

Public Feedback Report Collingwood Street, Freemans Bay

Traffic Calming Trial- Phase 5



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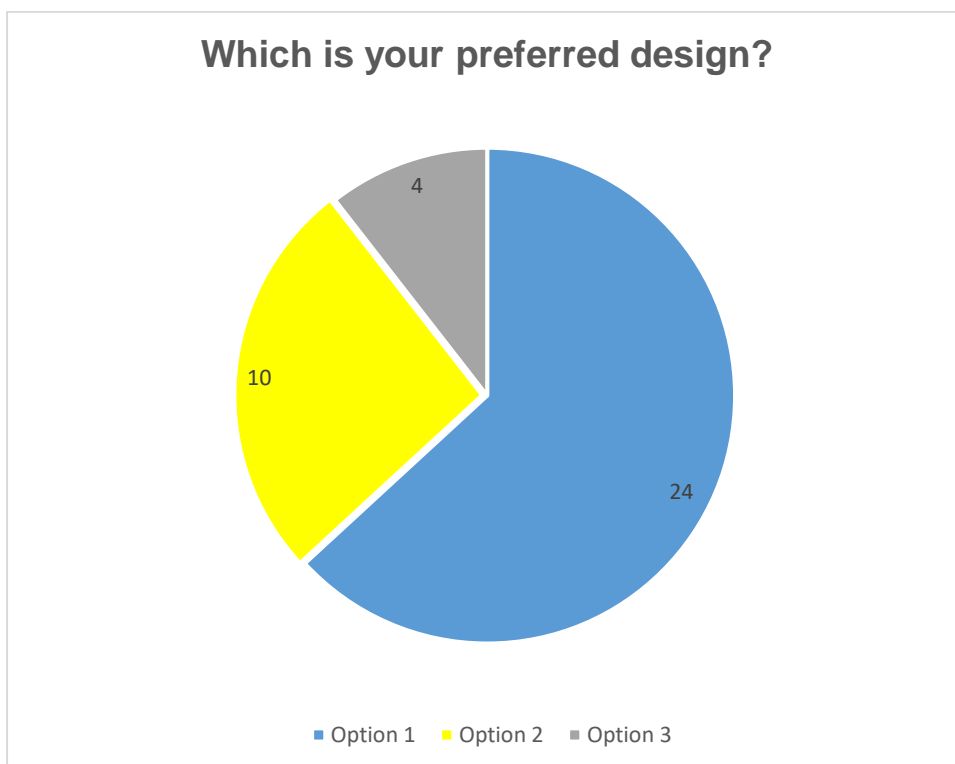
Summary

Auckland Transport has conducted five phases of the traffic calming trial on Collingwood Street. During phase 5 we sought feedback on three possible permanent options.

We consulted on this proposal from 16 August to the 5 September 2021 and received 43 submissions. 30 on-line submissions and 13 on AT correspondence email.

Key themes in feedback

Which is your preferred design?



5 submissions did not respond with a preferred option.

- 24 submissions selected Option 1 (63%)
- 10 submissions selected Option 2 (26.5%)
- 4 submissions selected Option 3 (10.5%)

Please explain your choice

The top-five themes were;

Strongly support making permanent the exit only measure at the Collingwood Street / Ponsonby Road intersection.	12 Submissions
Concerned about losing parking - parking is an enormous challenge for the residents of Collingwood Street and with Options 2 and 3, a total of 14 or 11 spaces will be lost.	11 Submissions
Strongly oppose the installation of chicanes as set out in option 3 including noise and pollution concerns.	10 Submissions
Support making permanent the narrowing at the Collingwood Street / Wellington Street intersection.	6 Submissions
Do not agree with ANY of these options	6 Submissions

Next steps

Following phase 5 we have reviewed all the feedback and determined the most suitable option. Option 1 has been selected based on a combination of feedback, along with evaluation of data collected.

The current temporary measures will remain in place until the permanent layout is constructed. We expect construction to take place in early 2022, funding dependant.

Background

What did we seek feedback on?

Auckland Transport has conducted five phases of the traffic calming trial on Collingwood Street. During phase 5 we sought feedback on three possible permanent options.

Since March 2020, we have been working with residents and affected parties to address safety concerns arising from the increased traffic on Collingwood Street.

This project is another step towards our goal of achieving no deaths or serious injuries on our roads. We are guided by the [Vision Zero](#) approach to transport safety, which prioritises human safety over other measures (like minor time saving).

During these phases we have engaged with your community to find out what is working and what needs improvement.

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

We've analysed the responses on phase 5 and collated them the Public Feedback Report below. You can also find previous reports that you can download from our website www.at.govt.nz by searching "[Collingwood Street Traffic Calming Trial](#)".

Project overview

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. Our most recent phase, phase 5, sought feedback on three possible permanent options for Collingwood Street.

Phase 5 was developed based on feedback from residents and affected parties to date.

The enclosed drawings show the possible options for Collingwood Street's permanent solution that we sought feedback on.

In addition to these proposed changes, there is a separate consultation about a proposed reduction to the speed limit in the street. [This consultation runs through to 14 November 2021](#).

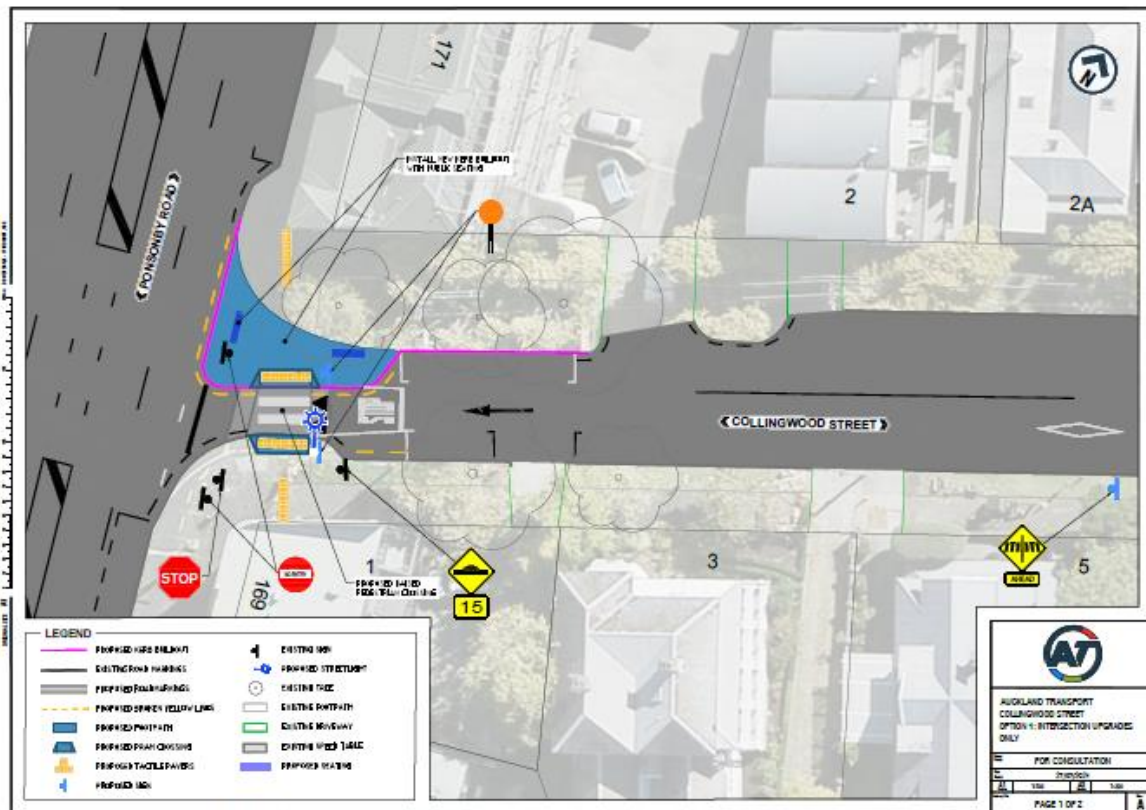
Key details from each option

Option 1

Making permanent the exit only restriction at the Ponsonby Road and Collingwood Street intersection along with formalising the existing raised table with a zebra crossing.

As part of the new footpath buildout, there will be additional seating provided for the public to utilise.

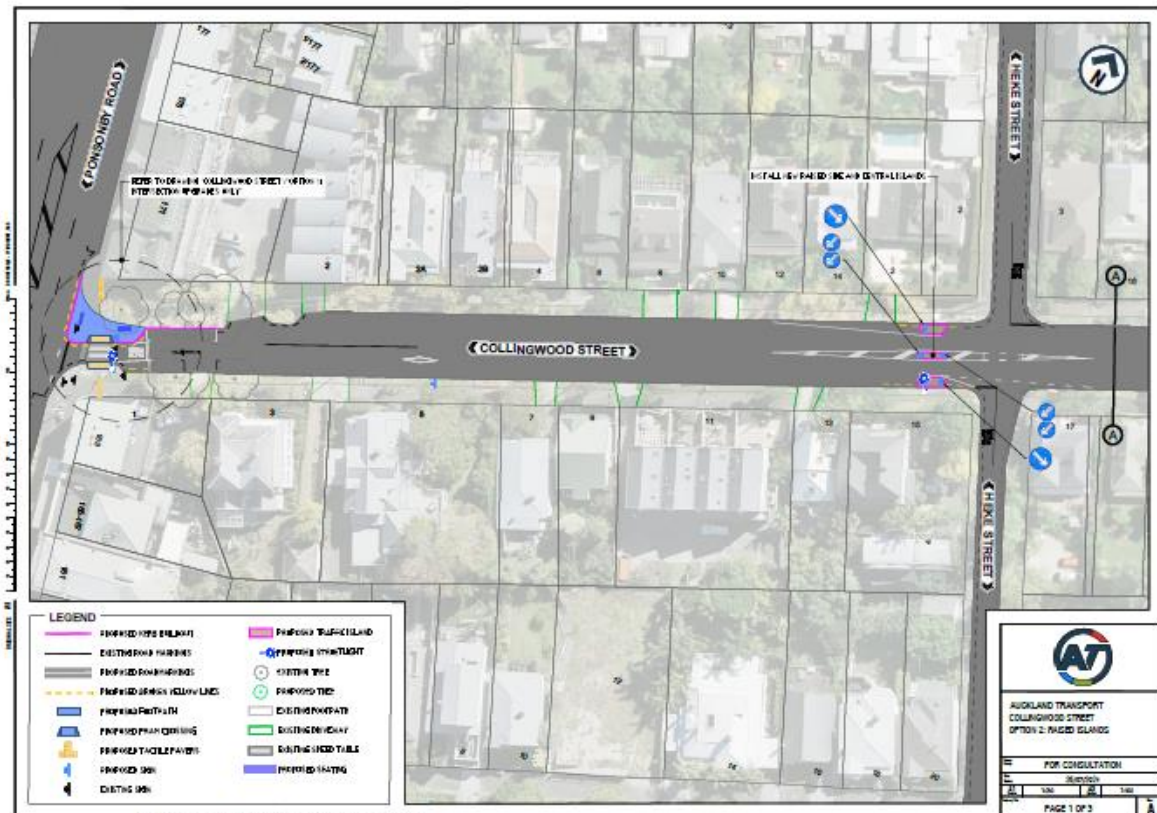
Narrowing the entry/exit to and from Collingwood Street at the Wellington Street end, along with an additional raised table zebra crossing. This will aid pedestrian safety and ensure slower vehicle movements entering and exiting Collingwood Street. A total of 1 on-street parking space would be removed to allow for the physical measures.



Option 2

In addition to the features explained in drawing 1 there are three sets of traffic islands (road-narrowings).

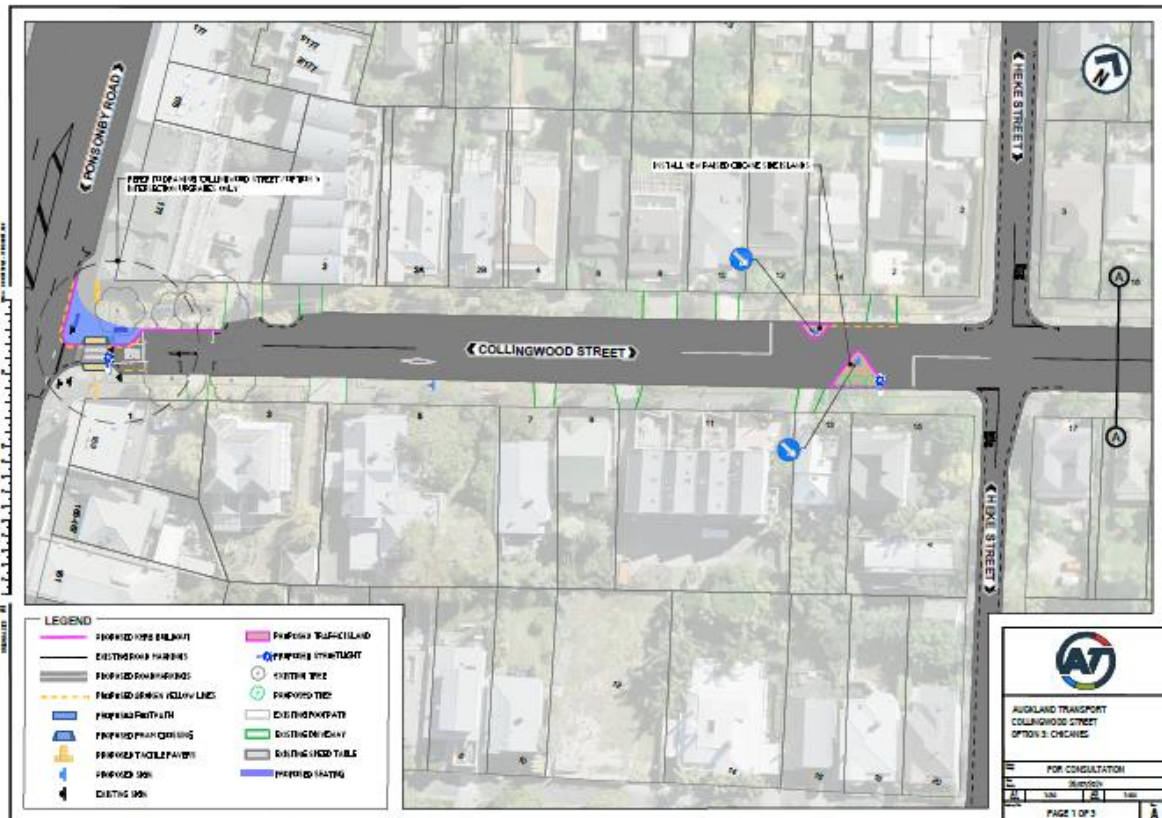
Based on the trial measures we expect the vehicle speeds to reduce with minimal noise pollution. A total of 14 on-street parking spaces would be removed to allow for the physical measures.



Option 3

In addition to the features explained in drawing 1 there are three single lane chicanes.

We did not trial full chicanes in phases 1-4, but expect this option is better for reducing vehicle speeds compared to drawing 2. However, more vehicle acceleration and deceleration is expected which may cause greater noise pollution. A total of 11 on-street parking spaces would be removed to allow for the physical measures and safe movement of vehicles through the chicanes.



Following phase 5 we have reviewed all the feedback and determined the most suitable option. Option 1 has been selected based on a combination of feedback, along with evaluation of data collected.

The current temporary measures will remain in place until the permanent layout is constructed. We expect construction to take place in early 2022, funding dependant.

Consultation

We consulted on the proposed Collingwood Street, Freemans Bay – traffic calming trial from 16 August to 5 September 2021.

What we asked you

We asked;

- Which is your preferred design?
 - Option 1
 - Option 2
 - Option 3
- Please explain your choice
- Any other comments?

Activities to raise awareness

To let you know about our consultation, we:

- Mailed letters and maps to residents of Collingwood and Heke Street letting you know the three ways to have your say (phone, email and online form)
- Set up a project webpage and an online feedback form on our website

How people provided feedback

People provided feedback using an online submission form (on our [Have Your Say website](#)), phone and email.

A copy of this online feedback form is located at the bottom of this report labelled Attachment 1.

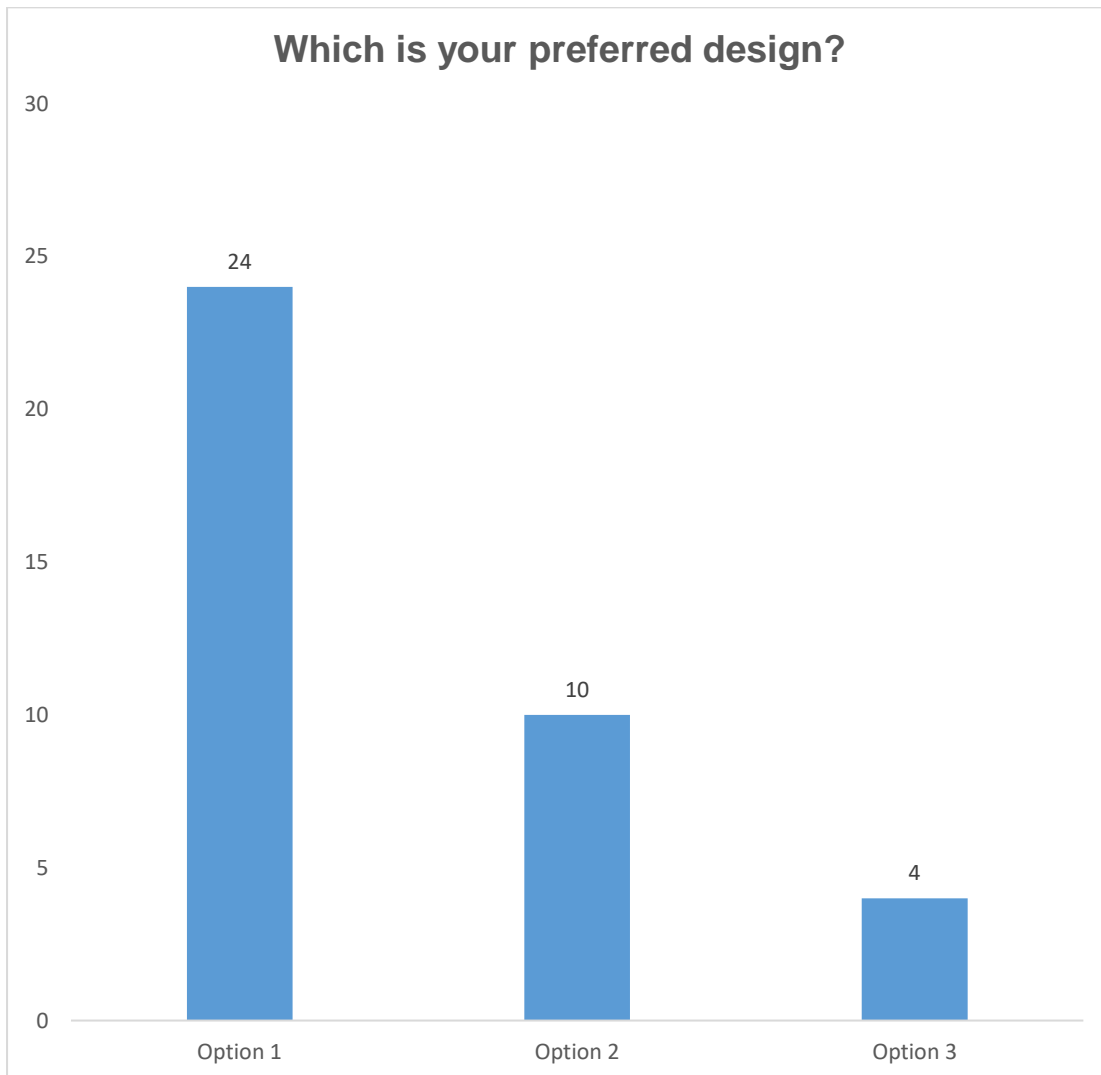
Your feedback

Overview

We received public feedback on the proposal from 43 submissions.

Which is your preferred design?

38 submissions replied to this question

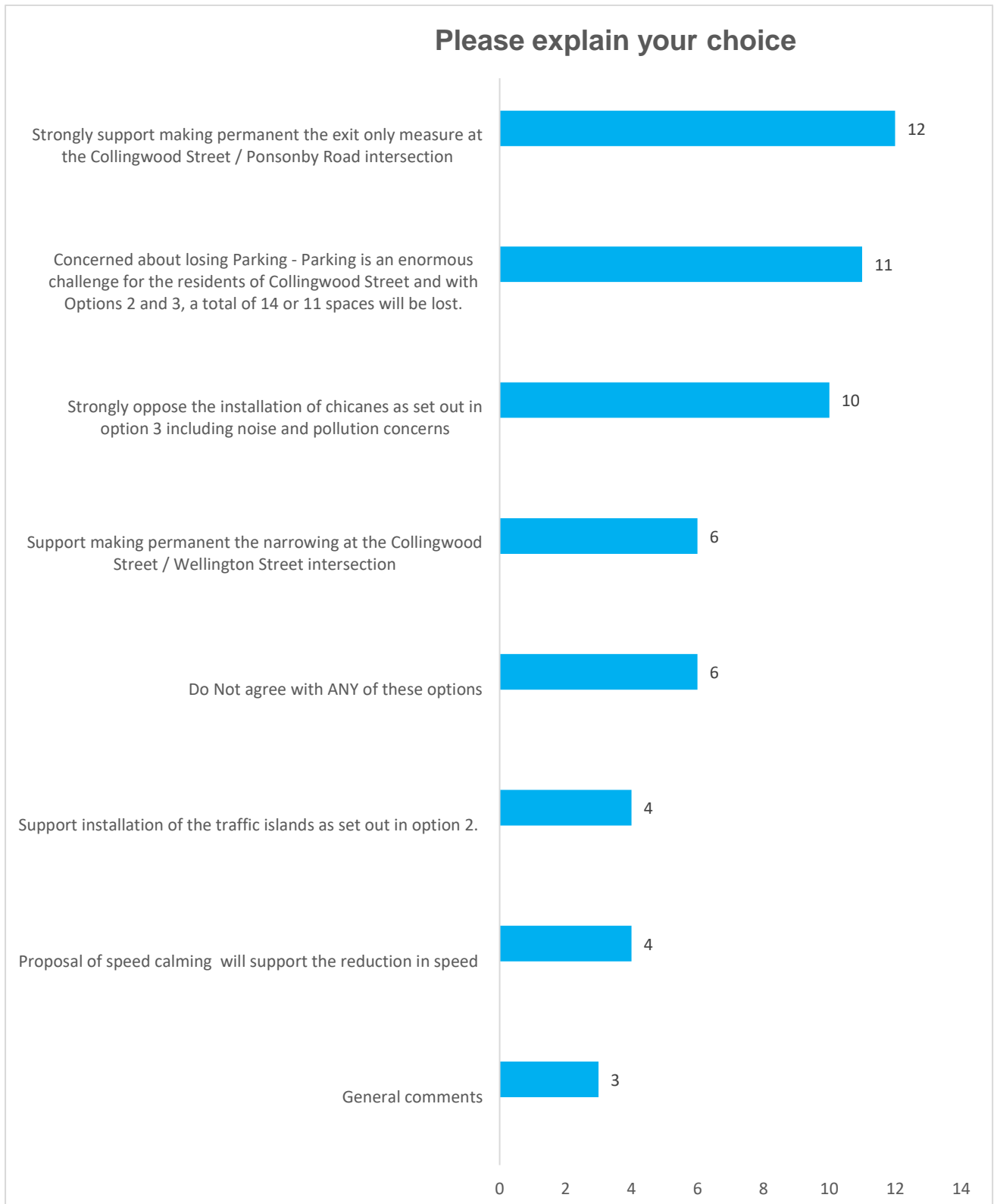


5 submissions did not respond with a preferred option.

- 24 submissions selected Option 1 (63%)
- 10 submissions selected Option 2 (26.5%)
- 4 submissions selected Option 3 (10.5%)

Please explain your choice

43 submissions replied to this question and highlighted the themes below;



Strongly support making permanent the exit only measure at the Collingwood Street / Ponsonby Road intersection.	12 Submissions
Concerned about losing Parking – Parking is an enormous challenge for the residents of Collingwood Street and with Options 2 and 3, a total of 14 or 11 spaces will be lost.	11 Submissions
Strongly oppose the installation of chicanes as set out in option 3 including noise and pollution concerns.	10 Submissions
Support making permanent the narrowing at the Collingwood Street / Wellington Street intersection.	6 Submissions
Do Not agree with ANY of these options	6 Submissions
Support installation of the traffic islands as set out in option 2.	4 Submissions
Proposal of speed calming will support the reduction in speed.	4 Submissions
General comments	3 Submissions

Any other comments

24 submissions replied to this question and the two main themes were;

<p>Safety Issue – Concerned about Heke Street (lower section), with the junction at Collingwood Street.</p> <p>Turning right to go down Collingwood is hazardous because of sight lines (to see traffic speeding up Collingwood) which are restricted by parked vehicles near the junction.</p>	6 submissions
Concerned about losing Parking – Parking is an enormous challenge for the residents of Collingwood Street and with Options 2 and 3, a total of 14 or 11 spaces will be lost.	5 submissions

Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by themes.

Design suggestion in feedback	AT response
Safety	
<p>Queries about safety of vehicles turning right from Heke Street to go down Collingwood because of sight lines (to see traffic speeding up Collingwood) which are restricted by parked vehicles near the junction.</p>	<p>After reviewing the crash history at the intersection of Collingwood Street and Heke Street, there were no reported crashes identified over the past five years indicating that this intersection is operating relatively safely compared to other similar intersection in the Auckland region.</p> <p>The intersection of Collingwood Street and Heke Street is classified as a local intersection with low personal and collective risk.</p> <p>Visibility at this intersection is restricted, however approaching vehicles can be seen through gaps between parked cars.</p> <p>To further assist with visibility at this intersection, AT will install continuity lines. These are lines at the intersection allowing for vehicles on Heke Street to edge forwards slightly to be able to see approaching vehicles.</p>
<p>Queries around the installation of a pedestrian crossing near Collingwood Street and Wellington Street</p> <ul style="list-style-type: none"> • Location of crossing will increase the risk of nose to tail collisions. • The crossing is not needed, narrowing the road is enough for pedestrians • The crossing will cause congestions as car movements will be slowed 	<p>The additional narrowing and the raised table zebra crossing will reduce entry and exit speeds into Collingwood Street.</p> <p>From the proposal, vehicles already must slow down to enter or exit Collingwood Street therefore the addition of a zebra crossing at this location will not make a major difference in terms on general traffic operation however this will create a safer environment for pedestrians.</p> <p>The proposal narrows the road to approximately, 7m in width, however this is still a long distance for a pedestrian to cross. The addition of a raised table zebra</p>

Design suggestion in feedback	AT response
	<p>crossing ensures a safer crossing experience for a pedestrian as motorists are expected to give way to all crossing pedestrians.</p> <p>We do not expect the addition of the zebra crossing significantly add to the congestion. As stated above, the pedestrian crossing increases pedestrian safety which is paramount in this case.</p>
<p>Queries around the installation of a pedestrian crossing near Collingwood Street and Franklin Road end</p> <ul style="list-style-type: none"> • The traffic volumes are low and therefore a crossing is not needed • The crossing will make an already difficult left turn onto Ponsonby Road (due to parked between Franklin Rd and Collingwood St) even more difficult • Vehicles exiting Collingwood Street will need to stop over the crossing due to insufficient space for most vehicles between the crossing and Ponsonby Road as drivers stopping before the pedestrian crossing will not be able to see if the way is clear before turning into Ponsonby Road. 	<p>The intersection of Ponsonby Road and Collingwood Street caters for moderate north/south pedestrian movement and the addition of a zebra crossing will allow pedestrians to have priority over general traffic making it safer to cross Collingwood Street.</p> <p>There are existing continuity lines at this Ponsonby Road and Collingwood Street intersection (lines which allows motorists exiting Collingwood Street to edge out further than the STOP line) to see south bound on-coming vehicles. This proposal retains the continuity line. The proposed zebra crossing does not negatively impact the left turn out operation.</p> <p>Motorists should be stopping to give way to all crossing pedestrians on the zebra crossing. Once clear, one car at a time can approach the limit line to proceed with making a left turn. Motorists east of the raised table should not proceed forwards if they cannot do so without stopping on the zebra crossing markings.</p>
<p>Request to please reduce the speed permanently to 30 km on Collingwood Street.</p>	<p>The consultation for the proposed speed limit change has already started. If approved, any new permanent speed limit change for Collingwood Street will take effect from mid-2022, subject to the outcome of consultation and final approval process.</p>
<p>Queries about public seating on the Ponsonby Street intersection:</p> <ul style="list-style-type: none"> • will this obstruct view for drivers? 	<p>We will ensure public seating does not obstruct visibility of on-coming traffic from Ponsonby Road.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> how will littering around the seats be managed? 	<p>There are multiple rubbish bins in very close proximity to the proposed public seating. We expect these bins to be used. Further, we will ensure timely maintenance of this area.</p>
<p>Queries about narrowing the Wellington Street exit.</p> <ul style="list-style-type: none"> Some drivers find it difficult to turn into Collingwood Street when there is a car waiting at the stop sign. Can the gap be widened not narrowed, as it will cause a collision in the future. Is there enough room for vehicles to still exit and enter Collingwood Street at the same time? The drawing makes it look like traffic exiting Collingwood to Wellington Street have to give way to traffic entering Collingwood Street. Could you please clarify that? 	<p>A vehicle such as a rubbish truck is the largest vehicles that should be using a local road such as Collingwood Street and the proposal allows for a rubbish truck to safely enter and exit the street simultaneously.</p> <p>Upon site visits, we observed that vehicles larger than a rubbish truck are also able to enter/exit Collingwood Street however these movements were done at a slower speed.</p> <p>Widening this intersection will allow for all vehicles to use Collingwood Street as a through route again and widen the crossing distance for pedestrians, which opposes the aim of this project.</p>
Parking	
<p>Queries around loss of parking for the residents of Collingwood Street, with Options 2 and 3, a total of 14 or 11 spaces (respectively) will be lost.</p>	<p>For options 2 or 3, the parking removal is required to ensure safe operation at all times.</p> <p>The other design, Option 1 strikes a balance between providing for safe operation of Collingwood Street as well as minimising the parking loss (i.e., only one parking space is to be removed).</p>
Speed calming measures	
<p>Queries around the installation of chicanes as set out in option 3:</p> <ul style="list-style-type: none"> including noise and pollution vehicles speeding up to get through chicanes first, swerving out to get around chicanes adjoining an intersection- causing traffic delays. 	<p>Option 3 includes a limit line on both approaches without indicating a right of way to ensure both sides slow down on the approach to the chicane. Usually, these speed calming measures have indicated who has the right of</p>

Design suggestion in feedback	AT response
	<p>way which further leads to increased speeds through the chicane for the vehicle that has the right of way.</p> <p>We do expect a slight increase in noise and pollution however the chicanes would assist with reducing vehicle speeds and improving road safety on Collingwood Street.</p> <p>We do not expect the addition of chicane to significantly add to the congestion. As stated above, the chicanes would assist with reducing vehicle speeds and further increasing road safety on Collingwood Street which is paramount in this case.</p> <p>At this stage, Option 1 has been chosen to progress further, which does not involve the construction of chicanes as set out in option 3.</p>
<p>Request to use speed humps instead of any of these measures, not plastic ones but similar to the ones installed in Herne Bay e.g., Sentinel Road.</p>	<p>As part of phase 3, AT trialled two rubber speed humps on Collingwood Street which were shallower in profile than the asphaltic or concrete speed tables.</p> <p>The addition of speed humps received negative feedback from the residents as the speed humps caused a significant increase in the noise generated.</p> <p>Due to this reasoning, we have not proposed vertical speed calming in any of the three options.</p>
Other requests	
<p>The grass verges from about 50 Collingwood St down to Wellington St need maintenance. How about concreting them over or at least doing something to mitigate their appearance?</p>	<p>This is outside the project scope and will be passed onto the relevant team for consideration.</p>

Attachment 1: Feedback form



Collingwood Street Speed Calming Trial- Phase 5 Feedback

Auckland Transport wants to make Collingwood Street safer for everyone. We would love your feedback on three possible permanent designs.

Public feedback is open until 29 August 2021. Please share your views with us below.

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.

* 1. Which is your preferred design?


- Drawing 1
- Drawing 2
- Drawing 3

* 2. Please explain your choice

3. Any other comments

4. Email address to receive updates (optional)

Done

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