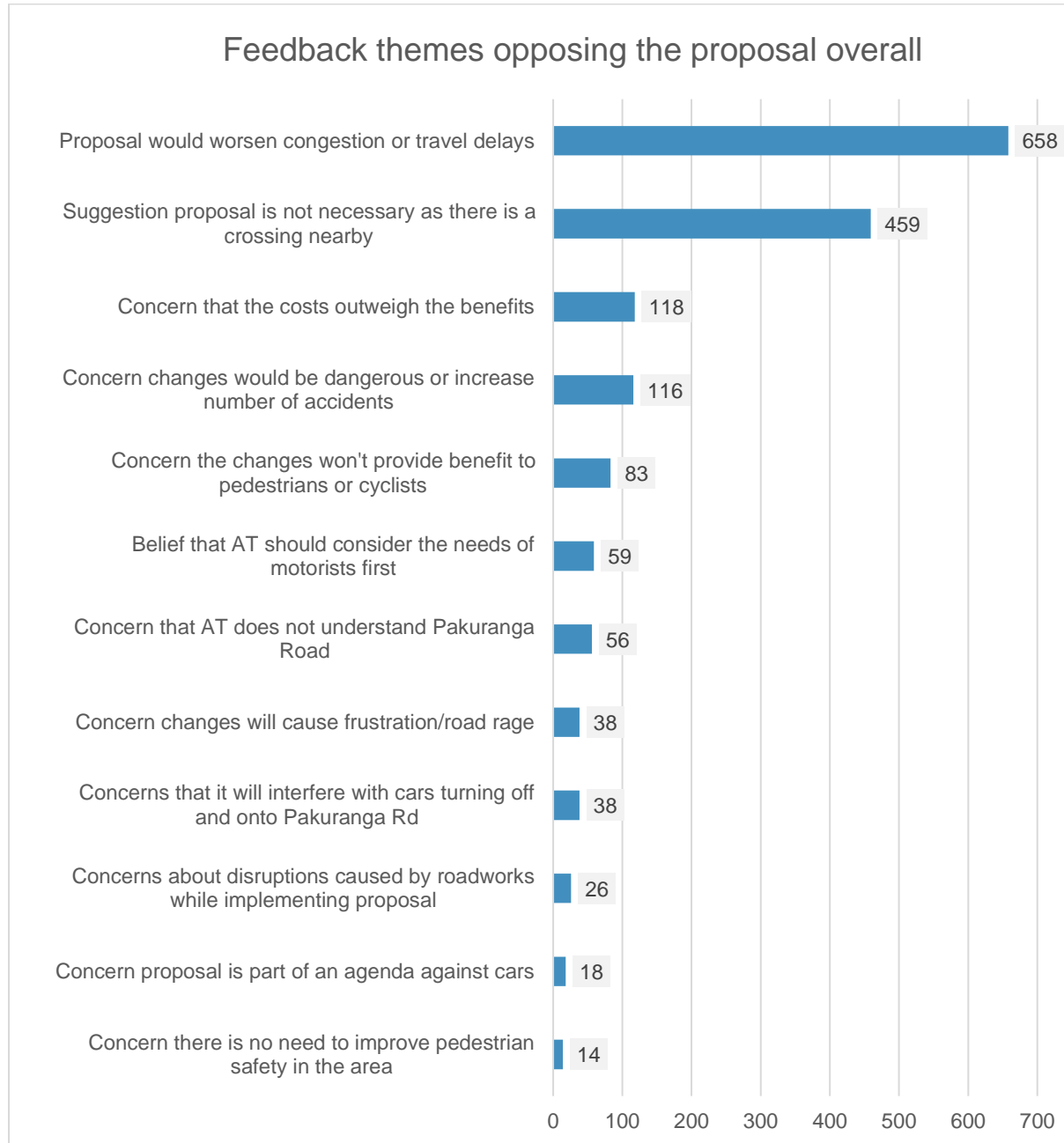
*Submissions may be counted in more than one theme.*



## Feedback themes against the proposal

### Overall

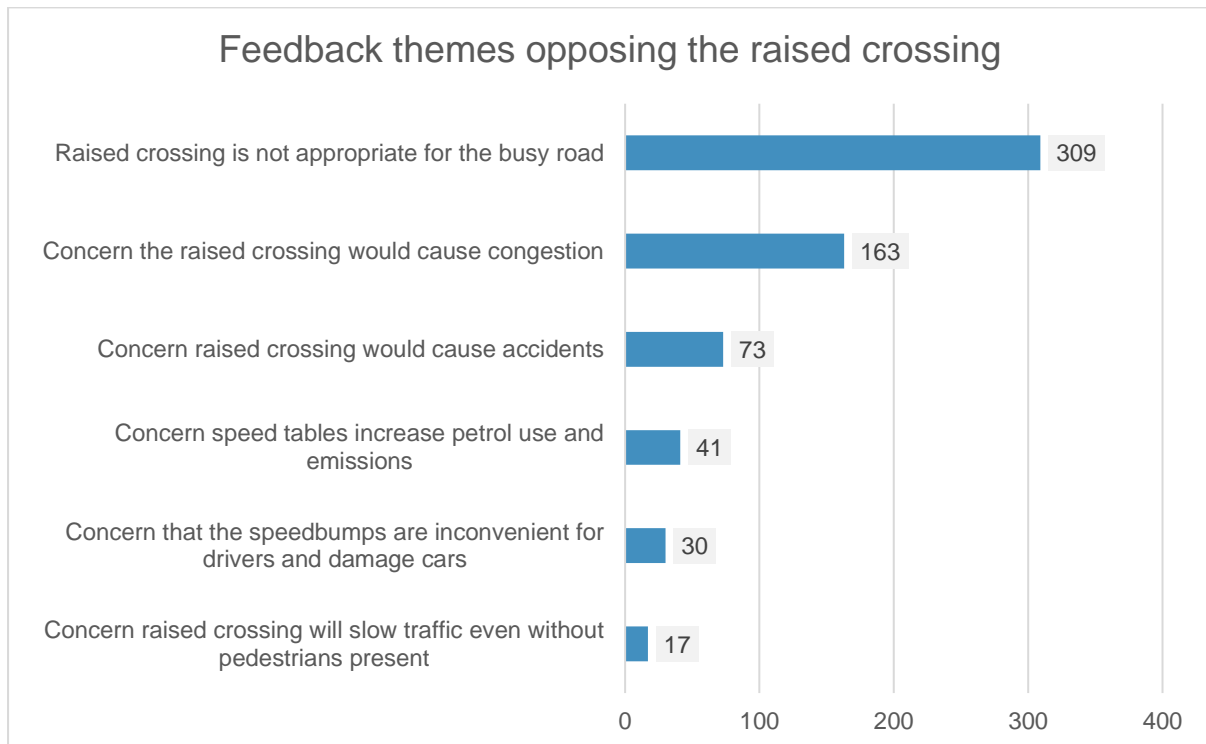
1,045 submitters (86.6%) gave reasons why they did not support the proposal overall.



*Submissions may be counted in more than one theme. Themes listed were found in at least 1% of submissions.*

## **Raised crossing**

440 submitters (36.4%) mentioned in their feedback that they did not support the raised crossing aspect of the proposed pedestrian crossing on Pakuranga Road.



*Submissions may be counted in more than one theme. Themes listed were found in at least 1% of submissions*

## **Other proposed changes**

	<b>Supports</b>	<b>Does not support</b>
<b>Bus stop changes</b>	3 submitters told us they supported the proposed bus stop changes.	69 submitters (5.8%) told us they didn't support changing the bus stops. Respondents expressed concern that moving the bus stops out of the bus bays will cause delays or visibility problems (40 mentions) or that drivers will cause accidents trying to avoid stopped buses (11 mentions).
<b>Traffic light crossing</b>	21 submitters (1.8%) told us they would support a crossing with traffic lights, but no raised tables.	27 submitters (2.3%) told us they didn't support the installation of traffic lights.

## Feedback themes for suggested changes or alternatives

In their submissions, 93 respondents (7.8%) told us they support the proposal but believed some changes were needed. The majority of these respondents (81) suggested significant changes, like removing the raised pedestrian crossing.

233 respondents (19.4%) offered suggestions to improve the proposal, alternative projects to investigate instead of the proposed changes, and suggestions for improvements in the neighbourhood.

Top suggested changes/alternatives	Number of mentions
Suggestion a pedestrian overpass is built instead	94 mentions
Suggestion to install a traffic lights-only crossing	64 mentions
Suggestion a pedestrian underpass is built instead	15 mentions

*Suggestions listed were found in at least 1% of submissions.*

You can read about more of the suggestions from the community and AT's response to them in the [Design suggestions](#) section.

## Public meeting summary

On 29 August 2022 a meeting was held at Farm Cove Intermediate School Hall. The meeting was hosted by Pakuranga MP Simeon Brown and attended by members of the Auckland Transport project and engagement teams and approximately 200 residents.

A presentation explaining the background for the proposal was given and included the crash record and the risks to pedestrians wanting to cross the road due to the speed and volume of traffic, number of traffic lanes to cross and the location of the nearest crossing locations.

The benefits of the proposal were explained and how they would address the identified risks and concerns. The next steps in the consultation process were explained and then an opportunity for residents to express their concerns and ask questions.

During the meeting, concerns were expressed about the safety at the adjacent intersections and it was agreed that Auckland Transport would investigate this.

## Other submissions

In addition to public feedback, we also received submissions from the following elected members and key stakeholders:

- Simeon Brown, MP
- Bike Auckland
- Saint Kentigern's College

### **Simeon Brown, Member of Parliament for Pakuranga**

I write as the Member of Parliament for Pakuranga. I am a resident of the Electorate residing in Half Moon Bay and frequently use Pakuranga Road. My office is also situated at 120 Pakuranga Road so I am very familiar with this stretch of road.

I do not support this proposal to install a raised signalised crossing on Pakuranga Road near Johns Lane intersection. The stated purpose of the raised signalised crossing is to address safety issues in the area however I have not been convinced that Auckland Transport has sufficiently understood whether there is a problem to be solved at this particular intersection and on this route.

Pakuranga Road is one of the busiest arterial routes in Auckland where there already exists numerous traffic light crossings where pedestrians can cross safely. It is a viable and sensible option to direct pedestrians to use these existing crossings, rather than producing a crossing that will only result in the clogging of a major route, further to the time and congestion it will take to install it.

Auckland Transport claims that this proposal seeks to improve safety while accounting for previous crash history at the site. At a meeting I had with AT I was informed there were only 12 crashes which could be pointed to near this intersection, with only one involving a pedestrian. I was provided with no information about the context of this particular accident and whether they were on the footpath or trying to cross the road. All other crashes were minor or non-injury vehicle crashes.

An examination of safety issues in the area should account for the whole picture, yet proposing a raised crossing as a solution does not address motor safety problems which make up the majority of crashes at the site. Road safety is clearly important, however, a raised crossing is not a strategic solution that addresses all road users, it will simply slow the traffic down.

At the meeting with AT I was also told that NZTA's Road to Zero programme requires that any installation of a safe system intervention specifically requires a raised feature, roundabout or traffic calming. I am unsure as to whether that is correct given other consultations AT is making on intersection improvements across Auckland which don't include traffic calming devices.

Moving the bus stop is also the wrong solution as it already has a safe bus stop bay that it can pull into in order to be able to safely stop without blocking the traffic. Having the bus

stopping on a busy road blocking traffic is going to create additional congestion and frustration for motorists on Pakuranga Road.

Overall, it appears that there has been no strategic view of addressing motorists or the overall movements on Pakuranga Road, while AT insists a raised crossing that will increase congestion as the only solution. I am aware of at least 4 different parts of AT currently considering changes to Pakuranga Road, with no part of AT actually talking to any of the other parts. This is highly problematic for one of the busiest roads in New Zealand and presents an organisation which is at odds with itself and not serving the best interest of road users, the people who pay the bills for Auckland Transport.

I also present Auckland Transport a petition which has so far received 1,148 signatures in opposition to this proposal. AT should also consider the most recent round of public feedback that AT reported on Phase Three of its Safe Speeds Programme, where an overwhelming majority of local respondents commented against any speed limit reductions to Pakuranga Road. The main points raised were that the reduction is unnecessary and unsuitable for this road, given that it is a major thoroughfare and frequently congested transit route with already existing signalised crossings and minimal pedestrian use. Though the Safe Speeds Programme is a separate piece of work, the local feedback on Pakuranga Road should not be isolated from what is being proposed by AT, and what is ultimately being opposed by the community.

I was highly disappointed to hear that AT hadn't done a site inspection of this site prior to proposing this crossing. This is typical of an organisation which is disconnected from the people it purports to serve.

Finally, I ask that AT scrap this proposal and focus on getting the Eastern Busway and Reeves Road Flyover completed, infrastructure which will actually make a difference for East Auckland and improve travel outcomes and choices for people living in this part of Auckland.

## AT response

Thank you for your feedback. The proposed change will not proceed and we will be monitoring the road following the upcoming speed limit changes. Any future changes will take a holistic account of Pakuranga Road and the wider area.

We have answered questions about the origin and reasoning behind the proposal in our Queries in the feedback and AT responses section.

## Bike Auckland

Bike Auckland supports pedestrian improvements, and infrastructure changes that control excessive speeds. We would like to see projects like this proceed despite political pressure to the contrary, and not be watered down.

## **AT response**

Thank you for your feedback. Though this proposal will not proceed, we will be monitoring Pakuranga Road following the speed limit reduction in January 2023 to identify if any further changes are needed and ensure the route is safe for everyone.

## **Saint Kentigern College**

Saint Kentigern College has quite a number of senior students that park on surrounding streets - including Grammar School Road. A bus stop (when a bus is stopped) at the corner of Grammar School Road and Pakuranga Road could cause visibility issues of vehicles for those turning out of Grammar School Road onto Pakuranga Road, particularly if they are attempting to turn right across Pakuranga Road to head towards the city.

The proposed layout does not allow for cars to queue to turn right from Pakuranga Road onto Grammar School Road safely. This would be a hazard for residents as well as our students who seek local parking Monday to Friday.

## **AT response**

Thank you for your feedback. As this project is not proceeding, no changes will be made to the bus stop at 176 Pakuranga Road at this time. We will be monitoring Pakuranga Road following the speed limit reduction in January 2023. The reduced driving speeds may make it easier and safer to exit Grammar School Road.

## Queries in the feedback and AT responses

A few questions were raised multiple times in community submissions. Below we have collected the queries mentioned frequently in the feedback and responded to each.

### What initiated this proposal?

A crossing facility on Pakuranga Road was identified as part of our programme to improve safety for vulnerable road users due to the risk for pedestrians crossing the road.

During the five-year period between 2016 and 2020 there have been twelve recorded crashes in the vicinity of the proposed crossing location, with two serious injuries - one involving a pedestrian. Seven of the twelve crashes were loss-of-control or speed-related accidents.

The risk to people crossing Pakuranga Road is high because the route has a high traffic volume (over 21,000 vehicles a day) and three traffic lanes in each direction. The nearest pedestrian crossing facility is at the Glenmore Road intersection, which is approximately 300 metres away making a 600-metre detour for any person wanting to cross the road using a formal crossing facility.

Following a number of site visits, a mid-block signalised crossing on a raised table was investigated. The crossing would assist pedestrians wanting to cross the road between the bus stops and when going to and from the nearby school. The raised table was proposed to reduce driving speeds at the crossing location, which would improve access to Grammar School Road and Johns Lane.

### What is the pedestrian demand in this location?

Pedestrian observation surveys were undertaken at the location and the results showed that:

- Between 7am and 9am 12 adults and 6 students were observed crossing Pakuranga Road and;
- Between 2:30pm and 4pm 21 adults and 22 students were observed crossing Pakuranga Road

During the survey 19 and 68 people used the two adjacent bus stops respectively during the morning and afternoon observation periods. Based on AT Hop card data the combined passenger numbers at the two bus stops is approximately 200 over a full day period.

Whilst the observations demonstrate that there is demand for pedestrians to cross the road, the number of traffic lanes and the existing speed and volume of traffic could be a barrier and deterrent for pedestrians wanting to cross Pakuranga Road.



## What other options were considered?

A signalised street-level crossing was considered, but it was not progressed. It would not be a [Safe System design](#), which asks that either pedestrians are separated from high-speed vehicle traffic or that driving speeds are reduced to 30km/h at most where a pedestrian and vehicle collision might occur. A traffic signal crossing would not reduce vehicle speeds in the event of a crash involving a person walking across the road.

## Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to the top design suggestions identified in the feedback, organised by themes.

Design suggestion in feedback	AT response
<b>Suggested changes to proposal</b>	
<p>Install a traffic lights-only crossing (64 mentions)</p> <ul style="list-style-type: none"> <li><i>“if there must be one, standard traffic lights without a raised crossing would be more than enough”</i></li> <li><i>“My preference would be for lights that road. This would mean that the traffic would stop when a pedestrian needs to stop”</i></li> <li><i>“Pedestrian Traffic lights alone should be sufficient safety measures as have been installed along the new busway sections”</i></li> </ul>	<p>The introduction of a crossing with only traffic signals would assist pedestrians to cross the road, however it is not considered a <a href="#">Safe System design</a>, which asks that either pedestrians are separated from high-speed vehicle traffic or that driving speeds are reduced to 30km/h at most where a pedestrian and vehicle collision might occur. A traffic signal crossing would not reduce driving speeds in the event of a crash involving a person walking across the road. It would also not have the benefit of reducing drivers’ speeds past the nearby side roads.</p>
<b>Suggested alternatives to proposal</b>	
<p>Build a pedestrian overpass (94 mentions)</p> <ul style="list-style-type: none"> <li><i>“Put an overpass bridge”</i></li> <li><i>“Creating a non-obstructive pathway, like an overpass would be a better option”</i></li> <li><i>“I believe that other options should be explored (for example a raised pedestrian foot bridge across the road) to minimise impact on congestion while still offering safe crossing.”</i></li> </ul>	<p>Pakuranga Road is an over-dimensional route, meaning it is used for oversized freight, so a pedestrian overpass is not appropriate. To achieve the height clearance for the overpass, it would require long ramps to ensure it is accessible for people with mobility difficulties or using wheelchairs and strollers. Unfortunately, because they are perceived as time-consuming detours, people are still likely to cross the road at ground level rather than use an overbridge.</p>
<p>Build a pedestrian underpass (15 mentions)</p> <ul style="list-style-type: none"> <li><i>“Try a pedestrian tunnel under the road instead.”</i></li> <li><i>“What about underground walkway.”</i></li> <li><i>“alternatively a under-road pedestrian walkway”</i></li> </ul>	<p>A pedestrian underpass would be very expensive to construct and are often perceived to be unsafe, especially for people walking alone. They can be the location of anti-social behaviour as they are out of view.</p>



# Attachment 1: Consultation letter

3 May 2022

Ref: 20100359

## Have your say, we're listening

### Pakuranga Road, Pakuranga – Pedestrian improvements

Kia ora,

On behalf of everyone at Auckland Transport, we hope this letter finds you and your whānau well as COVID-19 continues to impact all of us.

As part of our work to keep Aucklanders moving, we are proposing to install a raised crossing with traffic signals on Pakuranga Road and we ask for just a few minutes of your time to give us your feedback.

### You can help shape these improvements

Listening to what you have to say is important to us. Your local knowledge can help us make better decisions, so together we can achieve the best outcomes for your neighbourhood.

We are proposing to:

- Install a raised crossing with traffic signals at 176 Pakuranga Road, which are crossings controlled by traffic lights with a push button for people who need to cross the road. The raised crossings have a gentle exit ramp which provides a smooth ride, especially for large trucks and emergency vehicles.
- Install a new pedestrian island crossing on Grammar School Road, which is a traffic island at the centre of the road which provides pedestrians a safe place to wait while crossing the road.
- Move the existing bus stop and shelter at 2 Johns Lane to 259 Pakuranga Road.
- Move the existing bus stop at 176 Pakuranga Road to the east, closer to the intersection with Grammar School Road.
- Install a grass berm at 176 Pakuranga Road and 2 Johns Lane to replace the bus stop parking bays.
- Upgrade the existing kerb ramps, which are the short ramps that make it easy to move from the footpath to the street level, on Grammar School Road and Johns Lane.
- Install tactile pavers, which are yellow guidance paving markers to help visually impaired people to find their way to crossings and safely across roads, at the proposed crossings and kerb ramps.
- Reshape the existing kerb and traffic islands at Pakuranga Road's intersections with Grammar School Road and Johns Lane to ensure vehicles can move smoothly around them.
- Paint broken yellow lines at 174-176 Pakuranga Road and 253-259 Pakuranga Road to keep the road clear. This would remove 12 on-street parking spaces.

A drawing showing the proposed changes has been sent with this letter.

### How this will benefit your neighbourhood

Auckland Transport would like to work with you to deliver safer roads in your neighbourhood. These changes aim to make crossing Pakuranga Road safer and easier. Pakuranga Road is a busy arterial road; over 21,000 vehicles drive along this stretch of road per day, and about 200 people use the nearby bus stops. The closest



pedestrian crossings are 300-500m away in both directions. People, especially students walking to nearby schools and people taking the bus, need a safe way to cross Pakuranga Road.

The drivers along Pakuranga Road regularly reach speeds above 60km/h. The raised crossings would slow drivers to a safer speed near the crossing point and the intersection with Grammar School Road and Johns Lane. The traffic lights would help stop drivers so people can cross the road safely. The lights would only turn red to stop drivers when a pedestrian has pushed the pedestrian crossing request button.

We are proposing to move the bus stop at 2 Johns Lane so it is closer to the new pedestrian crossing. The upgraded kerb ramps will make walking in the area easier and more accessible, especially for people with prams or wheelchairs.

Auckland Transport wants to make our roads safe for everyone: for people walking and cycling, people driving, and especially for our kids and senior citizens. Projects like this one around Pakuranga Road are another step towards our goal of achieving no deaths or serious injuries on our roads. We are guided by the [Vision Zero](#) approach to transport safety, which prioritises human safety over other measures (like minor time saving).

### Tell us what you think

You can play a role in shaping the way we make this happen. Here's how you can have your say:



**Phone: 09 930 5204**



**Online Survey: [www.at.govt.nz/haveyoursay](http://www.at.govt.nz/haveyoursay) - search for:  
Pakuranga Road, Pakuranga – Pedestrian improvements**

**Give your views up until Friday, 20 May 2022.**

### What happens next

- We'll listen to all the feedback we receive, and then decide the best way to move forward.
- We'll post the outcome of this proposal and a summary of community feedback on our website. We can also email you the proposal outcome as soon as it's ready – just give us your email address when you call us or fill in the survey on the website.

Thank you and we look forward to hearing from you.

Ngā mihi,

Customer Focus Team  
Auckland Transport  
09 930 5204



## Attachment 2: Petition via Simeon Brown MP

### **Petition to stop the proposed raised crossing on Pakuranga Road**

Auckland Transport is proposing to install a raised crossing on Pakuranga Road, near the Johns Lane intersection, claiming it's goal is to improve safety along that stretch of road. Installing a raised crossing on one of the busiest non-State Highways in the country makes no sense, and would be like putting a speed bump on the motorway - it will only serve to slow traffic down significantly and increase congestion without providing any real benefit to the area.

It is a particularly bad idea when there are signalised crossings just down the road in either direction, at both the Glenmore Road intersection (approx. 300m away) and the St Kentigern College intersection (approx. 500m away).

Road safety is important but raised crossings are not the only solution, as AT seems to think. While they may be appropriate on local roads that aren't as busy, they are not at all a valid option on a road as busy as Pakuranga Road.

At peak hour raised crossings would have a substantial domino effect along the entire road and anything that feeds it, clogging up Pakuranga just as commuters are ready to benefit from the long-awaited Eastern Busway and Reeves Road Flyover, due for completion in a few years' time.

A raised crossing at this location is a terrible idea; if you agree, please sign the petition and help us put a stop to this proposal.

*The petition received 1,968 signatures.*