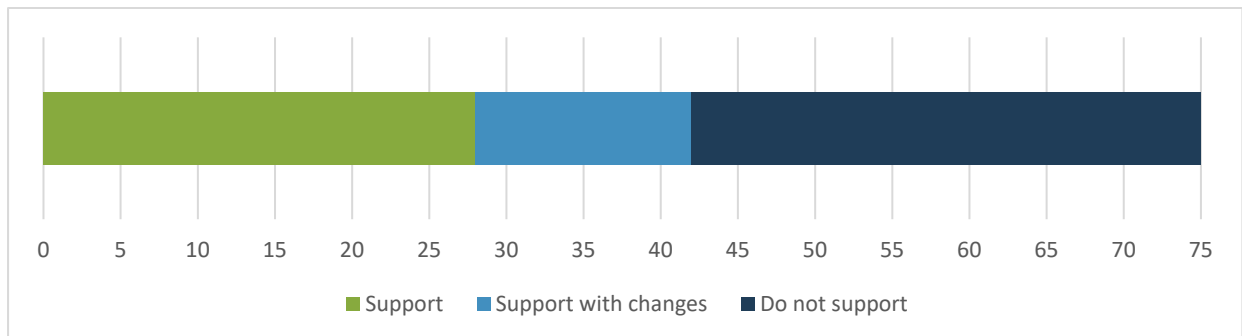


Your feedback on Onehunga Mall and Princes Street, Onehunga – Pedestrian Safety Improvements

Do you support the proposed changes to your neighbourhood?



75 submitters replied to this question.

Common sentiments in the feedback

Sentiments that were received in 4 or more submissions.

Sentiment	Count
<input checked="" type="checkbox"/> Supports because of pedestrian safety improvements.	17
<input checked="" type="checkbox"/> Concern that changes are unnecessary/intersection works as is.	12
<input checked="" type="checkbox"/> Concern that it's a waste of money.	8
<input type="checkbox"/> Suggestion to spend money where needed.	8
<input checked="" type="checkbox"/> Concern about raised crossings.	8
<input checked="" type="checkbox"/> Concern that it's a busy/congested roundabout during rush hours.	8
<input checked="" type="checkbox"/> Supports because it slows cars down.	6
<input checked="" type="checkbox"/> Supports because of improved accessibility from mall to train station.	6
<input checked="" type="checkbox"/> Concern that there's already a crossing(s) close by.	6
<input checked="" type="checkbox"/> Concern that changes will increase traffic.	6
<input type="checkbox"/> Suggestion to add cycle lanes.	5
<input checked="" type="checkbox"/> Concern that changes are unnecessary as train service reductions means less pedestrians in this area.	5
<input checked="" type="checkbox"/> Supports because it prioritises/improves active modes safety.	4
<input checked="" type="checkbox"/> Supports pedestrian crossings for safety.	4
<input checked="" type="checkbox"/> Concern that proposed crossings are too close to roundabout.	4

Feedback, Suggestions and AT responses

Respondents raised a wide variety of feedback and suggestions. We have collated and responded to all queries, suggestions and concerns identified in the feedback, organised by theme.

Feedback	AT Response
PROPOSAL BACKGROUND	
<p>What is the purpose of raised crossings?</p>	<p>The purpose of raised crossings is to:</p> <ul style="list-style-type: none"> • Slow motorists to a safer speed. In the event of a crash, lower speeds reduce the likelihood of death or serious injury. • Raise pedestrians crossing the road, especially children, to be at eye-level of approaching motorists, making them easier to see. • Improve visibility between motorists and people waiting to cross the road. • Make it more comfortable for everyone, especially people with prams and wheelchairs, to cross the road, as the crossing is level with the footpath.
<p>Query about the accidents that have led to needing safety improvements.</p>	<p>Thankfully there have not been many reported accidents at this location. We propose improvements all over Auckland to prevent potential death and serious injury crashes from occurring, rather than waiting for a crash to happen.</p>
<p>Concern that no consultation was done with affected business owners.</p>	<p>Consultation was carried out with affected businesses, property owners adjacent to the intersection, the Onehunga Business Association, and with the wider public.</p>
<p>Concern that there has been no traffic impact assessment and that the changes will negatively affect cars/drivers, increase traffic, and make access to the motorways worse.</p>	<p>We conducted traffic modelling before proposing the changes. It indicated that if raised crossings were installed, there would be minimal impact on traffic travelling through the intersection and wouldn't have a wider impact on the transport network.</p>
<p>Suggestions that the changes are not needed as the intersection works as it is and because train reductions have resulted in fewer pedestrians in this area.</p> <p>Concern that the proposed changes and reduced speeds are not about safety but to discourage car use and promote public transport use.</p>	<p>The proposal's main aim was to improve pedestrian safety and access to local business now and in the future. We designed the proposal to bring the crossing facilities up to standard by installing tactile pavers for people who are visually impaired and widening the pedestrian islands to keep people safe as they cross the road. We will include this intersection when we consult with the community on a wider town centre project.</p>

Concern that mobile distractions and poor skills of both drivers and pedestrians is the only cause related to pedestrian safety.	These are some of the factors related to pedestrian safety, but there are others such as the quality of pedestrian facilities.
Concern about the construction duration and the inconvenience of traffic.	We are not proceeding to construction at this time. If changes are made later, an appropriate traffic management plan would be put in place to minimise the disruption caused during construction.
LOCATION	
Concern that there's already a crossing close by and that the proposed crossings are too close to the roundabout.	We proposed pedestrian crossings close to the intersection as our observations showed that pedestrians prefer to cross the road close to the roundabout. Proposing crossings where most people want to cross the road reduces the chances of people crossing where it is more dangerous. The location was also constrained by other factors such as driveways, parking, and bus stops.
Concern that this is a busy/congested roundabout during rush hours.	This town centre has large numbers of pedestrians walking around, it is important that these pedestrians have access to safe crossing facilities. This is why we're looking into a wider improvements project for Onehunga Town Centre which is planned to start consultation within the next few years.
Concern that people currently cross the intersection when traffic is at a standstill which cause more gridlock, and people get out of cars at the roundabout.	This town centre has high pedestrian activity, and pedestrians have higher priority over general traffic. Pedestrians have priority at the zebra crossings, and vehicles are not supposed to queue across the crossing.
Suggestion that the Onehunga Mall and Church Street intersection should be prioritised over this one.	We understand the importance for pedestrian safety improvements at the Onehunga Mall and Church Street roundabout. We have discussed this location with Eke Panuku as they have ongoing projects in the area. Eke Panuku has agreed to investigate this location as part of their works.
Suggestion to improve other dangerous intersections as well.	We are actively monitoring high risk intersections and taking the appropriate actions and making improvements.
RAISED CROSSINGS	
Concern that raised crossings damage cars and affect large vehicles such as emergency service vehicles and buses. Suggestion to widen the pedestrian crossings beyond the standard size to account for the larger traffic going to and from the station.	We've had a lot of feedback about the steepness of ramps, for that reason, we've made some changes so the approach ramps at all our crossings are gentle. This is to provide a smooth ride, especially for larger vehicles including emergency vehicles and buses. We do also have raised crossings with longer off ramps to make it easier and smoother for large vehicles to drive over them.

<p>Concern that raised crossings increase pollution.</p>	<p>Air quality is important to us, and we're currently doing research to better understand this issue and how our designs can be as low impact as possible.</p>
<p>Suggestion to only use standard painted pedestrian crossings, maybe with flashing lights.</p>	<p>Raised crossings lower motorists' speeds which reduces the likelihood of death or serious injury crashes occurring. Raised crossings improve the visibility of people crossing the road or waiting to cross the road. They are also more comfortable for people with prams and wheelchairs than standard crossings as the crossing is level with the footpath.</p>
<p>PARKING</p>	
<p>Concern that with the very relaxed enforcement of parking in Auckland.</p>	<p>If there's an issue with vehicles parking on the broken yellow lines or blocking visibility, our parking and enforcement team will take the appropriate actions. If you see illegal parking, you can call our parking enforcement team on 09 355 3553, 24 hours a day, 7 days a week.</p>
<p>Concern about car park removal (affecting business) and that there is high demand for car parks in the area.</p> <p>Concern about the broken yellow lines on Princes Street, between the crossing and the pedestrian island, as people park illegally, so it should be a parking space.</p>	<p>We are not proceeding to construction at this time so there will not be any parking removal. However, in the proposal we kept parking removal to a minimum and only proposed it where it was required for safety and accessibility reasons, such as ensuring that motorists have sufficient visibility of pedestrians waiting to cross the road.</p>
<p>Suggestion to remove general parking (for accessible parking and loading zones).</p> <p>Concern that too much parking around the area increases traffic and worsens air quality and liveability of area.</p>	<p>We acknowledge that on-street parking is important for many of the adjacent businesses, so the proposed parking removal was kept to a minimum, where it was required for safety and accessibility reasons.</p>
<p>SUGGESTED IMPROVEMENTS</p>	
<p>Suggestion for green/trees/planting boxes in the area, which attracts pedestrians and creates a friendlier atmosphere that will improve safety.</p> <p>Suggestion to put plants in the centre of the roundabout circle.</p> <p>Suggestion to plant a tree, install some bollards, and/or put a concrete planter on the extended southwest footpath so people do not park there.</p>	<p>We will investigate these suggestions when we create the design for the future improvements project for Onehunga Town Centre.</p>

<p>Suggestion to widen the footpaths on the southern side of Onehunga Mall on both sides, to discourage motorists using the Onehunga Mall entrance. Suggestion for more wide footpaths to improve pedestrian safety.</p>	<p>With the current layout, the existing width of the footpaths is necessary to provide space for drivers in the traffic lane as they navigate the intersection. Widening the footpaths would mean that there's not enough space for motorists to turn which increases the risk of motorists driving over the footpath and colliding with pedestrians.</p>
<p>Suggestion to remove the southern pedestrian island on Onehunga Mall so two lanes of traffic can form at the intersection with Neilson Street. Suggestion to remove median strip on Onehunga Mall outside station entrance and hazardous pedestrian islands.</p>	<p>Currently, it is important to keep the pedestrian island on Onehunga Mall (south) as it is used by pedestrians accessing the Onehunga Train Station.</p>
<p>Suggestion for more streetlights to increase safety in the evening.</p>	<p>A streetlighting assessment will be carried out to understand the number of streetlights required to ensure the intersection is adequately lit.</p>
<p>Suggestion to fix potholes.</p>	<p>Future construction would include work on any potholes or pavement that needs fixing within the project area.</p>
<p>Concern that the roundabout is not cyclist friendly or aligned with Vision Zero, especially travelling straight through the roundabout on Onehunga Mall. Suggestion to prioritise active modes and to add cycle lanes.</p>	<p>There is a project underway that is looking at providing cycling facilities along Onehunga Mall. To stay up to date on planned projects and upgrades to Auckland's cycle network, please sign up to our newsletter here: https://at.govt.nz/about-us/news-events/subscribe-for-updates/</p>

OTHER SUGGESTIONS

We also received suggestions and concerns that are not included in the current proposal. We cannot address these requests with this project, but they have been passed onto the relevant teams for investigation.

<p>Roundabout changes</p> <ul style="list-style-type: none"> • Suggestion to remove the roundabout and put in a signalised intersection instead. • Suggestion to lower speeds to 30km/h on all exits of the roundabout/around Onehunga Mall. <p>Public transport</p> <ul style="list-style-type: none"> • Suggestion to reinstate Onehunga trains to Britomart. • Suggestion to restore rail to Onehunga and extend the line to the airport too. • Suggestion for more reliable public transport options for residents of Onehunga and Te Papapa. • Concern the direct train link to the city has been replaced with one bus service to the city that doesn't come often enough. <p>Surrounding area</p> <ul style="list-style-type: none"> • Suggestion to extend the pedestrian safety improvements all along Princes Street and Victoria Street. • Suggestion to install crossings on both Church Street and Arthur Street. • Suggestion to restrict trucks that race between Campbell Street and Mt Smart Road.
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- Concern that the traffic lights at the intersection have a very short phase for vehicles travelling south to the SH20 Motorway on ramp.
- Suggestion for a solution for queued cars heading south at the traffic lights that often jump the queue around the wrong side of the island.
- Suggestion to make Onehunga Mall one-way (with a circulating route down Waller Street) to enhance safety and amenity of the village area.
- Suggestion to make the roundabout cycle-ready by considering the west side of Princes Street, adding popup cycle spaces and redesign parking.
- Suggestion to pedestrianise all of Onehunga Mall down to Princes Street.

General

- Concern that cars get clipped/bullied at roundabouts because trucks go, and debris fall off rubbish trucks.
- Concern that trucks ruin the quality of roads.
- Concern that T3 lanes only create more traffic, serve public transport and parents, and is money-grabbing.