

# Public Feedback and Decisions Report

## Ponsonby Road Pedestrian Improvements



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# 1. Executive Summary

- Auckland Transport (AT) and the Waitematā Local Board sought public feedback on proposed pedestrian improvements along Ponsonby Road regarding two options, to make this part of Ponsonby more attractive and pedestrian-friendly.
- Proposed works included the installation of new raised tables on eight side streets, a central island on Mackelvie Street, the relocation of three and addition of one pedestrian refuges, the relocation of a bus stop and build-out of the footpath to replace the old indented stop, and a net gain of 8-14 parking spaces (depending on option selected).
- Feedback on the proposal was invited from 16 November to 7 December 2015. In total, 129 feedback responses were received: 31 via freepost feedback forms returned, 94 via the online survey, three emails and one voice mail.
- For each of the two options, submitters were asked to rank their support from 'strongly support' to 'strongly oppose'. Some submitters chose not to enter a response.
- Both options received more support than opposition, and of the two, Option Two received more support overall, as well as more 'strongly support' votes (this is elaborated on in section 5).
- Seven common themes were identified in the feedback. These were refined to:
  - Parking (29 total comments for Option One; 30 total comments for Option Two)
  - Cycling safety/facilities (Option One: 19 comments; Option Two: 30 comments)
  - Pedestrian safety/facilities (Option One: 29 comments; Option Two: 57 comments)
  - Street furniture (Option One: 7 comments; Option Two: 13 comments)
  - Raised tables (Option One: 16 comments; Option Two: 20 comments)
  - Kerb build-outs/central island (Option One: 6 comments; Option Two: 9 comments)
  - Mackelvie Street planting (Option One: 11 comments; Option Two: 17 comments)
- Sub-themes were identified to further refine the themes above (explored in section 5 of this report).

## **As a result of the feedback received on the proposal, AT has:**

- Decided to proceed with Option Two
- Mackelvie Street design – further design investigations underway for central island planting/greening option
- A new pedestrian refuge will be installed on Ponsonby Road close to Pollen Street
- A new coloured surface laneway treatment on Mackelvie Street

## 2. Background

AT and the Waitemata Local Board are proposing the below pedestrian improvements to improve this part of Ponsonby Road by creating a more visually attractive and pedestrian-friendly environment.

### 2.1 Key facts

Feedback has been sought to choose between two similar options, with Option Two proposing extended footpath build-outs which could provide more space for street furniture to further enhance the pedestrian environment.

See Appendix A for overview maps showing the two options for this proposal.

### 2.2 Proposed changes

1. The installation of new raised tables and footpath build-outs on eight side streets along Ponsonby Road (Mackelvie, Brown, Douglas, Norfolk, Lincoln, Collingwood, Pollen and Anglesea Streets);
2. Additional improvements on Mackelvie Street by way of a new planted central island and an additional raised table;
3. The relocation of three pedestrian refuge crossings on Ponsonby Road (near Norfolk, Brown and Mackelvie Streets);
4. The installation of a new pedestrian refuge crossing on Ponsonby Road (near Douglas Street);
5. The relocation of the indented bus stop (bus bay) at 169 Ponsonby Road into the live traffic lane, and the footpath will be built-out;
6. A net gain of 14 on-street parking spaces under Option One, or a net gain of 8 on-street parking spaces under Option Two.

### 3. Activities to raise awareness of the proposal

The public feedback period was open from Monday 16 November to Monday 7 December 2015.

Activities to raise awareness of the consultation included:

- Consultation material was hand-delivered to 118 businesses on Ponsonby Road between Williamson Avenue and Franklin Road. Businesses were provided with a letter, a freepost feedback form, proposal of the overall plan for Options One and Two, and detailed drawings for 8 side streets. Some of the businesses were closed and therefore consultation material could not be hand-delivered.
- A consultation material mail-out was sent to 371 businesses, residents/owners along Ponsonby Road. It covered all businesses along Ponsonby Road between Williamson Avenue and Franklin Road.
- Other stakeholders, such as fire, police, ambulance, disability groups, bus operators, heavy haulage groups, the local business association, local residents' associations, and the Waitemātā Local Board were also provided with the consultation material.
- Information was posted on the Waitemātā Local Board Facebook page, the Auckland Council Facebook page, the Auckland Council website, and the My Neighbourly website.
- A project webpage and an online feedback form were set up on the Auckland Transport website at [AT.govt.nz/haveyoursay](http://AT.govt.nz/haveyoursay).
- An advert was placed in the Auckland City Harbour News community newspaper on 18 November 2015.
- Signage was installed at 11 locations along Ponsonby Road, on pedestrian signs, poles at intersections, and bus stops.
- The online feedback form was mentioned in the residents/owners letter as an alternative option for the freepost feedback form.

## 4. Feedback received

AT received 129 feedback responses on the proposed changes – 94 online feedback forms, three emails, one voice mail, and 31 hard copy submissions via freepost feedback form included with a letter mailed to residents and owners.

The feedback form invited submitters to address four questions:

1. Do you support the Option One?
2. Do you have any other comments on Option One? (please specify location)
3. Do you support or oppose the Option Two?
4. Do you have any other comments on Option Two? (please specify location)

Questions '1' and '3' were in the 'tick a box' format, ranking support from 'strongly support', 'support', 'neutral', 'oppose', or 'strongly oppose'. Questions '2' and '4' were open-ended, and the comments were refined into themes in the analysis.

### Feedback responses from businesses/residents/others

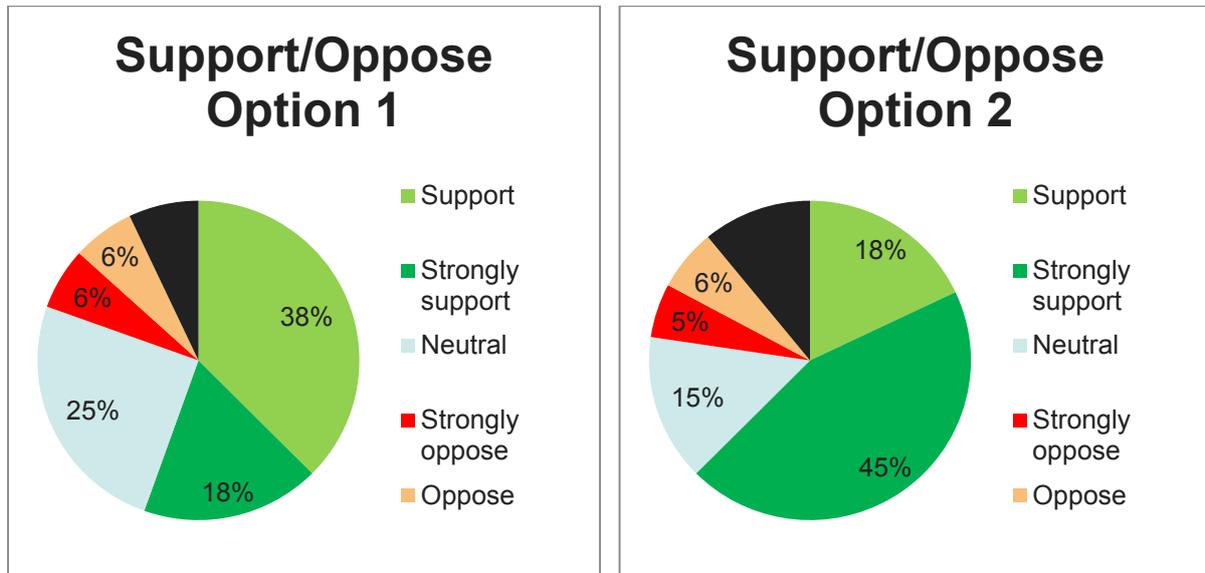
In total, we received 129 feedback responses on the proposed Ponsonby Road Pedestrian improvements. In the feedback form, we didn't specifically ask the submitter to identify themselves as a business or a resident. 28 businesses provided their business name in the feedback form, 16 feedback responses were identified as businesses from their postal address and/or email addresses. 83 feedback responders provided their residential addresses which were outside the Ponsonby area. These could be either business or resident feedback.

Feedback responses	Responses
Businesses	44
Businesses or residents	83
Disability sector	2
<b>Total</b>	<b>129</b>

## 5. Summary of Feedback

### 5.1 Support/Oppose feedback for Option One and Two

Submitters were asked to rank their support for the options from 'strongly support' to 'strongly oppose'.



Base: 129 responses. Percentages are rounded. 'No response' was counted in the total percentage.

Option Two received more support overall, however both options were supported more than opposed.

#### Option One – overall support 56%

18% of submitters (23 responses) strongly supported Option One, with 38% (48 responses) in support. 25% stated they were neutral with regard to this option, while 6% of submitters each (8 responses) opposed and strongly opposed. 7% of submitters (9 responses) chose not to respond.

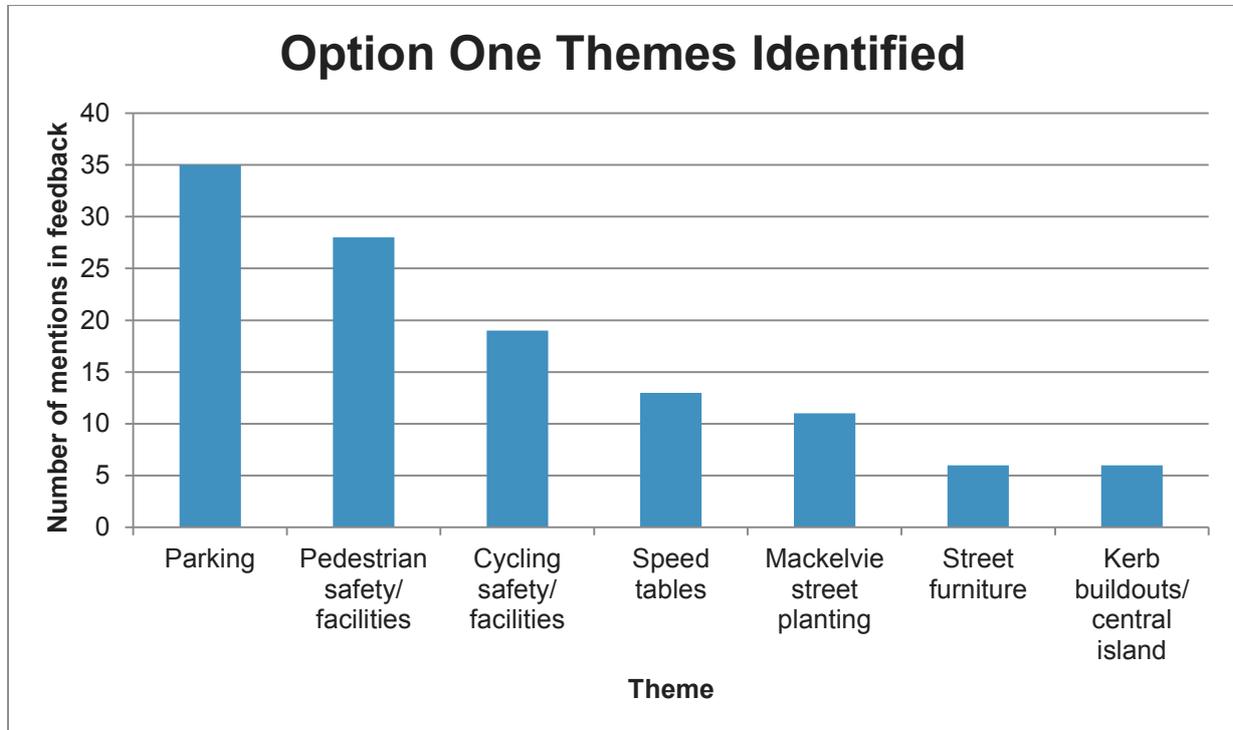
#### Option Two – overall support 63%

A majority of submitters ranked Option Two in strong support 45% of submitters (57 responses), with 18% (23 responses) voting in support. 15% of submitters (19 responses) felt neutral about this option. 6% of submitters (8 responses) opposed this option, while 5% (7 responses) were in strong opposition. 11% of submitters (14 responses) chose not to respond. Table below shows more overall support for option 2.

The comments made regarding the submitter's support or opposition of the proposal are separated into themes for each option below.

## 5.2 Themes – Option One

Common themes were identified in the feedback. Sub-themes were also identified, and discussed below.



Base: 129 responses. Responses on multiple aspects of the project allowed, percentages are rounded.

**Parking** was the most common theme, with 35 submitters mentioning it in their feedback. This was made up of those who approved of added parking (5 submitters); opposed added parking (14); mentioned residents' parking specifically (3); and suggested that more parking is required in the area (7).

**Pedestrian safety and facilities** received 29 comments. Sub-themes for this included: liked proposed (8); disliked proposed (3); requests for a formalised pedestrian 'zebra' crossing instead of the proposed refuge/s (3); requests for 'zebra' crossings on raised tables (2); pedestrian safety concerns (5); more pedestrian facilities required – specific (2); more pedestrian facilities required – general (4); other suggestions (2).

**Cycling safety and facilities** received 19 mentions overall. Sub-themes included: suggestions for new facility (15); liked bicycle racks/parking (3); cycling safety comments – general (1).

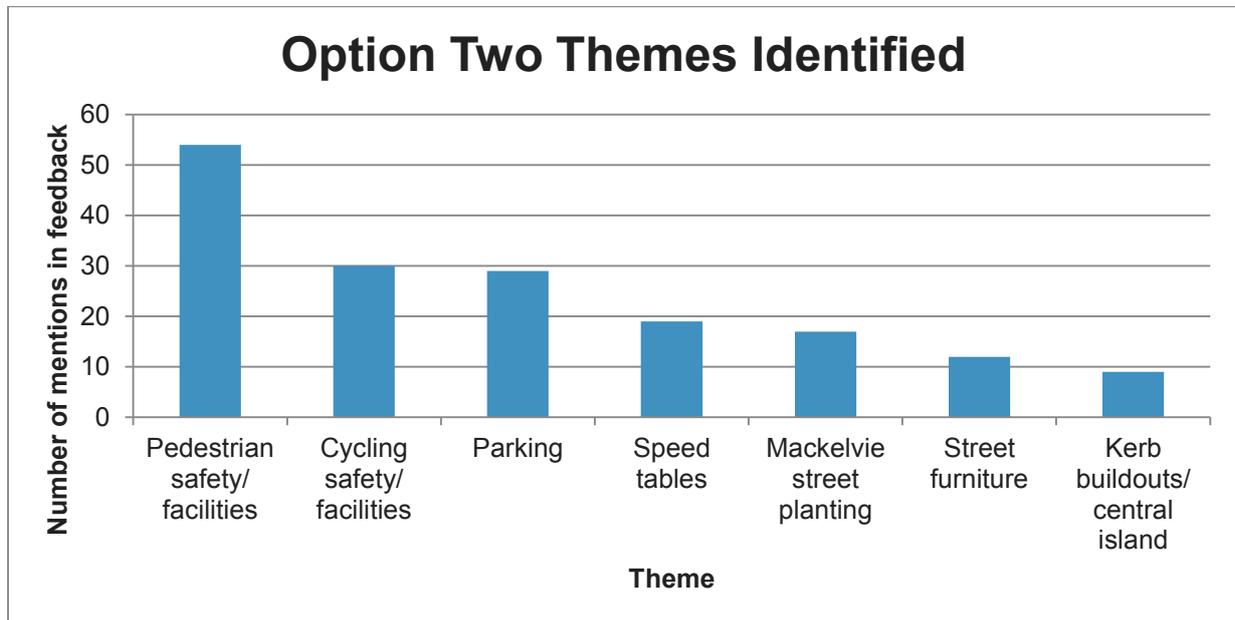
**Speed tables** received 16 mentions in the feedback, refined to four sub-themes: liked proposed (10); dislike proposed (1); suggesting more speed calming required (2); comments on the location of the proposed speed tables (3).

**Mackelvie Street planting** was mentioned 11 times in the feedback, specifically liking (3) or disliking (1) the proposed, and some suggestions to relocate the proposed planting (7).

**Street furniture** received 7 comments, divided over 'liked proposed' (1); 'unnecessary' (2); and 'expect undesirable behaviour' (4) as a result of the proposed furniture.

**Kerb build-outs/central island** received 6 comments: 4 liked the proposed; 2 suggested future proofing be included in the design (especially regarding future cycling improvements).

## 5.3 Themes – Option Two



Base: 129 responses. Responses on multiple aspects of the project allowed, percentages are rounded.

**Pedestrian safety and facilities** was the most common theme for Option Two, with 57 comments received. Sub-themes for this included: liked proposed (17); disliked proposed (2); requests for a formalised pedestrian ‘zebra’ crossing instead of the proposed refuge/s (4); requests for ‘zebra’ crossings on raised tables (7); pedestrian safety concerns (9); more pedestrian facilities required – specific (7); footpath comments (6); and suggestions regarding location of proposed pedestrian facilities (5).

**Cycling safety and facilities** received 30 mentions. Sub-themes included: suggestions for new facility (20); bicycle racks/parking (2); cycling safety comments – general (5); requests for future-proofing for cycling facilities (1); and suggestions for cycling facilities instead of parking provision (2).

**Parking** was mentioned by 30 submitters in their feedback. This was made up of those who approved of added parking (1 submitter); opposed added parking (9); disliked loss of parking (6); suggested that more parking is required in the area (6); raised concern about parked car obstructing traffic flow (1); suggested other facility (6); and requested an extension to timed parking (1).

**Speed tables** received 20 mentions in the feedback, refined to four sub-themes: liked proposed (9); dislike proposed (1); suggesting more speed calming required (4); comments on the location of the proposed speed tables (6).

**Mackelvie Street planting** was mentioned 17 times in the feedback, specifically liking (3) or disliking (1) the proposed, and some suggestions to relocate the proposed planting (11). There were 2 ‘other’ suggestions.

**Street furniture** received 13 comments, divided over ‘liked proposed’ (4); ‘unnecessary’ (1); suggested design/location (3); and ‘expect undesirable behaviour’ (5) as a result of the proposed furniture.

**Kerb build-outs/central island** received 9 comments: 7 liked the proposed; 1 suggested future proofing be included in the design (especially regarding future cycling improvements). There was 1 other comment (regarding the design of the central island).

## 5.4 Themes – Illustrative quotes

Theme from feedback	Illustrative quotes from feedback
<p>The feedback relating to <b>parking</b> made up of comments that:</p> <ul style="list-style-type: none"> <li>• approved of added parking</li> <li>• opposed added parking</li> <li>• mentioned residents' parking specifically</li> <li>• disliked loss of parking</li> <li>• raised concern about parked car obstructing traffic flow</li> <li>• suggested that more parking is required in the area</li> <li>• prefer other facility to parking</li> <li>• requested an extension to timed parking.</li> </ul>	<p><i>The extra parking is good. Free parking is an absolute must for Ponsonby. Businesses would suffer if paid parking were to be implemented.</i></p> <p><i>Support option 1 because it has the most parking gains and Ponsonby desperately needs these. The amount of congestion and fuel wasted by people trying to find parking is ridiculous. This area has become increasingly popular with no corresponding car park allowances... Shopping and eating in Ponsonby are main reasons and this does not lend itself to buses or biking.</i></p> <p><i>I don't like the additional parking. There is plenty of parking being developed elsewhere (such as Vinegar Lane). We shouldn't be adding so much extra street parking. We should be doing more to improve public transport, walking and cycling along Ponsonby Road.</i></p> <p><i>No new parking on Ponsonby. Visitors should arrive by foot, bike or public transportation or park in a garage or side ride. More parking means more traffic which leads to a more dangerous street.</i></p> <p><i>More car parking space is needed. Underground car park as in French cities</i></p> <p><i>Would like to see residents parking addressed – i.e. limit to no permitted residential parking to 120min as in St Marys Bay</i></p> <p><i>I believe the road needs a lot of traffic calming and cycle facilities rather than more parking.</i></p> <p><i>My concern is that it is already difficult for cars to turn out onto Ponsonby Rd from side-streets (e.g the likes of Norfolk, Lincoln etc). As a driver, I'd like more visibility of Ponsonby Rd traffic before pulling out. This is sometimes obstructed by parked cars. I hope the new design will improve that?</i></p> <p><i>We suggest that there should be an hours' worth of parking on the north east side of the road rather than 30mins. If this option were to progress increase the parking time on the north east side of the road.</i></p>

Theme from feedback	Illustrative quotes from feedback
<p>The <b>pedestrian safety and facilities</b> theme included comments regarding:</p> <ul style="list-style-type: none"> <li>• like proposed facilities</li> <li>• dislike proposed facilities</li> <li>• requests for a formalised pedestrian ‘zebra’ crossing instead of the proposed refuge/s</li> <li>• requests for ‘zebra’ crossings on raised tables</li> <li>• pedestrian safety concerns</li> <li>• more pedestrian facilities required – specific</li> <li>• more pedestrian facilities required – general</li> <li>• footpath comments</li> <li>• suggestions re location of proposed pedestrian facilities</li> <li>• Other suggestions.</li> </ul>	<p><i>I strongly support the increase to pedestrian amenity on Ponsonby Road. Especially the raised tables along the side streets and increased crossings on the road to assist people to get from one side to the other.</i></p> <p><i>All this proposal is doing is encouraging bad pedestrian behaviour of using islands and jaywalking instead of using the pedestrian crossings.</i></p> <p><i>All pedestrian improvements proposed are good but should be better. Regarding pedestrian crossings, Ponsonby Rd is ready to have zebra crossings instead of refuge crossings in all instances.</i></p> <p><i>Will the ‘crossing tables’ for pedestrians be actual pedestrian crossing (i.e zebra crossing with pedestrian right of way)? I think that needs to be made clear; otherwise there could be frustration between motorists and pedestrians. In that motorists will need to ‘sit’ on that space before pulling out, and pedestrians may believe they have right of way.</i></p> <p><i>I’d also like to see zebra crossings used across Ponsonby road as people often run across the road to find a gap between cars.</i></p> <p><i>Not doing enough to improve pedestrian space. Pedestrian, cycling, and public transport need to be prioritised to make ponsonby a vibrant place to be.</i></p> <p><i>Better for pedestrians. I have concerns about moving the pedestrian refuge closer to Richmond Rd (to outside of Ponsonby Central) as although better for pedestrians, will make turning right into Richmond Rd in a car difficult.</i></p> <p><i>Pedestrian refuges should be built larger. The refuge itself is too small and so are the ramps.</i></p>

Theme from feedback	Illustrative quotes from feedback
<p><b>Cycling safety and facilities</b> was composed of comments regarding:</p> <ul style="list-style-type: none"> <li>• suggestions for new facility</li> <li>• bicycle racks/parking</li> <li>• cycling safety comments – general</li> <li>• requests for future-proofing for cycling facilities</li> <li>• suggestions for cycling facilities instead of parking provision.</li> </ul>	<p><i>Cycling gets new parking but nowhere to ride but for us over-confident types; this will need to be addressed soon; the numbers are rising fast. Until then how about at least some sharrows on one lane each way on Ponsonby Rd?</i></p> <p><i>Ensure furniture is colour contrasted to the footpath i.e. the silver bike racks blend in with the footpath and therefore won't be seen easily by people with vision impairment. We suggest making these a contrasting colour that ties in artistically with the new design of Ponsonby Road.</i></p> <p><i>We consider that the raised tables will also improve safety for people on bikes, by slowing vehicle turns and changing expectations of appropriate speeds.</i></p> <p><i>Although flat and perfect for cycling, Ponsonby Road is not the safest due to so many forms of motorised traffic – all with different objectives – parking, shopping, thoroughfare, link bus, house etc.</i></p> <p><i>I'm very disappointed at the lack of provision for a separated cycleway. Ponsonby Rd is a very flat road, ideal linkage to other bike/bus lanes on Great North Rd – and hopefully one day on K Rd too. From K Rd you're linking up quickly to LightPath, Grafton Gully and North Western cycleway. Provision of more car parks seems like a backwards step. (I say this as a pedestrian, cyclist and car driver!).</i></p> <p><i>Would prefer removing parking on Ponsonby Road (kept to side streets) in favour of protected cycle lanes, and reducing traffic lanes from four to two. Ponsonby Road isn't needed as a motorway rat-run any longer, and trying to keep traffic to 40km/h on a four-lane road (with median strip!) is pretty much impossible.</i></p> <p><i>Disappointed the proposal highlights extra parking spaces gained, but doesn't seem to suggest using some of those extra spaces for bike corrals.</i></p>

Theme from feedback	Illustrative quotes from feedback
<p><b>Raised tables</b> were mentioned under four sub-categories in the feedback, refined to:</p> <ul style="list-style-type: none"> <li>• liked proposed</li> <li>• dislike proposed</li> <li>• suggesting more speed calming required</li> <li>• comments on the location of the proposed speed tables.</li> </ul>	<p><i>I strongly support the proposed raised tables in both options</i></p> <p><i>Waste of money – raised things for pedestrians will only cause problems, giving people licence to act in an irresponsible manner. All this proposal is doing is encouraging bad pedestrian behaviour of using islands and jaywalking instead of using the pedestrian crossings.</i></p> <p><i>There should be another pedestrian refuge close to Pollen St and Pollen St should have a raised table.</i></p> <p><i>Mackelvie Street’s raised table at the slight bend outside no. 66 appears to head straight into a planter box and tree. The table is likely to be used to cross the road, and should allow passage once you get to the other side, by moving either the raised table or the planter.</i></p>
<p><b>Mackelvie Street planting</b> was mentioned in the feedback, specifically:</p> <ul style="list-style-type: none"> <li>• liking proposed</li> <li>• disliking proposed</li> <li>• suggestions to relocate the proposed planting</li> <li>• Other suggestions.</li> </ul>	<p><i>Any increase in street trees is fantastic.</i></p> <p><i>I support the addition of street trees in Mackelvie St.</i></p> <p><i>I don’t see any benefits to adding the planting to Mackelvie St. There is no room!</i></p> <p><i>The raised centre table with trees is a good suggestion, as long as the trees are ever green and if possible natives. The trees could also possibly only feature closer to the sunniest side of the street</i></p> <p><i>It would be better to plant the trees in Mackelvie Street on a widened south side foot path as they would make a more useful space pedestrian amenity.</i></p> <p><i>I am responding in regards to Mackelvie St only. I think Pohutakawas would be perfect for our environment (as per 8 Nugent St, Grafton).</i></p>
<p><b>Liked proposed works</b> in general.</p> <p><i>NB: There is no ‘dislike proposed works’ in general, as submitters were specific when stating what they disliked, which led to them being categorised separately for more accurate analysis of suggestions.</i></p>	<p><i>As a regular pedestrian and driver along Ponsonby Road, I think either option would be fantastic for Ponsonby Road with the raised tables and additional pedestrian refuge.</i></p> <p><i>This is a fantastic idea. It slows the traffic down – makes it safe for children. You have my full support.</i></p> <p><i>Has the best balance of pedestrian needs and encouraging improved green elements on some of the roads.</i></p>

Theme from feedback	Illustrative quotes from feedback
<p><b>Street furniture</b> comments were divided over:</p> <ul style="list-style-type: none"> <li>• liked proposed</li> <li>• unnecessary</li> <li>• suggested design/location</li> <li>• expect undesirable behaviour as a result of the proposed furniture.</li> </ul>	<p><i>I also like the inclusion of cycle racks, seating and the basalt kerbing.</i></p> <p><i>Like the idea of street furniture on Lincoln, Angelsea and Douglas St.</i></p> <p><i>Tables and seating on a busy street seems and ridiculously unnecessary when there is a big park 100m away.</i></p> <p><i>I am not in favour of street furniture as I see it as adding to the existing problem of anti-social drinking and threatening behaviour seen in and around the locality (e.g. Brown Reserve).</i></p> <p><i>My concern is the more seating/tables/park like areas provided in this area the more homeless and people begging you will encourage into the area. There are quite a lot of people who sleep, eat, etc along Ponsonby Road. Not a good idea. Will look great but is it worth it.</i></p>
<p><b>Kerb build outs/ central island</b> comments:</p> <ul style="list-style-type: none"> <li>• liked the proposed</li> <li>• suggested future proofing be included in the design (especially regarding future cycling improvements)</li> <li>• Other comment regarding the design of the central island.</li> </ul>	<p><i>I support the new kerb build outs to narrow the tops of the roads feeding into Ponsonby Road.</i></p> <p><i>Central island: we agree with the need for an island to be placed between the two raised tables as it would prevent double-parking and vehicles doing u-turns, while ensuring safe pedestrian movements by directing them to the two raised table crossings and not crossing randomly.</i></p> <p><i>Some concerns arise with kerb buildouts that do not future-proof for cycleways. (Really, there should be cycleways included in this change.)</i></p> <p><i>[Central] Island design should be: narrowed to 1.5m; contain low level plantings; be fenced</i></p>

## 6. Changes to the project design resulting from feedback

Type of action or change		Map reference
1	Mackelvie Street design – further design investigations underway for central island planting/greening option	None
2	A new pedestrian refuge to be installed on Ponsonby Rd close to Pollen St	Appendix B – Revised Option 2
3	A new coloured surface laneway treatment on Mackelvie Street	Appendix B – Revised Mackelvie Street Design

## 7. Key feedback points, AT responses, changes to project design

No.	Feedback	AT Response	Changes to Project
<b>Parking</b>			
1	<p><b>Suggest more parking:</b></p> <p>A massive council run parking building built near K Road/ Great North Road with first hour free parking, long term rates for residents, and get rid of parking on Ponsonby Road.</p> <p>More car parking space is needed. Underground car park as in French cities.</p> <p>Additional car spaces on Ponsonby road opposite the existing fire station.</p> <p>We suggest that there should be an hours' worth of parking on the north east side of the road rather than 30mins.</p> <p>The biggest problem in Ponsonby is lack of parking and funds would be better spent on building 3 or 4 car parking buildings along Ponsonby Road.</p> <p>There is the option to add more parking outside 182 Ponsonby Road.</p> <p>Changing parking to P10 on Ponsonby Rd would help increase parking turnover within existing space.</p>	<p><i>Provision of car parking buildings is outside the scope of this project. However, Auckland Transport is currently undertaking investigation into the parking management within the Ponsonby area. The measures being investigated seek to provide greater flexibility for users and increase turnover through better management of the on-street parking. Improvements to loading, taxi and pick-up/drop-off facilities are also being investigated.</i></p> <p><i>During April 2016, we sought public feedback on Changes to parking Management in Ponsonby. For details refer to <a href="http://www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/">www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/</a></i></p> <p><i>Fire station at 182 Ponsonby Road will shift from its current location. Addition of parking spaces on Ponsonby Road outside the fire station will be considered when new development takes place at this location.</i></p>	No Changes

No.	Feedback	AT Response	Changes to Project
2	<p><b>Less parking:</b></p> <p>Please remove all on-street parking for cars on Ponsonby Rd (except for loading zones and disability parking).</p> <p>My concern is that it is already difficult for cars to turn out onto Ponsonby Rd from side-streets (e.g. the likes of Norfolk, Lincoln etc.). As a driver, I'd like more visibility of Ponsonby Rd traffic before pulling out. This is sometimes obstructed by parked cars. I hope the new design will improve that?</p>	<p><i>During April 2016, Auckland Transport sought public feedback on Changes to parking Management in Ponsonby area. The measures being investigated seek to provide greater flexibility for users and increase turnover through better management of the on-street parking. Improvements to loading, taxi and pick-up/drop-off facilities are also being investigated.</i></p> <p><i>For details refer to <a href="http://www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/">www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/</a></i></p> <p><i>The extended kerbs/footpath will allow drivers to move forward to a position to see past the parked cars against the kerb line. Therefore the sight lines on oncoming cars will be improved for drivers.</i></p>	No Changes
3	<p>I would prefer any net gain in parking spaces be used for loading zones, rather than general parking which will just encourage more traffic in the area. Also would prefer removing parking on Ponsonby Road (kept to side streets) in favour of protected cycle lanes.</p> <p>I do not believe it is necessary to increase the number of car parks on Ponsonby Rd. Instead of increasing car parks, I believe the space should be used for additional kerb extensions and tree planting. These will improve the amenity of Ponsonby Rd in a way that car parking will not. Future growth in people accessing Ponsonby Rd, including to visit local businesses, will come from more public transport, walking and cycling access, not from providing more car parks.</p> <p>We would encourage that existing accessible car parks remain and standard car parks are removed instead. Further, ensure there is a sufficient amount of accessible car parking in key areas i.e. outside community facilities and open spaces. By having a sufficient amount of accessible car parking, it encourages people with limited</p>	<p><i>During April 2016, Auckland Transport sought public feedback on Changes to parking Management in Ponsonby area. The measures being investigated seek to provide greater flexibility for users and increase turnover through better management of the on-street parking. Improvements to loading, taxi and pick-up/drop-off facilities are also being investigated.</i></p> <p><i>For details refer to <a href="http://www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/">www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/</a></i></p> <p><i>Provision of cycle lanes on Ponsonby Road is outside the scope of this project. However, during March 2016 we sought public feedback on the proposed cycling network for the area.</i></p> <p><i>The proposal tried to strike a balance between economic and accessibility benefits of providing car parks; increased pedestrian space &amp; visual appearance. We will continue to monitor the use of this area going forward to assess if this balance needs to change.</i></p> <p><i>Preferred option; Option 2 proposes additional kerb extensions/wider footpaths.</i></p>	No Changes

No.	Feedback	AT Response	Changes to Project
	<p>ability to participate in the shopping and dining options on Ponsonby Road.</p>	<p><i>Project will not remove any existing accessible car parking spaced on Ponsonby Road or side streets. Ponsonby Road is a busy arterial road. Accessible parking spaces are generally not supported on arterial roads. They are often installed on off-streets as it is safer and convenient for the users.</i></p> <p><i>During April 2016, we sought public feedback on Changes to parking Management in Ponsonby. For details refer to <a href="http://www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/">www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/</a></i></p>	
<p>4</p>	<p><b>Residents' parking:</b></p> <p>Would like to see residents parking addressed - i.e. limit to no permitted residential parking to 120min as in St Marys Bay.</p> <p>Neither option will result in accessible parking to local residents or safer entry/ exit of cars entering Brown St from the busy exit from Ponsonby Central's carpark where there is no line of straight if travelling west down Browns.</p> <p>Can we please now extend the residents' parking zone to Rose Road asap? It is getting impossible for homeowners to find a park anywhere near their houses during the week (and increasingly at the weekend, given the developments going on in the area).</p>	<p><i>Auckland Transport has recently completed the consultation on the "Parking Discussion Document" which outlines the approach we will be taking to address commuter parking in residential streets. This new approach is based on the St Marys Bay residential parking zone trial, which looked at a blanket two-hour time restriction with residents being able to purchase permits to park longer than the time restriction. The parking zone normally removes commuters from residential streets.</i></p> <p><i>Due to the volume of requests AT receives on residential parking, it is not possible for AT to respond to them immediately and instead we keep a log which we use to prioritise our work in this area. AT is currently working on proposals for Freemans Bay and Mount Eden.</i></p> <p><i>Grey Lynn and Ponsonby have been identified as suburbs with high parking demand and will be included in our waiting list. However, AT has not finalised the streets that will be covered in these suburbs.</i></p>	<p>No Changes</p>

No.	Feedback	AT Response	Changes to Project
<b><i>Pedestrian safety/facilities</i></b>			
<b>5</b>	<p><b>Zebra crossing instead of pedestrian refuge:</b></p> <p>Regarding pedestrian crossings, Ponsonby Rd is ready to have zebra crossings instead of refuge crossings in all instances.</p> <p>Pedestrian refuges (especially as built with mountable curbs) are not legitimate means to cross the road - please provide more actual crossings with pedestrian priority.</p>	<p><i>Zebra crossings are not preferred on multi-lane roads, because if the traffic in the first lane stops for a pedestrian the drivers in the section lane may not have visibility of the pedestrian and drive through pedestrian crossing which could result in a collision with the pedestrian.</i></p>	No Changes
<b>6</b>	<p><b>Raised/Speed tables should have zebra crossing:</b></p> <p>I would like to see pedestrian crossings across the raised tables to ensure that pedestrians have priority.</p> <p>I'd like to see Ponsonby Rd follow Devonport's example and paint zebra crossings on the raised tables. Along Ponsonby Rd it is very common for drivers to give way to pedestrians when turning in or out of side roads. By painting zebra crossings on all of the raised tables, this would reinforce existing practice - I understand this was the same argument for reducing the speed limit to 40k.</p> <p>Suggest painting zebra crossings on raised tables to make priority clearer, and making delineation between the raised table and the footpath itself, to make it clear to pedestrians that cars may be there.</p> <p>Will the 'crossing tables' for pedestrians be actual pedestrian crossing (i.e. zebra crossing with pedestrian right of way)? I think that needs to be made clear; otherwise there could be frustration between motorists and pedestrians. In that motorists will need to 'sit' on that</p>	<p><i>Speed tables will not be marked as zebra crossings. This is because the continuous flow of pedestrians may not allow vehicles to have any chance of proceeding in and out of side roads. This could have the effect of delaying traffic on Ponsonby Road as drivers wait for pedestrians to clear as the driver turns into the side road.</i></p> <p><i>Surface colour/finishing of the raised tables will be designed differently to the footpaths to provide contrast between the footpath and the raised table.</i></p> <p><i>Vehicles will be able to move forward partially clearing the speed table and wait before turning out of side streets. The option of installing the raised tables a car length back from the intersection was investigated. But it does not comply with pedestrian desire line and pedestrians need to walk a longer distance with this</i></p>	No Changes

No.	Feedback	AT Response	Changes to Project
	space before pulling out, and pedestrians may believe they have right of way.	<i>arrangement. Pedestrians generally prefer to walk straight. Therefore speed table will not be much use for pedestrians if to install further away from the intersection</i>	
7	As the fire station is to be decommissioned when the new fire station in Williamson Avenue is commissioned there could be a pedestrian refuge between 182 Ponsonby Road and 169 Ponsonby Road.	<i>This can be considered as and when this site (182 Ponsonby Rd) gets redeveloped.</i>	No Changes
8.	Still no controlled pedestrian crossing between Franklin and Richmond or Franklin and Three Lamps.	<p><i>This is outside scope of the project. However, we have passed your comments to relevant AT department and Waitemata Local Board for consideration.</i></p> <p><i>Please note:</i></p> <ol style="list-style-type: none"> <li><i>1. Zebra crossings are not installed on multi-lane roads, because if the traffic in the first lane stops for a pedestrian the drivers in the second lane may not have visibility of the pedestrian and proceed with the possibility of collision with the pedestrian.</i></li> <li><i>2. We would need to survey the likely number of pedestrians who would use a signalised pedestrian crossing throughout the day. A signalised pedestrian crossing should only be installed where pedestrian numbers and traffic volumes meet the criteria for a crossing warrant. The underlying concept behind this requirement is that unless the crossing facility is well used by pedestrians, drivers will not expect pedestrians at the location concerned, and their awareness and attention of the pedestrian crossing will decrease.</i></li> </ol>	Forwarded on to Waitemata Local Board and AT department
9	There should be another pedestrian refuge close to Pollen St and Pollen St should have a raised table. The lane pedestrian crossing/refuge there should more closely align with the new lane and the one that will emerge on the south side.	<i>Pollen Street is proposed to have a raised table. We agree with installing a pedestrian refuge crossing on Ponsonby Road south of Pollen Street. We'll inform businesses where there could be a possible parking loss.</i>	A new pedestrian refuge will be installed on Ponsonby Rd close to Pollen St

No.	Feedback	AT Response	Changes to Project
10	<p>Properties from (108 -128 Ponsonby Rd) have private walking streets connecting Brown St, Richmond Rd Mackelvie St and Pollen St. It would be good to see some sort of pedestrian assistance, island or raised table connecting these lanes as well.</p>	<p><i>We investigated pedestrian facilities, raised table to connect laneways across Mackelvie St. However, they were not feasible as this would hinder/affect vehicle access to nearby driveways. We can provide other measures to warn drivers of pedestrian presence.</i></p> <p><i>Brown St, Richmond St and Pollen St are outside scope of this project.</i></p>	No Changes
11	<p><b>Footpath:</b></p> <p>For pedestrians the pavement is wobbly and awful - it is touted as a great shopping street to international visitors but it is visually awful.</p> <p>I would prefer to have the inclusion of extended footpaths (as per Option 2), as the footpaths are quite narrow/congested in some areas.</p> <p>The footpath extensions on option 2 are a waste of space and add nothing to the feel of Ponsonby Rd. If anything they just create dead zones.</p>	<p><i>AT is planning to upgrade all the footpaths on this section of Ponsonby Road in conjunction with this project.</i></p> <p><i>Option 2 has been found the most preferred out of two options</i></p> <p><i>The footpath extensions include street furniture that will attract people to use this place.</i></p>	No Changes
12	<p>Relocating the pedestrian refuge means the many people getting off the bus at 169 Ponsonby Rd are not likely to use the refuge as it will be too far away. I don't agree with putting the refuges too close to side streets: traffic turning out of side streets will cause congestion.</p>	<p><i>The pedestrian refuge is only being moved 8m further away from bus stop.</i></p> <p><i>The pedestrian refuges are located close to side street to accommodate pedestrian desire lines. The speeds of vehicles turning in and out of side streets will be significantly lower with speed tables and kerb built outs. This will give sufficient time for pedestrians to cross and make decisions before they cross Ponsonby Road.</i></p>	No Changes

No.	Feedback	AT Response	Changes to Project
13	Move crossing further along Ponsonby Rd, half-way between Richmond Rd and Williamson Ave. Strongly saying this needs to be done!	<i>The pedestrian refuges are located close to side street to accommodate pedestrian desire lines. The speeds of vehicles turning in and out of side streets will be significantly lower with speed tables and kerb built outs. This will give sufficient time for pedestrians to cross and make decisions before they cross Ponsonby Road.</i>	No Changes
14	Why are you relocating the refuge crossings?	<i>The pedestrian refuges are located close to side street to accommodate pedestrian desire lines. The speeds of vehicles turning in and out of side streets will be significantly lower with speed tables and kerb built outs. This will give sufficient time for pedestrians to cross and make decisions before they cross Ponsonby Road.</i>  <i>New pedestrian refuge crossings are also designed to connect with new kerb build outs and thereby better use of road space.</i>	No Changes
15	I have concerns about moving the pedestrian refuge closer to Richmond Rd (to outside of Ponsonby Central) as although better for pedestrians, will make turning right into Richmond Rd in a car difficult.	<i>This relocation was to rationalise and shorten the distances between pedestrian crossing facilities on Ponsonby Road. Right turning vehicles will still have adequate queuing space between new refuge islands and Richmond Road and will not be affected.</i>	No Changes
16	[Option 2] probably slightly better than option 1 providing nothing that blocks pedestrians' views of the oncoming traffic is placed on the footpath extensions.  It would also be useful if the raised pedestrian crossings were placed a whole car length back from the intersections (so that crossing isn't blocked by cars waiting to exit the side roads)	<i>We'll ensure street furniture placement doesn't obscure pedestrian views.</i>  <i>The option of installing the raised tables a car length back from the intersection was looked at but it does not accommodate pedestrian desire line. Pedestrians generally prefer to walk straight. Therefore speed table will not be used much by pedestrians if to install further away from the intersection.</i>	No Changes
17	Please also stop all cars from turning from the opposite side of Ponsonby Road onto a side road. It is just too dangerous for children or slower walking adults when cars are rushing past on-coming traffic into the intersection.	<i>Banning right turns into all side streets will increase traffic volumes on Ponsonby Road and cause delays. There tends to be high incidence of non-compliance with these bans. These bans are an inconvenient to drivers and unlikely to be supported by businesses and residents.</i>	No Changes

No.	Feedback	AT Response	Changes to Project
18	Pedestrian refuges should be built larger. The refuge itself is too small and so are the ramps.	<i>This is not possible with the constrained road widths. The widths of the traffic lanes are already minimum required for an arterial road.</i>	No Changes
19	Waste of money - raised things for pedestrians will only cause problems, giving people licence to act in an irresponsible manner. All this proposal is doing is encouraging bad pedestrian behaviour of using islands and jaywalking instead of using the pedestrian crossings. Encouraging pedestrians to walk out in front of cars is a terrible, dangerous idea. It endangers children currently and teaches them bad habits. AT needs to put up signage to encourage people to use the crossing, not cross against traffic. Warn people that this is not the right behaviour - fine people; enforce the law.	<i>This section of Ponsonby Road is a busy pedestrian area and therefore pedestrian crossing proposed meet pedestrian requirement. This project is mainly aimed to improve pedestrian access and safety.</i>  <i>AT is conscious of sign clutter and erects essential signs only. There are number of closely located crossing facilities on this section of Ponsonby Road and its intersections. Therefore it is not recommended to sign post each crossing facility.</i>	No Changes
20	Are backing movements from 1st angle parks in Pollen St clear enough from pedestrian zone?	<i>We will ensure the 1<sup>st</sup> angle parking space is provided with adequate reversing space to avoid conflicts with pedestrians crossing at the speed table.</i>	No Changes
21	The other big improvement for pedestrians would be removing the sandwich boards blocking the path. There is hardly any room between cafe seating & these annoying boards.	<i>We will pass your concern to Auckland Council's Licensing &amp; Compliance Service team that looks after outdoor dining license, signage etc.</i>	Forwarded on to Auckland Council
22	My only concern is the tables across the side streets potentially appearing like a continuation of the footpath which makes pedestrians less likely to give way.	<i>Raised table will be of different colour and materials to footpath to alert pedestrians that they don't have right of way across table.</i>	No Changes
23	Ensure the trees do not limit visibility for drivers at intersections, so pedestrians can be seen from all		No Changes

No.	Feedback	AT Response	Changes to Project
	<p>angles. Ensure the tree surrounds have no slips, but are a flat permeable surface to prevent any tripping hazards or difficulties for people wearing high heels, using canes or mobility equipment.</p>	<p><i>These will be looked at during the Detail design stage of the project. We'll ensure that placement of trees doesn't reduce pedestrian visibility of vehicles to a point that creates safety issue.</i></p>	
<b>Cycling safety/facilities</b>			
<p><b>24</b></p>	<p><b>Suggest additional – cycle lanes:</b></p> <p>I think Ponsonby Road needs safe space for cycling. It's a main arterial road and I am always terrified to cycle down it because of the narrow car lanes, cars pulling in and out of parking, and so on.</p> <p>Please install safe, separated and convenient cycle tracks along the full length of Ponsonby Rd, with treatments at every intersection and side street, allowing movement in all directions on a bicycle. The cycling improvements in particular are necessary to improve the pedestrian experience by discouraging footpath cycling. Separating cycles and buses would also free up bus movements (which are key for pedestrians in this area).</p> <p>In the meantime as we wait for separated bike lanes in Ponsonby Road, Can we please have sharrow markings in left lane in each direction?</p>	<p><i>Provision of cycle lanes on Ponsonby Road is outside the scope of this project.</i></p> <p><i>During March 2016, we sought public feedback on the proposed cycling network for the area.</i></p> <p><i>Please note that Ponsonby Road Plan (2014 - 2044) identifies following - provision for cyclists with supporting cycle amenities. However, it is unfunded.</i></p> <p><i>Sharrow markings will become legal road marking in NZ around July 2016.</i></p> <p><i>Sharrow markings are a tool that could be used on an identified cycle route as part of an overall cycle network plan. However their placement on the corridor depends on the carriageway configuration, lane widths, car parking provision, vehicle volume and speed and land use.</i></p> <p><i>The main characteristics for the potential implementation of sharrow markings on a route are low vehicle volumes and low vehicle speeds.</i></p> <p><i>However, Ponsonby Road has an AADT (average annual daily traffic) volume of approximately 28,000 veh/day (counts from 2009), which is a very high vehicle volume. The traffic speed is 40km/h. Due to the high vehicle volumes sharrow markings along that route are not a suitable and safe alternative to dedicated cycle facility (e.g. protected cycle lanes or Copenhagen style cycle lanes).</i></p>	<p>No Changes</p>

No.	Feedback	AT Response	Changes to Project
25	<p><b>Suggest additional – corrals</b></p> <p>Disappointed the proposal highlights extra parking spaces gained, but doesn't seem to suggest using some of those extra spaces for bike corrals.</p> <p>More bike parks for Mackelvie St please.</p>	<p><i>Bike corrals/Bike racks will be provided as a part of street furniture on extended footpath build outs. Exact location will be known during detailed design phase only.</i></p>	No Changes
26	<p><b>Future-proofing:</b></p> <p>Cycle lanes are again a missed opportunity - will the final design be completed with their future installation in mind?</p> <p>I am concerned that the proposed build outs into Ponsonby Road will make it difficult in future to add cycle lanes along Ponsonby Road.</p> <p>Ponsonby Rd Plan has almost as much support for better conditions for Cyclists as pedestrians but no provision made. Where right hand turns are allowed into say Pollen St (usually made very fast &amp; hazardous to bikes (often slower &amp; masked by faster cars). Where right hand turns into side streets are 'fostered by middle turning lane, could cycle advance boxes be provided? Just giving bikes more legitimacy.</p> <p>Urgent consideration also needs to be given to the bike route between here and the south end of the new bike path - especially the route between the end of the bike route/top of Union St/Wellington St. I propose a bike lane up the expansive width of Wellington St.</p>	<p><i>Provision of cycle lanes on Ponsonby Road is outside the scope of this project.</i></p> <p><i>During March 2016, we sought public feedback on the proposed cycling network for the area.</i></p>	No Changes

No.	Feedback	AT Response	Changes to Project
27	Ensure furniture is colour contrasted to the footpath i.e. the silver bike racks blend in with the footpath and therefore won't be seen easily by people with vision impairment. We suggest making these a contrasting colour that ties in artistically with the new design of Ponsonby Road.	<i>Silver is our standard colour for bike racks but we will look at this during detail design stage. We will ensure that a minimum distance of 1.8m is maintained for people with impaired vision and disability to move easily without any obstruction by street furniture.</i>	No Changes
28	Strongly believe should also contain Barnes crossing at Richmond Rd.	<i>Installation of a Barnes dance crossing at Richmond/Ponsonby is outside the scope of this project. However, AT is currently reviewing the policy on criteria for exclusive pedestrian phases (Barnes dance crossings). Once the review is completed, AT will be investigating the feasibility of installing an exclusive pedestrian phase at the Ponsonby Road/Richmond Road intersection.</i>	No Changes
<b>Speed tables</b>			
29	<p><b>More speed reduction required:</b></p> <p>Despite the 40km posted speed limit the road design encourages higher speeds making it unsafe for vulnerable road users.</p> <p>Consider more speed reduction measures. Install another speed table at or about the intersection with Rose Rd, to discourage rat running, to reflect the changing land use and improve pedestrian amenity. Pollen: Install a mid-block raised table and at the intersection with Rose Rd (similar in design to Mackelvie St. and for the same reasons)</p> <p>I strongly support the side street raised tables provided the side street widths are also reduced considerably e.g. Anglesea St. is 17 meters wide.</p>	<p><i>Speed calming measures at Rose Road is outside scope of this project. However, the pedestrian refuge, speed table will help to reduce speed.</i></p> <p><i>This is outside the scope of this project. We'll pass your suggestion to AT traffic operations team and Waitemata Local Board.</i></p> <p><i>Yes, project includes kerb build-outs to reduce crossing distances on side streets.</i></p>	<p>Waitemata Local Board has agreed to install a new pedestrian refuge on Ponsonby Road close to Pollen Street.</p>

No.	Feedback	AT Response	Changes to Project
	<p>There should be another pedestrian refuge close to Pollen St and Pollen St should have a raised table.</p>	<p><i>We have investigated the possibility of installing a pedestrian refuge crossing on Ponsonby Road south of Pollen Street. Pollen Street already has a raised table.</i></p>	
<p><b>30</b></p>	<p><b>Mackelvie St second raised table:</b></p> <p>Mackelvie Raised Table: Explore moving the raised table from outside 55A to align with the laneway behind Lot 3 and the new area currently under construction opposite. If the traffic planners think it's better to calm traffic before the main pedestrian area then explore other techniques / materiality to signify that people want to cross laneway to laneway.</p> <p>Second speed table in Mackelvie needs to be higher up the street to align with new laneways</p> <p>Mackelvie Street's raised table at the slight bend outside no. 66 appears to head straight into a planter box and tree. The table is likely to be used to cross the road, and should allow passage once you get to the other side, by moving either the raised table or the planter.</p> <p>I think the second raised table on Mackelvie Street should be closer to Ponsonby Road.</p>	<p><i>We investigated pedestrian facilities, raised table to connect laneways across Mackelvie St. However, they were not feasible as this would affect vehicle access to nearby driveways. We can provide other measures to warn drivers of pedestrian presence.</i></p> <p><i>Brown St, Richmond St and Pollen St are outside scope of this project.</i></p> <p><i>This will be looked at the detail design stage.</i></p> <p><i>"Mackelvie Street design requires further investigation. More details will be available during detailed design stage. The businesses &amp; residents on Mackelvie Street will be re-consulted once the investigations are completed"</i></p>	<p>No Changes</p>
<p><b>31</b></p>	<p>I don't understand what is meant by the technical term 'new raised table' and none of the visuals supplied gives an idea and the benefits are not at all clear.</p>	<p><i>Raised tables are where we raise the level of the road in a particular location to slow down vehicle and improve crossing facility for pedestrians. Raised tables are similar to 'speed bumps' but have a wider flat top.</i></p> <p><i>For further details please refer to the Chapter 8 of Auckland Transport Code of Practice</i>  <a href="https://at.govt.nz/media/336400/ATCOP-Chapter-8-Traffic-Calming-Devices-and-Local-Area-Traffic-Management.pdf">https://at.govt.nz/media/336400/ATCOP-Chapter-8-Traffic-Calming-Devices-and-Local-Area-Traffic-Management.pdf</a></p>	<p>No Changes</p>

No.	Feedback	AT Response	Changes to Project
32	Raising cycleways at intersections may be a useful safety improvement (Garder, P., Leden, L., Pulkkinen, U., 1998. Measuring the safety effect of raised bicycle crossings using a new research methodology. Transp. Res. Rec. 1636, 64–70.), and ideally this would be done in conjunction with raised tables for pedestrian crossings.	<p><i>No cycle ways are proposed as a part of this project.</i></p> <p><i>During March 2016, we sought public feedback on the proposed cycling network for the area.</i></p>	No Changes
<b>Mackelvie St planting</b>			
33	<p><b>Type of trees:</b></p> <p>The raised centre table with trees is a good suggestion, as long as the trees are ever green and if possible natives.</p> <p>I think Pohutakawas would be perfect for our environment (as per 8 Nugent St, Grafton).</p>	<p><i>“Mackelvie Street design requires further investigation. More details will be available during detailed design stage. The businesses &amp; residents on Mackelvie Street will be re-consulted once the investigations are completed”</i></p>	No Changes
34	Suggest some planting instead of the proposed island on Mackelvie St.	<p><i>“Mackelvie Street design requires further investigation. More details will be available during detailed design stage. The businesses &amp; residents on Mackelvie Street will be re-consulted once the investigations are completed”</i></p>	No Changes
35	I don't see any benefits to adding the planting to Mackelvie St. There is no room!	<p><i>“Mackelvie Street design requires further investigation. More details will be available during detailed design stage. The businesses &amp; residents on Mackelvie Street will be re-consulted once the investigations are completed”</i></p>	No Changes
36	Central Island design should be: narrowed to 1.5m; contain low level plantings; be fenced.	<p><i>“Mackelvie Street design requires further investigation. More details will be available during detailed design stage. The businesses &amp; residents on Mackelvie Street will be re-consulted once the investigations are completed”</i></p>	No Changes

No.	Feedback	AT Response	Changes to Project
37	We would like to raise suggestions for seating instead of planter boxes in the middle of the street (McKelvie St).	<i>"Macklevie Street design requires further investigation. More details will be available during detailed design stage. The businesses &amp; residents on Macklevie Street will be re-consulted once the investigations are completed"</i>	No Changes
38	I do not like the new planter island in Macklevie Street, retail now borders both sides of the street all the way to the proposed raised pedestrian table. It is very important to maintain visual connectivity for walkers and shoppers from one side of the street to the other to enhance the viability of the retailers on a side street. We would oppose this planter.	<i>"Macklevie Street design requires further investigation. More details will be available during detailed design stage. The businesses &amp; residents on Macklevie Street will be re-consulted once the investigations are completed"</i>	No Changes
39	<p>We would like to propose the idea of Ponsonby having the perfect - Urban retail connection: Space for people to be inspired, to create interaction, to be social, to take time out whether that be from the office during the work week or connect in the weekends for gatherings. Seating where people could work if they wanted to - free wifi by the council would be great for that. A seating with a mix of plants and lighting to attract engagement (we have found some great design images as references). Permanent lighting overhead that could run from side to side (of each street). We would like to see Ponsonby and MacKelvie St in particular as "A platform for potential events", whether they are music, festival, retail or creatively inspired - so many opportunities with lane ways too.</p> <p>Laneways: It would be desirable to have urban design initiatives that draw people down Macklevie Street to</p>	<p><i>The range of initiatives suggested is outside the scope of this project. However, they have been passed on to the Waitemata Local Board and the Urban Design team for consideration. However, AT has considered installing a new coloured surface laneway treatment on Macklevie Street.</i></p> <p><i>"Macklevie Street design requires further investigation. More details will be available during detailed design stage. The businesses &amp; residents on Macklevie Street will be re-consulted once the investigations are completed"</i></p>	A new coloured surface laneway treatment on Macklevie Street

No.	Feedback	AT Response	Changes to Project
	<p>improve foot traffic for retailers and lead people towards discovering the new laneways that are being built. Maybe arial lighting mesh or maybe an installation in this type of style. This could incorporate the private laneways and the linking public space to create the impression of a continuous area. This is just a suggestion I think more ideas should be explored.</p> <p>Development of the laneways, with signage, lighting, and appropriate design elements as indicated by the owners of the businesses inhabiting the laneways. Permanent street lighting i.e. lights extended across the street, creating a feature, and also in the laneways. Developing a street cafe type layout/atmosphere with extended tables and chairs maybe on the Wilder and Hunt side... Also the visual 'cleaning up' of the buildings situated on the immediate corner past workshop would be good if possible, and ideally the removal of the power poles. Also tourist promotion of the area once the improvements are implemented.</p>		
40	<p><b>Relocate proposed planting:</b></p> <p>The trees could also possibly only feature closer to the sunniest side of the street.</p> <p>Mackelvie St - trees on the footpath, not down the street</p> <p>I really think the new trees would be far better down the southern side of the street where the car parking currently is, instead of the middle of the street, as there are already cafe table on the pavement here, and the increased width and new shade would be fantastic for users of the hospitality businesses here. This seating faces north and is blistering for the times of the year there are leaves on the trees.</p>	<p><i>The utilities such as water, power and gas pipelines are next to the footpath on the southern side of Mackelvie St.</i></p> <p><i>“Macklevie Street design requires further investigation. More details will be available during detailed design stage. The businesses &amp; residents on Mackelvie Street will be re-consulted once the investigations are completed”</i></p>	No Changes

No.	Feedback	AT Response	Changes to Project
	<p>The proposed central island, does calm traffic and make a bleak view along Mackelvie Street more inviting. However it will shade cars and tarmac, not people. Trucks etc. will probably damage the trees.</p>		
<b>Street furniture</b>			
41	<p>Tables and seating on a busy street seems and ridiculously unnecessary when there is a big park 100m away</p>	<p><i>Street furniture such as trees and seating convert streets into more visually pleasing environment which shoppers and other street users will enjoy.</i></p>	No Changes
42	<p>I am not in favour of street furniture as I see it as adding to the existing problem of anti-social drinking and threatening behaviour seen in and around the locality (e.g. Brown Reserve).</p> <p>Concern is the more seating/tables/park like areas provided in this area the more homeless and people begging you will encourage into the area. There are quite a lot of people who sleep, eat, etc. along Ponsonby Road.</p>	<p><i>Street furniture such as trees and seating convert streets into more visually pleasing environment which shoppers and other street users will enjoy.</i></p> <p><i>Street furniture will be designed to discourage anti-social behaviour such as seats that are designed to prevent people sleeping on them.</i></p>	No Changes
43	<p><b>Furniture design:</b></p> <p>Street furniture should be heritage looking, like Ponsonby Rd, and arty, like Ponsonby rd. Not like the "milking shed" style bike racks which would be more at home in Newmarket.</p> <p>I would prefer seating that is not too 'designed'. Classic modern as opposed to something on-trend that may date badly.</p>	<p><i>This will be looked at detailed design stage.</i></p>	No Changes

No.	Feedback	AT Response	Changes to Project
	Ensure street furniture, rubbish bins, seating and bike racks do not encroach on the accessible route. A minimum width of 1800mm is key in allowing a safe spacious route for all people to pass.	<i>We'll ensure that 1800mm minimum width is maintained for accessible routes for all.</i>	
44	Would also like street furniture (seating) down Mackelvie St outside Lot 3 as foot path is wide enough.	<i>"Macklevie Street design requires further investigation. More details will be available during detailed design stage. The businesses &amp; residents on Mackelvie Street will be re-consulted once the investigations are completed"</i>	No Changes
<b>Other suggestions</b>			
45	<p><b>Flush median width:</b> The road (and the median) is too narrow so if a car or truck or bus is turning into a side street, it blocks the entire lane, causing motorists to switch lanes or frustrations.</p> <p>A wider median or no-right turn ability.</p>	<p><i>This is outside the scope of this project.</i></p> <p><i>Provision of a wider flush median is difficult with current road layout and constrained lane widths. Removal or widening of the median needs to be considered as a part of high-level network planning considering changes in transport-use behaviour. Removal of flush median on Ponsonby Road is one of the proposals in the 30 year Ponsonby Plan. Click on the link below for Ponsonby Rd Plan <a href="http://www.aucklandcouncil.govt.nz">http://www.aucklandcouncil.govt.nz</a></i></p>	No Changes
46	<p><b>Flush median removal:</b> The flush median recurring along the length of Ponsonby Rd should be removed, and the space used towards cycle tracks and more pedestrian space.</p>	<p><i>Removal or widening of the median needs to be considered as a part of high-level network planning considering changes in transport-use behaviour. Removal of flush median on Ponsonby Road is one of the proposals in the 30 year Ponsonby Plan. Provide a link to Ponsonby Plan. Click on the link below for Ponsonby Rd Plan <a href="http://www.aucklandcouncil.govt.nz">http://www.aucklandcouncil.govt.nz</a></i></p>	No Changes
47	As long as the 2 traffic lanes on both sides of the main road remain as they are in between Collingwood and Picton Streets	<i>The project does <u>not</u> propose changes to these lanes.</i>	No Changes
48	Don't do away with the ability to enter and exit on to Ponsonby Road from these streets.	<i>Entry/exit to side roads from Ponsonby Road will be retained</i>	No Changes

No.	Feedback	AT Response	Changes to Project
49	I strongly support the side street raised tables provided the side street widths are also reduced considerably.	<i>Yes, project includes kerb build-outs to reduce crossing distances on side streets.</i>	No Changes
50	Improve visibility pulling out from side roads (visibility currently restricted by parked vehicles)	<i>Proposed kerb built outs will improve sight lines for drivers exiting side streets.</i>	No Changes
51	We support the return of the Barnes Dance to Richmond/Picton.	<i>The installation of a Barnes dance crossing at Richmond/Ponsonby is outside the scope of this project. However, AT is currently reviewing the policy on criteria for exclusive pedestrian phases (Barnes dance crossings). Once the review is completed, AT will be investigating the feasibility of installing an exclusive pedestrian phase at the Ponsonby Road/Richmond Road intersection.</i>	No Changes
52	Given the increase of pedestrian and cycle traffic serious thought should be given to removing a vehicle lane in each direction of Ponsonby Rd.	<i>Please note that Ponsonby Road Plan (2014 - 2044) identifies this, however it is unfunded. Click on the link below for Ponsonby Rd Plan <a href="http://www.aucklandcouncil.govt.nz">http://www.aucklandcouncil.govt.nz</a></i>	No Changes
53	I support both options as long as the footpath extensions are not used for tables for bars. As an example, Angelsea Street has noisy big bars on both sides of the street.	<i>Bars are not allowed to occupy street space without a permit. Permits are applied for through the compliance team and are a separate process from this project. For more information please go to <a href="http://www.aucklandcouncil.govt.nz">www.aucklandcouncil.govt.nz</a></i>	No Changes
54	I would also like to see recycling bins	<i>This is outside scope of the project. Your comments have been passed to Waitemata Local Board and the Auckland Council waste management team.</i>	No Changes
55	I would also like to see walking information i.e.: distances to places like the Leys institute and Tu Toi.	<i>AT has developed way finding system that will be rolled out across Auckland. At this stage, we have 4 signage trial sites and Ponsonby is not one of them. Ponsonby will be programmed in future as project rolls on. For further details click on link below  <a href="https://at.govt.nz/projects-roadworks/signage-improvements/#detail">https://at.govt.nz/projects-roadworks/signage-improvements/#detail</a></i>	No Changes

No.	Feedback	AT Response	Changes to Project
56	I would like to see extended verandah awnings, along Ponsonby Road for our inclement weather and also shade in summer would be invaluable.	<i>This is outside scope of the project. Verandah's are privately owned. They are built and maintained by the property owners.</i>	No Changes
57	We suggest that one of the more immediate ways to improve cycling safety would be to extend the 40 km/h speed limit to many of the side roads. Methods to further reinforce the 40 km/h speeds on the main road should also be incorporated.	<i>Setting up speed limits is outside the scope of this project. However, it is expected the operative speeds of this section of Ponsonby Road and side streets will reduce due to the kerb build-outs, raised tables &amp; refuge islands being installed.</i>	No Changes
58	Too much emphasis on increasing car parking without traffic calming on Ponsonby Rd itself	<i>The main objective of the project is to enhance pedestrian safety and accessibility by slowing down vehicle speeds. Additional car spaces have been created by relocating refuges closer to side street intersections. The refuges should help to reduce traffic speeds on Ponsonby Rd. We have also passed your comments onto the Local Board &amp; AT road safety team for consideration.</i>	No Changes
59	More traffic wardens. This has been requested many times. We hardly see any wardens. People park all day in 30min-60min parking. Parking over broken yellow lines needs to be enforced - this parking severely restricts pedestrian visibility.	<i>We have passed your feedback to AT's Parking Enforcement team. Proposed kerb build outs at the intersections will not allow drivers to park vehicles too close to intersections anymore.</i>	No Changes
60	Please protect pedestrians and drivers from those who do illegal u-turns, park over yellow lines and block visibility, and jay-walkers. Why aren't traffic laws better enforced on Ponsonby Rd?	<i>Illegal U turns are enforced by the NZ Police. Proposed kerb build outs at the intersections will not allow drivers to park vehicles too close to intersections anymore.</i>	No Changes

No.	Feedback	AT Response	Changes to Project
		<i>Please call them to register your concerns.</i>	
61	Support Option One, as long as loading zone introduced outside 166-170 Ponsonby Rd. Attached photos of drinks and break Truck double-parked outside Burger Wisconsin. Other delivery vehicles include couriers, booze trucks and daily freight. No loading zone on our side of road.	<p><i>AT is not proposing a parking bay in that location as part of this project.</i></p> <p><i>During April 2016, Auckland Transport sought public feedback on Changes to parking Management in Ponsonby area. The measures being investigated seek to provide greater flexibility for users and increase turnover through better management of the on-street parking. Improvements to loading, taxi and pick-up/drop-off facilities are also being investigated.</i></p> <p><i>For details refer to <a href="http://www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/">www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/</a></i></p>	No Changes
62	The placement of bus stops does not readily accommodate cycling; at the very least, floating bus stops with intermittent cycle tracks should be the standard here.	<p><i>Provision of cycle lanes on Ponsonby Road is outside the scope of this project.</i></p> <p><i>During March 2016, we sought public feedback on the proposed cycling network for the area.</i></p>	No Changes
63	<p>Why move the bus stop at 169 Ponsonby Road into the traffic? This will just cause more hold-ups and irritation on an already busy road.</p> <p>Oppose the proposal for bus stops in active traffic lane. Oppose bus stops so close to road intersections.</p>	<p><i>Building out the kerb edge provides more space for people walking along Ponsonby Road at a point where people wait for the bus. It also enables the bus to reach the kerbside more easily without having to restrict parking in front of and behind the stop. Allowing the bus to stop in the traffic lane reduces time delays to bus services which can occur when vehicle traffic prevents them existing from indented bus bays.</i></p> <p><i>As Ponsonby Road has two traffic lanes heading in each direction at this point, there will still be a traffic lane available to pass a bus in the short period during which one stops to pick people up or drop them off.</i></p> <p><i>The position of the stop relative to the junction with Collingwood Street has been assessed for sight-lines between the junction and traffic approaching from each direction, and meets the required standards.</i></p>	No Changes

No.	Feedback	AT Response	Changes to Project
64	Provide public toilets close to Norfolk St. as people are using public spaces to urinate, defecate and vomit after their visit to bars.	<i>This is outside the project scope and AT's authority. Auckland Council installs public toilets. However, we'll pass your comments to Auckland Council &amp; Waitemata Local Board.</i>	No Changes
65	Please install CCTV cameras on Mackelvie St to discourage anti-social behaviour.	<i>Anti-social behavioural issues and requests for CCTVs should be raised with the NZ Police. Please call them to register your concerns.</i>	No Changes
66	A loading zone is situated outside 159 Ponsonby Road, which would be ideal if it could be used also as a drop off/pick up zone for residents and visitors. Having these zones available can encourage residents not to use their own vehicles which require parking, but are also vital for many people who are unable to drive and want to enjoy the cafes and shops in Ponsonby.	<i>During April 2016, Auckland Transport sought public feedback on Changes to parking Management in Ponsonby area. The measures being investigated seek to provide greater flexibility for users and increase turnover through better management of the on-street parking. Improvements to loading, taxi and pick-up/drop-off facilities are also being investigated.</i>  <i>For details refer to <a href="http://www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/">www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/</a></i>	No Changes
67	There is an existing loading zone outside Lot 3 on Mackelvie St that needs to be retained. The placement of this was a factor discussed with Auckland Transport during the design stage of Lot 3.	<i>This loading zone will be retained.</i>	No Changes
68	How will all these new footpaths look? Flagstones (making it easy to access services without cutting everything up? Red chip, like the former footpaths? Or dead boring Grey tiles like everywhere else gets? Lot more work to be done on this before it goes out to the public, let alone to the decision makers.	<i>Majority of existing footpaths on Ponsonby Road are asphalt. AT current standards are Asphalt and concrete footpaths. The footpath material will be agreed with the AT's road maintenance Department and the Local board.</i>	No Changes
69	Please also stop all cars from turning from the opposite side of Ponsonby Road onto a small road. It is just too dangerous for children or slower walking adults when cars are rushing past on-coming traffic into the intersection.	<i>Banning right turns into all side streets will increase traffic volumes on Ponsonby Road and cause delays. There tends to be high incidence of non-compliance with these bans.</i>	No Changes

No.	Feedback	AT Response	Changes to Project
70	Some thought needs to be given to how the area works at night - at present; it's a constant jam of double-parked taxis. There should be taxi ranks provided, and given the vast number of taxis in the area that would need to use them, they should possibly be taken from areas of street parking: so they'd be general parking during the day, then big long taxi ranks on Friday and Saturday nights.	<p><i>During April 2016, Auckland Transport sought public feedback on Changes to parking Management in Ponsonby area. The measures being investigated seek to provide greater flexibility for users and increase turnover through better management of the on-street parking. Improvements to loading, taxi and pick-up/drop-off facilities are also being investigated.</i></p> <p><i>For details refer to <a href="http://www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/">www.at.govt.nz/driving-parking/parking-consultations/ponsonby-paid-parking-zone/</a></i></p>	No Changes
71	Consideration should be given to additional raised tables installed carefully down the length of both Angelsea and Collingwood to slow traffic.	<i>This is outside the project scope. We'll pass that on to AT's Traffic Operations team and Waitematā Local Board for consideration.</i>	No Changes
72	Similar design should be employed in streets such as Day Street, to slow down traffic that use it as a race way.	<i>This is outside the project scope. We'll pass that on to AT's Traffic Operations team and Waitematā Local Board for consideration.</i>	No Changes

## 8. Next Steps

The next action to be taken following this feedback analysis is as follows:

- The detailed design will be finished by June 2016. This phase of the project may involve some further engagement with directly affected residents and property owners.
- Construction work at Lincoln Street and Collingwood Street will begin in June 2016. Construction of the remaining improvements along Ponsonby Road and side Street is due to start in late July 2016.
- Construction is expected to be completed by November 2016.

## Appendix A: Overall Plan – Option 1



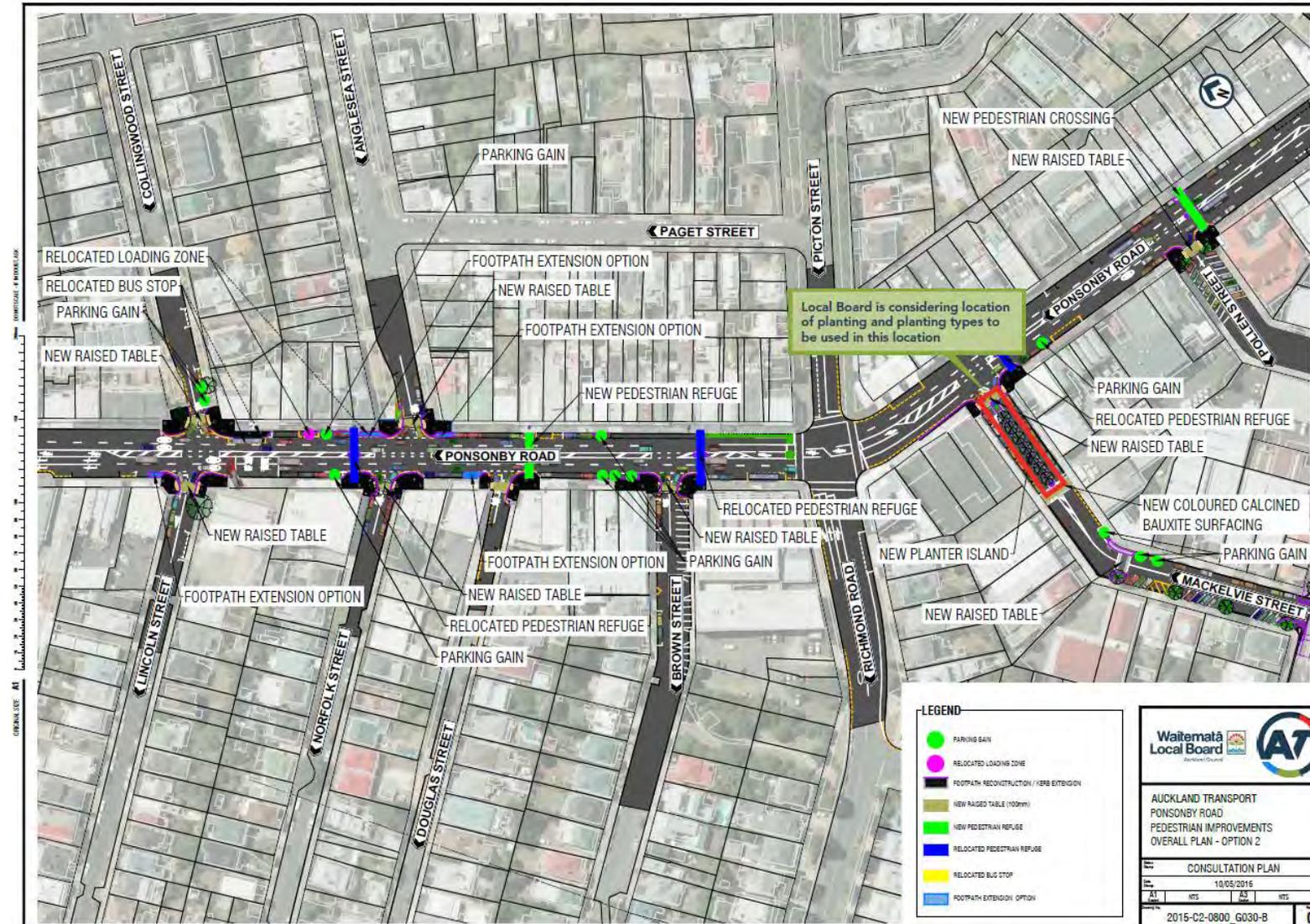
## Appendix A: Overall Plan – Option 2



## Appendix A: Overall Plan – Mackelvie Street design



## Appendix B: Overall Plan – Revised Option 2



**Appendix B: Overall Plan – Revised Mackelvie Street design**

