

Vogel Street safety improvements

Feedback summary report

We sought public and stakeholder feedback from 1 November to 10 December on proposed safety packages designed to make Vogel Street safer for all road users.

The options include three raised pedestrian crossings, a right-turn bay into Featherston Street and either a separated cycleway or shared pathway.

Engagement and consultation objectives

- Seek feedback on proposed packages of safety improvements from affected businesses, organisations, residents and road users.

Consultation options:

Option 1: Raised pedestrian crossings + right-turn bay + **shared pathway**

Option 2: Raised pedestrian crossings + right-turn bay + **separated cycleway**

Option 3: Suggest an alternative proposal

Engagement activities

We invited our stakeholders and the community to engage with us and provide feedback using a variety of methods:

Letters/emails/posters

- Residents and businesses on Vogel Street and on connecting side streets (close to Vogel) received letters in the mail.
- Schools, businesses, churches and community groups in the area were emailed to make a formal submission, or to provide feedback directly.
- Posters placed at shops in the Vogel Shopping Centre

Roslyn Library

- Paper submission forms
- Informal methods to gather feedback, including:
 - Activity 1 – Coin boxes to vote on each option.
 - Activity 2 – Posters for people to write down their thoughts or questions on each option.
 - Activity 3 – Maps of the raised pedestrian crossings for people to draw on.

Community drop-in session

- A Community drop-in session was held at Roslyn Library on Thursday 23 December.
- About 45 people came to chat with our transport and communication teams, and summary notes of the key comments received are attached later in this report.

Media interviews

- On More FM and The Breeze
- Media release

Website

- Project webpage and online form for submissions.
 - 1626 page views
 - 5406 actions (*clicking on links to additional information, subsections or downloading files*)
 - 131 online feedback responses (*excludes paper forms*)
 - 22 percent of people who visited the webpage submitted their feedback (average conversion rate for organisations in New Zealand is 4.3 per cent. *Source: Marketing Association NZ*).

Social media

- The consultation was promoted via five social media posts and stories on Facebook and Instagram.
 - Reach: 32,690 (*number of accounts reached*)
 - Engagement: 2526 (*number of accounts who engaged with each post-liked/commented/shared etc*)

Engagement and consultation outcomes

Below is a summary of the direct feedback received by different organisations and the community.

Stakeholder feedback

Below is a summary of the organisations/groups we engaged with, or received feedback from:

- Roslyn School
 - The Principal advertised the public submission link on the school's Facebook page and said he would make a formal submission on behalf of the school via the website.
 - He believes the "lack of a limited speed zone/school zone on Shelley St is much more dangerous than Vogel Street given how fast trucks and cars travel up that hill from the Keith Street industrial park, especially with no vision of what awaits at the top of the hill."
- Senior Reference Group
 - Members are in favour of the cycle lane improvements on Vogel Street.

"The street is unsafe, particularly on Sundays when churches are open and cars are parked on both sides of Vogel St. Vogel St is an access road to and from the city. The volume of traffic and the lack of room for cyclists is another reason why as a cyclist we feel unsafe. Most of the problem is at the Tremaine Ave end where it is quite narrow. At the city end, the road widens for a relatively easier cycling experience. In recent times we have ceased to use the road for cycling and have chosen an alternative route. The fact we do not feel safe or at ease cycling along the road is a major reason. I often hear motorists say why make any change as cyclists never use this or that road. Well this submission is a good example of why we avoid parts of the city roading network and take alternative and often less convenient routes."

- Church on Vogel
 - The church says a separated cycleway would hinder people parking on the street. The church hosts several community programmes throughout the week, as well as services on Sunday.

"We need parking available on the street as we hold 3 playgroups per week and there isn't enough off street parking for the amount of parents coming. A shared pathway is a better option. I have seen it work in Australia."

- Nearby residents to the Church on Vogel, supports a shared pathway to retain parking.

“Sharing the footpath could create accidents. We run a number of programmes throughout the week. Some of our programmes involve mothers with children and the elderly who are not easily mobile. We do have a car park but this can quickly full up and if parking is reduced/removed from Vogel Street for a cycleway this will become problematic for us, especially as the attendance to our programmes is increasing.

- Other members of the Church also suggested an alternative option.

“We consider Options 1 & 2 will have a further negative impact to safety and transport of people. We consider Vogel Street from Tremaine Avenue to Featherston Street an arterial route and should be upgraded to enhance the transport of people. We would like to see the streetscape widen to allow better flow of vehicles, combined with a much smoother surface will in itself make the road much safer for all transportation demands. As the Industrial area around the Manawatu Business Park continue to develop, along with the new regional KiwiRail hub, this will only further transport pressure through this important arterial corridor. As a city we should be preparing the areas around it for this growth. Hence we do not approve of either option 1 or 2. As we see this will only have a short term and long term negative impact.”

Below is a list of other community organisations and businesses on Vogel who were informed of the proposals and encouraged to make formal submissions:

- Ikaroa Kohanga
- Reach Roslyn
- Vogel Shopping Centre
 - Roslyn Vapes
 - Goshen Food Mart
 - Vogel Street Pharmacy
 - The Laundry Room
 - Roslyn Bakehouse
 - Blue Dolphin Takeaways
- Ocean Fastfoods
- The House Next Door
- Samoan Assembly of God
- Plunket
- Reference Groups
 - Disability Reference Group
 - Senior Reference Group

Drop-in session at Roslyn Library

About 45 people attended our community drop-in session at Roslyn Library on Thursday 23 November. Key themes raised during the session are reflected in the comments below:

- A universal theme by all attendees was that the road urgently needs repairs, and they feel unsafe with the current road surface.

- Can we get a right hand bay into Haydon too?
Officer note – this was supported by many in the room but some did share concerns about how it feels too tight and unsafe in this location.
- Crossings need to be mid-block and not right next to corners with side streets, especially at Haydon as that is an accident waiting to happen. Halfway between block would be better.
Officer note – widely supported view at the drop in session.
- Trees are important and need to be retained.
Officer note – This sentiment was generally shared in the room, but a few people did say that trees shouldn't be kept at expense of safety.
- As well as on Vogel St, raised platforms are needed on Rata and Haydon St as people speed through these streets to get to Keith and cut onto Featherston. Trucks are using these two streets to cut across to get to Featherston faster than using Tremaine or Main. All day and night and they are doing loops if their drop-off location is busy.
Officer note – platforms on side streets as a deterrent for trucks was supported by most at the drop in.
- Need to sort the intersection with Main St. Traffic lights. Eastern side has no footpath. Could make it one-way street. Hard to walk across Vogel. One way would help residents getting out of driveway too as this is a problem for many residents.
Officer note – there was wide support for improvements to the Main/Vogel intersection also across attendees.

Many participants also spoke about:

- Cyclists need to have a safe space too, not just vehicles. Like Option 2.
- Lives at Abbyfield Assisted Living and speaks on behalf of 12 residents. Raised crossing is important but needs to be between Rata and Haydon, rather than at the intersection. Option 2 is preferred.
- Haydon St intersection is a real worry and when the bus routes change it will be worse as people do a zig-zag movement between Featherston/Vogel/Haydon. Pedestrian facilities needed.
- Live by the Plunket rooms, concerned about retention of on-street parking for new mums with babies. Get rid of the trucks.
- Concerned about parking due to Kainga Ora developments and no parking.
- Make the street one way for trucks e.g. one way for Vogel/one way for Keith. Carers for people in the community with accessibility needs means some on-street parking is needed
- Don't see many cyclists. Don't remove the trees from Vogel. There was a petition to put the trees in so please keep them – they're stunning and add to the environment.
- Trees have been let to grow to a greater height and width than they should. Trees need to be looked after more. Footpaths need some work on too- especially on Haydon.
- Cost horrendous of having to do a shared path.
- Too dangerous to ride a bike. Bi-directional isn't safe. Needs parking but bikes need to be on road
- Cyclists need to be on the road riding in the same direction as traffic. Shared pathway is suicide. You need to have the cycleway on the road and install indented parking between the trees
- Keep the trees but they need to be pruned. Speed is a problem. Concerned street racing is getting worse on Vogel- they're using it to get to the roads by the airport. Very loud and fast.

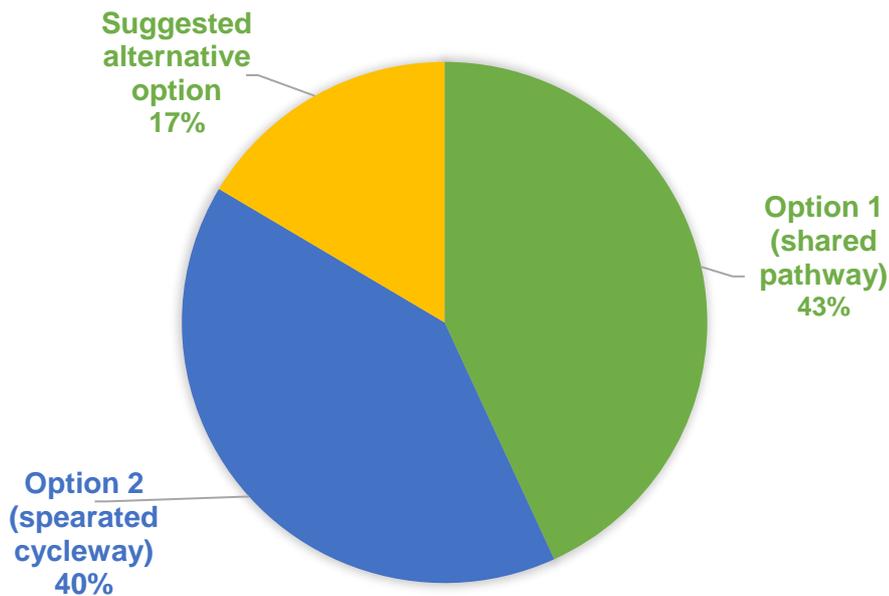
- Prefer option 2 but keep trees. Had enough of trucks and has given away bike because it's far too scary. Hard to live here due to not being able to crossroad easily. It's just scary and stressful.
- Right hand bay into Haydon St is needed. Cars and trucks speed up and down Haydon St. Footpaths on Haydon St need a look at. Dangerous.
- Use grass space for parking – we need some parking as we have two churches who are busy on Sunday and during the week. Lucky if we see 2 cyclists a day.
- Live by Tyne St. Agree with raised pedestrian crossing by Haydon St. Agree with a right-hand bay by Featherston. Propose a right-hand bay by Rangiora Ave.
- Lot of parking needed for the churches on Sundays and for their activities during the week.
- Get rid of trucks. Put crossings in. Right-hand bay needed into Haydon. Leave it at that. Simple wins.
- Biking is the only option for some people- e.g. students so it needs to be safe
- Raised pedestrian crossing as close as possible to Abbyfield. I agree with the parking on Sunday. People can't walk fast across Vogel due to accessibility needs/age. Leave the trees.
- I do cycle and the edges of the road are atrocious and sometimes I must decide whether to go on road or footpath. Trucks are horrendous. Speed is also a problem off peak.
- Raised crossings not as close together – need to be mid-block
- Look at yellow lines by Featherston/Haydon – they need to be extended

Feedback summary

Below is a summary of the community feedback received via the online form on our consultation webpage and paper submissions.

In total, **we received 146 submissions:**

- **63** supported option 1 (shared pathway).
- **59** supported option 2 (separated cycleway).
- **24** did not support an option or supported/provided an alternative option.



Raised pedestrian crossings – supporting comments

Rata Street:

- Crossing required between Rata and Haydon Streets.
 - Several submitters suggested a raised crossing should be located outside Abbeyfield Assisted Living at 115 Vogel Street for elderly residents

Haydon Street:

- Haydon Street is a popular crossing point for pedestrians to and from Featherston Street

Rangiora Avenue:

- Good for schoolchildren
 - Pupils are often seen crossing the road in this location
 - Vehicle speeds reported to be very quick along this section of Vogel

General comments:

- General support for implementing raised pedestrian crossings to provide safer crossing points for pedestrians
 - Will help to slow vehicles down
 - Will help to deter heavy vehicles
 - Will provide safer crossing points for children
- Raised pedestrian crossing requested by elderly residents at Abbeyfield Assisted Living.
- Wide support for constructing raised pedestrian crossings on Rata/Haydon/Shelley Streets also.
- Match locations with bus stops if possible
- Support for a raised pedestrian crossing near the Featherston Street intersection

Raised pedestrian crossings – opposing comments

Rata Street:

- Location is not appropriate
 - Should be between Milton and Rata Streets, not between Rata/Haydon, to encourage trucks to slow down before turning into Rata St

Haydon Street:

- Location not appropriate
 - If placed too close to the corner of Featherston Street, it could impede vehicles turning right into Featherston Street or into Haydon Street. This is already a very congested area with vehicles at peak times.
 - Need to be close to Featherston Street in a safe place for schoolchildren accessing Featherston
 - Should be between Tweed/Haydon or closer to Rata Street.

General comments:

- Proposed locations do not appear safe.
 - They should be mid-block, and not near intersections
- Four raised pedestrian crossings are too many on Vogel Street (three proposed + existing crossing at shopping centre).
 - Preference for normal zebra crossings over raised crossings
 - Two or three crossings would be sufficient
- Speed limits on Vogel should be reduced before introducing additional traffic calming measures.
- People will continue to cross the street wherever they want
- May create additional noise when people slow down and speed up
 - Disrupts traffic flow

Right-turn bay – supporting comments:

- Universal support for right turn bay into Featherston Street
 - Improve traffic flow
 - Improve safety and reduce rear end crashes
 - Widely reported that traffic turning into Featherston often blocks the lane and prevents cars from travelling straight ahead.
- Right-turns into Haydon Street
 - Wide support for right-turn bay into Haydon Street
 - Many say this intersection is too close to Featherston Street, and the entire area can become problematic/dangerous at peak times

- Many suggested making Haydon a one-way street accessed from Keith to reduce congestion at the Vogel/Haydon end.
- Some suggested widening the Vogel/Haydon intersection to allow for safer turning into Haydon Street

Right–turn bay – opposing comments:

- Potential to cause congestion in area around Haydon/Featherston/Vogel intersections.
- Suggestions of traffic lights or a roundabout

Shared pathway (option 1) – supporting arguments:

- Retains car parking
 - Important for Church on Vogel/Plunket
 - Important for residents and visitors
 - Important for future housing development (e.g. Kaianga Ora)
- Support for shared spaces
 - Keeps bikes away from cars
 - Electric scooters on the footpath are more common than bikes on the road
- Removing trees
 - A small number of submitters suggested that trees should be removed as they are not well maintained

Shared pathway (option 1) – opposing comments:

- Shared pathways are safer in recreational areas, rather than busy residential streets.
 - Each type of transport should have it's own right of way
 - Pedestrians and people with mobility issues say they don't want to be forced to share a space with people on bikes
 - Potential to create conflict with several different type of road users using one space in a busy urban area.
 - Many sugest competent cyclists may still ride on the road.
 - Many argue that cyclists can be dangerous on shared pathways.
- Removal of trees
 - Wouldn't contribute to reducing emmissions
 - Would remove shade for pedestrians
 - Would damage aesthetic feel of street, "it would be a very plain, uninviting street"

- More significant disruption for residents during construction

Separated cycleway (option 2) – supporting comments:

- Retaining trees
 - Good for the environment
 - Provide Vogel Street with its character
 - Reduces noise
 - Provide shade and keeps street cool in summer
 - “Established trees make the travel by foot or bike a lot nicer than a barren sidewalk. Quite frankly, they’re the only appealing part of the street.”
- Footpaths remain for pedestrians
 - Important for people with disabilities, mobility issues and elderly
 - Many residents walk their dogs on-leash
 - May encourage e-scooters to stop riding on the traffic lanes and footpaths.
- Physical barrier between traffic and bikes
 - Cyclists will have their own space
 - May encourage students to ride a bike to school
 - People will bike if they feel safe enough to do so
- Most practical and cost-effective option
- Gradual move away from car-centric urban design to person-centric seems logical

Separated cycleway (option 2) – opposing arguments:

- Removal of on-street parking
 - Will cause issues for churches/Plunket
 - Potential for residents to park in an ad-hoc manner (e.g. on berm space).
 - Indented parking bays could be implemented, or parallel parking on one side. Utilise grass verge for parking solutions.
 - Roslyn has a high number of Kiang Ora houses, as well as old privately-owned state houses, which were built without garages and no driveways. Often these houses are too close to the fence to get multiple cars on the driveway. Kaianga Ora also has additional housing development planned in this area.
 - Many residents use parking spaces to wait to turn into their driveways at peak traffic hours, rather than wait in middle of the road. Some use the parking areas to reverse into their driveways.
- In-lane bus stops creating congestion

- Road will become too narrow for heavy vehicles and/or may make traffic flow worse

Alternative options/themes raised:

- A cycleway on-road with indented parking bays
- Install raised pedestrian crossings + right turn bay **only** without a cycleway
 - Most submitters who did not support an option liked this as the least expensive option, while still improving safety outcomes for motorists and active modes.
- Right turn bay required into Haydon Street
 - Many submitters suggested the area around the Featherston/Vogel/Haydon intersections require a better solution than only right turn bay.
 - Dangerous manoeuvre can be going from Featherston onto Vogel, and then turning right into Haydon.
 - Yellow lines should be implemented between Haydon/Featherston
- Many suggested Haydon Street should be a one-way street accessed from Keith to reduce congestion at the Vogel/Haydon end.
- Vogel Street needs resurfacing
 - Cars reportedly swerve across the centre line in places to avoid potholes or uneven surface
- Improvements required at Vogel/Main intersection
- Stop heavy vehicles from using Vogel Street
 - This was supported by a significant number of submitters
 - Heavy vehicles may only increase following industrial development on Railway Rd.
- Make Vogel a one-way street
 - Would allow space for separated cycleway and heavy vehicles
- Street trees need to be maintained
 - Many are overgrown and roots are damaging the footpath and pavement

Proposal suggested by Andrew & Julie Phillips- 82 Vogel Street.

