

# Consultation Summary and Decisions Report - updated

Proposed improvements to the Parnell Rise, Parnell  
Road intersection



4 September 2014

Auckland Transport consulted on the proposed Parnell Rise improvements between **Friday 4 July** and **Friday 25 July 2014**.

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# 1. Executive Summary

- Auckland Transport consulted on the proposed improvements to Parnell Rise, Parnell Road intersection to gauge the level of support and to hear specific suggestions for changes to the proposal.
- The consultation period was from **4 July to 25 July 2014**. In total 154 feedback responses were received.
- There was quite a polarised response to the proposal, with 45% in support of the proposal (20% were strongly supportive) and 47% opposed. A third - 32% of participants were strongly opposed, indicating that there is some strong opposition to the changes.
- Submitters were positive about the proposal's ability to bring about improved pedestrian safety, with specific elements highlighted being the pedestrian refuge island, the pram crossing and the footpath through Fraser Park. However, 13% of participants who commented said the proposed improvements were unnecessary.
- When asked what they disliked about the proposal, the largest number of participants (21%) said they thought the changes would create further congestion on Parnell Rd and particularly attributed this to the pedestrian crossing and footpath extension. A further 20% said they felt the changes were unwarranted or an unnecessary expense and they didn't like changes to parking (particularly a reduction in car parks).
- Final comments from participants were centred on suggestions to improve traffic flow and safety, reiterating the feeling that proposed changes were not necessary and were not a good use of money, or included further suggestions for pedestrian and cyclist safety.

## 2. Background

As part of its region-wide Safety Improvements Programme, Auckland Transport is proposing improvements to the Parnell Rise and Parnell Rd intersection.

The proposed changes are required to make the intersection more pedestrian-friendly and improve safety for all users.

### Key facts

- There are two bus stops located immediately west of the intersection on Parnell Rd.
- There is a lack of pedestrian facilities at the intersection and its immediate vicinity.

### Benefits

The realignment of kerbsides at the intersection of Parnell Road will reduce the distance for pedestrians to cross and the proposed pedestrian refuge island and painted central median line markings on Parnell Rise will reduce traffic speeds in both directions. It is expected that reducing vehicle speeds and merging manoeuvring at the intersection and greater pedestrian facilities at the intersection will result in improved safety for all users.

### Project details

- Reconfiguration of the traffic lanes on Parnell Rd on the northern approach to the intersection
- The extension of the footpath at the north-eastern corner of the intersection to reduce road crossing distance
- Reducing the number of 30 minute parking spaces from three to two outside 60 Parnell Road and three more parking spaces on Parnell Rise near Cracroft intersection
- A pedestrian refuge island and pram crossing on Parnell Rd at its intersection with Parnell Rise (to Fraser Park)
- Shortening of the bus stop on the north side of Parnell Rise
- A pedestrian refuge island and pram crossing on Parnell Rise
- A footpath with steps connecting Parnell Rd and Parnell Rise through Fraser Park to provide more direct access to the bus stop
- Painted central median line markings along Parnell Rise to accommodate the proposed crossing facilities

- Reduction of two lanes to one along Parnell Rise on its approach to the intersection.

### 3. Consultation Activities

The consultation period ran from Friday 4 July to Friday 25 July 2014. Subject to the outcome of the consultation, the upgrade of the intersection will begin in September / October 2014.

#### Activities

- Advert (1/4 page) in Eastern Courier
- Letter drop to 1702 property owners and 1382 residents
- Media release

Participants were informed that Auckland Transport will consider all the feedback received and make any required changes to the proposal. In addition they were also informed that the report on consultation, which includes final decisions on the project, would be made available to all submitters and the public.

### 4. Consultation Responses

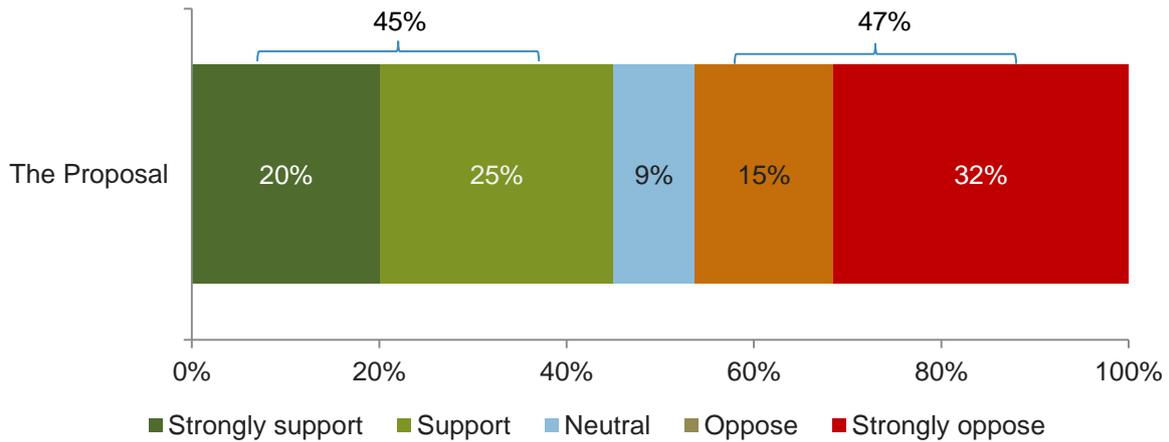
Auckland Transport received 154 responses submissions on the proposed changes – 27 online feedback forms, 120 hard copy feedback forms, and 7 email responses.

## 5. Summary of Feedback

### 5.1 Support / Oppose Proposed Improvements to Parnell Rise, Parnell Road Intersection

Initially, participants were asked how they felt about the proposed improvements to the area.

**Do you support or oppose the proposal?**

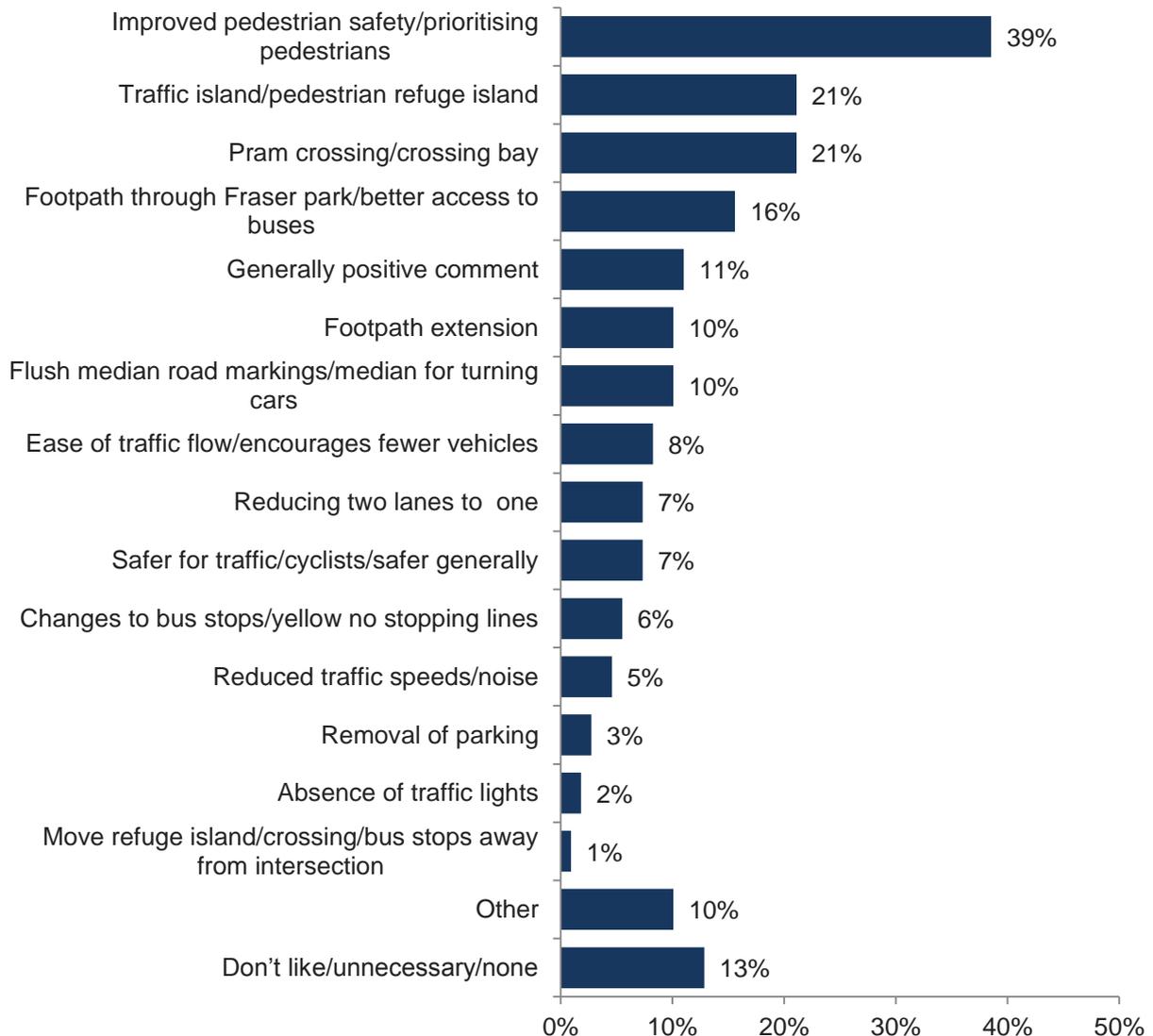


*Base: 149 responses. Due to rounding, results may not appear to add to 100%*

Submitters were almost evenly split on the proposed changes in Parnell with 45% in support of the proposal and 47% opposed. In addition, 32% were strongly opposed, indicating that some are clearly against the changes.

## 5.2 Likes

What aspects of the proposal do you like, and why?



Base: 109 responses. Multiple responses were allowed, responses add to over 100%

The largest number of participants (39%) said they liked the proposal's ability to bring about improved pedestrian safety and the fact that it prioritised pedestrians generally.

The comments below illustrate typical responses on this topic:

*"Prioritisation for pedestrian movement and safety above the concerns of those in vehicles."*

*"Trying to make that crossing currently means taking your life in your hands. I have seen an individual in a wheelchair trying to get to Fraser Park waiting in the middle of the street with cars whizzing by on either side of him refusing to stop. It's a long long walk to the nearest safe crossing so people just risk it but somebody is going to get killed if it's not fixed."*

*"I live in Parnell and this proposal affects me directly. Thank you for improving this area near my home. I applaud the improvements to the Parnell Rise / Parnell Road intersection, especially because it is currently dangerous to pedestrians. When I ride*

*the bus home, I avoid getting alighting at the Parnell Rise / Parnell Road intersection bus stop because it is too dangerous for me to cross Parnell Road to walk home, especially at night. I feel vulnerable and have to watch cars from multiple (4) directions at all times while crossing. Instead, I alight at the next stop near Windsor Castle because it is safer, although I do have to walk further to arrive home."*

*"Improves things for pedestrians with negligible impact on traffic. Removes obstructive parking."*

*"Improves the safety for pedestrians and encourages less vehicles and more foot traffic to the local area."*

*"That you have listened well to the previous feedback and come up with community friendly and smart solutions for a busy junction."*

A further 21% said they liked the pedestrian refuge island, which they felt would make the intersection of Parnell Road and Parnell Rise safer for pedestrians:

*"Pedestrian refuge islands - why - safety and they work really well. There are no traffic lights - why traffic lights cause congestion."*

*"The refuge island Parnell Rd/Rise is great. It has always been a bit hairy crossing by foot there – can't tell which way cars are going and if they can see me - worse in the dark. The proposed footpath extra there gets rid of that extra bit of lane going up Parnell Rd and makes it safer for pedestrians and drivers. Other changes seen as practical and common sense to make area safer for pedestrians and cars."*

*"We walk to work down Parnell Rise - the pedestrian island and extended footpath at the intersection of Parnell Rd and Parnell Rise will make walking to work much safer. The pedestrian island in the middle of Parnell Rise will also make the route much safer for people catching town bound buses."*

Another 21% favoured the pram crossing/crossing bay, which they also felt would make it safer for pedestrians to cross the road:

*"Reduction to one lane along Parnell Rise, pedestrian refuge and pram crossings are excellent safety improvements."*

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*"Pedestrian refuge is good as is the pram crossing."*

Others said they liked the footpath through Fraser Park, making the walk easier and with better access to buses:

*"All aspects of the proposal. Improved pedestrian safety at dangerous intersection plus direct access to city bound buses across Fraser Park - no more muddy shoes!"*

*"Path across Fraser Park. Shortening the downhill bus stop. Flush median road marking."*

*"Footpath with steps connecting Parnell Rd to Parnell Rise through Fraser Park."*

*“The footpath with steps from Parnell Rd to Parnell Rise through Fraser Park. However it should cross the park nearer to the bus stop.”*

While some had generally positive comments, other elements of the proposal participants liked were the footpath extension, flush median road markings and median for turning traffic, likely reduced traffic speeds and the perception that changes would lead to an ease in traffic flow.

*“That you have listened well to the previous feedback and come up with community friendly and smart solutions for a busy junction.”*

*“Extended footpath on Parnell Rise/Rd (see map 1) is a good idea.”*

*“Changes to median road markings on Parnell rise should make crossing Parnell Rise as a pedestrian easier and safer.”*

*“The upgrades will make crossing the roads safer etc. The reduced traffic speeds will make it easier and safer for me to back out of my driveway onto Parnell Road in the mornings. This also may help with the road noise I hear in my apartment and hopefully reduce the aggression and road rage I hear from time to time in the form of yelling, swearing and tooting.”*

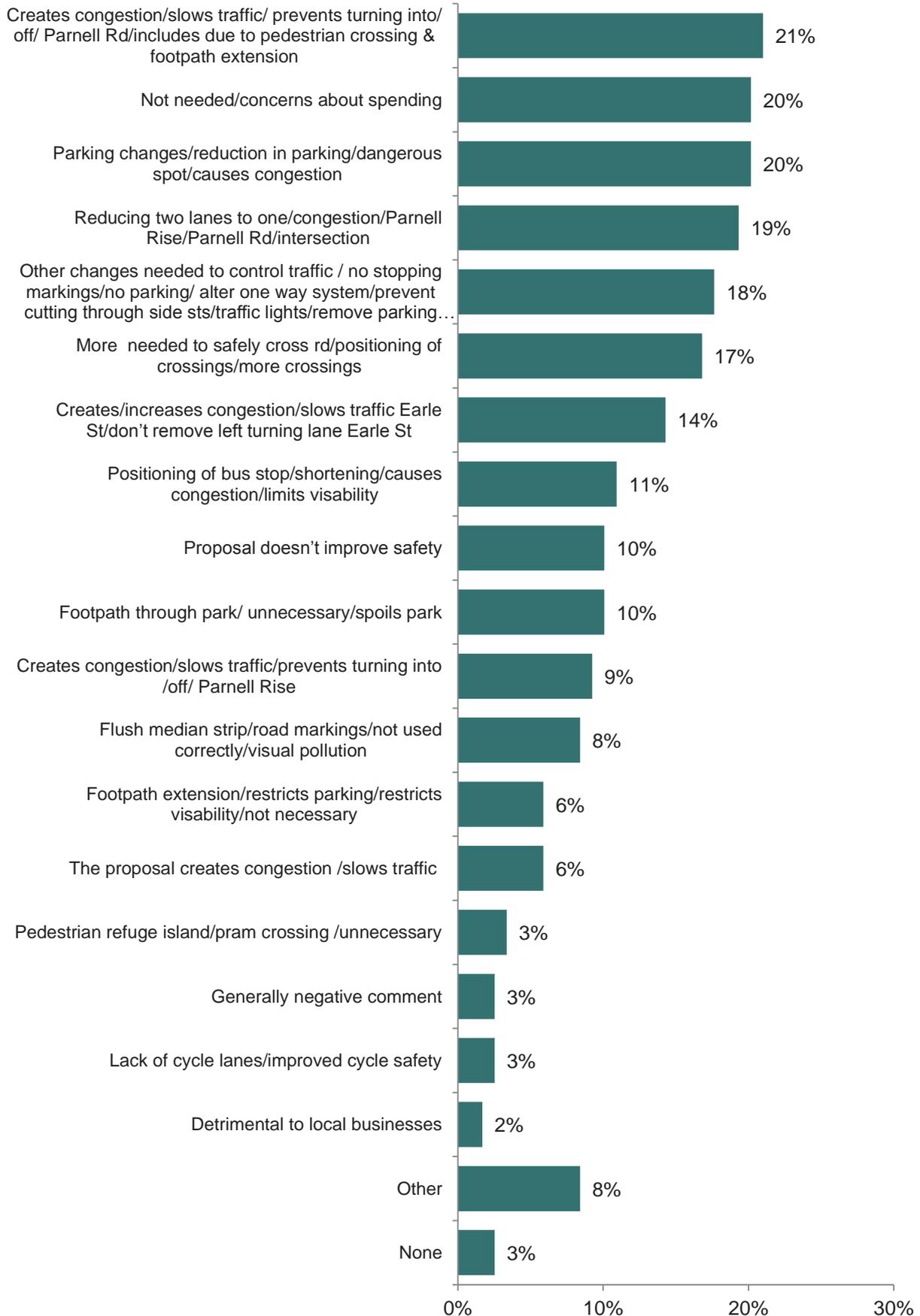
However, 12% of participants who commented said the proposed improvements were unnecessary.

*“The whole proposal is totally unnecessary and has zero merit. The intersection works perfectly well as it is! No businesses in the area want any change. There has never been an injury accident at this intersection. In your letter to me dated 2 August Paragraph 3, you say ‘the intersection is of low safety risk’.”*

*“Proposal is unnecessary and has no merit, this section of road has been classed as a low safety risk.”*

## 5.3 Dislikes

### What aspects of the proposal do you not like, and why?



Base: 119 responses. Multiple responses were allowed, responses add to over 100%

When asked what they didn't like, participants said they felt the changes would create or increase congestion on Parnell Rd (particularly due to the pedestrian crossing and footpath extension), create congestion around the Parnell Road and Parnell Rise intersection, that they didn't like the parking changes or that the proposed changes weren't necessary and the expenditure was unjustified.

Approximately 21% of participants said the changes would create congestion on Parnell Rd and slow traffic, and particularly referenced the pedestrian crossing and footpath extension:

*"1. The proposed footpath extension at #60 Parnell Road will increase congestion at morning and afternoon rush hours making it harder for cars turning out of Parnell Road from Augustus Terrace back into the city or heading up Parnell Road. Currently the extra space provides a buffer that enables turning when a gap opens. Has this aspect been adequately considered? 2. The double lane up Parnell Road currently provides a buffer zone for afternoon traffic helping to avoid the congestion flowing back down into the city through the lights. The Pedestrian crossings further up Parnell Road hold traffic flow up and I would not want to see this congestion increased further. Has this aspect been adequately considered?"*

*"Don't support widening the footpath on Parnell Rd as it is quite congested and narrowing the road will remove the ability to merge into traffic when turning left, it will be more like a give way."*

*"To drive up Parnell Rd (from Augustus Tce) at 5pm (which I do daily) is chaotic due to traffic flow coming up Parnell Rise and out of Earle St where drivers ignore the "give way" sign and straddle Parnell Rd to cross to Parnell Rise and proceed down to Stanley St. This plan will make things worse not better."*

*"Pedestrian Island across Parnell Rd - no need, cuts traffic more and banks it up out of Parnell Rd and street by bank. People don't cross there, they do further down or up Rd at intersection."*

*"Map 1: Do not like proposed footpath extension at intersection of Parnell Rd and Parnell Rise. This will slow down the traffic and not allow traffic to merge. Map 3: Think positioning of pedestrian refuge not in a good location should be higher up Parnell Rd - towards existing crossing."*

*"Map 1 of 3. A wider lane width needs to be maintained to allow the traffic turning left out of Parnell Road onto Parnell Road. This means this traffic does not have to join the queuing traffic trying to turn right onto Parnell Rise. This intersection should be a "no-stopping" intersection. Currently traffic backs up along this road and does not allow traffic out of Parnell Road to turn right onto Parnell Rise or Right into Parnell Road. Could the bus stop be moved further "down" Parnell Rise, away from the intersection. The proposed position blocks visibility of traffic coming up Parnell Rise and means traffic has to delay turning right out of Parnell Road."*

One fifth (20%) of participants said they felt the changes were unnecessary and didn't warrant the expense:

*"Project in total - As a Parnell resident and ratepayer for the past 40 years, although I see some merit in the proposals, I don't believe the expenditure is warranted at a time when the council is needing to trim millions of dollars from its budget to try to balance the books. I feel very strongly that the council has got to be far more pragmatic in its approach to spending and interpreting the wishes of often hard pressed ratepayers. I am quite sure there are far more important maintenance issues*

*that need addressing considering the small pedestrian count in that part of Parnell Road. If this goes on a waiting list of non-imperative projects awaiting funds, my objection would be lessened."*

*"There are 2.5 pedestrians per day on this intersection. The proposed changes will clog up the traffic which is already bad, and all this is for the sake of a couple of mums crossing a day to the park, if any at all."*

*"Waste of money. There is nothing wrong with the way it is!!"*

*Cost. The city is millions in debt. This work is not necessary/essential. Keep the libraries open and cut costs here.*

*"1. Pram crossing - unnecessary. In 9 years of working in the area I have never seen a pram, wheelchair, bike, mobility scooter or similar in the area, let alone trying to cross the road. Also, visibility from south side looking east (up Parnell Rise) is limited by buses, trees, parked cars. 2. Narrowing road will impede traffic flow. 3. More painted lines = more visual pollution. 4. Footpath through park is unnecessary. If weather is fine, or bad it is not too far to walk around. In any event walking through a park is their purpose surely? 5. This seems to me like an expensive solution looking for a problem!!"*

A similar number (20%) didn't like parking changes, including a reduction in parking, and the location of new parking spaces:

*"As an occupant of the Dell building at 60 Parnell Rd, we use the 3 existing car parks outside the building constantly for courier deliveries. Your scheme removes those 3 vital parks and replaces them with a useless widened pavement. The 2 newly indicated parks further up the road are dangerously exposed to traffic on a narrowed one lane curve."*

*"Loss of on street parking - why - as a resident of Parnell for 12 years and living in a historic building without parking and no provision of residents parking - it adds more pressure to the parking in Parnell."*

*"Pram crossing should be moved further away from Parnell Rise to cross Parnell on the other side of the Cross St (map 1) for safety. Footpath extension (map1) is a hazard due to the visibility impediment - an accident is sure to occur, given the angle of Parnell Rise - 30 minute parking (map1) on footpath extension is a hazard."*

*"Loss of parking on street, we need resident parking as our building has none."*

*"The carparks outside 56 Parnell Rd, could be dangerous as cars coming up Parnell Rd may not see cars Parking / leaving."*

*"Loss of parking spaces on both sides of Parnell Rise. Car parking is very tight on week days. The loss of parking spaces will make it worse. If the parking spaces are reinstated then the proposal has my support."*

One in five participants (19%), disliked the reduction of two lanes to one on Parnell Rise, saying it would cause congestion and slow traffic:

*"I strongly disagree with the reduction of two lanes to one along Parnell Rise on the approach to Parnell Road. This is up hill and is extremely busy with all types of traffic"*

*from buses to Motor scooters. Reducing the lanes is unnecessary and will create a huge backlog of traffic from Stanley St.”*

*“The loss of passing lane on the climb up Parnell Rise - this is really useful to avoid the slow start of heavy vehicles that simply crawl up the incline. The cost - is it really essential as I simply don't see any pedestrians trying to make this transit and the ones that do don't have any problems.”*

*“Here is the problem with the proposal: The reduction of 2 lanes to one on Parnell Rise approaching Parnell. Here are the reasons this is a problem 1. Morning and evening, even with 2 lanes, Parnell Rise is so congested that it can take several minutes to turn safely right out of Parnell Road - traffic backs up both there and along Earle St. This will become so much worse that I believe you will have to install traffic lights. 2. Southern motorway traffic wanting to turn into the Carlaw Park commercial centre cant, so it does it does a U-turn on Parnell Rise instead. Once this is reduced to one lane, this will hold up all the cars behind. 3. Crossing Parnell rise as a pedestrian will be even more dangerous than it already is, with difficulty finding a safe break in the traffic. 4. Buses at the Fraser park stop will also impede the flow of the one-lane traffic. P.S. the proposed footpath is really too far downhill to be useful to very many pedestrians.”*

*“Reducing Parnell Rise to one lane will cause backups down the road. It actually works well now with the two lanes merging well.”*

A similar number (18%) said other changes were needed in the area to control traffic, including no stopping markings, traffic lights, no parking areas and altering the one ways:

*“The proposal does not take into account the high volume of traffic coming out onto Parnell rd. We need traffic lights and have you considered the new apartment block being built on Augustus Tce, the Ford Residences more traffic! Earle St traffic don't stop!”*

*“If Bath St traffic went the other way, traffic could also exit at Windsor St - Bradford and Bath St both go 1 way - the same way, so all traffic ends up at the West Pac Rd, which is your problem area.”*

*“The right hand turn from Parnell Road into Parnell Rise is still a little dangerous. The provision of a flush median is useful for vehicles to pull into although this section may be better serviced with traffic lights.”*

Others had suggestions for improved pedestrian safety in the area, including repositioning the proposed crossing and additional crossings:

*“Could pedestrian requirements be improved further still? Is a zebra crossing better to prioritise pedestrian movement above that of traffic?”*

*“There is no pedestrian refuge on Parnell Rise between the two existing bus shelters. This is needed as the road is a fast traffic area. I do see one put in further down Parnell Rise. Why is there a proposed traffic island on Map 2?”*

*“The lack of similar improvements to the intersection of with Augustus Terrace at the bottom of Parnell Rise. The crossing distance is intimidating and far too long without any refuge. Vehicles approaching via SH1 / Beach Rd and turning left from Parnell Rise do so at speed, aided by a very large radius curve which allow vehicles to continue at speed through the turn. This intersection should in my view be modified*

*to and improved for pedestrians at the same time. Even a simple refuge and markings would make a big difference at minimal extra cost. A quick site visit would explain more than I can say here.”*

*“Not enough pedestrian refuge islands on Parnell Rise - at least one more required.”*

Some felt the proposal would lead to further congestion, especially for traffic exiting Earle St:

*“There are 2 issues to be considered. 1. Pedestrian - good 2. Traffic flow. The pile up at the intersection will still occur at morning and evening rush hours, from traffic emerging from Earle St. and wanting to proceed down Parnell Rise. At these times, the uphill traffic up Parnell Rise is busy, the progress of / cars from Earle St wanting to cross over to go downhill is slow, and cars needing entry from Parnell Road south to Parnell Road north need to make a right-hand turn into the northern end of Parnell Road. I had a very close shave when a van tried to make a dash for it - my nerves are still recovering. The give-way signs should be posted. / Also, cars exiting from Earle St tend to sit over both lanes, in order to get a lucky break, meaning cars traveling south up Parnell Road from the northern end of Parnell Road, get caught up unnecessarily, creating further traffic density.”*

*“Intersection of Parnell Road & Rise. At peak hours it's very difficult for traffic turning left out of Earle St onto Parnell Rd (to go up Parnell Rise) and realignment means that traffic is trapped by cars queueing to turn right onto Parnell Rise. Pram crossing should be further away from intersection and towards Earle St and away from waiting traffic.”*

*“No no no taking away a left turning lane when exiting Earle St. Many locals use Garfield & Earle to access the local area and also in/out to Tamaki Drive. Closing a lane there will cause a huge backlog down Earle St at commute times. There is no need for the footpath to be widened there. Not much foot traffic and already wide path.”*

Some didn't like the positioning, and/or shortening of the bus stop:

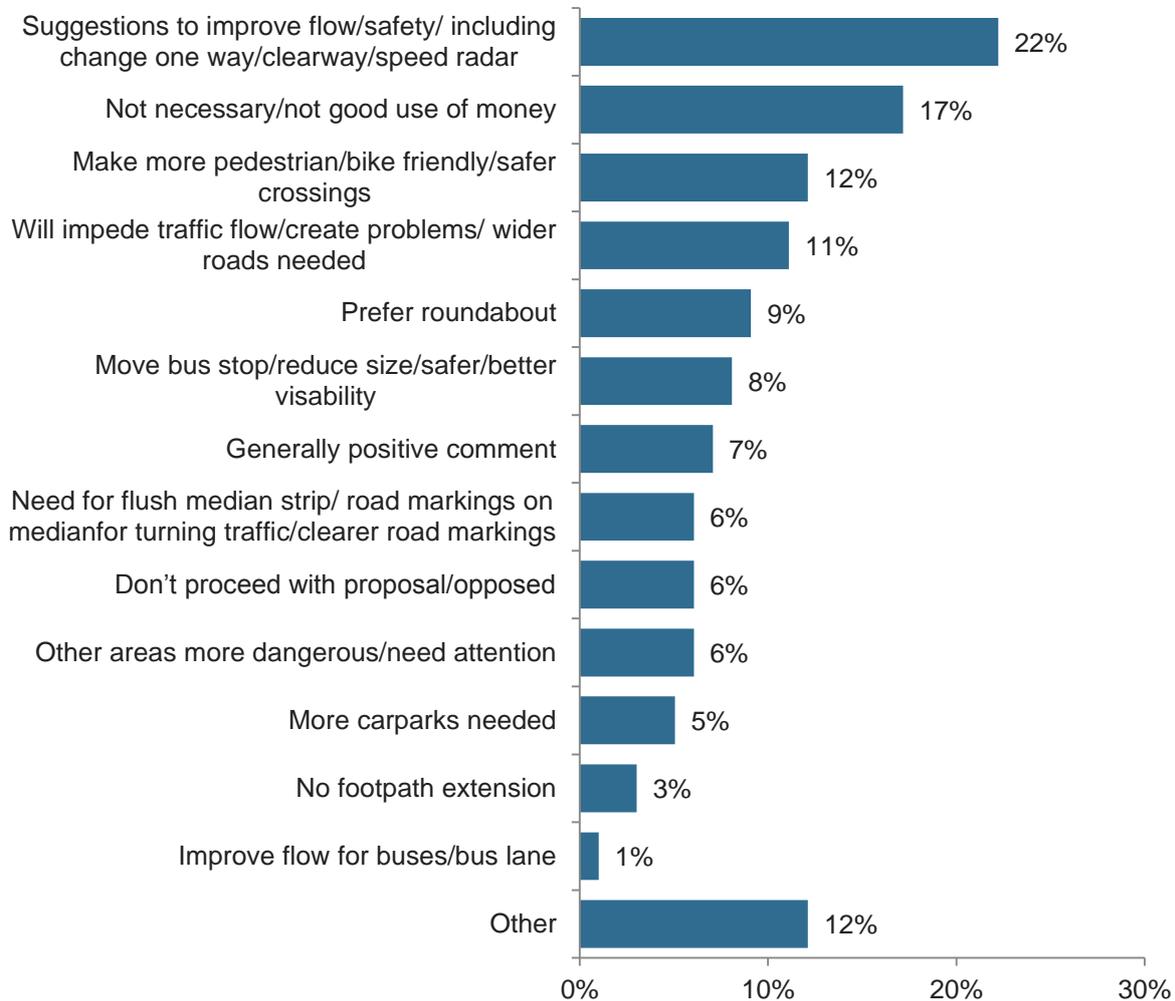
*“Bus stop in Parnell Rise is too close to the intersection, makes traffic coming up the hill hard to see if a bus is on the stop.”*

*“Please review placement of existing bus stop on north side. This blocks right-hand view of cars turning right from Parnell Road into Parnell Rise.”*

Others didn't like the footpath through the park, felt the proposed changes didn't improve safety in the area or thought changes would lead to greater congestion on Parnell Rise.

## 5.4 Other Comments

Do you have any other comments on the proposal?



Base: 99 responses. Multiple responses were allowed, responses add to over 100%

Final comments from participants were centred on providing suggestions for improving traffic flow and safety and reiterating the feeling that proposed changes were not necessary and were not a good use of money.

Suggestions included changing the one ways, creating a clearway, and putting in a speed camera:

*“1. Bring back the roundabout. 2. Not all traffic travelling up Earle St from the Gladstone Road end wants to go to Parnell Road. But we have to add to the congestion there because, although there are 2 minor streets to use (Bath Street and Bradford Street), both of them are one-way in the same direction. If you switch Bath St to one way going from Earle St to York St, then locals would be able to avoid the whole circus. I have the support of many locals on this. Our preferred choice for switching direction is Bath Street. Thank you for listening.”*

*“Parnell Rise is a speedway - I regularly walk down the road and see severe acceleration by drivers over 60 kmph going uphill and down. A regular radar trap would earn well.”*

*“Is it a possibility for speed awareness signs as there currently is on Gladstone Road? Will traffic lights be adjusted to reflect single lane coming from motorways/strand> PS traffic coming off motorway system turning right up Parnell Rise - phase is way TOO short, traffic lights need adjusting here.”*

*“If you free up the road Ronayne St to be two way and have left and right hand turns at each end you take traffic problem away from Parnell. The Gladstone/the strand needs redesign to permit traffic turning off the strand on to Gladstone Rd moving more constantly. Vice versa - morning traffic from Gladstone Rd to Quay St will solve issues.”*

Some participants outlined their objection to spending on the proposal, or felt that changes weren't necessary:

*“Auckland Transport have many more urgent areas to address, this is an unnecessary waste of rate payers resources.”*

*“A better use of these funds would be to fund the planned pedestrian access to the proposed Parnell Rail Station from Heather St as there is a definite demand for commuter access to the new station.”*

*“Is this required? The budget (Auckland) is negative. Surely we should be paying down debt instead of so called improvements to an intersection which is ok.”*

*“Would you please supply me with details of accidents in this area (and any injuries) that have occurred in the past 5 years - given that the rationale for the works is documented as "improved safety for all users". I use this part of the road network at peak times on an almost daily basis and in my opinion the existing road network works reasonably well and from a functional and safety perspective does not justify the huge cost of the proposed works. This is another example of a waste of ratepayers' money.”*

Others wanted to make the area more pedestrian and bike friendly, with particular emphasis on safer crossings:

*“Another refuge crossing by Carlaw Park Ave/Augustus Tce? People (including myself) often cross Parnell Rise around there to get to Carlaw Park or to avoid having to cross twice at the lights to get into town.”*

*“Can you also make the Parnell Rise, Stanley St intersection safer. Too many times cars run red lights on the turning arrow and put pedestrians at risk.”*

*“On proposed "traffic islands" (see map1.) - sign telling those turning right onto Parnell Rd to give way to those turning into Parnell Rd from Parnell Rise especially BIKES. We've had several near misses which would have resulted in serious injury had the cyclist not been highly skilled!”*

*“As above - what advantage is there in shortening the bus stop, and please ensure all pedestrian crossings are marked with both lights and zebra markings.”*

Some reiterated their concern that the changes would create problems with traffic flow:

*“Do not do this. This idea is terrible. I am happy to come speak in person to anyone about this. You will literally cripple traffic for everyone living and working in the Earle, Churton, York, and Bath Street area and make it nearly impossible to exit those*

*blocks during the morning and after-work commute. Who else do I have to call and write stop this idea from going into effect?"*

*"The Intersection on Parnell Rd works fine and any islands will only block traffic." If it isn't broke don't fix it".*

*"The blocking of the intersection as described above in my answer to Q3. is becoming increasingly frequent particularly in the morning peak traffic time and I feel this will be exacerbated further through the narrowing of Parnell Rd."*

*"Regrettably, I think AT is creating (potentially) more of a problem than its solving."*

Others preferred an earlier proposal that included a roundabout, wanted changes to the bus stop, liked the flush median strip and wanted clearer road markings or were generally positive:

*"Big roundabout at bottom of Parnell Rise including Shipwright Lane, the Strand, Stanley St and Beach Rd."*

*"Would be good to see existing bus stop moved further down Parnell Rise - buses come round the corner and unless you're on your feet to flag them they roar past and you miss the bus. I was in full support of a roundabout solution to this - can't we reconsider that please."*

*"The uphill bus stop in Parnell rise is too close to the intersection, makes traffic coming up the hill hard to see if a bus is on the stop."*

*"Right hand turning arrows painted into the flush medium road marking - for turning into Bedford and Cracroft Streets from Parnell Rise. THs would keep traffic flowing and provide safety for turning cars waiting in traffic."*

A few reiterated their opposition to the changes, pointed out dangerous traffic areas or called for more carparks.



## 6. List of Themes & AT Responses

Issue:	Response:	Final Changes to Design:
Likes:		
Improved pedestrian safety	The proposed design improves pedestrian crossing facilities across both Parnell Rise and the Parnell Road northern approach at the intersection. The proposed pedestrian refuge island on Parnell Rise provides pedestrian connection between two opposing bus stops. The proposed kerb extension, refuge islands and side islands reduce crossing distances for pedestrians.	No change
Pedestrian refuge island	The proposed design improves pedestrian crossing facilities across both Parnell Rise and Parnell Road North at the intersection. The proposed pedestrian refuge island on Parnell Rise provides pedestrian connection between two opposing bus stops. The proposed kerb extension, refuge and side islands reduce crossing distances for pedestrians.	No change
Pram crossing	The proposed pram crossings are located adequately at pedestrian crossing desire lines and tactile pavers are provided to help identify crossing points for visual-impaired pedestrians.	No change
Footpath through Fraser Park/Better access to buses	Concerns were raised related to the amenity and functionality of the path. It was felt the path dissects the green space into two	The footpath will not be constructed.

Issue:	Response:	Final Changes to Design:
	halves and consequently affects the look and feel of the park.	
<b>Dislikes:</b>		
Creates congestion/slows traffic /prevents turning into/ Parnell Rd/Parnell Rise from the Parnell Rd northern approach (general comment and includes due to pedestrian crossing and footpath extension)	Currently traffic turning right into Parnell Rise from the Parnell Rd northern approach is illegally double stacking. This is unsafe as visibility is compromised by the double stacking and the turning vehicles could collide with each other while turning. The extension of the kerb would prevent this unsafe double stacking. In response to concerns over increased congestion raised during the public consultation, the angle of the kerb extension will be altered to improve merging traffic onto Parnell Rd from the Parnell Rd northern approach. The final design will have only a minor impact on congestion while improving safety for pedestrians and motorists.	A change has been made to the angle of the kerb extension so it will be easier for vehicles merging from the Parnell Rd northern approach into Parnell Rd
Not needed/concerns about spending	The proposed improvements provide benefits to the wider community by improving crossing facilities in the vicinity and improving visibility for vehicles turning right onto Parnell Rise from the Parnell Rd northern approach.	No change
Parking changes/reduction in parking/	A total of seven car parks are to be removed. Three car parks have been removed east of the bus stop on the south side of Parnell Rise to improve visibility.	No change.

Issue:	Response:	Final Changes to Design:
	<p>One car park has been removed to the west of the bus stop on the north side of Parnell Rise which will allow buses to stop further from the Parnell Rd, Parnell Rise intersection. This will improve visibility and therefore safety for the buses and vehicles entering the intersection from the Parnell Rd northern approach. This will have the added benefit of improving congestion at the intersection. A further two car parks are required to be removed on Parnell Rise to install the pedestrian crossing. The number of car parks outside 60 Parnell Rd will be reduced from three to two as there is a reduction in space due to the extension of the kerb adjacent to the intersection.</p>	
<p>Reducing two lanes to one/congestion/Parnell Rise/Parnell Rd/intersection</p>	<p>The proposed changes will unlikely create additional congestion on Parnell Rise as the only proposed lane configuration change is on the Parnell Rise eastbound (uphill) direction between Shipwright Lane and Parnell Road intersections where it will go from two lanes to one. Both site and CCTV observations have confirmed that there are no existing capacity / congestion issues on the Parnell Rise eastbound direction and the second lane is typically only used by vehicles to bypass heavy vehicles travelling uphill or when there is a right turning vehicle at the Bedford</p>	<p>No change</p>

Issue:	Response:	Final Changes to Design:
	Street intersection. (700 vehicles per hour vs capacity of 1200 vehicles per hour) hour vs capacity of 1200 vehicles per hour)	
Other changes needed to control traffic/ no stopping markings/ alter one ways/no parking /traffic lights	Traffic signalisation on this intersection has been investigated and considered not to be the most appropriate intersection control for Parnell Road / Rise due to the current traffic conditions demand, terrain and the close proximity of the signalised intersection at the Strand. AT is undertaking a Corridor Management Plan (CMP) from The Strand to Newmarket. The CMP aims to determine the most appropriate functions and operations of the corridor across all modes of transport including public transport, cycling, walking and private vehicle use, while considering the route's strategic direction and the surrounding land uses.	No change
More improvements needed (to safely cross road)/especially crossings/positioning of crossings/more crossings	The proposed design improves crossing facilities for pedestrians in the vicinity of the intersection. The proposed islands and footpath extensions will reduce crossing distances for pedestrians and encourage a slower speed environment in the vicinity of the intersection.  With a multi-lane road such as this, zebra crossings are unsafe and this would be	No change

Issue:	Response:	Final Changes to Design:
	<p>compounded with the downhill grade where there are two lanes.</p> <p>Provision of a signalised crossing across Parnell Rise would have a significant operational impact and create additional delays/queues.</p>	
<p>Creates/increases congestion/slows traffic from Earle St/keep left turning lane</p>	<p>Currently traffic turning right into Parnell Rise from the Parnell Rd northern approach is illegally double stacking. This is unsafe as visibility is compromised by the double stacking and the turning vehicles could collide with each other while turning. The extension of the kerb would prevent this unsafe double stacking.</p> <p>One car park has been removed to the west of the bus stop on the north side of Parnell Rise and the bus stop has been shortened which will allow buses to stop further from the Parnell Rd, Parnell Rise intersection. This will improve visibility and therefore safety for the buses and vehicles entering the intersection from the Parnell Rd northern approach. This will have the added benefit of improving congestion at the intersection..</p> <p>In response to concerns over increased congestion raised during the public consultation, the angle of the kerb extension will be altered to improve merging traffic onto Parnell Rd from the</p>	<p>A change has been made to the kerb of the footpath extension so it will be easier for vehicles merging from the Parnell Rd northern approach into Parnell Rd</p>

Issue:	Response:	Final Changes to Design:
	<p>Parnell Rd northern approach. The final design will have only a minor impact on congestion while improving safety for pedestrians and motorists.</p>	
<p>Positioning of bus stops/shortening causes congestion/limits visibility</p>	<p>The bus stop is positioned at this location so as to have evenly distributed bus stops along this route. It will however be reconsidered as part of the aforementioned CMP. The proposed pedestrian refuge island has been located close to the existing bus stops to improve pedestrian access to the bus stops.</p> <p>Three car parks have been removed east of the bus stop on the south side of Parnell Rise and the bus stop has been shortened to improve visibility. One car park has been removed to the west of the bus stop on the north side of Parnell Rise which will allow buses to stop further from the Parnell Rd, Parnell Rise intersection. This bus stop has also been shortened. This will improve visibility and therefore safety for the buses and vehicles entering the intersection from the Parnell Rd northern approach. This will have the added benefit of improving congestion at the intersection.</p>	<p>No change</p>

Issue:	Response:	Final Changes to Design:
Proposal doesn't improve safety	The proposed design will improve overall pedestrian crossing safety in the vicinity of the intersection. The proposed islands and kerb extension will reduce crossing distances for pedestrians and encourage a slower speed environment in the vicinity of the intersection. The removal of car parks adjacent to the bus stop will improve visibility for traffic entering the intersection from the Parnell Rd northern approach.	No change
Footpath through park/ unnecessary/spoils park	Concerns were raised related to the amenity and functionality of the path. It was felt the path dissects the green space into two halves and consequently affects the look and feel of the park.	The footpath will not be constructed.
Flush median strip/road markings not used correctly/ visual pollution	The proposed flush median is to provide queuing room so that right-turning vehicles travelling east on Parnell Rise would not impede through traffic on Parnell Rise.	No change
Kerb extension/restricts parking/not necessary	The proposed design improves crossing facilities for pedestrians in the vicinity of the intersection. The proposed islands and footpath extensions will reduce crossing distances for pedestrians and encourage a slower speed environment in the vicinity of the intersection.	A change has been made to the angle of kerb so it will be easier for vehicles merging from Parnell Rd North into Parnell Rd
The proposal creates congestion /slows traffic	Currently traffic turning right into Parnell Rise from the Parnell Rd northern approach	A change has been made to the angle of the kerb extension so it will

Issue:	Response:	Final Changes to Design:
	<p>is illegally double stacking. This is unsafe as visibility is compromised by the double stacking and the turning vehicles could collide with each other while turning. The extension of the kerb would prevent this unsafe double stacking.</p> <p>Three car parks have been removed east of the bus stop on the south side of Parnell Rise to improve visibility. One car park has been removed to the west of the bus stop on the north side of Parnell Rise which will allow buses to stop further from the Parnell Rd, Parnell Rise intersection. This will improve visibility and therefore safety for the buses and vehicles entering the intersection from the Parnell Rd northern approach. This will have the added benefit of improving congestion at the intersection.</p> <p>The proposed changes will unlikely create additional congestion on Parnell Road and Parnell Rise. Two westbound lanes on Parnell Rise between Parnell Road and Carlaw Park Avenue and, two lanes on Parnell Road North approach have been retained under the proposed design. The only proposed lane configuration change is on the Parnell Rise eastbound (uphill) direction between Shipwright Lane and Parnell Road intersections.</p> <p>Both Site and CCTV observations have</p>	<p>be easier for vehicles merging from Parnell Rd North into Parnell Rd</p>

Issue:	Response:	Final Changes to Design:
	confirmed that there are no existing capacity / congestion issues on the Parnell Rise eastbound direction and the second lane is typically only used by vehicles to bypass heavy vehicles travelling uphill or when there is a right turning vehicle at the Bedford Street intersection. (700 vehicles per hour vs capacity of 1200 vehicles per hour)	
Pedestrian refuge island/pram crossing generally	The proposed design improves pedestrian crossing facilities across both Parnell Rise and Parnell Road North at the intersection. The proposed pedestrian refuge island on Parnell Rise provides pedestrian connection between two opposing bus stops. The proposed footpath extension, refuge and side islands reduce crossing distances for pedestrians.	No change
Lack of cycle lanes/improved cycle safety	AT is currently conducting a Corridor Management Plan for Parnell from The Strand to Carlton Gore Rd, Newmarket. As part of the CMP, ways in which cycling, pedestrian and public transport modes can be improved will be investigated.	No change
Traffic from Stanley St going to Carlaw Park Ave cannot turn right into Nicholas Lane from Stanley St. They instead turn right into Parnell Rise and then do a u-turn on Parnell Rise before turning left into Carlaw Park Ave. This is dangerous for motorists and pedestrians as vehicles often go onto the	This will be addressed as part of the Parnell Corridor Management Plan (CMP). The CMP (from The Strand to Carlton Gore Rd, Newmarket aims) to determine the most appropriate functions and operations of the corridor across all modes of transport including public transport, cycling, walking	No change

Issue:	Response:	Final Changes to Design:
pavement.	and private vehicle use, while considering the route's strategic direction and the surrounding land uses.	
Heavy vehicles from the port often go through Shipwright Lane and turn right into Parnell Rise and to turn left into Stanley Street	This will be addressed as part of the Parnell CMP (see above)	No change

## 7. Appendix

### Appendix 1: Consultation Activities

The consultation period ran from Friday 4 July to Friday 25 July 2014. Subject to the outcome of the consultation, the upgrade of the intersection will begin in September /October 2014.

Participants were informed that Auckland Transport will consider all the feedback received and make any required changes to the proposal. In addition they were also informed that this report on consultation, which includes final decisions on the project, would be made available to all submitters and the public.

The following activities were carried out to raise awareness of, and seek feedback on, the proposal:

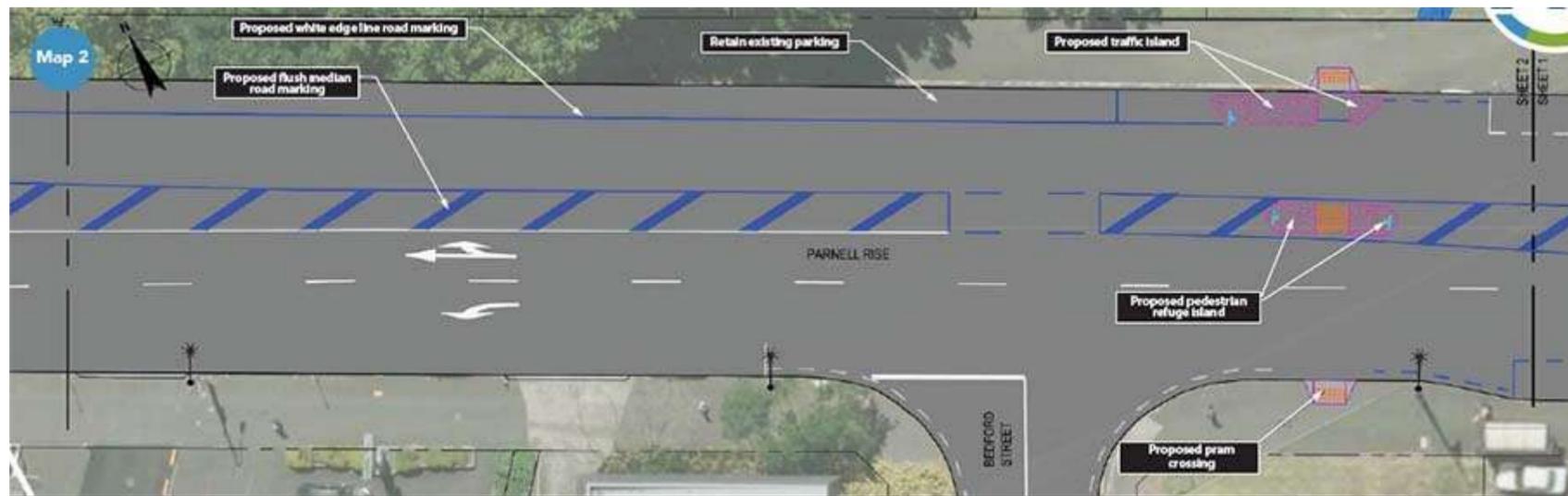
- A letter explaining the proposal with feedback from and detailed maps to 1382 residents and 1702 property owners
- Letter sent to key stakeholders
- A quarter page advert in the Eastern Courier
- A media release sent to a list of media contacts

## Appendix 2: Details of Proposed Improvements

Map 1.



Map 2.



Map 3.

