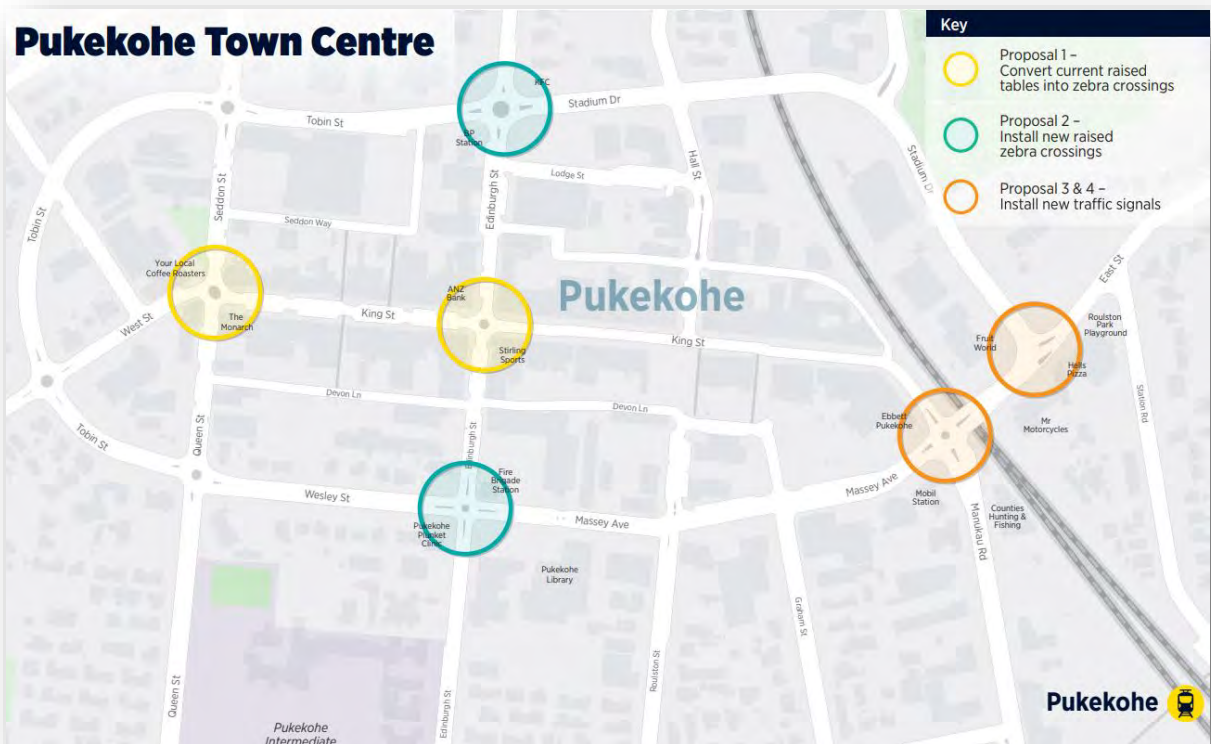


Pukekohe Town Centre pedestrian improvements and traffic signals consultation

Feedback Report



December 2022

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Acknowledgment

We express our condolences again to the family of the pedestrian who fatally died near the Massey Avenue, Manukau Road intersection on Monday, 29 August 2022.

The death of this pedestrian is an absolute tragedy, and our AT team was heartbroken to hear the news.

We supported the Police's investigation into the circumstances of the incident. The Police review is ongoing.

The crash is a painful reminder of the importance of projects like this which are designed to keep Aucklanders safe no matter how they are travelling.

Summary

Consultation to make Pukekohe town centre safer for people walking and driving opened on Monday 8 August 2022. The consultation close date was extended to Sunday 4 September 2022. We received 229 online survey submissions, 2 emailed submissions and 24 submissions by post, a total of 255 submissions.

There were four design proposals:

Pedestrian improvements for the town centre

Proposal 1 - Convert existing raised tables into zebra crossings on:

- Seddon Street, King Street, Queen Street, and West Street intersection
- King Street and Edinburgh Street intersection

Proposal 2 - Install new raised zebra crossings on:

- Edinburgh Street, Stadium Street, and Tobin Street intersection
- Edinburgh Street, Massey Avenue, Westley Street intersection

Traffic signals improvements for the town centre

Proposal 3 – Install traffic signals on Stadium Drive and East Street intersection

Proposal 4 – Install traffic signals on King Street, Stadium Drive, Massey Avenue and Manukau Road intersection

Consultation Decision and Recommendations

After listening to all the feedback, we are proceeding with all four proposals – pedestrian and traffic signals improvements.

Next steps

The pedestrian improvements proposals will progress to detailed design with construction planned for mid-2023.

The traffic signals proposals will progress to detailed design in early 2023 and construction will follow subject to funding.

Background

What we sought feedback on

We canvassed the community for their views on our proposals to improve safety for people walking and driving in the town centre. At some key intersections in the town centre, vehicles have priority, and drivers are not required to stop and give way to pedestrians. We think for a town centre, we can do better to make our roads safe for everyone.

Our proposals to install new traffic signals at two intersections in town were developed after listening to community experiences, exploring alternatives to traffic signals, undertaking analysis of all options using traffic surveys and population growth predictions before recommending change is needed for safety and future growth.

The proposed traffic signals are not a stand-alone project but part of the 10-year development strategy plan for the Pukekohe Town Centre in partnership with Eke Panuku, the Franklin Local Board, Auckland Council and Mana Whenua.

We are guided by the Vision Zero approach to transport safety, which prioritises human safety over other measures like minor travel time saving. Safety proposals like this help achieve our goal of achieving no deaths or severe injuries on our roads.

Consultation

What we asked

For each proposal, we asked three questions

- Do you support the proposal?

Respondents could select one of the following in response:

- "I support the proposal as is"
- "I support the proposal but feel some changes are needed"
- "I do not support the proposal"
- "No comment"

Respondents could then provide more detail in an open text box to two follow up questions:

- And why?
- Do you have any other comments regarding the proposal?

Activities to raise awareness

To let the community know about our consultation, we:

- Distributed a media release with an interview in the Franklin County News, the physical paper and online
- Set up a project webpage and an online feedback form on our website
- Held three Saturday information events and two library sessions along with Eke Panuku
- Attended the Pukekohe Business Association network event
- Made use of AT social media and the Franklin Local Board social media
- Sent information to local schools
- Placed a half page advert in the Franklin County news, paper and online
- Visited businesses
- Posted the information brochure to mailboxes
- Undertook cross promotion of individual consultations and attendance at events with Eke Panuku

How people provided feedback

Respondents could provide feedback using an online submission form (available on the [consultation webpage](#)) or a freepost form included in the brochure. See [Attachment 1](#) at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received public feedback on the proposal from 255 submitters:

- 229 online survey submissions
- 2 emailed submissions
- 24 submissions by post

We also received two submissions from stakeholder groups – Pukekohe Business Association and Franklin Trails – which can be read in the Stakeholder Group submissions section.

Key themes in feedback

Overall opinions on the proposals

The submissions showed all four proposals received support from the community. The proposals each received between 46% and 52% support with another 11-15% supporting them with some changes.

Across all four proposals, around 33% of respondents told us they did not support the proposed changes.

Key themes

We identified a few key themes in the feedback. In response to Proposals 1 & 2 about the raised zebra crossings, submissions highlighted safety. For example, the top themes for Proposal 1 & 2 were:

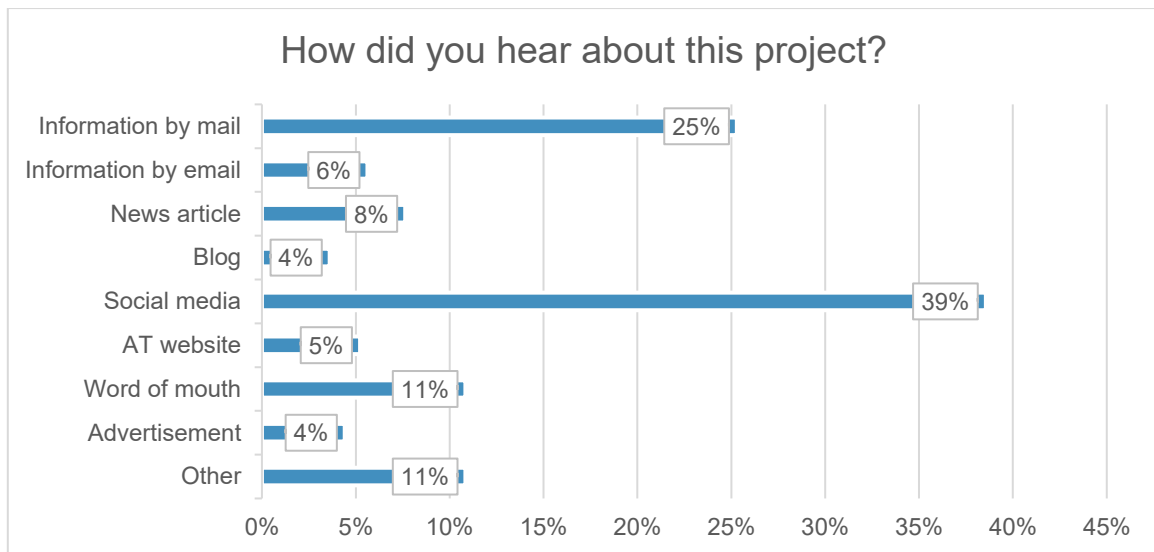
- The proposals would improve pedestrian safety
- The proposals would improve pedestrian access
- The changes are not necessary
- There's not enough space in the roundabouts for large vehicles to stop for pedestrians

The most common feedback in response to the traffic signals proposals 3 & 4 related to:

- The proposal will improve safety
- The intersections need more control
- Concern proposal will cause congestion/frustration

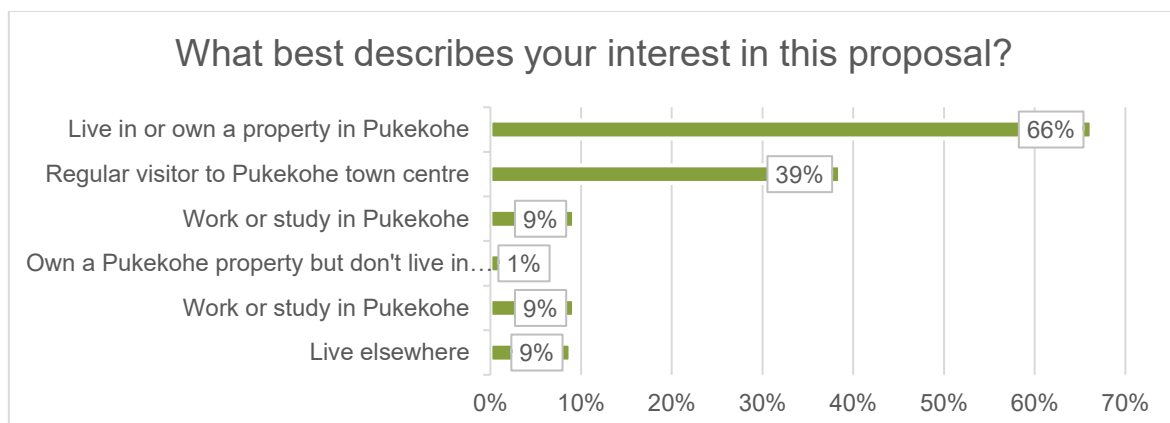
More detail and AT responses to the concerns and suggestions from the community can be found in the [Your feedback](#) section.

Most respondents heard about the proposals through social media (39%) and information sent to them through the mail (25%).



Submitters were able to choose multiple responses. Percentages calculated based on 255 total responses.

Most respondents told us they live in or own property in Pukekohe (66%) and/or regularly visit the town centre (39%).

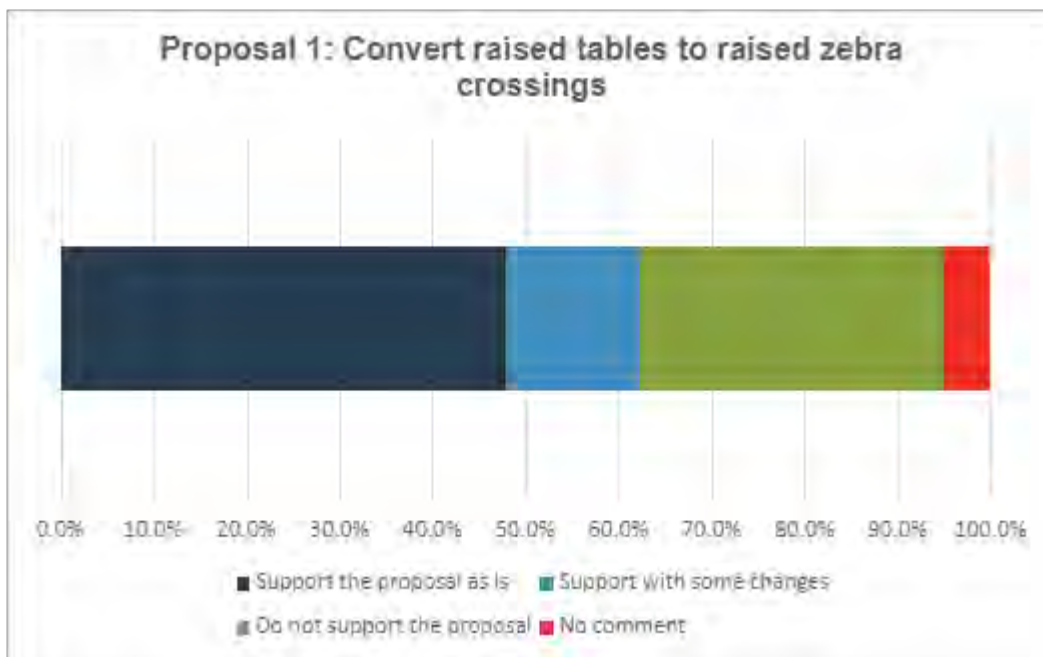


Submitters were able to choose multiple responses. Percentages calculated based on 255 total responses.

Pedestrian improvements for the town centre

Proposal 1 – Convert raised tables into zebra crossings

Most respondents were supportive of the proposal to convert raised tables into zebra crossings at the Seddon Street, King Street, Queen Street and West Street & King Street and Edinburgh Street intersections.

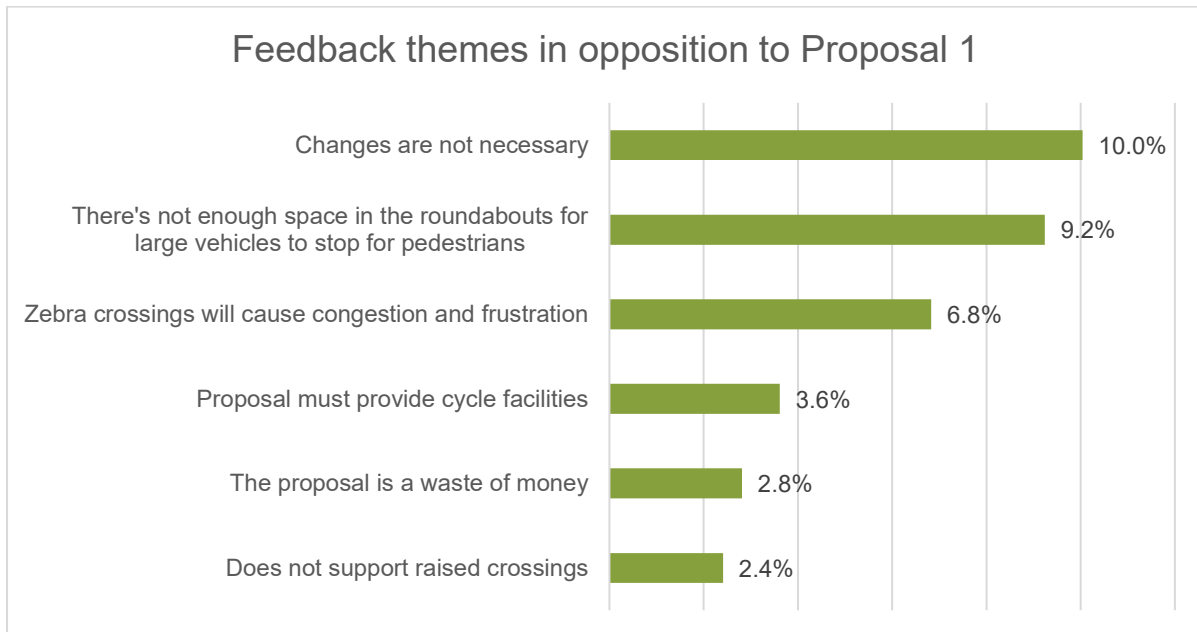
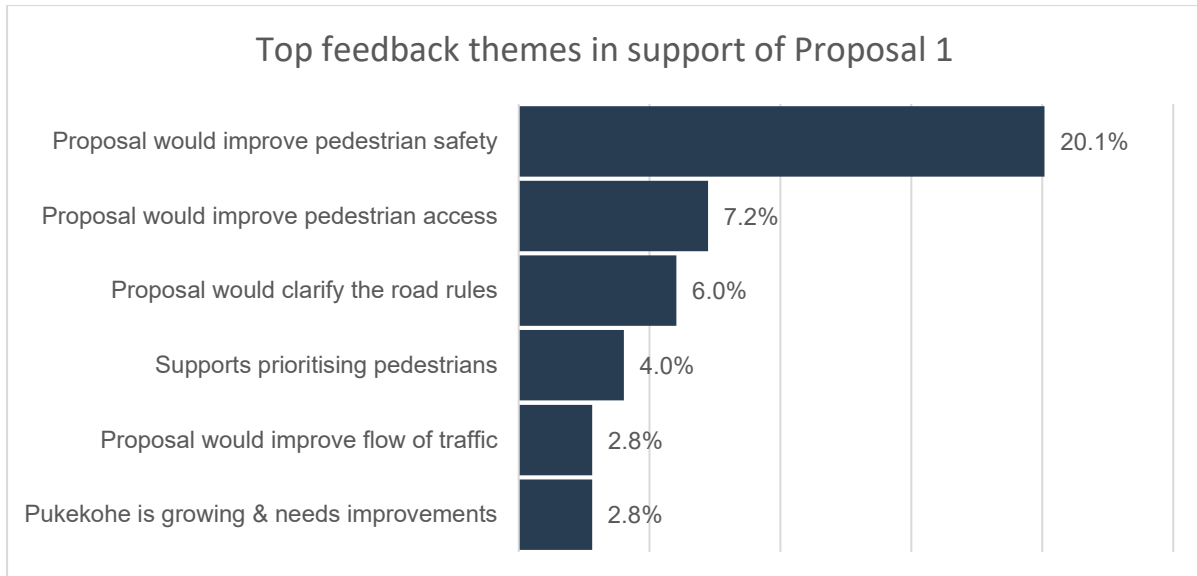


Submitters were able to choose only one response. Percentages calculated based on 255 total responses.

- 47.8% of respondents selected “I support the proposal as it is”
- 14.5% selected “I support the proposal but feel some changes are needed”
- 32.6% selected “I do not support the proposal”
- 5.1% did not provide an opinion and selected “No comment”

Feedback themes for Proposal 1

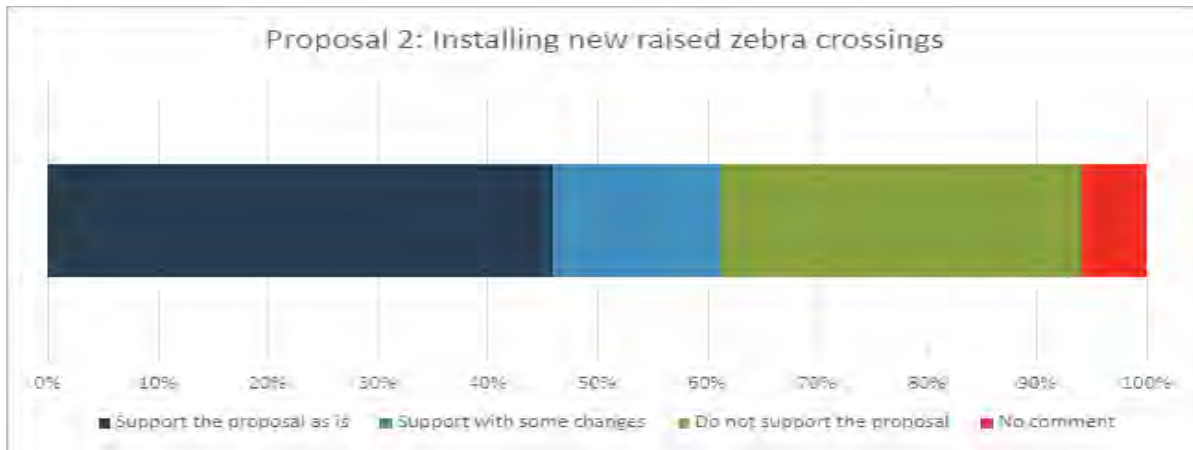
In the survey, we asked respondents why they do or do not support Proposal 1 and if they had any additional comments, and 63.5% of people responded. The comments that were mentioned in 2% or more submissions (about 5 respondents) are listed below.



Percentages calculated based on 255 total responses. Submissions may be counted in more than one theme.

Proposal 2 – Install new raised zebra crossings

Most respondents were supportive of the proposal to install new raised zebra crossings at two locations along Edinburgh Street, at its intersection with Stadium Drive and Tobin Street and with Massey Avenue and Wesley Street.

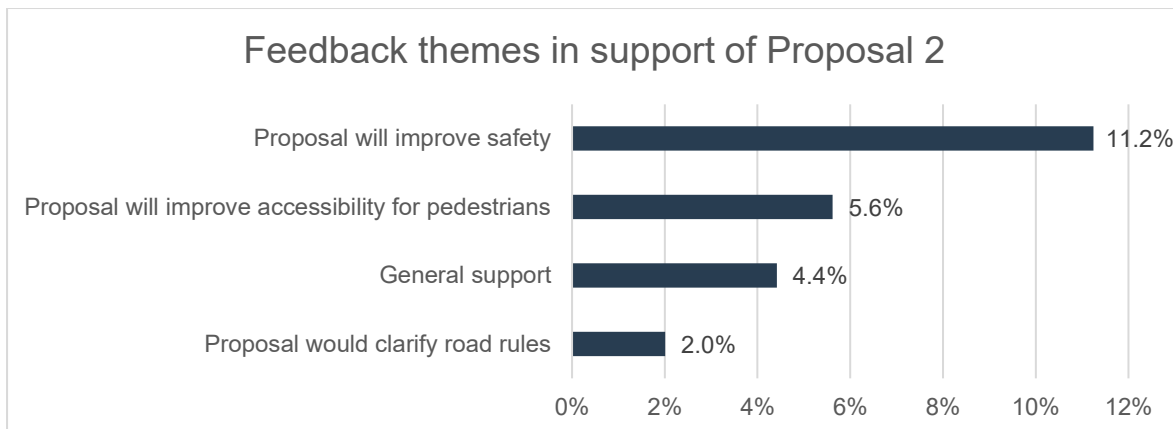


Submitters were able to choose only one response. Percentages calculated based on 255 total responses.

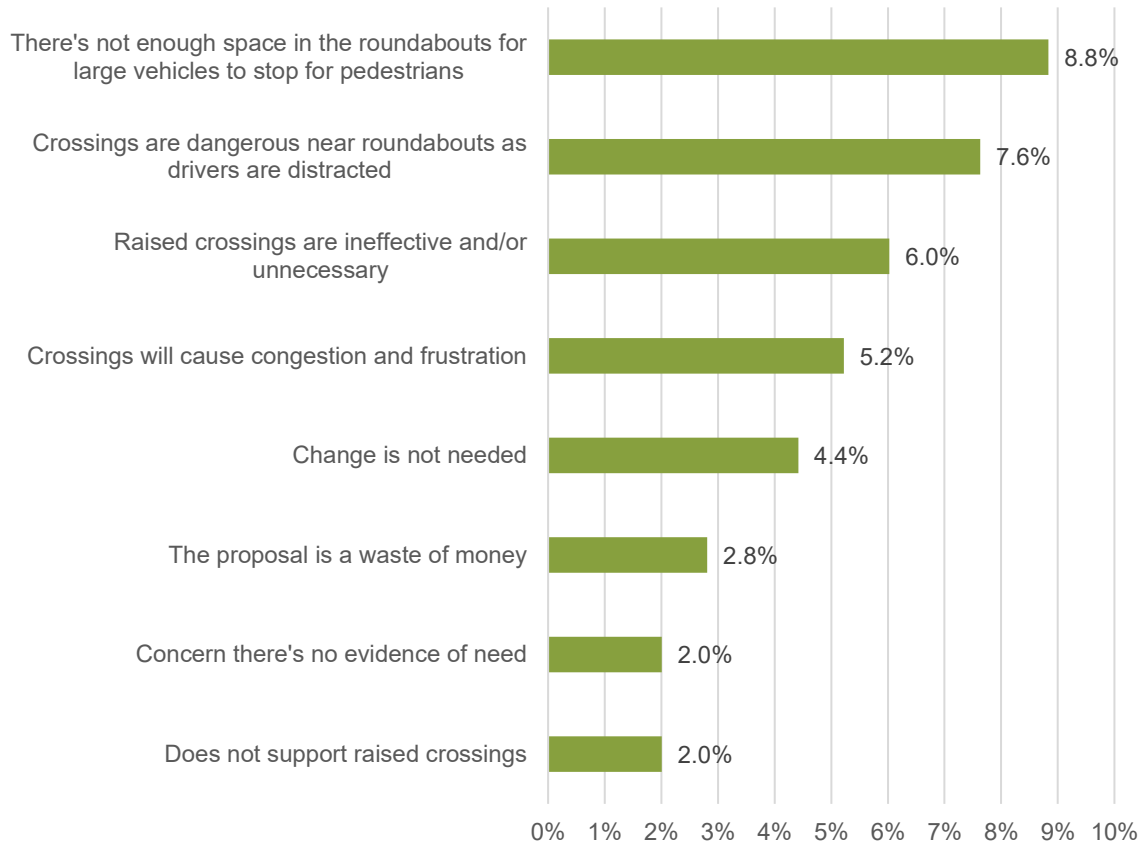
- 46% of respondents selected “I support the proposal as it is”
- 15% selected “I support the proposal but feel some changes are needed”
- 33% selected “I do not support the proposal”
- 6% did not provide an opinion and selected “No comment”

Feedback themes for Proposal 2

In the survey, we asked respondents why they do or do not support Proposal 2 and if they had any additional comments, and 57% of people responded. The comments that were mentioned in 2% or more submissions (about 5 respondents) are listed below.



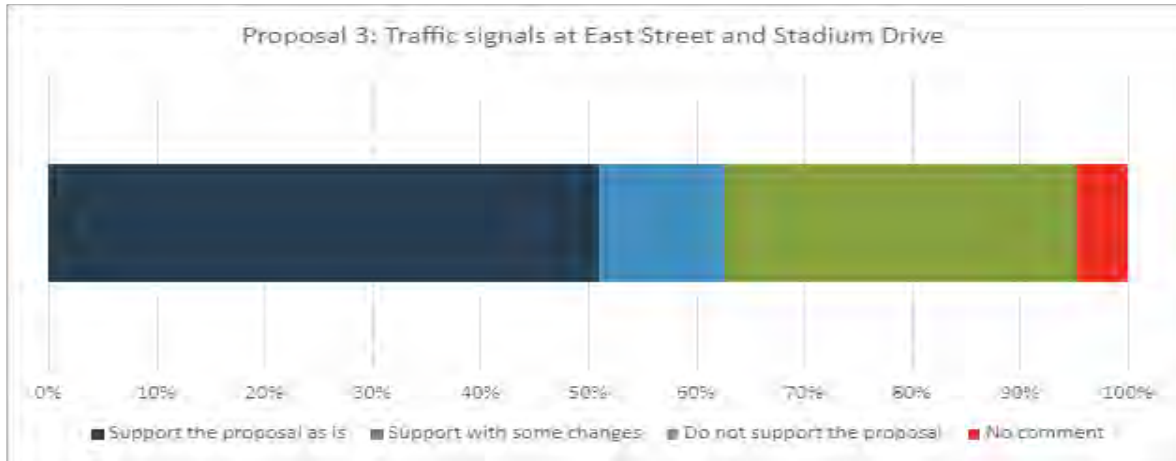
Feedback themes in opposition to Proposal 2



Percentages calculated based on 255 total responses. Submissions may be counted in more than one theme.

Traffic signals improvements for the town centre

Proposal 3 – Install new traffic signals at the East Street and Stadium Drive intersection

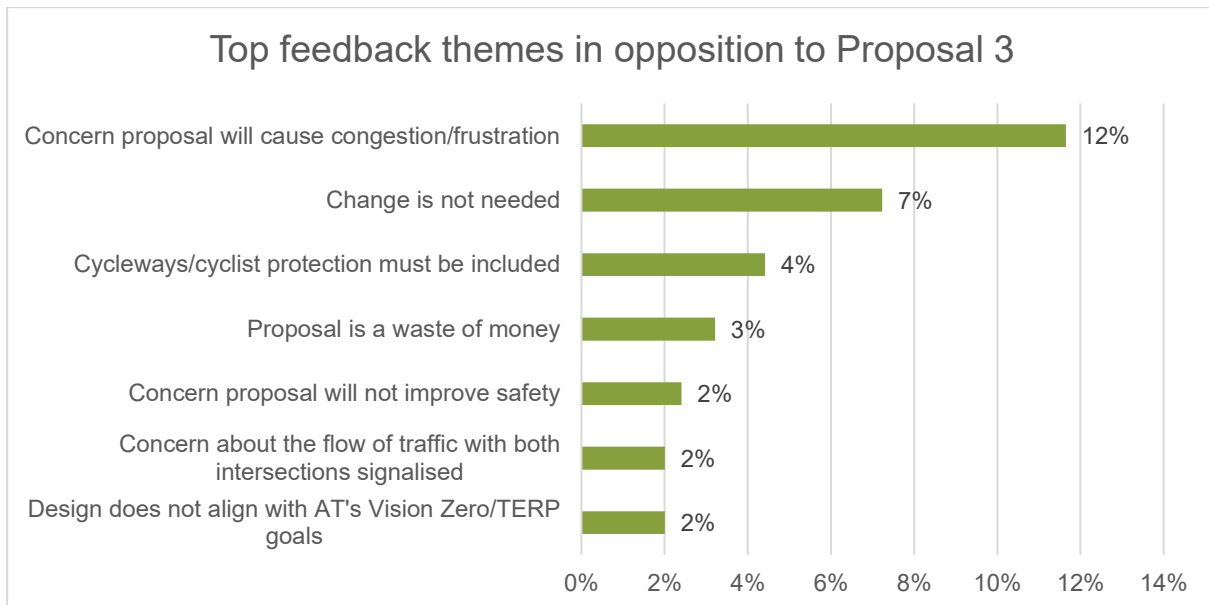
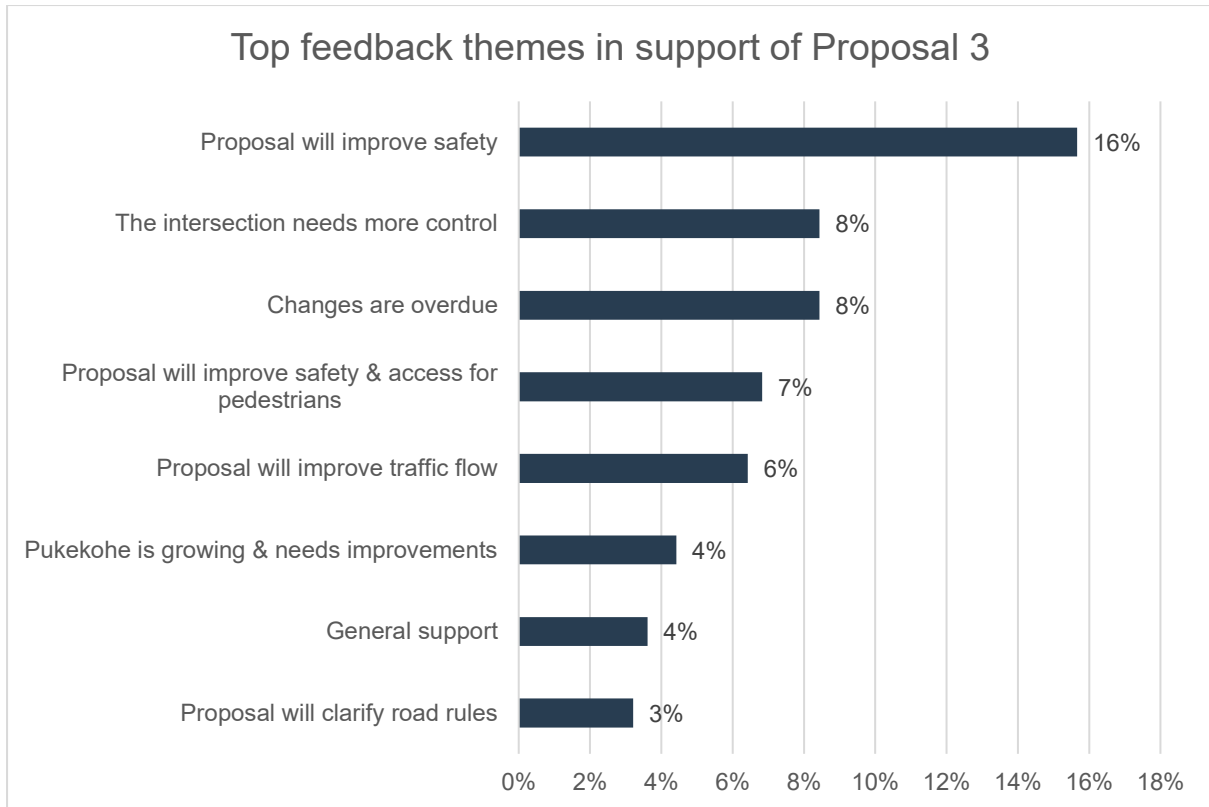


Submitters were able to choose only one response. Percentages calculated based on 255 total responses.

- 51% of respondents selected “I support the proposal as it is”
- 12% selected “I support the proposal but feel some changes are needed”
- 33% selected “I do not support the proposal”
- 5% did not provide an opinion and selected “No comment”

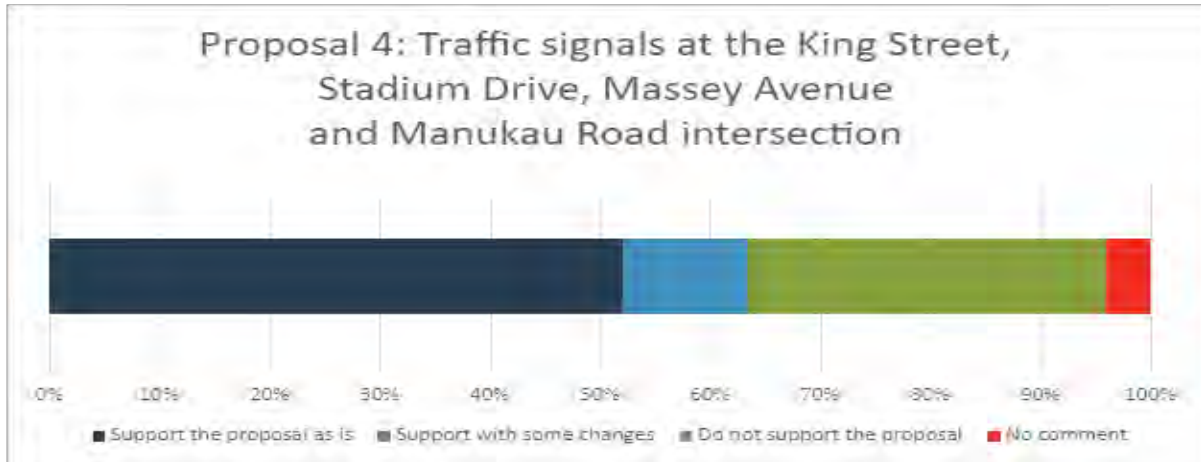
Feedback themes for Proposal 3

In the survey, we asked respondents why they do or do not support Proposal 3 and if they had any additional comments, and 66.7% of people responded. The comments that were mentioned in 2% or more submissions (about 5 respondents) are listed below.



Percentages calculated based on 255 total responses. Submissions may be counted in more than one theme.

Proposal 4 – Install new traffic signals at the King Street, Stadium Drive, Massey Avenue and Manukau Road intersection

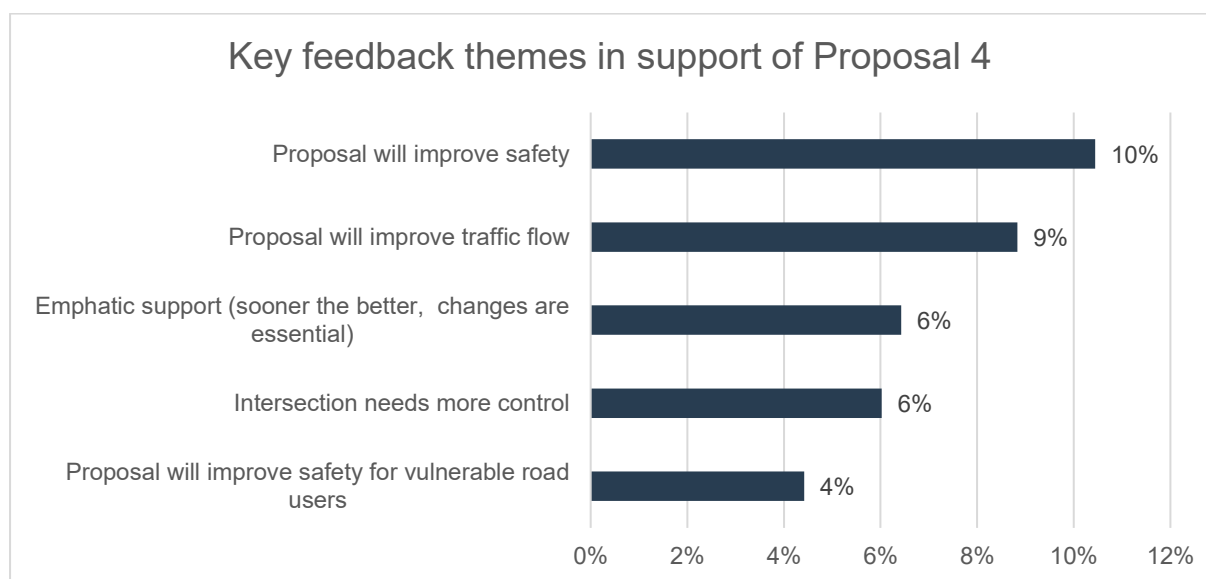


Submitters were able to choose only one response. Percentages calculated based on 255 total responses.

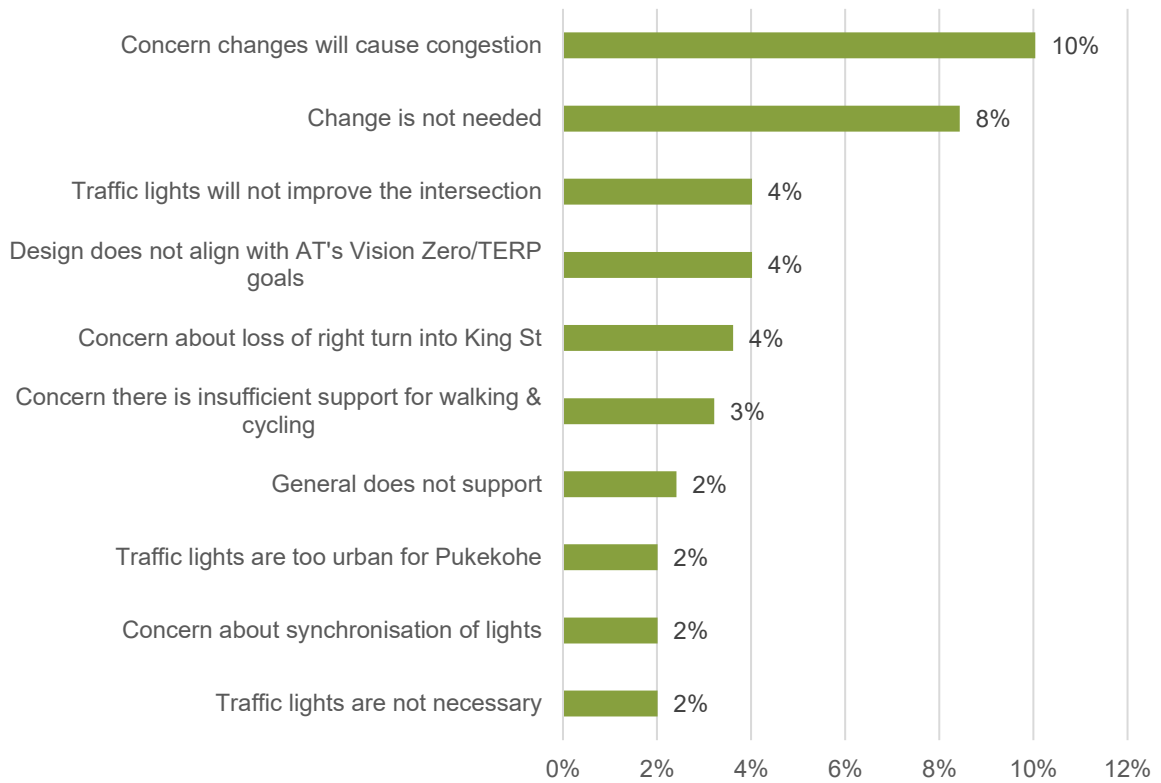
- 52% of respondents selected “I support the proposal as it is”
- 11% selected “I support the proposal but feel some changes are needed”
- 33% selected “I do not support the proposal”
- 4% did not provide an opinion and selected “No comment”

Feedback themes for Proposal 4

In the survey, we asked respondents why they do or do not support Proposal 4 and if they had any additional comments, and 61.8% of people responded. The comments that were mentioned in 2% or more submissions (about 5 respondents) are listed below.



Key feedback themes in opposition to Proposal 4



AT responses to common comments & concerns

Stakeholder Groups Submissions

In addition to individual public feedback, we also received submissions from:

- Pukekohe Business Association
- Franklin Trails

Submission 1 - Pukekohe Business Association

You can read the Pukekohe Business Association's submission in full in [Attachment 2](#).

In summary, Pukekohe Business Association supports all four proposals with the following notes:

- *Proposal 1*
 - *Cobblestones should be replaced with more secure pavement.*
 - *Crossings over King Street near the town square should be considered.*
 - *Swedish-style crossings with long exit ramps should be considered at these intersections.*
- *Proposals 3 & 4*
 - *Strongly encourages an investigation of all possible options that would enable a west-bound right hand turn into King Street from Stadium Drive.*
 - *Pedestrian lights at the Z Service Station should be moved further down Stadium Drive to between 20 and 22 Stadium Drive.*
 - *Requests that the improvements are fast-tracked once the consultation process is complete.*

AT Response:

Pedestrian improvement proposals

Question 1: Cobblestones should be replaced with more secure pavement.

The cobblestone crossings are appropriate for a pedestrian crossing and acknowledge that they will move when driven over. Cobblestones have a secondary function of being audible when driven over, alerting drivers of the change in the road surface, and to slow down.

Replacing the cobblestones with another type of pavement is not recommended because the costs will outweigh the benefits of the proposals. They are also a legacy feature of the town centre and consistent with its aesthetics.

Question 2: Crossings over King Street near the town square should be considered

The King Street/Hall Street intersection has been brought to the project team's attention. The intersection will be considered in future upgrade opportunities.

Question 3: Swedish-style crossings with long exit ramps should be considered at these intersections.

The proposals include Swedish-style zebra crossings at the following intersections:

- Edinburgh/Stadium/Tobin Streets
- Edinburgh/Massey/Wesley Streets

Swedish-style crossings are effective in speed calming as well as minimising discomfort when driving over them. Each leg of the intersection will have only one ramp which is considered appropriate for these intersections.

The other two intersections below will not have Swedish-style tables:

- Seddon/King/Queen/West Streets
- King and Edinburgh Street

These intersections already have raised tables. They will however be converted into zebra crossings. A key change with a zebra crossing is that drivers must give way to pedestrians on any part of the crossing. Traffic is already low at these intersections and approaches to the crossings; therefore, long exit ramps (on the raised tables) are not necessary here.

Traffic signals proposals

Question 4: Strongly encourages an investigation of all possible options that would enable a west-bound right hand turn into King Street from Stadium Drive.

We have investigated all viable options to achieve an optimal outcome for traffic flow, pedestrians, and safety for everyone. Our recommendation to prohibit right turns from Stadium Drive into King Street was formed for the reasons below:

- **Physically constrained space**

There is not enough space on the rail overbridge to provide a dedicated right turn pocket. Rebuilding or widening the overbridge will be required in order to provide a dedicated right turn pocket, which will require significant costs and outweigh the benefits. KiwiRail have long-term plans to accommodate four rail tracks below the overbridge, which may require rebuilding the bridge. However, those plans are years in the making, while our proposals respond to what can be done now for the short-term future.

- **Stadium Drive traffic moving the same time as Massey Avenue traffic**

Providing a shared lane on Stadium Drive with a straight ahead and right turn into King Street is not viable.

We envision vehicles on Stadium Drive will be given the green signal to move straight ahead at the same time vehicles from Massey Avenue are moving ahead.

Drivers waiting to turn right will clash with the traffic coming from Massey Avenue and will have to wait for a gap. This waiting will cause traffic to build up behind it where the rail overbridge constrains the space. The movements will also significantly delay the overall operation of the intersection.

- **Making the intersection operate efficiently**

We considered three network layouts for the King Street, Stadium Drive, Massey Avenue, and Manukau Road intersection. We assessed how these three layouts would move people during peak times. The recommendation to prohibit the right turn was to allow the intersection to operate efficiently and maintain King Street as a two-way road (as requested by the community via the Innovating Streets trial in 2021).

Graphs of these layout options are on our project page at.govt.nz/pukekoheimprovements

Question 5: Pedestrian lights at the Z Service Station should be moved further down Stadium Drive to between 20 and 22 Stadium Drive.

Eke Panuku recently consulted on their Pukekohe Masterplan and includes plans to upgrade the Skate Park, Roulston Park, and future public transport facilities.

The chosen site of the pedestrian crossing between the future upgraded Parks is where people desire to cross and makes it easier for people from both Parks to access it.

Moving it north to outside 20 and 22 Stadium Drive would be further away from where people want to cross. Shifting it would also cause it to be closer to the bend in the road, which is not ideal for drivers to see the approaching pedestrian crossing. It would also affect the right-turn pocket capacity for traffic turning into Franklin Road.

For these reasons, we will not be shifting it north to outside 20 and 22 Stadium Drive.

View Eke Panuku's Pukekohe Masterplan at www.ekepanuku.co.nz/pukekohe/pukekohe-plan

Question 6: Requests that the improvements are fast-tracked once the consultation process is complete.

The pedestrian improvements proposals will progress to detailed design with construction planned for mid-2023

The traffic signals proposals will progress to detailed design in early 2023 and construction will follow subject to funding.

Submission 2 - Franklin Trails

From a Franklin Trails perspective, we support any enhancement of traffic control in central intersections. It is not a bike or pedestrian friendly place and a place that is avoided. It even has crossing signs unlike anywhere else in NZ where it says 'pedestrians give way to cars'

So, in summary we support the changes at all intersections, but it is simply not enough, and we recommend that you review. The language you use with the proposal is dated and not in line with your current language around micro mobility. The words 'cars' and 'pedestrians' are used at length but there is no use of the other micro mobility options or even the term 'Active Transport'. How does the plan relate to bikes, e bikes, e scooters, mobility scooters etc? 35% of all kiwis own a bike for instance. We are 2nd behind Poland at 82% in terms of adults who have the skills to ride a bike in NZ. 50,000 E bikes came into the country last year. Getting closer every year to the number of new cars coming into the country. TERP speaks of all this, but this plan does not.

It could be argued that this plan has conveniently ignored Active Transport so it can present a simple solution and then head back to Auckland. It is a plan that in no way looks ahead at providing real options for this town to reduce carbon emissions. A goal that Auckland Council has charged AT to achieve under its Statement of Intent, (SOI). It is underwhelming. It may be excusable if the population was not changing but as the information points out the population of Pukekohe is set to double in the next 20 years. This includes an estimated 500 more people living in the central area and no doubt intensification around the Railway Station public transport hub. Likewise, the population across Franklin is due to double for which Pukekohe is the main service centre.

AT in your micro mobility online information waxes lyrical around the many benefits of incorporating Active Transport and connecting with public transport Hubs. The benefits of reduced carbon footprint, health and wellbeing, safety etc. Your current Pukekohe Improvements Plan just talks of cars and pedestrians and 4 intersections. Not aligned to your key priorities.

As with the Eke Panuku Plan there should be reference to all forms of Active Transport. Franklin Local Board should insist on this. Their recent approved Sport & Active Recreation Plan talks of support for a Green Trails plan that connects all communities. It highlights the value of an Active Transport network connecting all Parks & Reserves, Schools, Public transport hubs and town centres. It highlights those urban areas are the responsibility of AT for transport. Without any reference to Active Transport in the town centre area, AT it is sending a signal that this is not a priority for Pukekohe. Central Government have made it clear to support Active Transport, but they will need to see clear intent from potential funding partners before they will support collaborative funding models. This current plan, if supported by FLB will leave them and ourselves in a position where it will be difficult to attract collaborative Central Govt funding for urban Active Transport enhancement in this town in the future.

In our view the minimum plan should also:

1. Restrict car access in King St to no access or as an interim measure just one way
2. Remove car parking on the ring road and replace this space with a cycle way
3. Reduce speed limits on the Ring Road and inner roads to 30km/hr
4. Provide a safe, green, and friendly Active Transport route to connect from the centre of town to the Railway Station. Just yesterday we have the tragic news of a pedestrian on this route being killed by a bus.

We welcome the opportunity to discuss further these solutions and more.

AT Response:

Question 1: Restrict car access in King St to no access or as an interim measure just one way

In 2021, there was a temporary trial of turning King Street into a one-way road. The one-way trial and other activities received a huge amount of feedback, and after listening to that feedback, King Street was reinstated as a two-way street. Therefore, in this consultation, it was not raised again as an option. For more information about the trial visit <https://akhaveyoursay.aucklandcouncil.govt.nz/pukekohe-streets-for-people-2>

Question 2. Remove car parking on the ring road and replace this space with a cycle way

New cycle lanes along the ring road were not included in the proposals. It is not feasible to include cycle lanes for a few reasons; there are no existing cycle lanes to connect with in the proposal area, and what could be provided is constrained by the rail overbridge and private land boundaries.

There are, however, within the project scope, considerations for active modes, such as signalised pedestrian crossings, cycle stop boxes, and widened footpaths as much as possible within the road reserve. These will be considered in the detailed design stage.

Upgrading the intersections would not preclude any future active mode provisions, as part of an area-wide strategy.

Question 3. Reduce speed limits on the Ring Road and inner roads to 30km/hr

Recent speed limit reviews in the Franklin area have primarily focused on the rural speed limits as addressing high risk rural roads has been a priority for us. While no immediate changes are proposed in the Pukekohe Town Centre, this will be considered during development of our Speed Management Plan next year.

Question 4. Provide a safe, green, and friendly Active Transport route to connect from the centre of town to the Railway Station. Just yesterday we have the tragic news of a pedestrian on this route being killed by a bus.

Replacing the existing roundabout at the intersection of Stadium, Massey, King and Manukau roads with traffic signals will improve safety for people crossing the busy road to access the railway station and retail precinct south of Manukau Road.

People will be able to cross safely on the green walk signal across all four roads.

Pedestrian death

The death of the pedestrian is an absolute tragedy, and our AT team was heartbroken to hear the news when it happened. This crash is a painful reminder of the importance of projects like this which are designed to keep Aucklanders safe no matter how they are travelling.

Community design suggestions 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 themes.

Design suggestion in feedback	AT response
Design suggestions for Proposal 1 and Proposal 2 – Pedestrian improvements	
<p>Move the crossing away from the roundabouts (22 mentions)</p> <ul style="list-style-type: none"> • <i>“I feel that having zebra crossings in such close proximity to roundabouts is inherently dangerous to pedestrians, as motorists will naturally tend to be more on the lookout for moving vehicles.”</i> • <i>“Crossings so close to roundabouts is dangerous should be setback at least 7 meters. As cars will end up sitting in the round about causing blockups from all streets that lead into it.”</i> • <i>“They need to be moved further down as not to inhibit roundabout traffic like they do at king street by Monarch”</i> 	<p>Both pedestrian crossing proposals are near a roundabout intersection. People are already crossing at the roundabout intersections because it is where people choose to cross.</p> <p>Where people want to cross is called, the ‘pedestrian desire line.’ Placing a crossing further away from where people want to cross and the places, they want to get to will end up being unused. Shifting the existing crossings will not change the pedestrian’s desired line but may negatively affect on-street parking and driveways. The impacts and cost of construction shifting the proposed crossings will outweigh any benefits.</p> <p>Raised zebra crossings near roundabouts are standard across Auckland, and more are being introduced to improve safety for all users.</p> <p>A raised zebra crossing increases the visibility of people using it and encourages lower driving speeds. The crossings will have signs and road markings at the roundabout to alert drivers they are approaching a crossing and to slow down.</p> <p>In the town centre, there is enough space ahead of the zebra crossing for at least one vehicle to wait for a pedestrian. In addition, the roundabouts are at an eye-sight level that drivers can see ahead and judge when to enter the roundabout, should a driver be waiting for someone to cross the road.</p>

Design suggestion in feedback	AT response
<p>Traffic lights should be installed instead of pedestrian crossings (4 mentions)</p> <ul style="list-style-type: none"> • <i>“Traffic lights should be installed for all these intersections.”</i> • <i>“We need to have pedestrian lights.”</i> • <i>“disagree with 1&2 since no traffic lights at pedestrian crossings”</i> 	<p>The current intersections proposed to have pedestrian crossings are working effectively as roundabouts and encouraging a low-speed environment in the town centre. Traffic lights are not necessary at these intersections. Therefore, raised zebra crossings will be installed as proposed.</p> <p>The safety of people crossing the road will be enhanced by the addition of the raised zebra crossings on all legs of the intersections. What the change will mean with the addition of raised zebra crossings:</p> <p>Pedestrian zebra crossing</p> <ul style="list-style-type: none"> • Allow enough time for vehicles to stop • If vehicles are approaching wait for them to pass or stop before stepping out and then take a lifesaving second look before crossing • Drivers must give way to pedestrians on any part of the crossings. <p>Key benefits</p> <ul style="list-style-type: none"> • Improves accessibility and safety for pedestrians • Slows speed through intersections, making it safe for everyone • Encourages walking within the community.

Design suggestion in feedback	AT response
Design suggestions for Proposal 3 – Traffic signals for Stadium Drive, East Street	
<p>Install a roundabout instead at the intersection of East Street and Stadium Drive</p> <ul style="list-style-type: none"> • <i>“A roundabout would work better”</i> <i>The roundabouts that we have work beautifully, please put a roundabout in.”</i> 	<p>A roundabout at Stadium Drive and East Street is not a viable option. Our recommendation for traffic signals instead of a roundabout was formed by the reasons below:</p> <ul style="list-style-type: none"> • Physically constrained space There is no room to fit in an adequate-sized roundabout. Space is constrained by the rail overbridge, Roulston Park, various driveways, and businesses at the corners. In addition, private-owned land would need to be purchased. • Cannot control traffic flow A roundabout would have similar traffic flows, queues, and waiting times to what happens now. This means there would not be genuine improvement for drivers. The safety of people walking and riding their bikes would also not improve. • Unable to link and coordinate with the traffic signals at Stadium Drive/Manukau Street/Massey Avenue /King Street intersection A roundabout cannot be controlled like a signalised intersection, where certain route(s) can be prioritised during different times of the day to manage queuing and congestion. By signalising both intersections we can coordinate and synchronise the phasing of the lights, which would increase the efficiency of both intersections.
<p>Install a pedestrian crossing over the western side (Fruit World block of shops and Mr Motorcycle block of shops) of the intersection (9 mentions)</p> <ul style="list-style-type: none"> • <i>“Missing pedestrian crossing leg needs to be added at the intersection”</i> 	<p>We did not include a western leg crossing point in the proposal for the following reasons:</p> <ul style="list-style-type: none"> • Crossing demand is low Demand for people to cross at this point is relatively low compared with other crossing options. An analysis of pedestrian movements in the area (where people

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • “Would also support a signalised crossing opposite Mr Motorcycles” • “There is a missing pedestrian crossing leg on East St.” 	<p>start from, and the direction they walk towards) indicated that they could use the adjacent signalised crossing provided instead. The alternative crossing point is only a short walk away. Therefore, from a pedestrian connectivity and safety perspective, the benefit of providing a western leg of the crossing is considered minimal.</p> <ul style="list-style-type: none"> • Will reduce vehicle queuing capacity and operational efficiency of traffic signals <p>The intersections are approximately 80m apart. The road space is already restricted and insufficient to accommodate vehicles waiting and queuing length, especially during peak hours. Including a western-leg pedestrian crossing on Stadium Drive would further reduce queuing capacity, and operational efficiency of the traffic signals, when the pedestrian phase is requested. Also, the physical constraints of the rail overbridge mean there is no scope to improve the layout of the intersections to accommodate the crossing.</p> <p>In summary, it is considered acceptable not to provide the additional pedestrian crosswalk, given the minimal connectivity, safety benefits, and operational impacts.</p>
Design suggestions for Proposal 4 – Traffic signals for Stadium Drive, Massey Avenue, King Street, Manukau Road	
<p>Right hand turn into King Street must be provided for westbound Stadium Drive traffic (9 mentions)</p> <ul style="list-style-type: none"> • “Need right turn into King Street” • “I strongly disagree with the proposal to restrict traffic turning right into King St.” • “King St right turn NEEDS to stay.” 	<p>Why we prohibit right turns from Stadium Drive into King Street</p> <p>We have investigated all viable options to achieve an optimal outcome for traffic flow, pedestrian movement, and safety for everyone. Our recommendation to prohibit right turns from Stadium Drive into King Street was formed for the reasons below:</p> <ul style="list-style-type: none"> • Physically constrained space

Design suggestion in feedback	AT response
	<p>There is not enough space on the rail overbridge to provide a dedicated right turn pocket. Providing a dedicated right turn pocket would require rebuilding the overbridge, which will require significant costs and outweigh the benefits. KiwiRail have long-term plans to accommodate four rail tracks below the overbridge, which may require rebuilding the bridge. However, those plans are years in the making, while our proposals respond to what can be done now for the short-term future.</p> <ul style="list-style-type: none"> <p>Making the intersection operate efficiently</p> <p>We considered three network layouts for the King Street, Stadium Drive, Massey Avenue, and Manukau Road intersection. We assessed how these three layouts would move people during peak times. The recommendation to prohibit the right turn was to allow the intersection to operate efficiently and maintain King Street as a two-way road (as requested by the community through the Innovating Streets trial in 2021).</p> <p>Graphs of these layout options are on our project page at.govt.nz/pukekoheimprovements</p> <p>Stadium Drive traffic moving the same time as Massey Avenue traffic</p> <p>Providing a shared lane on Stadium Drive with a straight ahead and right turn into King Street is not viable.</p> <p>We envision vehicles on Stadium Drive will be given the green signal to move straight ahead at the same time vehicles from Massey Avenue are moving ahead.</p> <p>Drivers waiting to turn right will clash with the traffic coming from Massey Avenue and will have to wait for a gap. This waiting will cause traffic to build up</p>

Design suggestion in feedback	AT response
	<p>behind it where the rail overbridge constrains the space. The movements will also significantly delay the overall operation of the intersection.</p>
<p>Not being able to turn right into King Street from Stadium Drive will affect drivers route choice at East Street / Stadium Drive intersection to access to the town centre</p> <p>Removing the right turn from Stadium Drive into King Street received a mixed response.</p> <ul style="list-style-type: none"> • <i>“Turning right at East Street / Stadium Drive was not a safe option to get to the town centre.”</i> • <i>“I prefer moving straight ahead on Stadium Drive and either turn right into King Street or use the roundabout to turn back. While these options took longer, it was considered safer.”</i> • <i>“Turning right into King Street was my preference for the town centre because it was a straight-ahead movement.”</i> • <i>“East Street is an important direct route into the town centre for customers from the east of Pukekohe, Bombay, Drury, and further.”</i> • <i>“Removing the right turn will make it difficult for customers to access my business, and the company will lose money. The business are still</i> 	<ul style="list-style-type: none"> • East Street / Stadium Drive intersection signalisation enables safe alternative routes <p>The safety issue with right turns from East Street into Stadium Drive was one of the known issues at this intersection. With the proposed signalisation at East Street / Stadium Drive intersection, drivers can now safely turn right into Stadium Drive then Hall Street for the town centre. The increase in travelling time is considered minor when balanced against gains in safely turning right.</p> <ul style="list-style-type: none"> • Accessing King Street will remain unchanged except for traffic travelling from East Street. • Pedestrian access to the business is improved <p>We are improving the pedestrian access at Stadium Drive / Massey Avenue / King Street / Manukau Road intersection. People who parked in the vicinity or use public transport can access the businesses on King Street much easier than before.</p>

Design suggestion in feedback	AT response
<p><i>financially recovering from the one-way street trial. ”</i></p>	
<p>Design suggestions for traffic signals</p>	
<p>Traffic already banks up down Manukau Road due to congestion. Suggest the installation of roundabout at Stadium Dr/East Street together with the roundabout at Manukau/King/Stadium and Massey would improve things significantly</p>	<p>We evaluated 6 alternatives to traffic signals, including installing a roundabout at the intersection of East Street and Stadium Drive. These are outlined below.</p> <div data-bbox="1055 627 1877 1177" style="text-align: center;"> <h3>Alternatives to traffic signals</h3> </div> <p>Option 1 Option 1 is the current layout. However, keeping this layout is not a realistic option, as it will not address safety issues, congestion, or safely help people cross the road.</p>

Design suggestion in feedback	AT response
	<p>Option 2 The intersection of Stadium Drive and East Street is converted to a roundabout. However, there is not enough space to build a roundabout, and it would not improve safety or traffic control.</p> <p>Option 3 The intersection of Stadium Drive and East Street is converted to traffic signals, while the roundabout at King Street, Stadium Drive, Massey Avenue, and Manukau Road is maintained. While signals at Stadium Drive and East Street would improve safety and traffic flow at this junction, on their own there is no genuine improvement for the road network. Having a roundabout and one set of traffic signals does not work as well as two sets of signals, because:</p> <ul style="list-style-type: none"> • Traffic signals cannot synchronise with uncontrolled roundabout movements • 80m is too short a distance to spread competing traffic demand between the two intersections. <p>This would cause queues and waiting times to worsen on all roads.</p> <p>Option 4 and Option 6 These options have the same reasons and outcome as Option 3.</p> <p>Option 5 We recommend using traffic signals at each intersection.</p>

Design suggestion in feedback	AT response
	<p>Conclusion: Option 2 of having two roundabouts is not viable and would not improve congestion significantly. Instead, we are progressing with the proposal to install traffic signals at each intersection.</p>
Design suggestions – cycle infrastructure	
<p>Cycle lanes/infrastructure must be included (16 mentions)</p> <ul style="list-style-type: none"> • <i>“Please include protected infrastructure for cyclists at this intersection in accordance with Vision Zero and the TERP.”</i> • <i>“Where is the bike lane?”</i> • <i>“Lack of cycle lanes is unacceptable.”</i> 	<p>New cycle lanes were not included in the traffic signal proposals for a few reasons; there are no existing cycle lanes to connect with in the proposal area, and what could be provided is constrained by the rail overbridge and private land boundaries.</p> <p>There are, however, within the project scope, considerations for active modes, such as signalised pedestrian crossings, cycle stop boxes, and widened footpaths as much as possible within the road reserve. These will be considered in the detailed design stage.</p> <p>Upgrading the intersections would not preclude any future active mode provisions, as part of an area-wide strategy.</p>
Design suggestions – ring route around Pukekohe town centre	
<p>Alternative route into/around Pukekohe town centre should be built instead (12 mentions)</p> <ul style="list-style-type: none"> • <i>“Traffic diversion around Dr’s Hill would relieve congestion”</i> • <i>“The road proposed by Franklin District council to divert traffic away from the north end of Manukau road should be completed.”</i> 	<p>Our proposal to install traffic signals aim to address increasing congestion as well as well-known safety issues, a lack of pedestrian crossings and to improve walkability.</p> <p>The traffic signals are not a stand-alone project but part of the 10-year development strategy plan for the Pukekohe Town Centre, in partnership with Eke Panuku, the Franklin Local Board, Auckland Council, and Mana Whenua.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • <i>“To support the traffic, flow the bypass needs to be built to reduce the amount of traffic having to come through those junctions”</i> 	<p>Suggestions of an alternative route, ring roads or bypass to take traffic away from the town centre are valid. This theme has been a discussion point for many years in the community and pre-date Auckland Transport.</p> <p>However, any alternative route, or bypass way is not for Auckland Transport to determine alone. It will require support, advocacy, funding, and procurement across local and central government agencies.</p> <p>Therefore, any alternative route is outside the current project scope and available funding.</p>
Other suggestions	
<p>Money would be better spent on potholes/road improvements (9 mentions)</p> <ul style="list-style-type: none"> • <i>“There are more important things to spend money on like potholes”</i> • <i>“Spend the money fixing the potholes in our local roads properly”</i> • <i>“Yes, fix the potholes”</i> 	<p>Investigating road maintenance issues like potholes is outside the scope of this project.</p> <p>AT have a routine maintenance programme to identify and fix potholes. When potholes are reported the road maintenance contractor will respond quickly and make-safe by filling the pothole. If required and subject to available budget, a permanent pavement repair is programmed during the summer months.</p> <p>To report a pothole issue, please contact our Customer Centre by phone 09 3553 or complete a report online at https://at.govt.nz/about-us/contact-us/</p>

Attachment 1: Feedback form

We're proposing the following changes in the town centre

Proposal 1 – Convert current raised tables into zebra crossings at two intersections.

The intersections are:

- Seddon/King/Queen/West Street
- King and Edinburgh Street

Proposal 2 – Install new raised zebra crossings at two intersections.

The intersections are:

- Edinburgh/Stadium/Tobin Streets
- Edinburgh/Massey/Wesley Streets

Proposal 3 – Install traffic lights at the intersection of Stadium Dr and East St.

Proposal 4 – Install traffic lights at the intersection of Massey Ave, King St, Stadium Dr and Manukau Road.



Feedback form

Please complete this freepost form and return it to us by **Sunday 12 April 2020**
Alternatively, you can provide feedback online at [At.govt.nz](https://at.govt.nz/matiatia-landside-transport-improvements/#details)
[matiatia-landside-transport-improvements/#details](https://at.govt.nz/matiatia-landside-transport-improvements/#details)



If you need assistance completing the feedback form, please call us on (09) 355 3553 and our contact centre staff will fill in the form with you over the phone.

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

Please be specific on what aspects you like or don't like, as the more we know, the more helpful it is to make decisions and any changes.

1. Do you support proposals 1 & 2

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

Why do you support this proposal?

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What changes would you make to the proposal that you feel would improve its effectiveness?

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Why do you not support this proposal?

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2. Do you support proposals 3 & 4

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

Why do you support this proposal?

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What changes would you make to the proposal that you feel would improve its effectiveness?

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Why do you not support this proposal?

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Attachment 2: Pukekohe Business Association submission

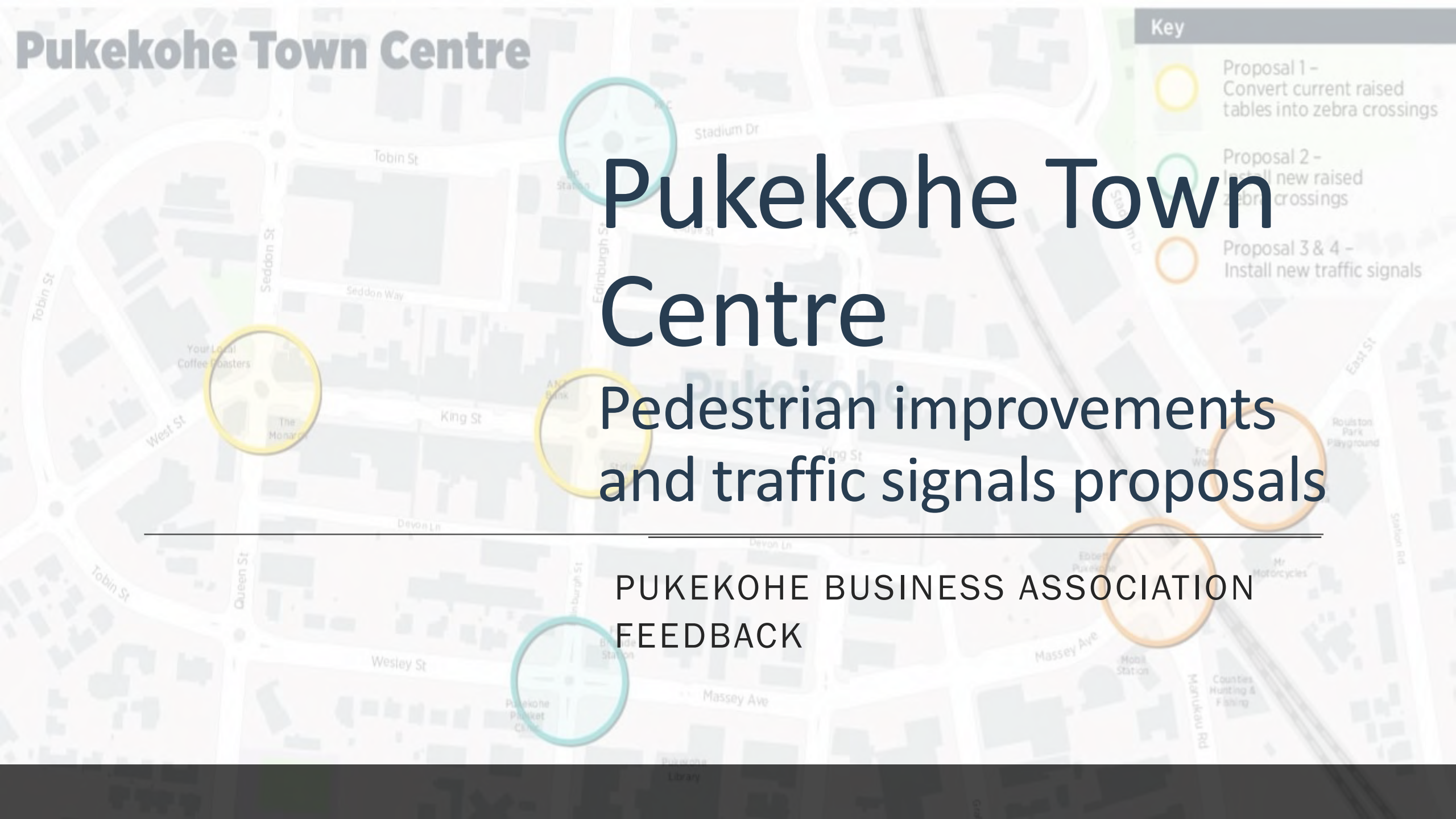
Key

- Proposal 1 - Convert current raised tables into zebra crossings
- Proposal 2 - Install new raised zebra crossings
- Proposal 3 & 4 - Install new traffic signals

Pukekohe Town Centre

Pedestrian improvements and traffic signals proposals

PUKEKOHE BUSINESS ASSOCIATION
FEEDBACK



Pedestrian Crossing improvements

Proposal 1.

- Seddon Street, King Street, Queen Street, and West Street*
- King Street and Edinburgh Street.*

Proposal 2.

- Edinburgh Street, Stadium Drive, and Tobin Street*
- Edinburgh Street, Massey Avenue, and Wesley Street.*

THE PUKEKOHE BUSINESS ASSOCIATION IS GLAD TO SEE THE IMPLEMENTATION OF OFFICIAL ZEBRA CROSSING POINTS IN THESE AREAS. THERE ARE ALSO OTHER AREAS OF KING STREET WHERE ZEBRA CROSSINGS SHOULD BE CONSIDERED.

Proposal 1: Converting existing raised tables into zebra crossings

We are pleased to see official zebra crossings considered at these locations.

Please also consider the below:

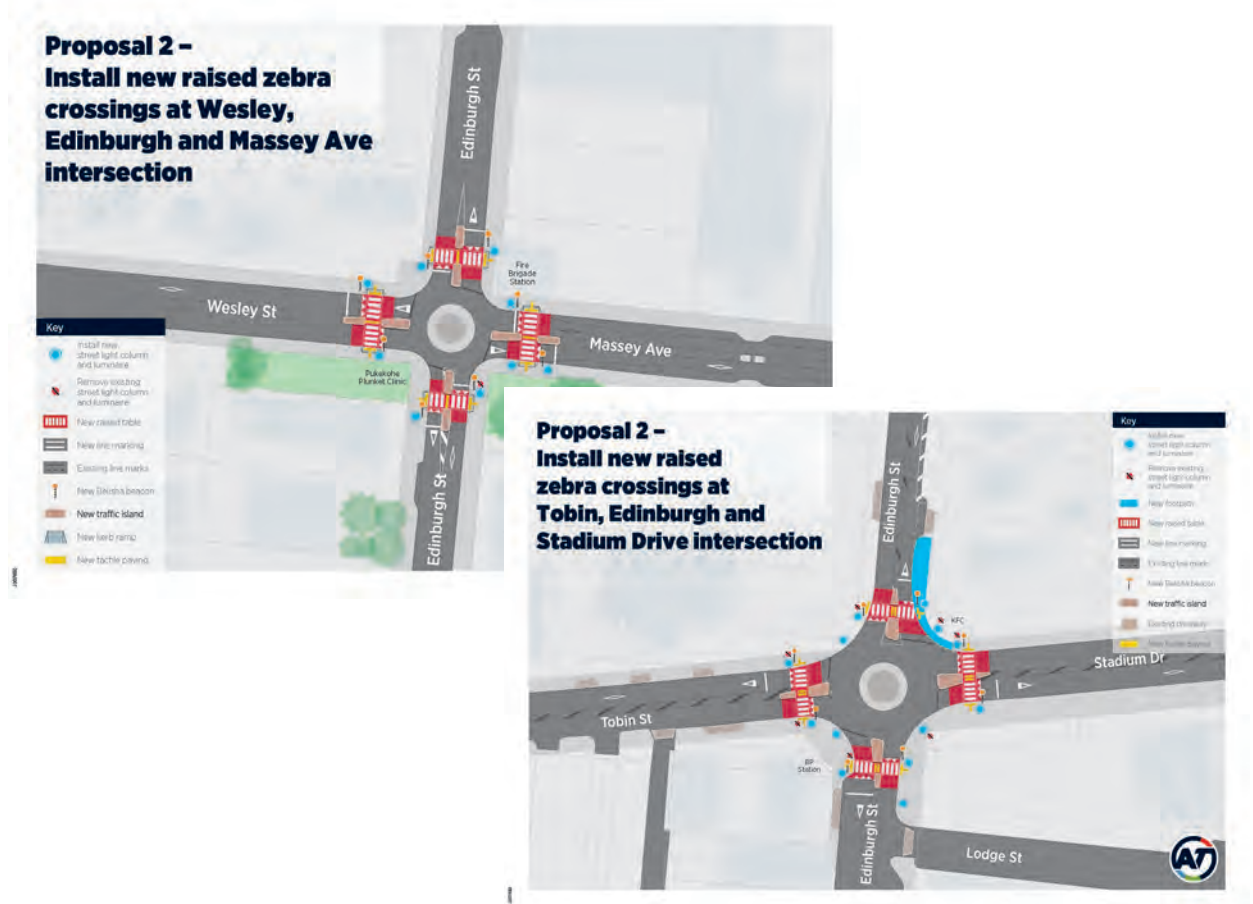
- The current cobblestones are broken, uneven and have a severe tripping hazard. The raised tables will need to be replaced with more secure pavement options for this to be a safe place to cross.
- We would also like consideration for a pedestrian crossing to be implemented by the Town Square. This space is well used by both young and old. There is currently no safe place to cross King Street in proximity to the Town Square. This could be located on either side of the town square.



Proposal 2: Installing new raised zebra crossings

We are pleased to see official zebra crossings considered at these locations.

We would like these styles of zebra crossings implemented in proposal 1 in place of painting over current raised tables.



Traffic signals proposals

Proposal 1.

- East Street and Stadium Drive*
- King Street, Stadium Drive, Massey Avenue and Manukau Road.*

THE PUKEKOHE BUSINESS ASSOCIATION IS GLAD TO SEE TRAFFIC LIGHTS ARE PROPOSED IN THESE AREAS HOWEVER WE HAVE SOME CONCERNS

Proposal 3 &4

Install new Traffic Signals

Traffic lights at these locations are long overdue. The Pukekohe Business Association supports the proposal to include lights at these locations, however, please consider the below.

- As the majority of visiting traffic comes from Bombay, removing the right-hand turn into King Street from Stadium Drive will have a severe impact on lower King Street businesses as experienced during Eke Panuku's Innovating Streets trial. The Pukekohe Business Association **STRONGLY** encourages you to investigate all possible options with the phasing of these lights to allow for a right-hand turn into King Street from Stadium Drive.
- Pedestrian lights at the Z Service Station should be moved further down Stadium Drive to between 20 and 22 Stadium Drive. With other crossing options in close proximity, this allows pedestrians from the north end of Stadium Drive to cross safely.
- In light of recent events, we would like this proposal to be fast-tracked once the consultation process is complete.



We are supportive of these changes, however, we request a review of the removal of the right-hand turn into King Street. This is vital for businesses in the lower end and will have a large impact on custom if this access is removed.

THE PUKEKOHE BUSINESS ASSOCIATION