



Pedestrian Safety Improvements on Kalmia Street in Ellerslie

Public engagement summary report



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Executive Summary

Due to community concerns about crossing safety on Kalmia Street, north of the Ellerslie train station entrance, we proposed safety improvements to give priority to people crossing, especially children walking to and from school.

There is currently no crossing facility in the proposed area, which is near bus stops, business offices and the train station. Recent surveys have confirmed that the proposed change is needed to support people walking to school, work, or the train station.

By bringing the new traffic light-controlled crossing outside 21 and 34 Kalmia Street, we believe that the proposed changes will improve safety and increase driver awareness as vehicles will be required to stop.

Public engagement was conducted via letter distribution, coreflute signages posted near the bus stops, the Ellerslie train station and near Ellerslie School, as well as social media outreach between 20 August and 3 September 2025.

- 544 individuals visited the project webpage.
- 61 submissions were received.
- Of those, 66% expressed support for the proposed changes, indicating a broad community consensus on the benefits of the changes.

Locals expressed support for the project, particularly its safety features:

- Increased safety for pedestrians along Kalmia Street, especially for children crossing to and from the school and train station.
- Improved access to Ellerslie Village, especially for those with strollers.
- Adverse traffic flow impacts are mitigated while providing a safe crossing in an area with two blind corners.

Concerns were raised such as:

- The proposed changes may lead to increased congestion, as the current bus stop, located on a bend in the road causes significant traffic build-up from 4 PM onwards due to buses blocking the lane while stationary.
- Adding another pedestrian crossing close to the existing one near Ellerslie School makes the proposal seem unnecessary and a waste of resources.
- The proposed crossing is too close to two corners with poor visibility, which may potentially increase the risk of accidents and sudden stops.

Next steps

We thank the Kalmia Street communities for engaging with our proposal.

After carefully reviewing feedback, we will be proceeding as proposed.

We anticipate implementing these changes in late 2025.

We will be in touch with residents and businesses prior the construction starts.

Project overview

To improve pedestrian safety, we proposed some safety improvements on Kalmia Street in Ellerslie.

Our proposal:

- Installing a new traffic light-controlled crossing with red surfacing outside 21 and 34 Kalmia Street to give priority to people crossing the road, whether on foot or by bike, when the light is green.
- Removing the temporary bus stop at 21 Kalmia Street and upgrading the existing one at 19 Kalmia Street by removing unused driveways and rebuilding the footpaths in their place. This will make it easier and more comfortable for people to walk through.
- Widening the footpath and extending the kerb on both sides of the crossing to provide more space and a safe area to wait before crossing the road.
- Upgrading the existing bus stop outside 34 Kalmia Street with a new bench and building out the kerb to help bus tracking and enable vehicles to pass more easily.
- Installing tactile pavers at the crossing points to guide people to and across the road safely.
- Installing new signage and paint new road markings to support the proposed changes.

Benefits of the proposal:

- Providing a safe crossing point for people accessing Ellerslie train station and for children crossing Kalmia Street.
- Giving more priority to people crossing this busy road as traffic must stop.

- Making it easier and safer for everyone to cross. Pram crossings help people with strollers or mobility needs cross more comfortably.
- Low impact on traffic flow since the crossing is only activated when someone pushes the button and we have minimised the crossing distance and time of the pedestrian phase.

Impacts of the proposal:

- There may be an impact on commuters and all road users during the construction period.

Engagement undertaken

- A project letter was mailed - 370 letters were sent to residents, and 160 were hand-delivered by the AT Ambassadors.
- Social media advertising via the AT Social Media Team.
- Coreflute signage was posted near the bus stops, the Ellerslie train station and Ellerslie School.
- Project webpage and online survey – [https:// haveyoursay.at.govt.nz/kalmia-st-safety-improvements](https://haveyoursay.at.govt.nz/kalmia-st-safety-improvements)

Community response

- 544 people visited the project page.
- 479 people classified as 'aware' of the project; visited the page
- 210 people classified as 'informed'; they interacted with the page
- 57 people classified as 'engaged'; they took the survey

- 61 submissions were received.



Survey Questions

We asked people to consider the following:

What do you think about the proposal?

The changes would benefit the community

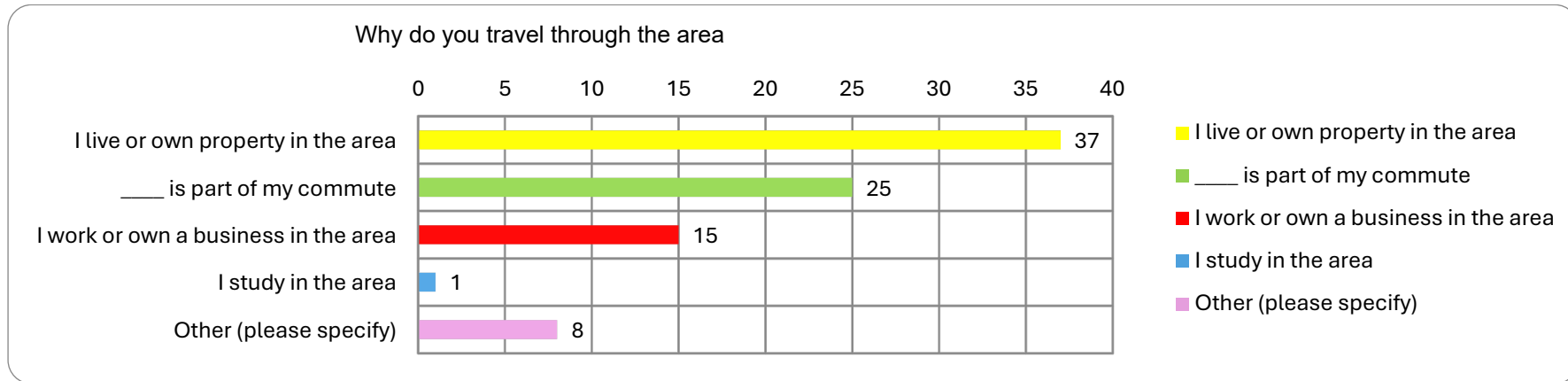
The changes would not benefit the community

Do you have any suggestions to improve the proposal?

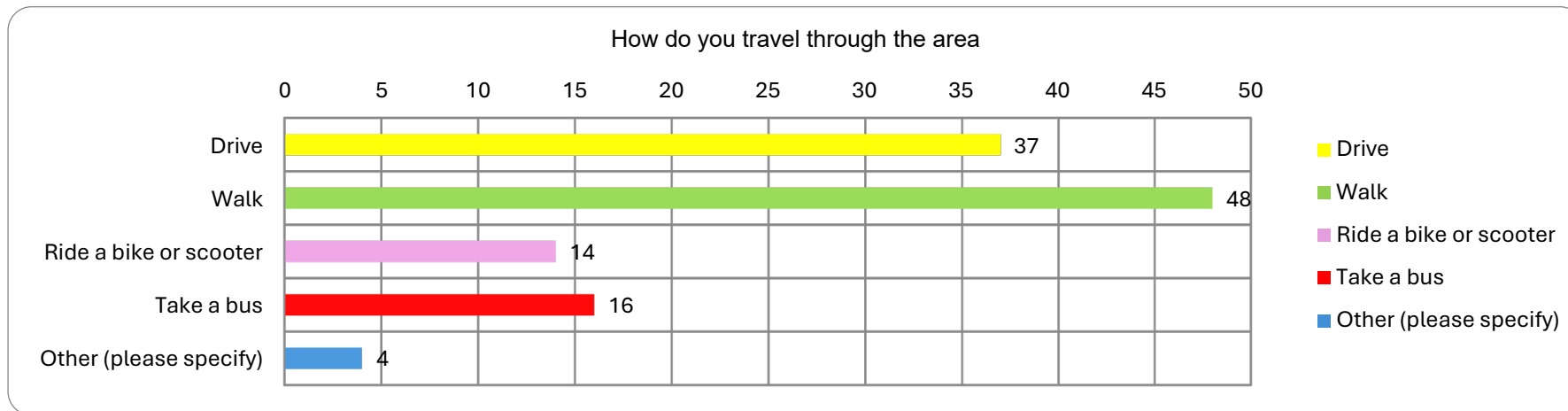
Why do you travel through the area?

How do you travel through the area?

The most common reason people travel through the area is that they live or own property there. Other key reasons include commuting, working or owning a business in the area.



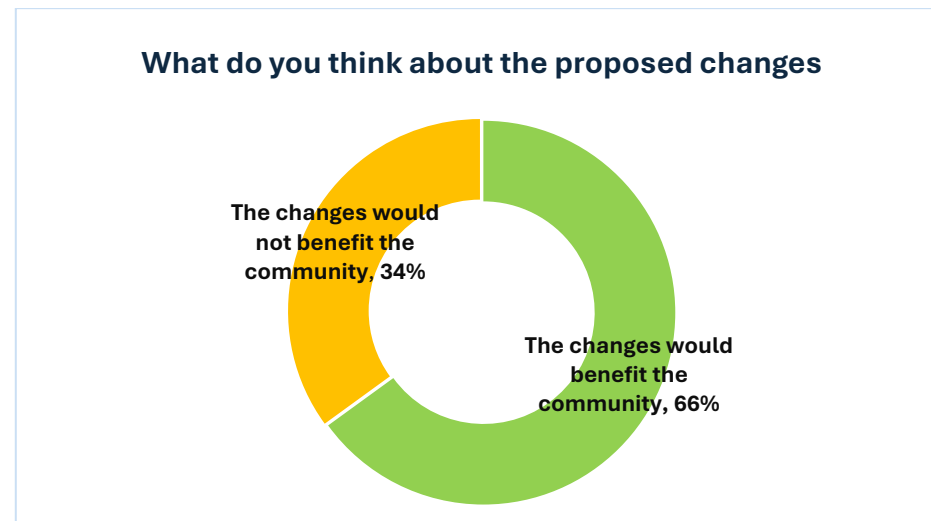
Survey results show that the majority of respondents travel through the area by walking, followed by driving. Other modes of travel include taking the bus and riding a bike or scooter to travel through here.



Community response themes

When we asked people what they thought about the proposed changes.

Around **2/3** of respondents (66%) thought that the changes would benefit the community, while the other third (35%) would not.



Community response themes

Support for the proposal

Locals expressed support for the project, particularly its safety features:

- Increased safety for pedestrians along Kalmia Street, especially for children crossing to and from the school and train station.
- Improved access to Ellerslie Village, especially for those with strollers.

- Adverse traffic flow impacts are mitigated while providing a safe crossing in an area with two blind corners.

Concerns raised

- The proposed changes may lead to increased congestion, as the current bus stop, located on a bend in the road causes significant traffic build-up from 4 pm onwards due to buses blocking the lane while stationary.
- Adding another pedestrian crossing close to the existing one near Ellerslie School makes the proposal seem unnecessary and a waste of resources.
- The proposed crossing is too close to two corners with poor visibility, which may potentially increase the risk of accidents and sudden stops.

Suggestions for enhancement

Several community members offered ideas to improve the plan:

- Relocation of the proposed crossing has been suggested for the following locations: in front of the station stairs, after Kalmia Street joins Main Highway near the bridge, and outside 600 Great South Road.
- A zebra crossing, underpass or overpass (overbridge) was suggested as an alternative.
- Adding a new pedestrian crossing on Main Highway next to the train station.

Common themes and questions raised through feedback and AT response

Further reading in Appendix



Theme	Auckland Transport response
<p data-bbox="145 406 918 446">Congestion / Traffic Flow</p> <ul data-bbox="201 478 918 638" style="list-style-type: none">• Concern that the current bus stop location, on a bend in the road causes major traffic build-up from 4pm onwards because buses block the road while stationary. <hr data-bbox="145 766 448 774"/> <ul data-bbox="201 813 918 1292" style="list-style-type: none">• Adding another pedestrian-only crossing nearby could worsen traffic congestion unnecessarily.• The intersection at Kalmia Street and Main Highway is already heavily congested during peak times, leading to unsafe driving. Adding another crossing nearby will only make this worse, especially with a controlled crossing already in place just around the corner.• The proposed traffic lights will slow traffic flow unnecessarily.	<p data-bbox="918 478 1993 670">Thank you for feedback. We have taken this issue into account in our design and have reshaped and extending the kerb to allow busses better tracking when pulling in and out of the bus stop. This will allow busses to stay closer to the kerb so there will be more space for vehicles to travel past a bus when it's stopped in the bus stop</p> <hr data-bbox="918 758 1276 766"/> <p data-bbox="918 877 1993 957">During peak times the congestion along Kalmia Street is saturated, so the proposed pedestrian crossing will not cause adverse effects to the congestion.</p> <p data-bbox="918 989 1993 1069">When the pedestrian signal is activated, vehicles will stop briefly, but they'll simply rejoin the existing queue once the crossing is complete.</p>



<ul style="list-style-type: none">• Concern that footpath widening reduces space for two turning lanes from Kalmia onto Main Highway, increasing congestion, delays and road rage.• The current proposal, including kerb extensions at the crossing point, would worsen congestion by blocking the left-turn lane for vehicles heading toward Great South Road.	<p>Kalmia Street is designed to operate as a single-lane carriageway. While the section between numbers 28 and 32 may appear wide enough for two lanes, it only accommodates smaller vehicles and narrows at the corners, which can lead to safety and operational concerns. For this reason, we wouldn't consider formalising this stretch as a two-lane road.</p> <p>The expectation of Kalmia Street is that it should be used as one lane as intended.</p> <p>The footpath widening does not affect the section where there are two formalised lanes heading from Kalmia Street to Main Highway.</p>
<p>Traffic Safety</p> <ul style="list-style-type: none">• Concern that the proposed crossing is too close to two corners with poor visibility, which may increase the risk of accidents and sudden stops.	<p>We've completed the necessary visibility checks, and the proposed crossing meets the required standards. The design also went through a thorough review process, and no visibility concerns were raised.</p>



- The proposed crossing is too close to the intersection, increasing the risk of rear-end collisions from left-turning vehicles.

There's approximately 70 metres of space between the proposed crossing and Main Highway, which should be enough to hold waiting vehicles during the pedestrian crossing phase.

Extending the kerb in the design help shorten the crossing distance, allowing for a quicker pedestrian phase. Additionally, there is sufficient visibility at the intersection of Main Highway and Kalmia Street.

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- The intersection of Kalmia and Main Highway is already hazardous, especially in the evenings. New lights may give pedestrians a false sense of security, increasing the risk of accidents.

The proposed signalised crossing is designed to improve pedestrian safety by providing clear right-of-way and reducing uncertainty for both drivers and pedestrians. While we acknowledge concerns, the design includes visibility checks and timing adjustments to help ensure safe use of the crossing.



<p>Waste of resources</p> <ul style="list-style-type: none"> • Concern that the proposed changes will cost money but won't add significant improvement. • Concern about unnecessary spending. 	<p>This project is part of our Community Initiated Programme, which includes projects based on issues raised directly by the community. Each project is prioritised based on its importance to the community, its impact on safety and traffic, and its costs.</p> <p>We've carefully assessed the need and impact of this crossing, and we believe it will provide meaningful safety improvements for pedestrians. The location is close to the train station, bus stops, and shops, making it a high-demand area for crossing.</p> <p>Due to heavy traffic, crossing here can be difficult. Adding a signalised crossing will make it safer and respond directly to what the community has asked for. It also fits within the budget we've set aside for community initiated improvements.</p>
<p>Unnecessary changes</p> <ul style="list-style-type: none"> • There is already a supervised crossing with traffic lights outside the school, used by most children. <p>-----</p> <ul style="list-style-type: none"> • If a second crossing is added, it may be unreasonable to expect school staff to manage both. 	<p>This crossing is mainly intended for the catchment of pedestrians coming out of the train station and heading north. During our observations, there were children crossing at this location, however, the main school crossing will remain at the existing crossing on Kalmia Street near the school gate.</p> <p>-----</p> <p>The school staff are not expected to manage this crossing as the main school crossing will remain at the existing crossing on Kalmia Street near the school gate.</p>



- The proposed changes won't improve flow and will worsen conditions during off-peak times as traffic is already at a standstill during peak hours.

This project is proposed to increase the pedestrian safety in the area.

During off-peak times, the waiting time of the vehicles will be kept to a minimum as we have reduced the pedestrian crossing distance by including kerb buildouts in the design.

During peak times the congestion along Kalmia Street is saturated, so the proposed pedestrian crossing will not cause adverse effects to the congestion.

When the pedestrian signal is activated, vehicles will stop briefly, but they'll simply rejoin the existing queue once the crossing is complete.

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- The proposed changes won't resolve existing hazards, such as vehicles cutting corners near the station, illegal parking on footpaths and corners that create blind spots and pedestrians crossing at unsafe blind corners.

While this project may not directly address existing issues, such as vehicles cutting corners near the station or illegal parking on footpaths and corners, it will introduce an extra level of control in the area, which should help ease some of those concerns.

Importantly, the project will provide a safe, prioritised crossing point that encourages pedestrians to cross away from the corners, helping to reduce unsafe crossing behaviour.



<ul style="list-style-type: none"> Review the crossing directly outside Ellerslie school. Do you need two crossings so close together on this street? Will it annoy drivers and affect traffic flow? 	<p>We did consider removing this crossing and installing a new crossing on the corner near the train station. However, the existing crossing is heavily utilised by the school, and moving this crossing further away would create adverse safety issues for the children crossing. This would also create more complexity near the station which would lead to operational issues during pick-up and drop-off times.</p>
<p>Other concerns</p> <ul style="list-style-type: none"> Request for safety data – AT should provide data on pedestrian incidents (injuries or fatalities) along this road over the past 10 years. Without clear evidence of a safety issue, adding traffic lights is hard to justify. <p>-----</p> <ul style="list-style-type: none"> Questions whether Auckland Transport has observed the area during morning and afternoon peak hours to understand real conditions. 	<p>This project is part of our Community Initiated Programme, which comprises of a compilation of projects addressing issues raised directly by the community. All the projects in this programme get prioritised against each other based on their community interest, safety and operational issues and cost.</p> <p>-----</p> <p>We have undertaken multiple site visits, during peak and off-peak hours. During peak times the congestion along Kalmia Street is saturated, so the proposed pedestrian crossing will not cause adverse effects to the congestion. When the pedestrian phase is called, the traffic will have to stop, however, this waiting traffic will just catch up to the queue of wating vehicles when the pedestrian phase is complete.</p>



<ul style="list-style-type: none">Concern that the proposed crossing may worsen safety risks rather than improve them. A more thoughtful design is needed.	<p>During off-peak times, the waiting time of the vehicles will be kept to a minimum as we have reduced the pedestrian crossing distance by including kerb buildouts in the design.</p> <p>The design has been thoroughly reviewed and the issues raised have been addressed. This design will also undergo an external safety audit from an independent audit team before the final design is approved for delivery.</p>
Theme	Auckland Transport response
Bus shelter or Pergola outside 34 Kalmia Street <ul style="list-style-type: none">Suggest upgrading the existing bus stop outside 34 Kalmia Street to a bus shelter or pergola instead of a planned bench. – This would provide better protection during poor weather.	<p>Unfortunately, we're unable to install a full bus shelter at this location due to limited footpath width</p>



New pedestrian crossing

- Suggest adding a new signalised crossing on Main Highway next to the railway station overbridge. This area has poor visibility due to the bend in the road.
- Have a pedestrian crossing near the bus stop and overbridge.

- Suggest adding pedestrian crossing across Ladies Mile at Main Highway

We currently have a project in design at this location to improve the pedestrian amenity. We will be engaging with the public shortly.

We've previously received requests from the community to install a pedestrian crossing here, and as a result, the proposal was investigated and progressed to the project design phase. However, at the time, the local business association raised significant objections, which meant the project could not proceed.

As those same concerns remain, we won't be revisiting a full pedestrian crossing design at this stage. That said, we are actively exploring alternative options to improve pedestrian safety and comfort in the area.



<ul style="list-style-type: none">• A pedestrian crossing may be sufficient instead of the proposed signalised one. <hr/>	<p>This option was considered, but given the specific conditions at the location, a signalised crossing was determined to be the most suitable solution.</p> <hr/>
<ul style="list-style-type: none">• Suggest adding a pedestrian crossing with painted red stripes either side for awareness in its proposed location. <hr/>	<p>We will be adding a red crosswalk across the road to raise awareness of the crossing.</p> <hr/>
<ul style="list-style-type: none">• Suggest installing an uncontrolled pedestrian / zebra crossing at the intersection of Kalmia Street and Main Highway. It is difficult for pedestrians to cross through traffic in this area. <hr/>	<p>Our pedestrian observations showed the majority of pedestrians were crossing closer to the train station and bus stops on Kalmia Street, which is why the crossing is proposed in that location.</p> <p>The aim is to serve pedestrians moving between the north side of the train station and the intersection of Kalmia Street and Main Highway.</p> <hr/>
<ul style="list-style-type: none">• Suggest adding a zebra crossing on Sultan Street.	<p>We will investigate the feasibility of installing a pedestrian crossing at this location.</p>



<p>Remove the current signalised crossing on Kalmia Street</p> <ul style="list-style-type: none">• Suggest removing the other signalised crossing between the Ellerslie school and the station.• Suggest removing the old crossing and lights and replacing them with a single, centrally located crossing that suits all.	<p>We did consider removing this crossing and installing a new crossing on the corner near the train station.</p> <p>However, the existing crossing is heavily utilised by the school, and moving this crossing further away would create adverse safety issues for the children crossing.</p> <p>This would also create more complexity near the station which would lead to operational issues during pick-up and drop-off times.</p>
<p>Raised Platform and additional calming measures for pedestrian safety</p> <ul style="list-style-type: none">• Request a raised platform – to slow down cars and bikes <p>-----</p> <ul style="list-style-type: none">• Narrowing the crossing to stop bikes sneaking past stopped cars	<p>A raised device was considered in this area. However, given that our speed counts showed that vehicles were relatively low, and also the semi-industrial nature of the area, the raised option was not recommended.</p> <p>-----</p> <p>Due to the semi-industrial nature of the area, and class of road, we cannot narrow the road further at this location. Bikes are legally allowed to lane split, however, this is at their own risk. The installation of the proposed crossing will help mitigate safety issues caused by these manoeuvres.</p>



Relocation of the proposed crossing

- Suggest relocating the proposed crossing to be directly in front of the station stairs (on the corner).

This option was considered, however, wouldn't work with the existing school crossing in such close proximity. We did consider removing the existing school crossing and installing a new crossing on the corner directly in front of the train station.

However, the existing crossing is heavily utilised by the school, and moving this crossing further away would create adverse safety issues for the children crossing. This would also create more complexity near the station which would lead to operational issues during pick-up and drop-off times.

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- Suggest relocating the proposed crossing to be at the intersection of Kalmia Street and Ellerslie Panmure Highway – consider a roundabout or a non-signalised crossing or a set of traffic lights with smart configuration such as free turns or arrows.

There may be some confusion about the intersection mentioned, we assume you're referring to the Kalmia Street and Main Highway intersection.

This location was considered during the initial investigation. However, installing a stand-alone pedestrian crossing near the intersection was not considered safe for pedestrians due to multiple traffic lanes and complex turning movements.

We also looked into a major upgrade, such as traffic signals or a roundabout, but the complexity of the intersection, including its proximity to the motorway overbridge, which limits visibility, meant that this option would significantly exceed the available budget.



<ul style="list-style-type: none">• Suggest location, just after Kalmia Street joins Main Highway, near the bridge due to high foot traffic area, it is busy during school drop off/pick up times and has many offices nearby and increasing the need for safe and direct pedestrian access.	<p>Our pedestrian observations showed the majority of pedestrians were crossing closer to the train station and bus stops on Kalmia Street, which is why the crossing is proposed in that location.</p> <p>The aim is to serve pedestrians moving between the north side of the train station and the intersection of Kalmia Street and Main Highway.</p>
<hr/> <ul style="list-style-type: none">• Suggest a combined traffic light and pedestrian crossing at the intersection of Kalmia Street and Main Highway. Right-turn movements should be controlled by lights, while left turns could remain free-flowing except when pedestrians are crossing.	<hr/> <p>Signalising the intersection of Kalmia Street and Main Highway was considered during the initial investigations. However, due to the complexity of the intersection, including the proximity of the motorway overbridge, which limits advanced visibility, this option would significantly exceed the available budget for this project.</p>
<hr/> <ul style="list-style-type: none">• Suggest that the proposed changes be implemented outside 600 Great South Road to provide a safe crossing to the residential area.	<hr/> <p>We will investigate the feasibility of installing a pedestrian crossing at this location. We will look and improving the existing refuge island at this location if a prioritised pedestrian crossing is not feasible.</p>



<p>Relocate the bus stop from outside 34 Kalmia Street</p> <ul style="list-style-type: none">• Move the bus stop further back along Kalmia Street, close to the crossing. This would allow cars to pass more easily and reduce congestion. <hr/> <ul style="list-style-type: none">• Move the bus stops to align with the existing traffic lights.	<p>The location of the bus stop was carefully reviewed as part of the design. Other locations for the bus stop were not considered feasible due to the potential for buses to block driveways or drivers' visibility of the signals at the crossing.</p> <p>The bus stop has been designed to allow other vehicles to comfortably pass a bus using the stop. During peak times, it is acknowledged that there is congestion along Kalmia Street, but this should not be exacerbated by the bus stop.</p> <hr/> <p>The bus stop location was reviewed as part of the design. There is already a temporary bus stop near the existing crossing, which needs to remain in place for bus operational requirements.</p> <p>As such, maintaining the current location for the permanent stop was considered necessary.</p>
<p>Relocate the current signalised crossing</p> <ul style="list-style-type: none">• Relocate the existing signalised crossing near the pedestrian exit of the train station.	<p>This option was considered, however, wouldn't work with the existing school crossing in such close proximity. We did consider removing the existing school crossing and installing a new crossing on the corner directly in front of the train station.</p> <p>However, the existing crossing is heavily utilised by the school, and moving this crossing further away would create adverse safety issues for the children crossing. This would also create more complexity near the station which would lead to operational issues during pick-up and drop-off times.</p>



<p>Remove the bus stop</p> <ul style="list-style-type: none">As there are two permanent and one temporary bus stop within 200 metres, suggest removing the current stop at the Kalmia Street and Main Highway intersection and making the temporary one permanent. This could improve traffic flow and prevent buses from damaging the gutter.	<p>As part of the design process, the location of the bus stop was carefully reviewed. Other locations for the bus stop were not considered feasible due to the potential for buses to block driveways or drivers' visibility of the signals at the crossing.</p> <p>Additionally, the existing temporary stop near the crossing is required for operational purposes.</p> <p>The current bus stop has been designed to allow other vehicles to pass comfortably, and while we acknowledge congestion during peak times along Kalmia Street, the stop itself is not expected to worsen traffic conditions.</p>
<p>Pedestrian island</p> <ul style="list-style-type: none">Suggest installing a pedestrian island on the Apex to support foot traffic between office complexes and the train station. <p>-----</p> <ul style="list-style-type: none">Suggest replacing the proposed signalised crossing with a pedestrian island to reduce traffic disruption while still improving safety.	<p>This option was considered, however wouldn't work with the existing school crossing in such close proximity. We did consider removing the existing school crossing and installing a new crossing on the corner directly in front of the train station.</p> <p>However, the existing crossing is heavily utilised by the school, and moving this crossing further away would create adverse safety issues for the children crossing. This would also create more complexity near the station which would lead to operational issues during pick-up and drop-off time</p> <p>-----</p> <p>This option was considered, however given the pedestrian volume crossing at the location, a prioritised crossing option was preferred.</p>



<p>Need for speed management</p> <ul style="list-style-type: none">• Suggestion to reinstate the 30km/h limit on Kalmia Street at all times and implement a 30km/h limit on Main Highway in the town centre and on other non-arterial roads.	<p>Thank you for your request to reinstate the 30km/h speed limit on Kalmia Road.</p> <p>As you may be aware, the speed limit on Kalmia Road and many other roads across the region were reversed from 30km/h to 50km/h due to legislative requirements to comply with the 2024 Setting of Speed Limits Rule, imposed by Central Government.</p> <p>Under this rule, we're not able to apply a 30km/h limit in areas like this. However, we plan to engage with Local Boards early next year to explore the possibility of reducing the speed limit to 40km/h in these areas.</p>
<p>Underpass / Overpass (overbridge)</p> <ul style="list-style-type: none">• Suggest an underpass or overpass• Refers to a previously suggested pedestrian overbridge at the corner, linking to the existing one. If well-designed with ramps, it would be a great solution.	<p>Unfortunately, we do not have the budget to deliver an overpass or underpass.</p>
<p>Median crossing barrier</p> <ul style="list-style-type: none">• Suggest installing a median crossing barrier, similar to the one on the corner, on the opposite side of the Ellerslie Train bridge on Main Highway	<p>This option was considered, however given the pedestrian volume crossing at the location, a prioritised crossing option was preferred.</p>



<p>Widen the footpath</p> <ul style="list-style-type: none">• Suggest widening the footpath on Kalmia Street.	<p>Footpath widening is unfeasible as we cannot narrow the road further at this location due to the semi-industrial nature of the area and class of road. And so, a large number of heavily utilised on-street parking spaces would have to be removed to accommodate a wider footpath.</p>
<p>Signs</p> <ul style="list-style-type: none">• Suggest adding a sign to show people where the crossing is for safe crossing. <p>-----</p> <ul style="list-style-type: none">• Suggest installing a 'hidden queue' sign around the corner near the school to alert drivers to unexpected heavy traffic and vehicles approaching at speed.	<p>After the installation of the new crossing, it will be clear of where the crossing point is. This will be emphasised by the installation of a red crosswalk across the road at the crossing point.</p> <p>-----</p> <p>There is sufficient visibility around the corner, in an area where queuing is already common. We will be monitoring the traffic operation once the crossing is installed to ensure this is not an issue.</p>
<p>Miscellaneous suggestions</p> <ul style="list-style-type: none">• Intersection improvements at Main Highway and Kalmia Street for both drivers and pedestrians.	<p>Signalising the intersection of Kalmia Street and Main Highway was considered during the initial investigations. However, due to the complexity of the intersection, including the proximity of the motorway overbridge, which limits advanced visibility, this option would significantly exceed the available budget for this project</p>



<ul style="list-style-type: none">• Implementing cost-effective safety upgrades in the area. <hr/>	<p>This project is part of our Community Initiated Programme, which comprises of a compilation of projects addressing issues raised directly by the community. All the projects in this programme get prioritised against each other based on their community interest, safety and operational issues and cost.</p> <p>Given the proximity to the train station, bus stops and shops, the crossing demand at this location is high. Furthermore, crossing at this location is difficult due to the heavy flow of traffic.</p> <p>Adding a prioritised crossing at this location will address the issues raised by the community and fits within our allocated budget for community-initiated improvements.</p>
<ul style="list-style-type: none">• Educate pedestrians on safe crossing practices. <hr/>	<p>We will work with our Community Transport team who implement these types of initiatives.</p>
<ul style="list-style-type: none">• Do not proceed with this proposal.	<p>This project is part of our Community Initiated Programme, which brings together projects that respond directly to issues raised by the community.</p> <p>All projects in this programme are carefully assessed and prioritised based on community interest, safety and operational needs, and available funding.</p>



	<p>At this location, near a busy intersection close to the train station, bus stops, and shops, there is a high demand for safe pedestrian crossings. Community feedback has highlighted that crossing here is difficult due to heavy traffic volumes.</p> <p>Installing a prioritised crossing at this location will help address these concerns and improve safety for everyone. The project also fits within our allocated budget for community-initiated improvements.</p>
<p>-----</p> <ul style="list-style-type: none"> • Install a steel barrier on Kalmia Street near the station to prevent corner-cutting and illegal parking and guide pedestrians to safer crossings. • Suggests installing gating on the footpath outside the train station to discourage unsafe crossing at the corner. 	<p>-----</p> <p>We tend to avoid the installation of barriers to restrict pedestrians as they often cause greater adverse safety issues due to poor compliance. In practice, it is difficult to fully prevent pedestrians from crossing where they want to.</p> <p>Often, when these barriers are installed, pedestrians would walk around the barriers and on the road, leading to a decrease in pedestrian safety.</p>
<p>-----</p> <ul style="list-style-type: none"> • Suggest building a cycle lane to protect cyclists, especially children. 	<p>-----</p> <p>We will investigate the feasibility of installing cycle lanes at this location.</p>
<p>-----</p> <ul style="list-style-type: none"> • Suggest a site visit at 8:30am or 5pm 	<p>-----</p> <p>We have undertaken multiple site visits, during peak and off-peak hours. During peak times the congestion along Kalmia Street is saturated, so the proposed</p>



<p>-----</p> <ul style="list-style-type: none">• Suggest a security camera nearby <p>-----</p> <ul style="list-style-type: none">• Have it timed	<p>pedestrian crossing will not cause adverse effects to the congestion. When the pedestrian phase is called, the traffic will have to stop, however, this waiting traffic will just catch up to the queue of waiting vehicles when the pedestrian phase is complete.</p> <p>-----</p> <p>We will be installing a CCTV camera along with the new signals.</p> <p>-----</p> <p>We will be installing detection cameras to ensure the crossing phase is optimised to mitigate congestion issues.</p>
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