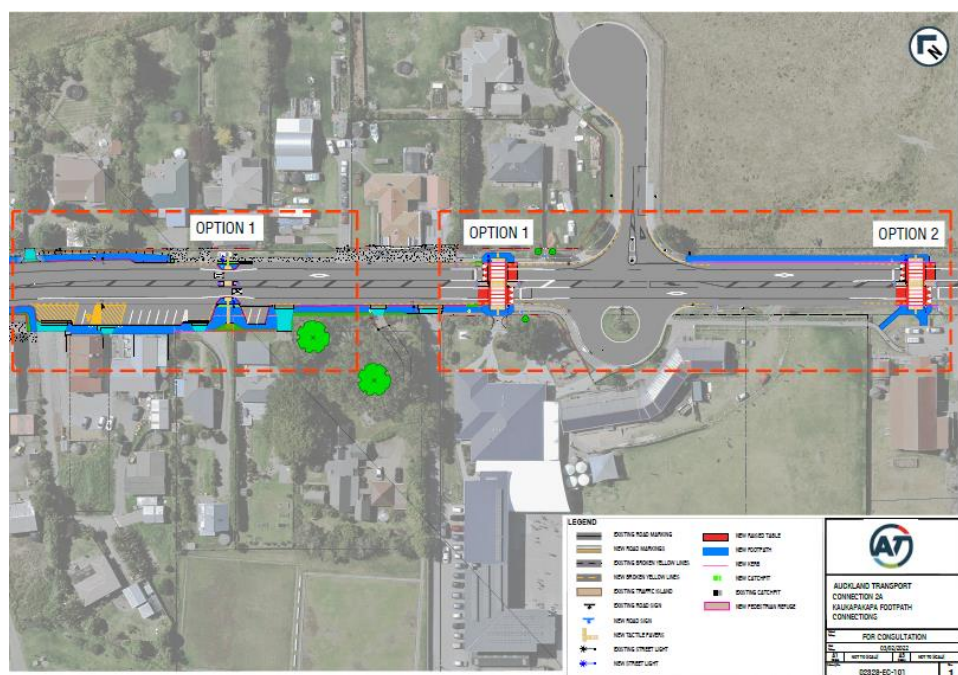
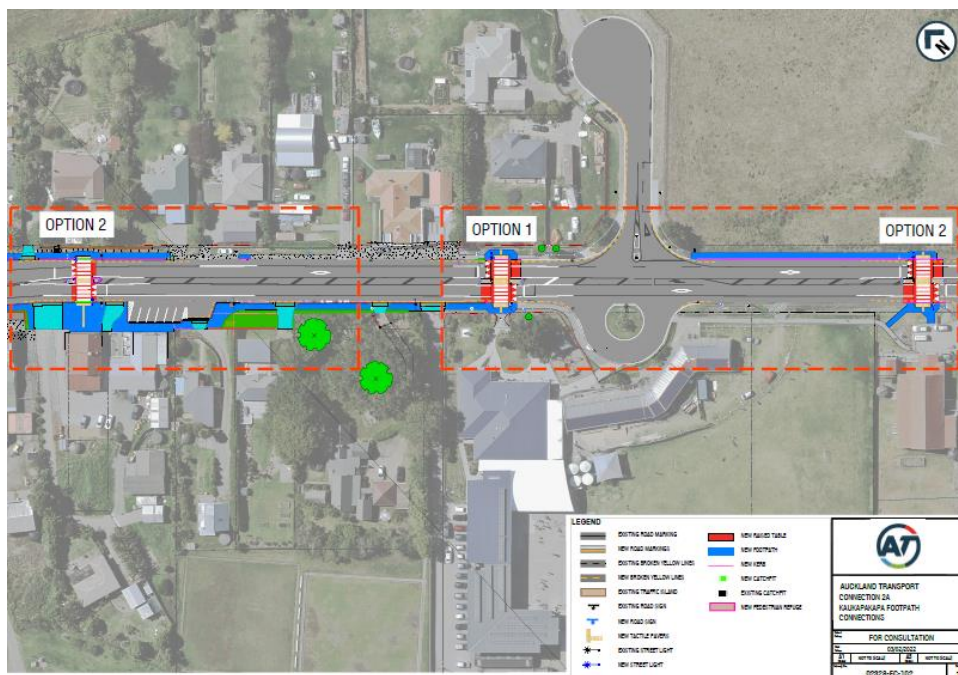


Feedback on the Kaukapakapa Town Safety Improvements

Summary of public feedback gathered between May – June 2023

Design options for consultation

Here are the design mock-ups for the site. Both images have options where they are located, as they are in similar areas but highlighting options available in the proposal.



Summary

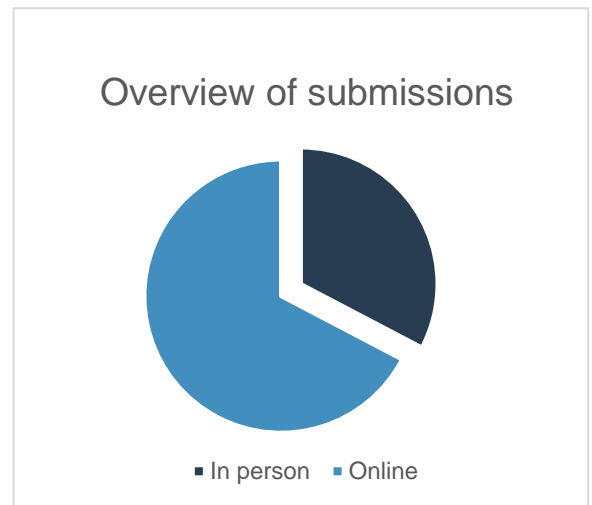
Auckland Transport (AT) is proposing to improve footpaths and crossing options to make it safer to walk, cycle, and drive around Kaukapakapa.

We consulted on the safety improvements that would complement the upcoming footpath project in Kaukapakapa town centre on 5th and 6th of May 2023.

Additionally, AT conducted an online consultation for 3 weeks. This was shared via post posted to 680 properties within a 1.5km radius of Kaukapakapa.

The results of the consultations have been summarised in this report. Overall, AT received 50 individual submissions in person and 103 online submissions.

Since the consultation period, AT had a restructure within the Communications and Engagement team since the consultation period, so the consultation results report in draft status until it was reassigned after the restructuring process had been completed.



Background

What did we seek feedback on?

AT is working with the Rodney Local Board to install new footpaths and connections in Kaukapakapa for safer pedestrian connections in Kaukapakapa. The project is funded through the Rodney District Targeted Rate.

In addition to the project team's original scope, we were asked to investigate the addition of two raised table crossings. One would be located outside the dairy, and another would service the school, having 2 options at this location.

The project aims to improve pedestrian safety with desire lines through measures and introduce speed calming measures to reduce vehicle speeds at key crossing locations. The current speed limit in Kaukapakapa township is 50 kph, and it will remain with no changes scheduled as part of this project.

Kaukapakapa school has around 300 primary students, with most arriving by guardians' vehicles that park in the carpark adjacent to the library. The shops are popular with locals and those travelling through the region. The main road through Kaukapakapa is SH16.

The proposed improvements would install:

- New raised table (wide speed bump with a flat top) with pedestrian crossing at a location outside of the dairy (option 2) OR no pedestrian crossing outside the dairy but a remodelled kerb buildout to replace the existing one (option 1)
- A newly raised table with a pedestrian crossing will replace the current island crossing adjacent to the Primary School (option 1), OR a newly raised table with a

pedestrian crossing adjacent to the library will have an accompanying footpath linking to Opoto Place.

Consultation details

What we asked.

We consulted on the proposed safety improvements in a drop-in community information session on the 5th and 6th of May and online from the 5th to the 6th of June 2023.

The three questions asked were:

1. *Which option do you prefer outside of the dairy?*
2. *Which option do you prefer for outside of the school?*
3. *Do you have any other comments regarding the proposal?*

In the drop-in event and online survey forms, submitters were given text boxes to write in their responses.

Activities to raise awareness

To inform the public about the consultation, we:

- Set up an online survey, including diagrams to explain what we consulted on
- Handed out and delivered flyers to share details on drop-in community information session in Kaukapakapa
- Shared information and drop-in community information session times on social media, including the Kaukapakapa Facebook pages
- Provided posters to local businesses for their shop fronts and noticeboards in the local area
- Posted a letter, including a link to the online survey, for 680 houses in Kaukapakapa.

How people provided feedback

Respondents provided feedback using our online submission form on our Have Your Say webpage and a QR code in our feedback request letter.

Project outcomes

Taking the consultation feedback onboard

Heard from the community

We consulted on the proposed safety improvements, acknowledged in this report, clearly present the public interest to improve safety and upgrade the crossing for pedestrians without impacting noise or disrupting the traffic passing through the area.

Raised Tables

Raised tables were the most contentious aspect of the project, with differing views from multiple parties. There was a desire from the public and the local board to reduce traffic speeds and increase the visibility of pedestrians without hindering the peace with raised tables or speed humps.

Reducing the impact of car park loss

With comments from locals and business owners, the loss of available car parks was highlighted in the consultation as something that would have a high impact on accessibility for using the town centre and that locals preferred more parking nearby, with improved footpaths, rather than removing parks.

Re-furbishing the kerbside parking and median

The proposal sought to change how space is currently allocated along Kaipara Coast Highway and, therefore, how people use the space. Kaipara Coast Highway passes through the middle of Kau, passing through the middle of Kaukapakapa, in a wide range of transport modes and activities.

The proposed upgrades are being designed to better reflect the highest priority demands on the limited space that we have available. While safety is the core design element of the proposal and aspects of the upgrades cannot be fundamentally changed due to public feedback, we have taken on board the range of responses on this theme.

We will continue to engage with key stakeholders at subsequent design stages.

Next Steps

The project has moved into the preliminary design phase. This is where we take the concept presented at consultation and begin to refine it in line with feedback from technical stakeholders to resolve known issues.

The preliminary design will have greater certainty on the street layout and how space is allocated between the different elements.

Feedback received from the community will be considered wherever possible/appropriate while ensuring the project objectives (particularly around quality and safety) are not compromised.

Detailed design has started in late 2023. This is where the design is detailed for construction. At this point, consent or planning approvals will be secured, and undertake a final cost estimate.

AT will continue to engage with directly affected property owners/occupiers as the project progresses. We will also keep the wider community up to date via updates to the [project webpage](#).

When the project design is agreed upon, construction is expected to begin mid-2024.

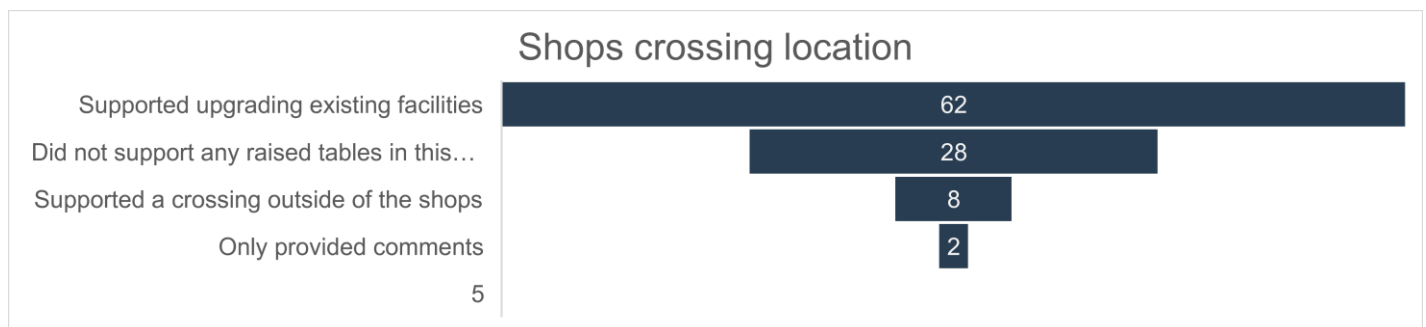
Feedback review

Overall opinions and key themes on the proposed changes

The submissions represented the spread of demographics in the local area and their thoughts on the project. Many respondents shared comments and suggestions on specific proposed changes listed below.

Shops crossing options:

- 8% of respondents supported a crossing outside of the shops (option 2)
- There was 62% in support of upgrading existing facilities (option 1)
- A total of 28% did not support any raised tables in this location.
- 2% of respondents shared comments



Based on 50 submissions. Each submission was counted against one category.

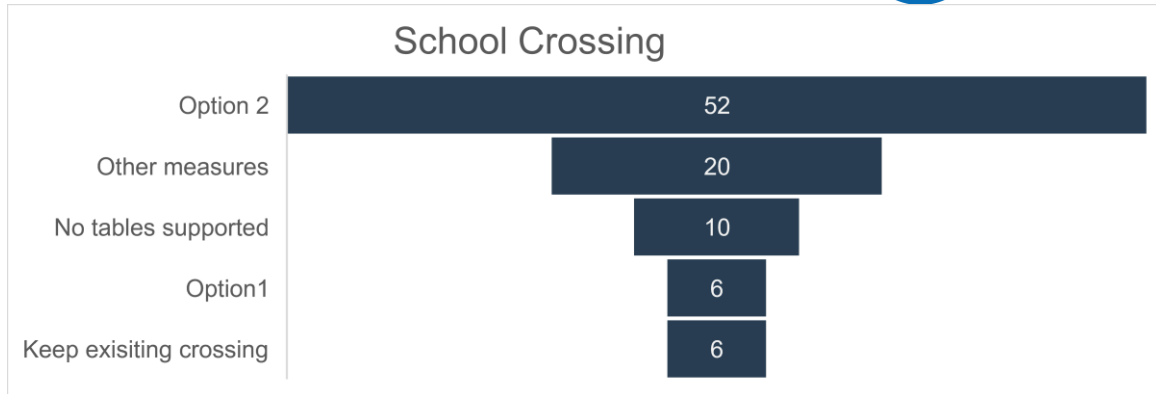
Key feedback themes on the crossings at the shop

Four regular themes were found in more than 10% of the feedback:

- Concerns over the potential loss of parking with 27 mentions = 54% of comments
- Raised tables will cause noise and vibration with 6 mentions = 12% of comments
- Raised tables are not needed or not the desired solution with 17 mentions = 34% of comments
- Safety concerns should be addressed with 7 mentions = 14% of comments

School crossing options:

- 6% Support upgrading the existing crossing to a raised table
- 6% Wished for school crossing to remain in its current form
- 52% Support option 2 outside the library
- 10% Did not support the installation of any raised tables in these locations
- 20% Wished to see other measures implemented
- 6% Only provided comments



Based on all 50 submissions. Each submission was counted against one category.

Key feedback themes – School Crossing

Four themes were found in more than 10% of feedback:

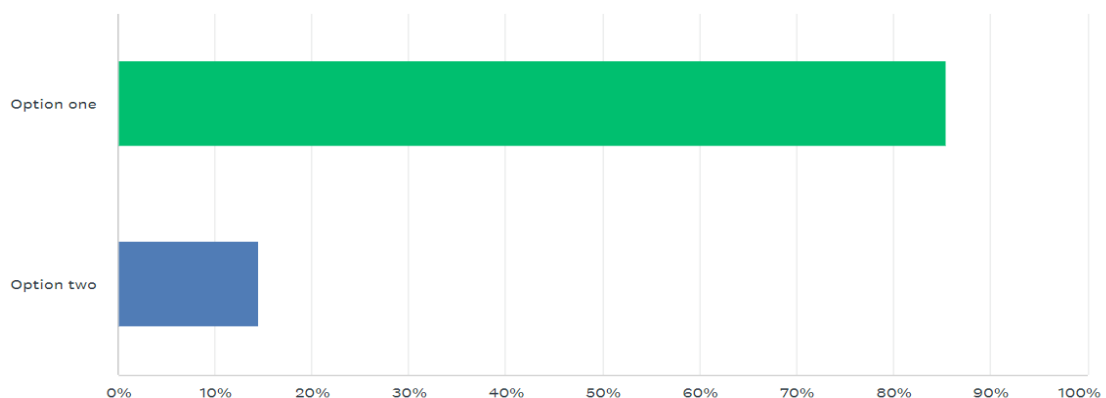
- Specific safety concerns with the current situation (7 mentions), 14% of comments
- Raised tables will cause noise and vibration (5 mentions), 10% of comments
- Raised tables are not needed or not the desired solution (11 mentions), 22% of comments
- Other measures should be investigated (7 mentions), 14% of comments

Online feedback

We received 103 responses to our survey on the proposed shops crossing location, denoting their preferred preference.

Location one shops crossing – Answered – 83, Skipped – 20.

Answered: 83 Skipped: 20



83 individual options were taken. 31 comments made. 85% of those who responded were in favour of option 1. 15% of those who responded were in favour of option 2.

Key feedback themes in comments – Shops Crossing

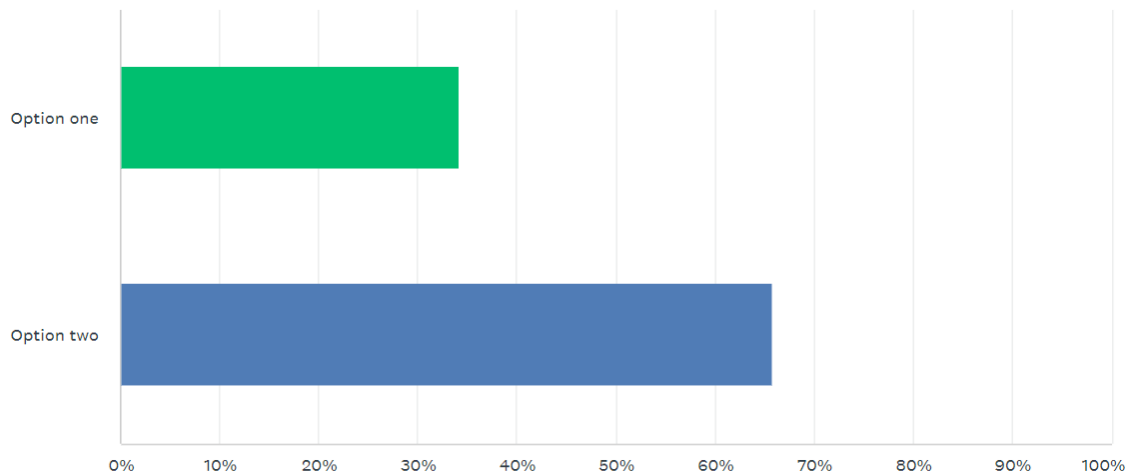
Four themes were found in more than 10% of 31 individual pieces of written feedback:

- Concerns over the potential loss of parking (12 mentions), 67.32% of comments
- Raised tables are not needed or not the desired solution (15 mentions), 48.39% of comments
- Safety concerns raised and needed to be addressed (4 mentions), 12.9% of comments

We received 102 responses to our survey on the proposed shops crossing location denoting which option they preferred.

Location two – School Crossing – Total answered = 76, total skipped 27.

Answered: 76 Skipped: 27



34% of those who responded preferred option 1, and 66% preferred option 2.

Key feedback themes in comments – Shops Crossing

Four themes were found in more than 10% of 52 individual pieces of feedback:

- Raised tables are not needed or not the desired solution (15 mentions), 28.85% of comments
- The parking inclusions in option 2 would be an asset (10 mentions), 19.23% of comments
- Other measure should be investigated (9 mentions), 17.31% of comments
- Safety for the community and market area is important (7 mentions), 13.46% of comments
- Safety for the school is important (6 mentions) 11.54% of comments

Overview of online submissions – Shop crossing:

Feedback in support of the changes

- It will also help reduce speedsters going through the village

- An upgrade to the existing crossing that's already located near the shops would be best idea then both would be accomplished in option 1.
- This option allows those who have a wheelchair or mobility aid the ability to have access to a disability car park.
- Option 1 retains more carparks and will slow down traffic approaching the shops, making it easier to back out onto the main road. It is also positioned further from the level crossing which means that cars will not queue over the crossing.
- Great designs, really pleased and relieved to see safer options being explored in this growing area. Hopefully the council can influence something to be done with the old gas station, which is a safety hazard waiting to happen, temporary fencing constantly blowing over, debris falling off the old building etc.
- We must slow down the traffic to allow safe crossing for pedestrians. The example in Whenuapai shows that this works well without issues.

Feedback against the changes

- I own the salon at these shops. We can't afford to lose the parking that we have. There is not much now.
- None don't need them
- Removing the amount of car parks near the dairy is ludicrous as there is already not enough
- Any loss of carparks outside the shops would be catastrophic, especially having a wheelchair elder person in the family.
- A raised table will just make traffic stop start and ruin the flow
- Option 2 is a nonstarter, as it will kill the passing trade to shark and tatties. Both options will block trucks parking, have you even considered them in your proposal.
- A raised table will just make traffic stop start and ruin the flow
- I oppose any raised crossing and/or loss of parking in the village.
- Please please please no more of these stupid raised table atrocities
- Fix the roads around the area and the pot holes before you add to issues and traffic
- A new footpath would be great, however raised tables will significantly add to traffic congestion and increased noise. Considering there is a school and residential housing alongside the proposed table locations, there will be a significant loss of peace as trucks, buses, ambulances trailers etc all negotiate the tables. Also, the area proposed is not a high crash area (please check incident log with the local fire brigade) so as such does not need significant speed reduction measures.
- IT IS FINE AS IS YOU MUPPETS!!

Overview of online submissions – School crossing:

Feedback in support of the changes

- With the addition of the crossing by the shops, the current school crossing is not required as the children can cross up by the shops. Having a crossing by the hall

would benefit the community, especially when market days and other functions are held. Currently many people walk on the road when the school locks it's footpath gates which is highly dangerous and cars park on the side of the main road. Adding official car parks would be safer too.

- This is a brilliant option. Excellent way to reduce speed past the school/hall/playground area. Offers the option of park n ride to anyone utilising the fantastic bus service we now have with the 128 bus, but without causing extra foot traffic through/past the school. Can't say thank you enough for the bus service, it has positively enhanced the lives of students, parents and commuters. This option is a great way to link the bus stop with the village in a safe way. Will also ensure more safety when the local market is on, and any community activities at the hall/playground access.
- This provides an extra safe crossing for the children and parents and connects perfectly with the existing walkway into the school grounds. It also gives extra parking for the school traffic and also the hall which is very busy on market days and at other events, Anzac Day etc
- We need more parking and access for the community to the hall and playground without access via kkk school
- Option 1 as option 2 will be a poor decision as it will be rarely used with no parking available. For parents dropping off kids to school on their way to work the parking will still need to be retained on the side of the road as there is often not enough parking at the hall in the morning and afternoon so makes sense to keep the parking lots on the side of the road opposite the school for the 6-8 cars at a time to park for drop off in the mornings.
- The further away from school this crossing is, the more it positively reinforces the perception of a street that is village, rather than a state highway Raising the crossing (speed tables) further reinforces that perception.

Feedback against the changes

- Neither option is suitable. It isn't very far to crossing by school to go to the hall. Extra parking spaces would be good on west side if possible but **NO RAISED SPEED BUMPS**. They are a ridiculous cost, not needed, will create more fuel consumption, create extra noise for community particularly from trucks having to rattle across them, gearing down then up to take off. If speed in a concern then put in a speed camera or two. Everyone locally or living on highway 16 that travels through Kaukapakapa knows to go the speed limit. Plus cameras would create revenue. Raised speed bumps are ridiculous. Plus the crossing by the school is sufficient. It's not far from the hall.
 - Raised tables have no place on state highway
 - No Raised Table Pedestrian Crossings
 - I oppose any raised crossing and/or loss of parking in the village.
 - Why change from the existing crossing (option1) any one being dropped off by bus will not want to walk to the village hall and back to get to the school.
-



Other feedback given relating to further optioneering

- NO RAISED CROSSINGS. WHY CAN'T WE HAVE NORMAL FLAT CROSSINGS? THIS IS RIGGED FROM THE BEGINNING. YOU'RE NOT LETTING US HAVE AN ACTUAL CHOICE.
- Don't support any raised crossing on a busy main road. Why isn't there an option for a normal flat crossing and a set of lights
- Please ensure any safety upgrades necessary for the existing kea crossing outside the school are completed as part of this work, as well as safe pedestrian access across the Opoto Place intersection to access houses east of the new crossing
- Option two I can see no reason for the raised pedestrian crossing and its associated cost I want a flat crossing
- However ... I don't believe Option 2 should include a raised table crossing. This should only be a standard pedestrian crossing, or with the possibility of adding traffic lights (with a push button each side) to stop traffic when pedestrians need to cross. A permanent raised table is not necessary for the incredibly small percentage of time where kids are walking to or from school, or otherwise.

Additional feedback on the proposed crossing adjacent to the railway and general comments on raised pedestrian crossing pertaining to their location on state highways:

- I attended a child that was hit outside the pub trying to cross the road last week. It is very dangerous!! There needs to be a footpath that extends north of the village it affects many school kids.
- A speed hump would add to road noise. Also puts horses and cattle being transported at risk.
- Third crossing near the Gull station feels like overkill for current pedestrian usage (7 homes) However, if there is potential to develop housing North of Gull then could make more sense.
- This road is a state highway and as such used by a wide range of vehicles ie trucks with trailers, motor homes and cars towing boats etc and not to mention busses. Having been stuck behind a bus that in turn was stuck on one on Red Beach with its back drive wheels lifted off the ground, I can see potential problems with some of the heavy vehicles that traverse this road.
- Raised tables on the Waka Kotahi pushed alternate route north which is used by significant numbers of live animal trucks (cattle) and logging trucks are not a good idea.
- Extra parking spaces would be good on west side if possible but NO RAISED SPEED BUMPS. They are a ridiculous cost, not needed, will create more fuel consumption, create extra noise for community particularly from trucks having to rattle across them, gearing down then up to take off.
- Raised crossings are a bad idea on main roads with lots of trucks and trailers.

- A new footpath would be great, however raised tables will significantly add to traffic congestion and increased noise. Considering there is a school and residential housing alongside the proposed table locations, there will be a significant loss of peace as trucks, buses, ambulances trailers etc all negotiate the tables. Also, the area proposed is not a high crash area (please check incident log with the local fire brigade) so as such does not need significant speed reduction measures.
-