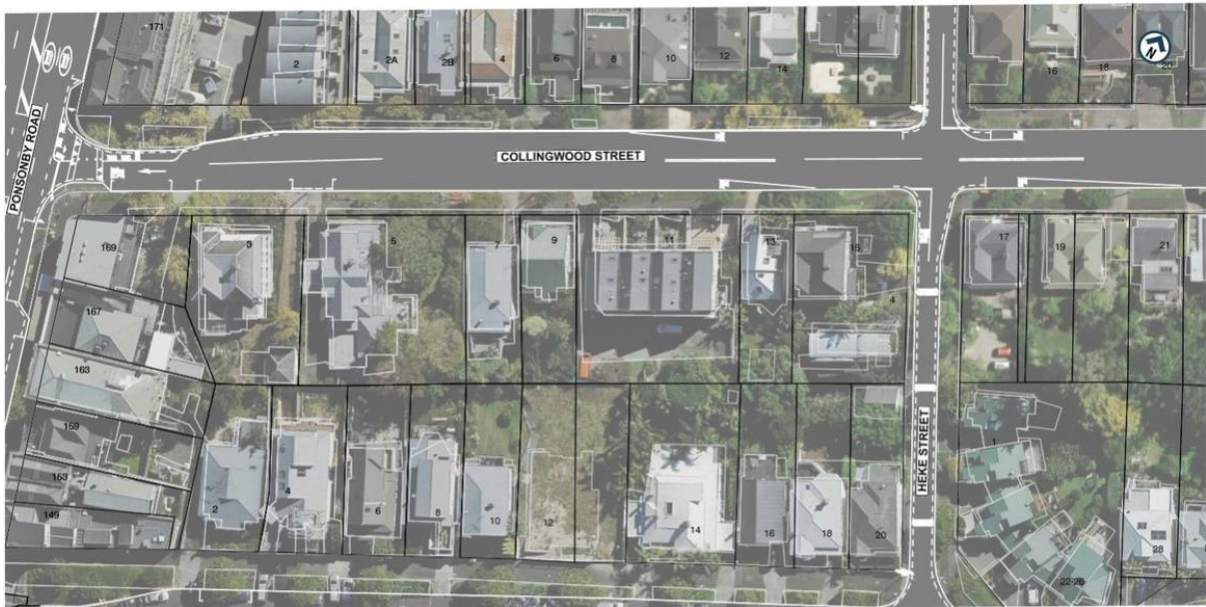


Collingwood Street - Traffic calming trial

Public feedback report- Phase 4



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Summary

AT has been working with Collingwood Street residents to address safety concerns due to the increased traffic.

We would like to acknowledge the input and feedback of the residents on the four phases to date and thank them for their contributions.

Most recently, we consulted on phase 4 of the proposal from 15 March to 30 June 2021. We received submissions from eight people via our survey. We also received community submissions via email.

Feedback

People generally felt that the temporary measures had improved safety. The exception was the entry/exit treatment at the Wellington Street intersection where three people felt that change had made them less safe and three people felt that it had made them safer.

Several people wanted the temporary measures to be retained past phase 4.

Next steps

Following feedback received in phase 4, AT will now proceed to phase 5. In phase 5 we are seeking feedback on the three possible options. We will consult on these designs by sending them out to affected parties and residents.

Background

When work started on the Franklin Road Improvements project people used Collingwood Street to bypass the roadworks. This increased traffic on Collingwood Street as motorists used the street as a through road to get to and from the city centre. The increased traffic was mainly during peak hours.

After the Franklin Road Improvements project was finished, Hepburn Street was temporarily closed for the Freemans Bay Stormwater Network Separation project, again pushing traffic onto Collingwood Street.

AT has been working with Collingwood Street residents to address safety concerns due to the increased traffic. After engaging with residents and affected parties, we implemented traffic calming measures to reduce traffic volumes and speeds on Collingwood Street. To date we have implemented four phases of traffic calming.

Phase 4 has been developed based on feedback from residents and affected parties to date.

What did we seek feedback on?

Phase 4: Collingwood Street, Freemans Bay Traffic Calming Trial

Phase four was developed based on feedback we received from residents and affected parties on the first three phases.

In phase four we:

1. Installed traffic counters at specific locations on Collingwood, Heke and Anglesea streets to measure the effectiveness of the traffic calming measures.
2. Retained traffic calming measures, road markings and signs at the Ponsonby Road and Wellington Street intersections with Collingwood Street.
3. Removed all other traffic calming measures, road markings and signs from Collingwood and Heke streets.

See Attachment 1 at the end of this report for phase four drawings.

The design plans are also available for download from our website at www.at.govt.nz by searching “**Collingwood Street Traffic Calming Trial**”.

Consultation

We consulted on phase 4 from 15 March to 30 June month 2021

What we asked you

We asked:

- Has the 'exit only' restriction from Collingwood Street into Ponsonby Road made you feel: *much safer, a bit safer, no different than before, a bit less safe, much less safe.*
- Have the horizontal traffic calming measures on Collingwood Street made you feel: *much safer, a bit safer, no different than before, a bit less safe, much less safe.*
- Has the entry/exit treatment at the Wellington Street intersection made you feel: *much safer, a bit safer, no different than before, a bit less safe, much less safe.*
- Has the addition of rubber speed humps on Collingwood Street made you feel: *much safer, a bit safer, no different than before, a bit less safe, much less safe.*
- What do you think of the changes to the layout of the traffic calming measures on Collingwood Street overall?
- Which elements have done the most to address the safety issues?
- Would you like to see speed humps along Collingwood Street?
- Are there any other comments you would like to make regarding the traffic calming messages on Collingwood Street and Heke Street?
- What best describes your interest in this proposal? (please tick all that apply)

Activities to raise awareness

To let you know about our consultation, we:

- set up an online submission form on our website.
- posted information to Collingwood residents.

How people provided feedback

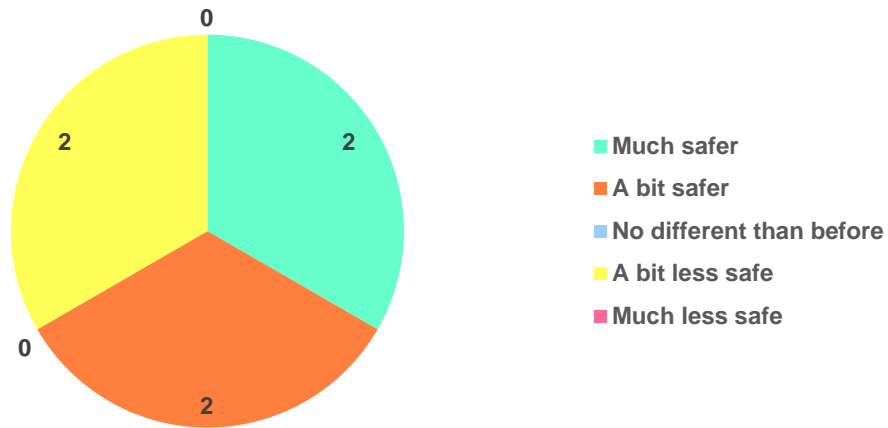
You could provide feedback:

- using our online submission form on our website www.at.govt.nz
- via our email atengagement@at.govt.nz
- by phoning our contact centre.

Your feedback

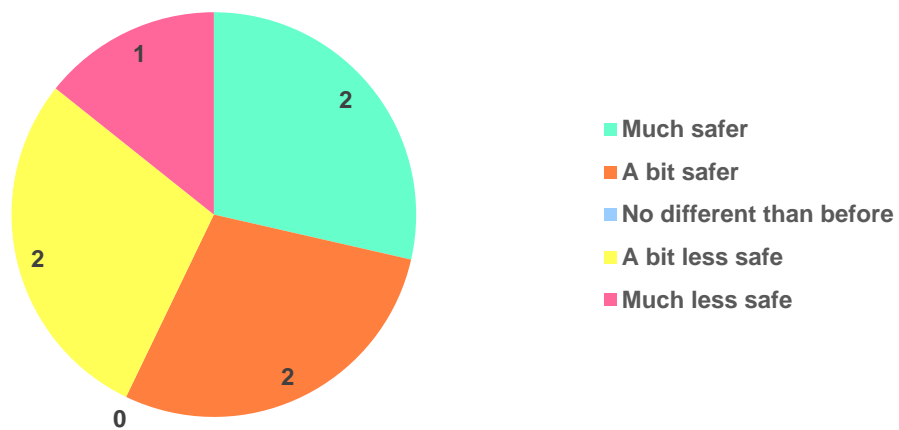
We received public feedback on the proposal from eight people all through the online feedback from.

1. Has the 'exit only' restriction from Collingwood Street into Ponsonby Road made you feel:



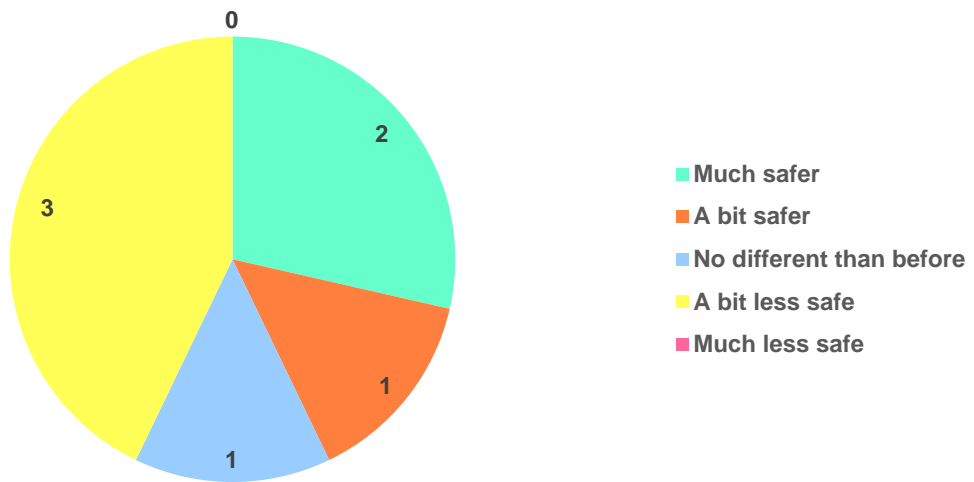
Submissions counted in one category only.

2. Have the horizontal traffic calming measures on Collingwood Street made you feel:



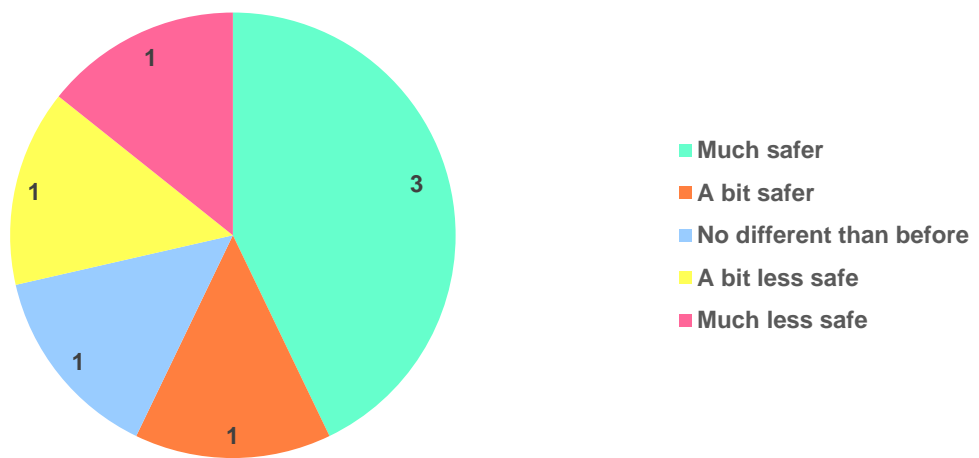
Submissions counted in one category only.

3. Has the entry/exit treatment at the Wellington Street intersection made you feel:



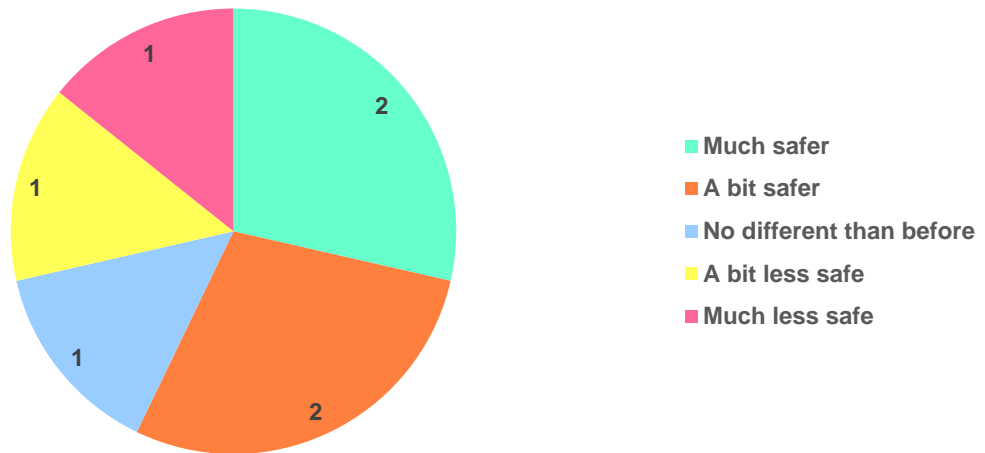
Submissions counted in one category only.

4. Has the addition of rubber speed humps on Collingwood Street made you feel:



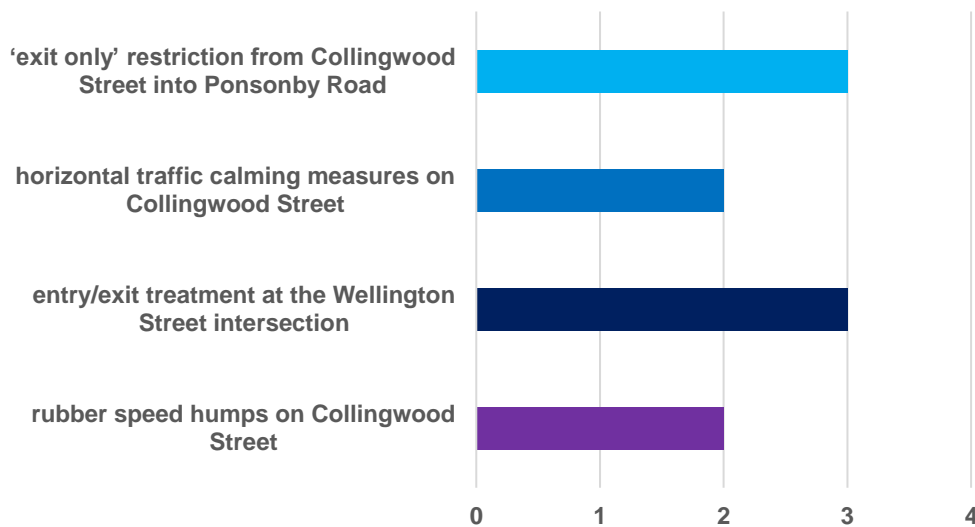
Submissions counted in one category only.

5. What do you think of the changes to the layout of the traffic calming measures on Collingwood Street overall?



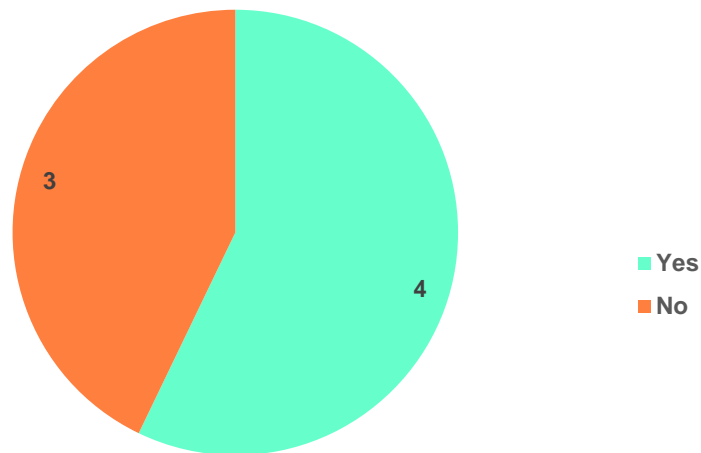
Submissions counted in one category only.

6. Which elements have done the most to address the safety issues?



Submissions may have been counted in more than one category.

7. Would you like to see speed humps along Collingwood Street?



Submissions counted in one category only.

When asked to explain their answers to this question 4 people gave answers. One person who answered no said that they gave that answer because they were worried about increased noise and emissions resulting from the speed humps.

Two of the people who answered yes to this question said they gave that answer because they felt that the addition of speed humps would help to slow traffic on Collingwood Street. The other person who answered yes said that they were concerned that the other traffic calming measures would be removed in phase 4. They said that the measures had been very helpful and made Collingwood Street feel like a neighbourhood rather than feeling like a motorway on-ramp.

8. Are there any other comments you would like to make regarding the traffic calming messages on Collingwood Street and Heke Street?

Five people gave answers to this question.

One person suggested putting a pedestrian crossing in the middle of Collingwood Street. They also felt that bus shelters are slippery and need to be resurfaced.

Another person was frustrated that it is difficult to find parking on Ponsonby Road and was irritated that they could not turn down Collingwood Street to find parking. They felt that their only option for attending an appointment and picking things up was to use a car. They also didn't like the look of the planters or plants.

The third person pointed out that there is limited visibility for vehicles turning from Heke Street onto Collingwood Street as cars park too close to the intersection. They wanted the road markings to be changed to improve visibility.

The remaining two people wanted the current speed calming measures to be retained. They felt that the temporary measures had made Collingwood Street noticeably safer. One person thought that removing the current measures would go against AT's Vision Zero mandate.

Additional submissions

In addition, we received submissions from several people via email.

Ponsonby Business Association

Please can you note that we would like to be involved in the final design of the planters/ or whatever is used to block off the road at the top of Ponsonby Road.

At the moment they don't add any value or beautify our streetscape.

In addition, the area is used for rubbish bins, blocking vision of the oncoming traffic and making the section there look extremely messy.

It would be good to consider a small parklet that could be used for seating as well as at our Market Days for entertainers.

If you do consider a parklet, please include an outdoor plug which will make this area even more functional – we may even be able to promote it as a place for buskers which could be super cool.

Other submissions

We also received submissions from concerned residents who canvassed people living on Collingwood Street at various points during the traffic calming trials. Generally, the residents that they canvassed were supportive of the proposed changes.

The last time the residents were surveyed they received feedback from 15 addresses.

All respondents supported making the exit only measure at the Ponsonby Road intersection permanent as quickly as possible.

Based on the feedback they endorsed the decision to proceed with making immediately permanent the measures at the top and bottom of the street, without incorporating into the project any other calming measures in the street itself. They also asked that the speed limit on Collingwood Street be reduced and for further monitoring to assess whether the volumes and speeds are acceptable for a street of the inner-city location and character of Collingwood Street, or if any calming measures should be considered.

Design suggestions in feedback and AT responses

Submitters suggested a range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback in the table below.

Design suggestion in feedback	AT response
Issues	
<p>Speed humps</p> <ul style="list-style-type: none"> • Create more noise. • Increase emissions from vehicles by up to 500%. 	<p>We are aware of the noise and emission pollution and have removed all vertical speed calming measures that were installed as part of phase three.</p>
<p>Planters</p> <ul style="list-style-type: none"> • The planters and the plants don't look good. 	<p>The planter boxes at the Ponsonby Road and Wellington Street ends of Collingwood are temporary and will be removed as part of the permanent solution.</p>
<p>Bus shelters</p> <ul style="list-style-type: none"> • The bus shelters are slippery and need resurfacing 	<p>This is outside the scope of this project however we will pass this onto correct team for investigation.</p>
<p>Parking</p> <ul style="list-style-type: none"> • The current measures make it difficult to look for a park on Ponsonby Road. 	<p>All four phases were carried out in a way where there was no parking loss on Collingwood Street as a result of the installed measures.</p>
<p>Visibility</p> <ul style="list-style-type: none"> • There is very little visibility when turning onto Collingwood Street from Heke Street, making it a dangerous turn. • Visibility is poor because of people parking too close to the intersection. • The road markings should be adjusted to ensure there is adequate visibility. 	<p>We will investigate visibility at the intersection of Collingwood Street and Heke Street outside of this project and make changes if deemed necessary.</p>
Suggestions	
<p>Pedestrian Crossing</p> <ul style="list-style-type: none"> • There should be a pedestrian crossing near the middle of Collingwood Street 	<p>Collingwood Street is classified as a local road with relatively low pedestrian crossing demand east of Heke Street. As part of the permanent solution, AT</p>

Design suggestion in feedback	AT response
	may upgrade the intersection of Ponsonby Road and Wellington Street to a raised table zebra crossing to aid pedestrian safety.
<p>The Temporary measures should be retained</p> <ul style="list-style-type: none"> • Removing the calming measures runs counter to the AT's Vision Zero mandate, makes the environment more unsafe, and distracts from the appeal of the street. • The temporary measures have made Collingwood Street safer • All of the measures installed have been very helpful and have turned our road back into a neighbourhood rather than feeling like a motorway on-ramp. 	AT will investigate the need to convert the temporary speed calming measures to permanent measures as part of the permanent solution. We will carry out a formal consultation with all affected stakeholders for the permanent solution.
<p>The exit-only changes at the intersection of Ponsonby Road and Collingwood Street should be removed</p> <ul style="list-style-type: none"> • The red boxes look bad • Speed humps should be installed instead • The light phasing could be changed to provide a quicker right turn into Franklin Road instead 	<p>Planter boxes at the Ponsonby Road and Wellington Street ends of Collingwood Street are temporary and will be removed as part of the permanent solution.</p> <p>Vertical speed calming measures (speed humps) were installed as part of phase three, however due to noise pollution caused by vehicles deceleration and acceleration, the vertical speed calming measures were removed.</p> <p>A longer green phase has been implemented for traffic turning right from Franklin Road, into Ponsonby Road. Through movements on Ponsonby Road are given a longer green phase to optimise traffic flow. At this stage, the intersection is operating at capacity.</p>

Design suggestion in feedback	AT response
<p>AT should consider a creating a parklet in place of the planters at the Ponsonby end of Collingwood Street</p> <ul style="list-style-type: none"> • The planters don't add any value or beautify our streetscape. • The parklet could be used for seating as well as at our Market Days for entertainers. • If you do consider a parklet, please include an outdoor plug which will make this area even more functional – we may even be able to promote it as a place for buskers which could be super cool. 	<p>Planter boxes at the Ponsonby Road and Wellington Street ends of Collingwood Street are temporary and will be removed as part of the permanent solution.</p> <p>AT will investigate the need for public seating and electronic connection within the parklet as part of the permanent solution.</p>
<p>The speed limit on Collingwood Street should be reduced to 30 km/h</p> <ul style="list-style-type: none"> • Once the speed limit is reduced, we would like to see further monitoring to assess whether the volumes and speeds are acceptable for a street of the inner-city location and character of Collingwood Street, or alternatively whether any calming measures should be considered • Driver behavior is affected by the posted limit, even if they still exceed it. That outcome was seen when the limit on Ponsonby Road was reduced to 40kph. • It would reduce the number of rideshare vehicles that use Collingwood Street. 	<p>AT have plans to reduce the speed limit to 30km/h on Collingwood Street. We will monitor speeds following the speed limit reduction on Collingwood Street and make changes to address higher speeds if deemed necessary.</p>
<p>Chicanes should be installed on Collingwood Street</p> <ul style="list-style-type: none"> • To reduce speeds 	<p>AT will consider the need of horizontal speed calming measures as part of the permanent solution on Collingwood Street.</p>
<p>Speed humps should be installed on Collingwood Street</p> <ul style="list-style-type: none"> • To reduce speeds 	<p>Vertical speed calming measures (speed humps) were installed as part of phase three, however due to noise pollution caused by vehicles deceleration and acceleration, the vertical speed calming measures were removed.</p>

Design suggestion in feedback	AT response
<p>AT / Council should pass bylaws that would enable “no through traffic” and “residents only” traffic controls</p> <ul style="list-style-type: none"> • Even if in practice there is limited enforcement, the installation of signage to that effect should help reduce rat-running (short cut taking). 	<p>We do not restrict specific movements and/or vehicle types from specific roads, unless significant safety concerns are identified with the movements.</p>

Attachment 1: Phase Four Drawings





Feedback form

Public feedback is open until 30 June 2021.

If you need assistance completing the form, please call us on (09) 355 3553 and our contact centre staff will fill in the feedback form with you over the phone.

Auckland Transport wants to make Collingwood Street safer for everyone. We would love your feedback on this proposal. Please share your views with us below.

1. Has the 'exit only' restriction from Collingwood Street into Ponsonby Road made you feel:

- Much safer
- A bit safer
- No different than before
- A bit less safe
- Much less safe

2. Have the horizontal traffic calming measures on Collingwood Street made you feel:

- Much safer
- A bit safer
- No different than before
- A bit less safe
- Much less safe

3. Has the entry/exit treatment at the Wellington Street intersection made you feel:

- Much safer
- A bit safer
- No different than before
- A bit less safe
- Much less safe

4. Has the addition of rubber speed humps on Collingwood Street made you feel:

- Much safer
- A bit safer
- No different than before
- A bit less safe
- Much less safe

5. What do you think of the changes to the layout of the traffic calming measures on Collingwood Street overall?

- Much safer
- A bit safer
- No different than before
- A bit less safe
- Much less safe

6. Which elements have done the most to address the safety issues?

- 'exit only' restriction from Collingwood Street into Ponsonby Road
- horizontal traffic calming measures on Collingwood Street
- entry/exit treatment at the Wellington Street intersection
- rubber speed humps on Collingwood Street

Other (please specify)

7. Would you like to see speed humps along Collingwood Street?

- Yes
- No

Please explain your previous answer

8. Are there any other comments you would like to make regarding the traffic calming messages on Collingwood Street and Heke Street?