

PONSONBY ROAD

INNOVATING STREETS FOR PEOPLE

WORKSHOP ONE – SOURCE MATERIAL

The following materials served as input to the initial workshop of the Codesign Group:

- [Workshop One Slides](#)
- [Project Website](#)
- [Social Pinpoint Page](#)

AGREED WAYS OF WORKING

During the workshop, the group developed their own ground rules, or “ways of working”:

- ✓ Everyone has the right to feel safe at our workshops.
- ✓ We will treat each other respectfully.
- ✓ Only one person speaks at a time.
- ✓ We have 2-way conversations - both listening and speaking.
- ✓ We will keep it brief, so that everybody has a chance to be heard
- ✓ Anyone may call out "ELMO" to indicate: "Enough - Let's Move On" to stay on topic.
- ✓ We will document our workshops together.
- ✓ All will have an opportunity to review and amend this record.
- ✓ When discussing our workshops together, we will not attribute comments to specific individuals, unless they have given their permission (Chatham House Rule).
- ✓ We will not record individuals at the workshops without their permission.

We ask that anyone attending our workshops agrees to these ways of working.

WORKSHOP ONE - OUTPUTS

As a group, we went through the over 1’500 items of feedback gathered from the public through on-street interviews and social pinpoint. In pairs, we went through this feedback either by location (Social Pinpoint), or by key-word theme (on-street interviews) to pick out areas of agreement in this feedback from the public, areas where the feedback diverged, surprising insights, great ideas, contradictions, helpful direct quotes, and feedback themes we expected to see but appeared to be missing.



LARGE-SCALE AGREEMENT

TREES
 - LOOKED AFTER
 - FLAT PLANTED
 TO MAX FOOTPATH SPACE.
 PLANTING MORE TREES
 BUMPS.

MERGING OF TRAFFIC LANES IN 3 BUMPS TO A SINGLE ROAD.

DO NOT RUIN PONSOMBY LIKE WESTLYNN.

pavement condition no par.

footpaths too cluttered.

Don't bill the retailers improvements need to be business focused.

Intersection needs a raised table

CONNECTED CYCLE

Zebra crossings (for lack thereof)

Safer x'ing options for Pedestrians

More on street dining.

too many scatter on footpaths

Conflict over Delivery Vehicles

More Trees & Planting

Speed limit to 30 kmh

① more bins - unsightly bins. better bin strategy: separated bins.

More local art. cultural.

parking pavements pedestrians crossings safe crossings pedestrians

trees needed for microclimate comfort. more trees. young - a tree. (currently road is).

cycleways for kids - currently on footpaths

Too many road works

Lack of communal space. more shared spaces.

Public Transport Scheduling is poor!

Safe crossings pedestrians

White Cross Exit Danger !!

Make resi. streets unattractive to rat running

More bike parking

turning right as a cyclist (dangerous)

concerns with cyclists on footpaths

SHORTEN PED GREEN LIGHT CYCLES TO DIS-COURAGE JAY WALKING.

- BARN DANCE CROSSINGS, PHASING LIGHTS (PICCOLI/RICHMOND) - DAY/NIGHT.

BARNES DANCE vs VEHICLE SPEED, PED FRIENDLY MULTI-DIRECTIONAL. RETAIL BENEFIT.

BIKE PARKING.

ISSUE ^{in a diet} Pick ups from takeaway - summer st

ISSUE Vehicle crossing and footpath Conflict - around summer st

ISSUE Not enough formal Road Crossings

Resurfacing footpaths to Safer for mobility people like elderly

Small parking provisions vehicles. - could be used for pedestrians

loading / taxi / uber stands

create specialised parking zones. Buses parked out of zone.

Western Park entrance improvement

Scooters 9. - rules - Speed - safety eye footpaths

Hope town stripes - safety agreed speed / car volume disagreement how

General Cycle Safety concerns: - Education - Rd Planning - Speeds disagreement how

MORE GREENWAY NEEDED

SAFETY OF PEDESTRIANS & CYCLISTS ?

UNSAFE DELIVERY - SPEEDWAYS - U-TURNS ?

LARGE SCALE AG2: ? MORE CYCLE LANES (SEPARATED)

Some call for a barn dance at Gs Road / W Rd intersection. ④

Karangahe Rd / Ponsomy intersection dangerous: ④ - cycle lanes stop - red light running - traffic congestion new single lane into Newton Gully. ④

① More benches narrow cafes - open / open railway lane

pedestrian safety important (children) more crossings needed.

Reduce Speed

Green North Rd has issues w/ safety, too many car yards. There is opportunity for great dense residential / activated streets. 9

Let cle bus

Desire t Cycle n Need n Section

DIVERGENCE IN FEEDBACK

SLAMPS
TRAFFIC +
PEDESTRIAN
BOTH ASKING FOR
DOMINANCE

RIGHT TURNING,
BIKE ACCESS FROM
JERVOIS RD INTO
3 LAMPS - POISONBY
ROAD. =

Divergent:
To pedestrianise
or not
to pedestrianise,
that is the
question

To remove
parking spaces
or not

② need more looking
- enforced,

limit on street
parking
parking important

Lollingwood
Planters
Controversial

Raised
Tables
Controversial

cyclists
mixed
views on
lanes

parks +
sculpture

30 km
Speed
limit

speed limits
for &
against

cycle lanes
on poisonby
road
→ mixed

Franklin
rd looks
fantastic
BUT comments
on low usage

CYCLE FERRY

+
HAZARDOUS
INTERSECTIONS
bec. bikes in front
of cars

- Reprioritising space
+ wider footpaths
→ cycleways
→ Single lane each way
→ No median strip in
general like Franklin Rd.
→ Zebra crossing raised
→ Outdoor dining

Western park
clearing
busy of courts

Desire for connected
cycle network.
Need to join up
sections.

⑨

Substantial minority
concerned loss of
carparks = loss of
business.
Perhaps $\frac{1}{4}$ - $\frac{1}{3}$ people

Business

Divergence

- cheaper
items
- better quality
items

SURPRISING NEW INSIGHTS

MORE WAYFINDING
SIGNAGE TO
ENCOURAGE PPL.
TO WALK / CYCLE

No mow
beams,
Pollinator
beams

Green Wave
Traffic Lights

Water
Fountains

Left Hand Lane
a "slow traffic"
Lane

Buses

- Bus service
improvement
- Buses safety
for cyclists
- More buses
needed

BUS STOP
ENCROACHING
ON FOOTPATH.

Interests
- Speed Cameras

Closing Rds
- Rye Rd, Pollen
Street
Why? No car
pollution
urgency for Rye Rd

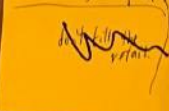
Hopton → K Rd
Section "eyesore"
Suggestions for more
art / gateway
treatments. ⑨

Be innovative in
using spaces for
parking e.g. on
reservoirs ⑨

① More to be done
darkness

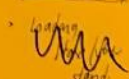


② for particular demographic
"Personby People" (equal)



needs point
of interest

BAN large / lots of
vehicles
throughout



running lane

PEDESTRIANS
ARE
BOCKED OUT-
SIDE SPQR

GREAT IDEAS

POCKET PARK
w/ FOODTRUCKS
+ MUSIC

Car free
Sunday
trial

Control
traffic
movement

Barn Dance
on Richmond
Rd.

idea
kfc to one
entry/exit
point

• Clearing footpath
infrastructure/obstacles,
safer, to one pole

• Tree Root -
dangerous -
- create
Sealing
board around
Tree Root

Use lighting
lighting in trees.
more colour

PEDESTRIANS
NEED TO BE
CEBRA
CROSSINGS

DISABLED
PARKING
OUTSIDE FOOTPATH
PONSOPHON
CENTRAL

Technology¹⁰
- camera
parking.

Parking¹⁰
- short term
enforcement
use camera
to enforce
L.P recognition.

Loading Zone¹⁰
Specified Area
for business &
consumers to
offload.

ANYTHING THAT IS MISSING

Cars = money
to spend
Walking =
no spending
money.

Climate emergency
- WOOD or
metal planters.
Not plastic.

Extend Clearway
outside Western
Park.

Loading
zones +
taxi pick
up areas

No busroute
down Franklin.
We need one.

Rubbish Collection
Medical Centres
Health Agency
Emergency Units

Housepride.
- litter
- dog mess.
- Dirty footpaths
- Bars taking
responsibility

Incidental play
for kids

RESPONSES TO QUESTIONS FROM THE GROUP

Social pinpoint as a tool does not capture a wide cross-section of the community. It discriminates against non-literate, elderly, and visual/ hearing impaired.

- We agree
- In addition to using Social PinPoint, we have conducted street intercept interviews, attended the Ponsonby Market Day and done leaflet drops.
- We have asked the Disabled Persons Assembly to nominate a representative on the co-design group who is familiar with the needs of people with a wide range of abilities. This person has accepted our workshop invitation, but had to cancel her attendance for workshop one at short notice.
- Auckland Transport are also regularly engaging their Capital Project Accessibility Group (CPAG) to keep them informed of project progress and provide an opportunity for input and feedback.
- You can read [Social Pinpoint's Accessibility Statement here](#)

Please make available The Ponsonby Plan 2014-2044 and The Mana Whenua Report

- [Ponsonby Plan 2014-2044 & Māori Heritage Report](#)

What is the number of cars per day along Ponsonby Road from Picton St to Three Lamps?

- We have traffic data on Ponsonby Road from the top of Ponsonby Road near Crummer Road and the other side of Franklin Road near Tole Street over a seven-day period in June 2018. The averages are as follows:
- Tole Street
 - Towards 3 lamps 8'967
 - Towards Franklin Road 10'206
- Crummer Road
 - Towards 3 Franklin Road 13'062
 - Towards GNR 11'187
- As a base-line, the traffic in May 2019 near Lincoln Street was
 - Towards 3 Franklin Road 11'402
 - Towards GNR 11'966

This group is made up of mostly highly active people. Please make room for wheelchair users and visually impaired people.

- We agree that it is important to consider the views and experiences of people of all ages and abilities in support of a [Universal Design approach](#).
- It would not be practical to include a person for every combination of impairments, which is why we have a Disabled Persons Assembly nominee on the group and are engaging internally with CPAG (see response to the first question, above).
- We hope that members of the current group are also able to help bring the various views of these communities to the group

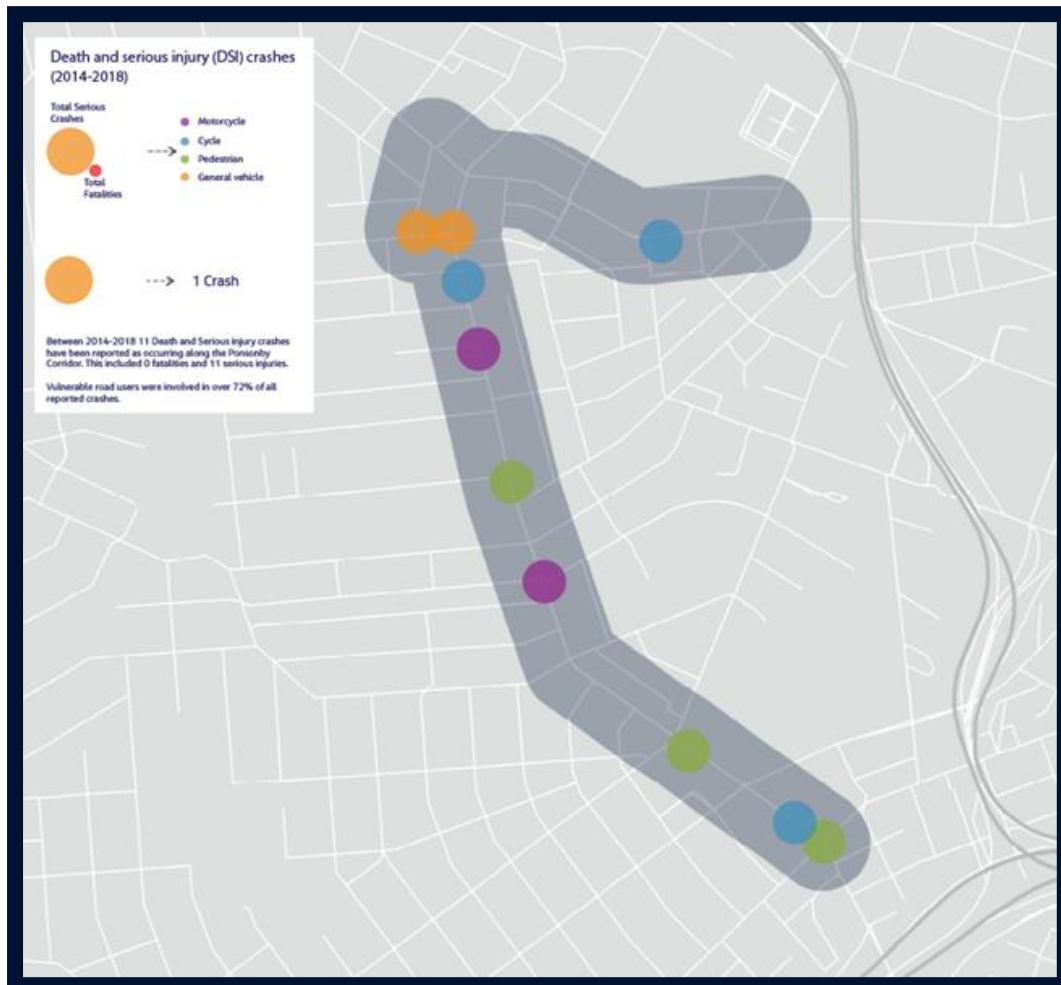
Community is always last for consultation. When were other stakeholders consulted initially?

- Funding decisions for this round of Innovating Streets for People projects were announced at the end of August 2020, with contracts in place and projects initiated several weeks thereafter.
- We issued a press release, launched our social pinpoint campaign, and started on-street interviews around 16 November 2020.
- The following stakeholders were contacted prior or very close to November 16, mainly to seek feedback on our proposed process and how they would like to be engaged:

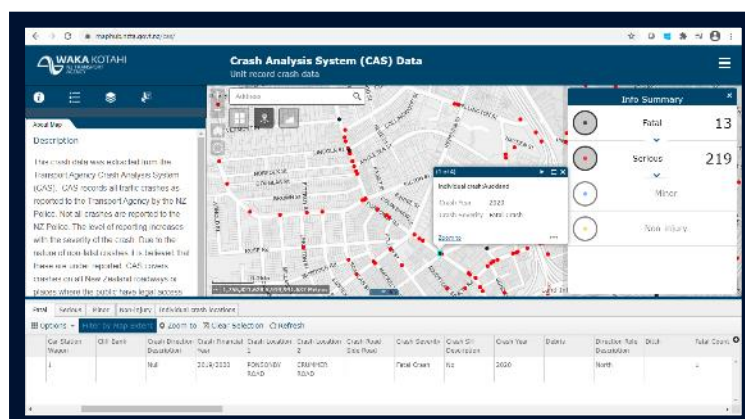
- Waitemātā Local Board, Councillor Pippa Coom, Central Mana Whenua Transport group, Ponsonby Business Association, Walk Auckland, Western Bays Community Group, 254 Ponsonby Road project team, Freemans Bay Residents Association, The Capital Project Accessibility Group Disabled Persons Assembly, Generation Zero, Bike Auckland, Bike Grey Lynn, St Mary's Bay Association, Herne Bay Residents Association, Grey Lynn Residents Association, Local Schools, Greater Auckland, Ponsonby Central, Countdown Ponsonby, Ponsonby International Foodcourt, Friends of Leys Institute, U3A Ponsonby (University of the third age)

Can you provide more detail on the 11 Deaths and Serious Injuries mentioned? How, Who, Why, Factors?

- We have relied on the supplied infographic below for the statement in our presentation.



- Waka Kotahi NZTA provides open access to their [Crash Analysis System via this map interface](#), which allows the extraction of additional details on individual crashes. Sample output below.



Community party that evolves over the day. Kids painting [or w/s(?)]. Paint throwing. Shops & Hospo involved... so all aspects of the community get something fun for them.

- Great idea!
- Our intention is to hold an “Activation Event” once the changes are in place.
- There is also potential to bring this forward as part of the installation instead / as well.

Before street furniture / changes are made, what is the full process prior to this?

- Workshop 2: We will identify specific opportunities & potential locations for changes
- These will be open for public feedback, and we will engage with potentially impacted businesses/residents ahead of the next workshop.
- Workshop 3: We will develop design concepts and options that respond to the opportunities identified in workshop 2, taking into account the feedback from the community.
- The design concepts and options developed will be open to public feedback, and we will engage with potentially impacted businesses/residents to gather their views.
- Design options and feedback will go through compliance checks, safety audit, accessibility audit, Subject Matter Expert review, technical design, cost estimation, consents, and PCG approval.

Send us the website of Isthmus

- <https://isthmus.co.nz/>

This group is NOT a true representation of the population

- That is a fair comment.
- Our objective was not to mirror the statistical distribution of the current users of Ponsonby Road, but to cover a wide range of views and interests of both current and potential future users of Ponsonby Road to support a [Universal Design approach](#).
- Efforts to make a small group statistically representative would result in the exclusion of minority groups.
- [Our approach to selecting the co-design group can be found here](#).

How much budget do we have to actually implement our idea(s)?

- We estimate having ~\$400k available for materials, installation, and maintenance of the changes for this project.