



PRINCES STREET CONNECTIONS PROJECT

CONSULTATION FEEDBACK SUMMARY REPORT

Consultation Period: 20th June — 15th July 2022



DUNEDIN | kaunihera
CITY COUNCIL | a-rōhē o
Ōtepoti



PRINCES STREET CONNECTIONS PROJECT

CONSULTATION FEEDBACK SUMMARY REPORT:

This report has been prepared for the Dunedin City Council by WSP Ltd to summarize feedback received during the recent public consultation undertaken for the Princes Street Connections Project.

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1. Overview of the Princes Street project

DCC are currently undertaking a Single Stage Business Case (SSBC) for the Princes Street area.

The Princes Street SSBC will focus on:

- Improving road safety on the corridor itself, especially for pedestrians at intersections;
- Improving bus reliability and efficiency to drive modal shift; and
- Improving the attractiveness, safety and access of facilities for people who walk and cycle into the city from the South.



2. Overview of the Public Consultation undertaken

DCC undertook the first round of public consultation for the Princes Street project to:

- Inform the public of the project;
- Ask how they use the Princes Street corridor and how often;
- Ask what the existing problems are; and
- Ask what the opportunities for the corridor are.

Consultation was undertaken via the following tools:

- A survey (eight questions)
- Social pinpoint
- Face to face surveys
- Social media advertising and comments
- Emails

Consultation was open for 4 weeks (20th June — 15th July 2022)



Social Pinpoint



Project Email Address



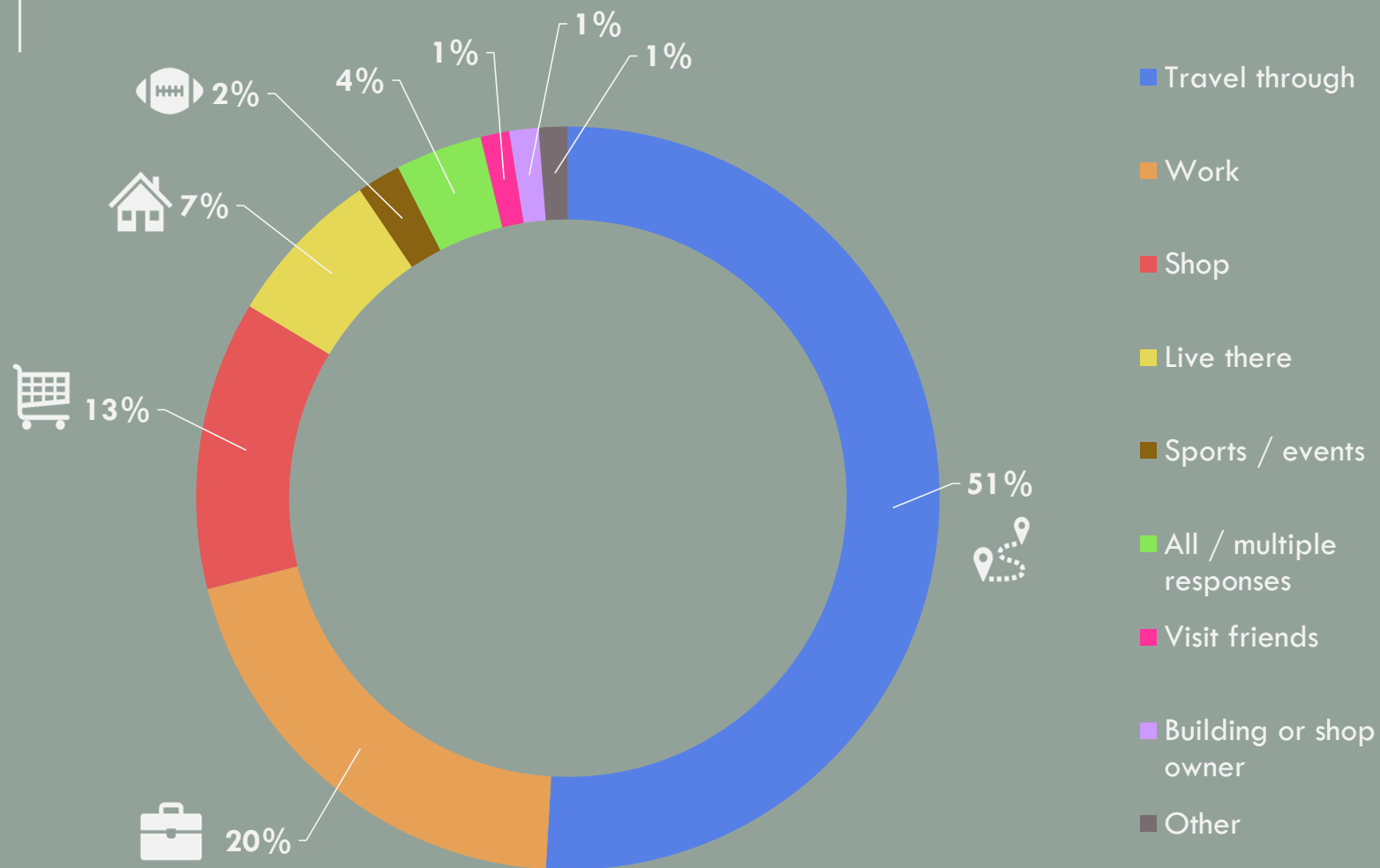
Social Media Advertising

- Survey consisted of eight questions
- 169 responses
- Key themes / word cloud provided below



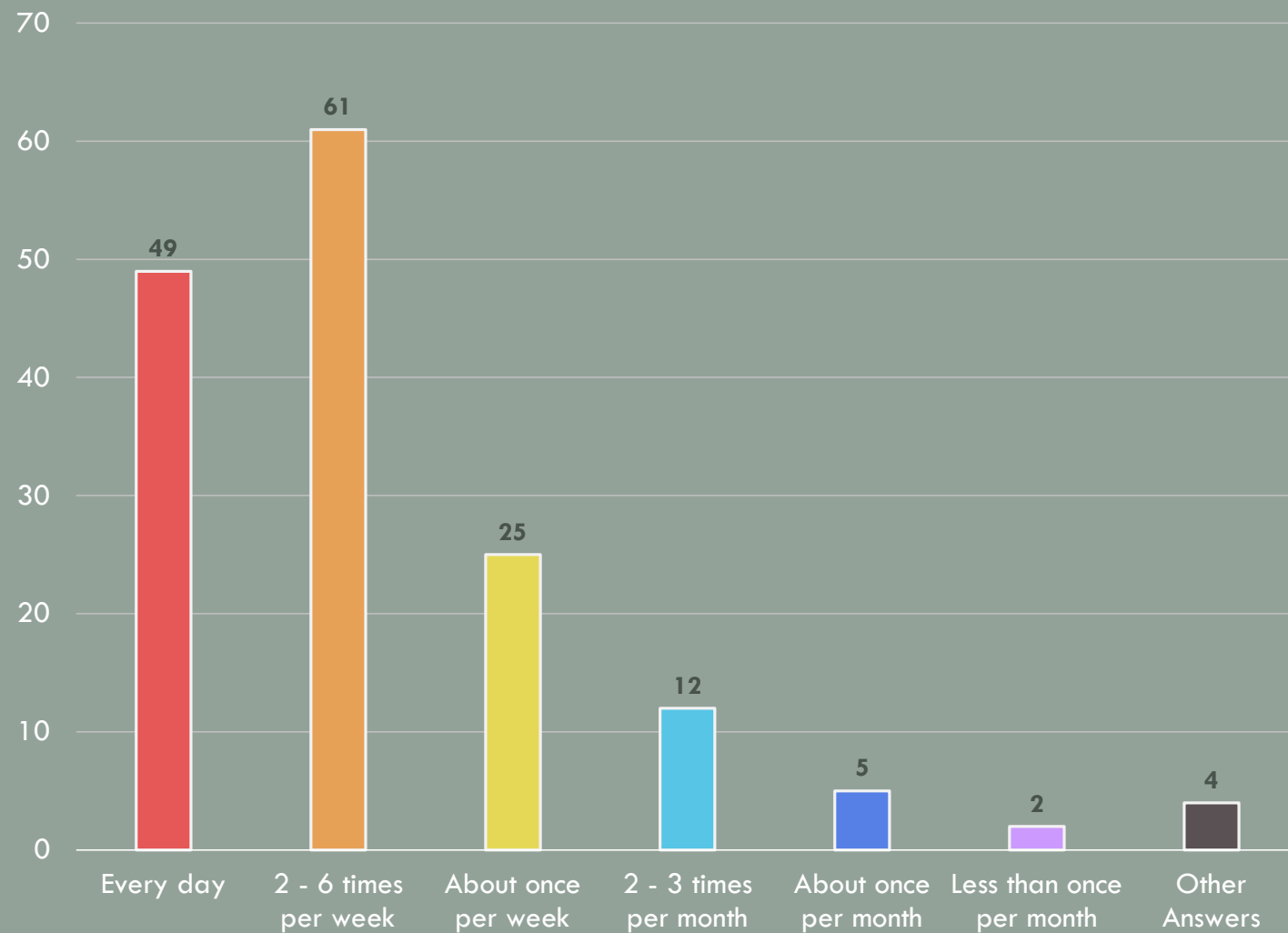
Question 1

What is your most common reason for visiting the area?



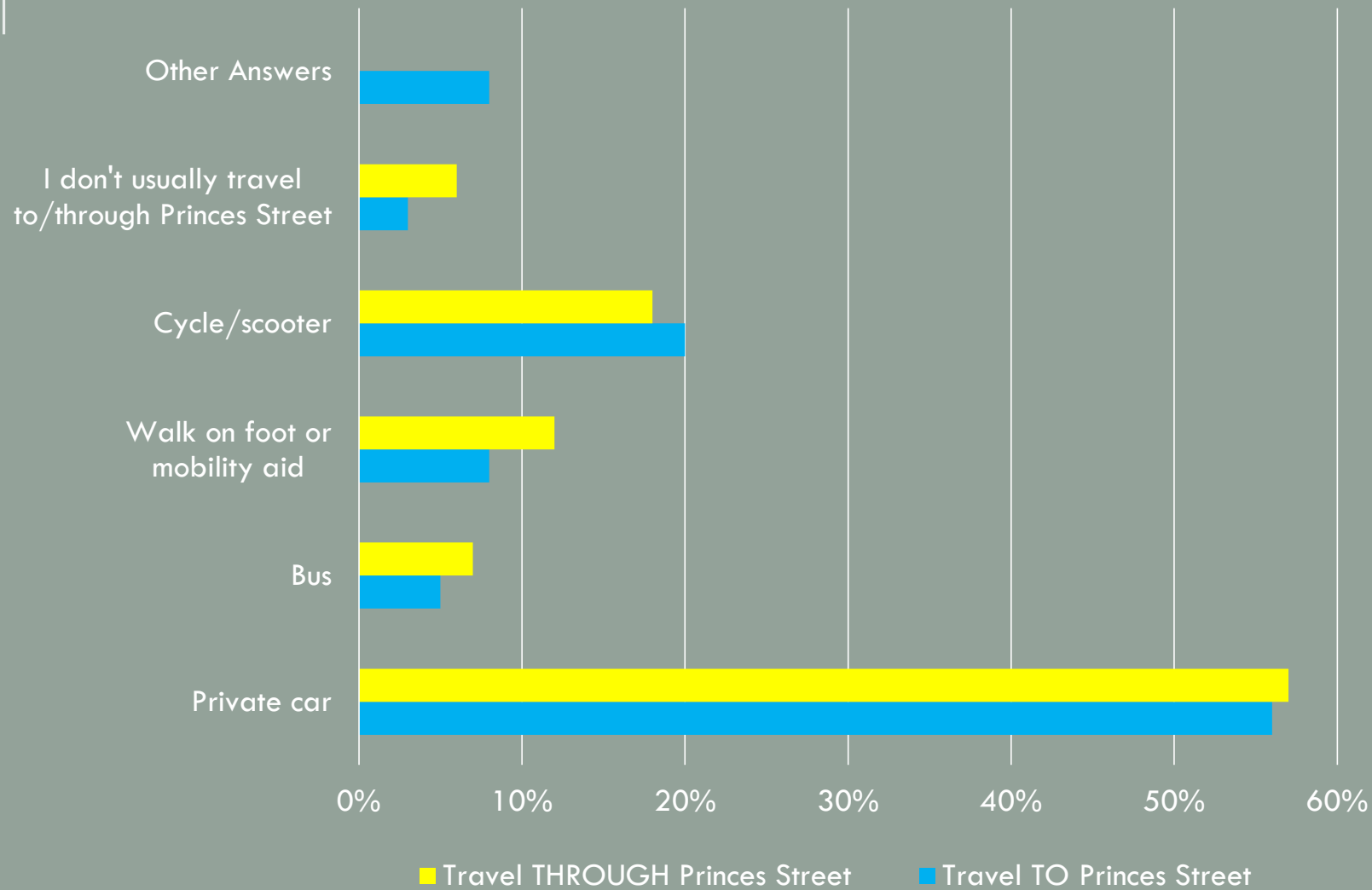
Question 2

How often do you usually visit Princes Street?



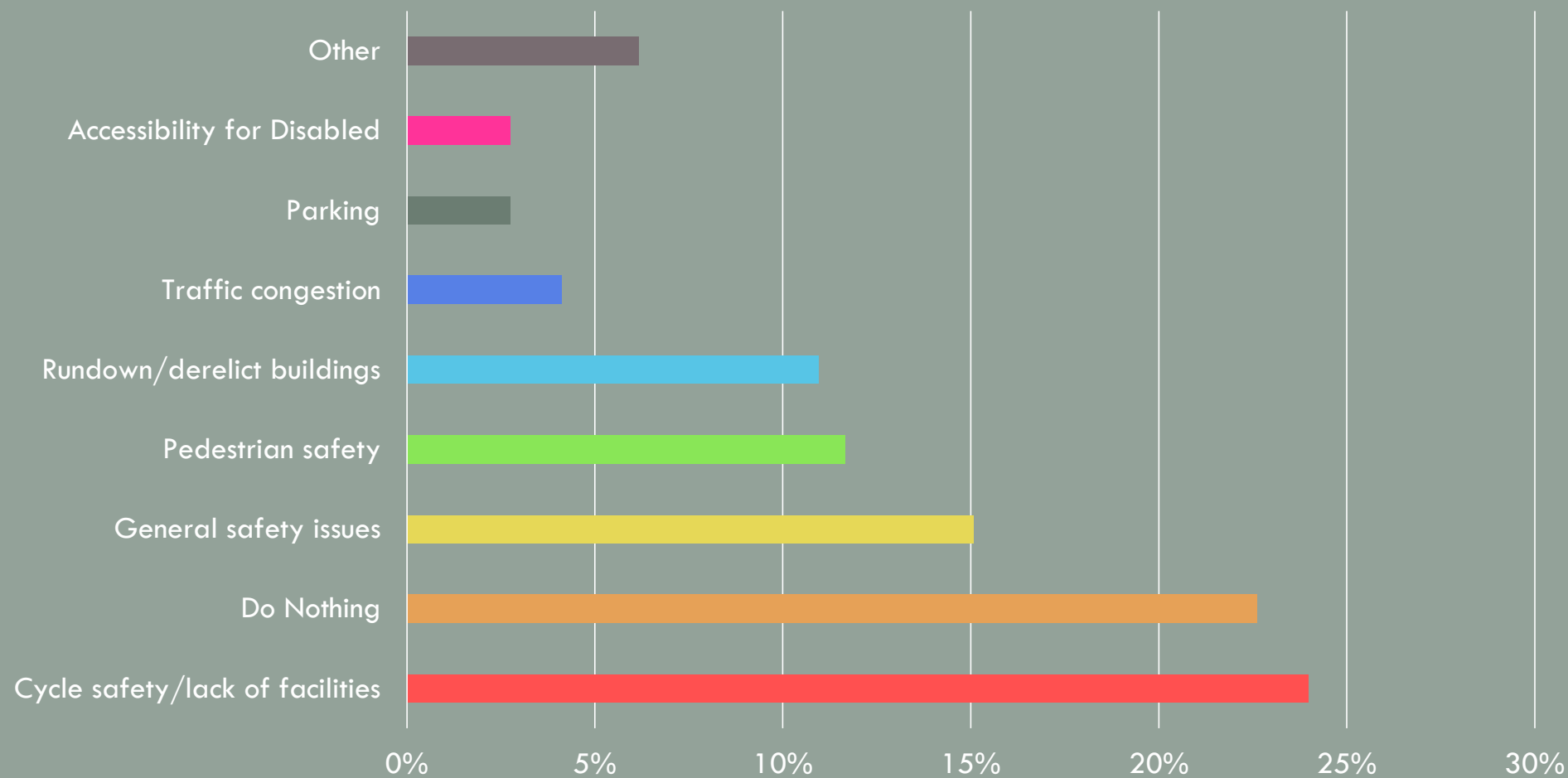
Questions 3 and 4

How do you usually travel TO and THROUGH Princes Street?



Question 5

What concerns, if any, do you have about Princes Street in its current form?



Question 5

Themes / comments relating to the concerns about the Princes Street in its current form

1. CYCLE SAFETY / LACK OF BIKE FACILITIES

- Dangerous and unsafe to bike
- Too narrow between cars / buses and parked cars
- Lack of bike facilities
- Disjointed bike lanes
- Hard to cross over Princes Street
- South Road is dangerous
- Lack of safe, separated cycleways

5. RUNDOWN / UGLY / DERELICT BUILDINGS

- Unattractive / dated / rundown area
- Dilapidated buildings
- State of the footpaths need improving
- Demolish or revitalise unused / abandoned buildings
- More trees
- Improve the outdoor spaces / more recreational areas

2. DO NOTHING

- Perfect the way it is, leave it alone
- No traffic congestion and flows well

3. GENERAL SAFETY ISSUES

- Vehicle speed too fast
- Dangerous intersections for driving (specific intersections mentioned)
- High number of accidents
- Some mixed comments on pedestrian, cycle and vehicle safety

4. PEDESTRIAN SAFETY

- Unsafe and time consuming to cross
- Not pedestrian friendly
- No safe place to cross to The Oval
- Between Cargill's Corner and Stafford Street — no safe place to cross

Question 5

Themes / comments relating to the concerns about Princes Street in its current form

6. OTHER

- Lack of bus stops
- Need easier car flow, current lights cause many stops and start
- Lack of encouragement for retail business to be located here
- Need to focus on community-focused development than transport corridor

7. TRAFFIC

- Traffic congestion will be worse with planned closed roads and one-way systems
- Too many cars
- Too many car lanes
- Current light system cause too much stop and start
- Re-design intersections to resolve traffic congestion

9. PARKING

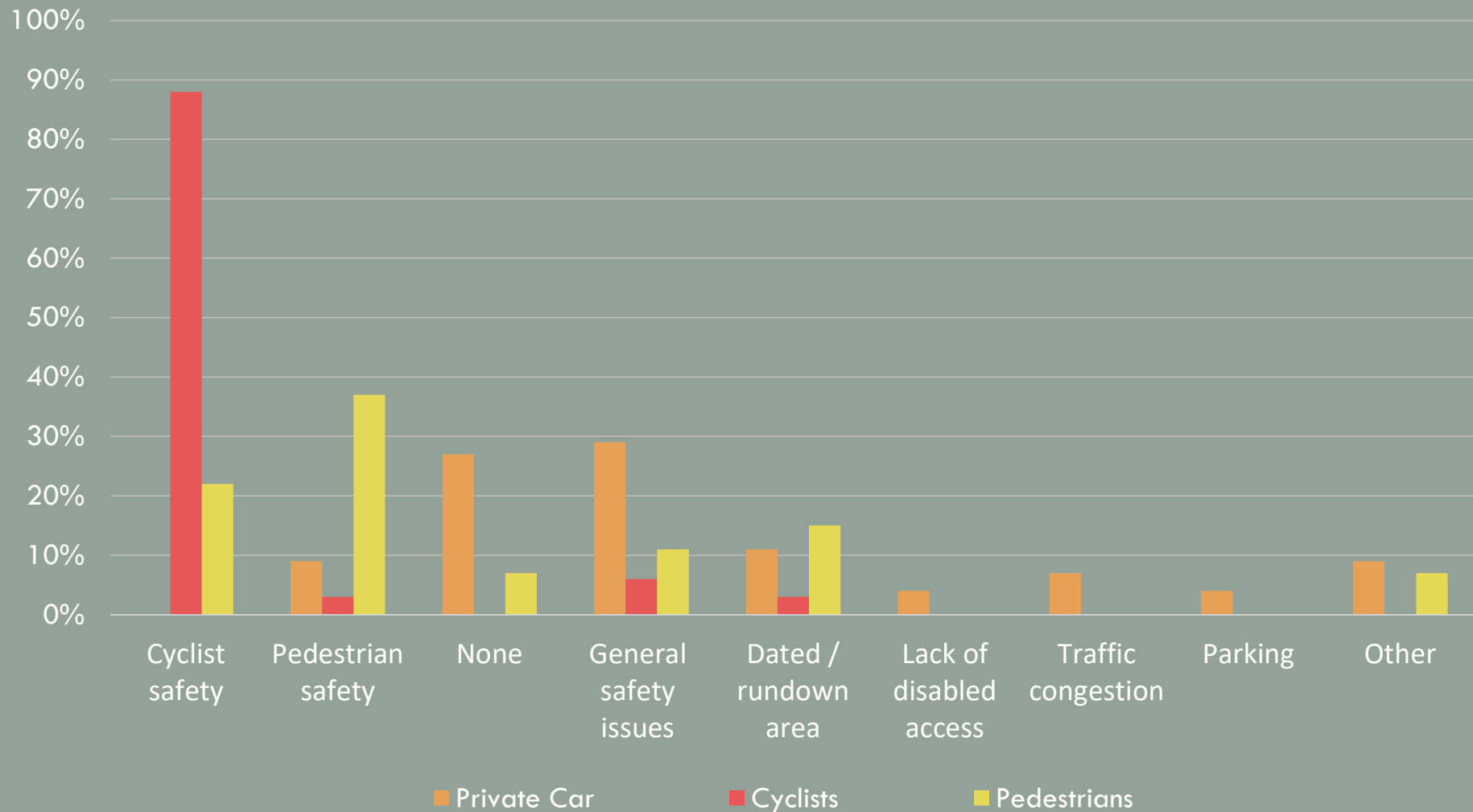
- Lack of carparks
- Need cheaper parking
- No parking at The Oval
- Lack of parking at The Exchange

8. ACCESSIBILITY

- Lack of disabled parking
- Lack of road access for disabled
- Footpaths unsafe (bumpy and slippery pavers)

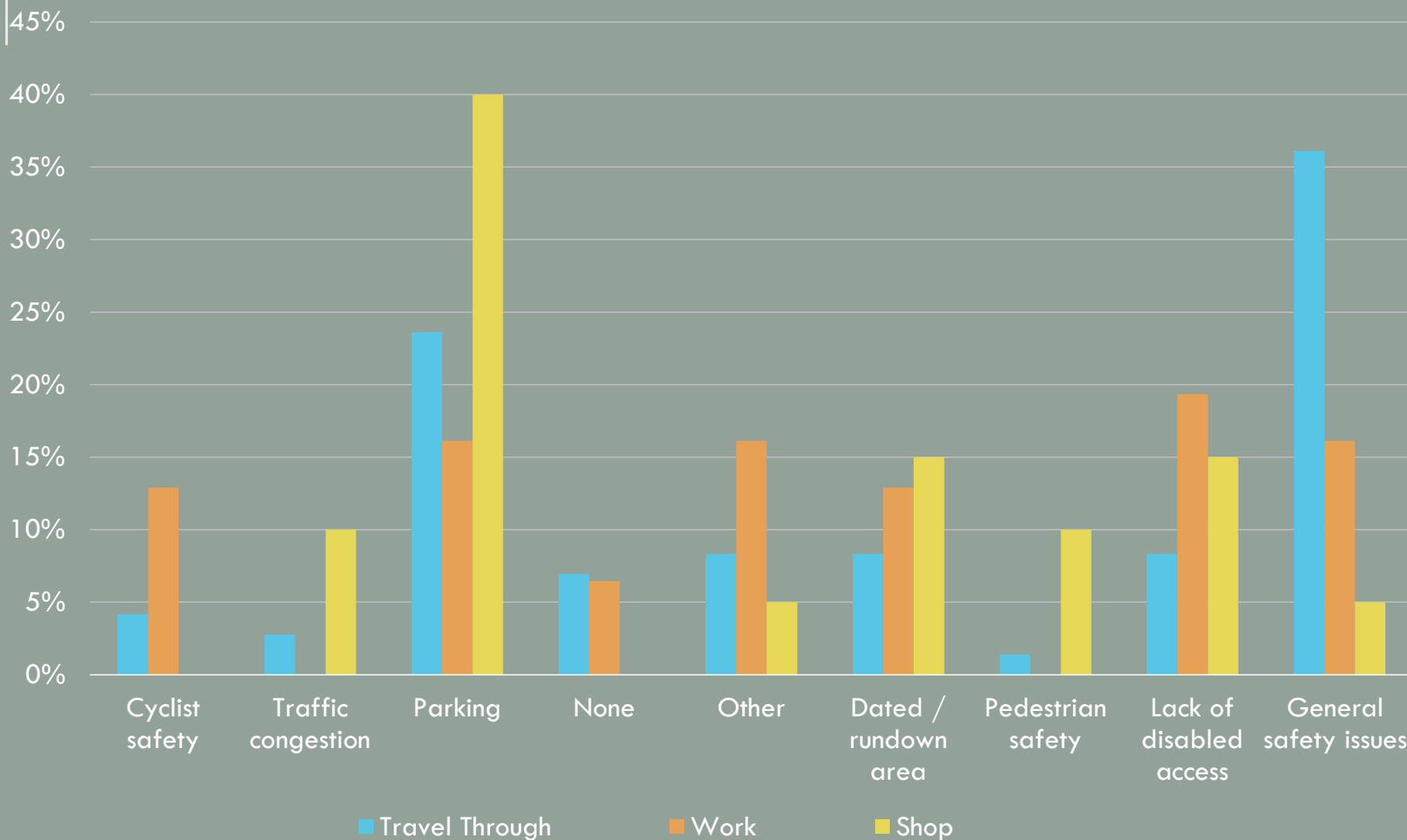
Question 5

Concerns of Respondents by Traffic Mode



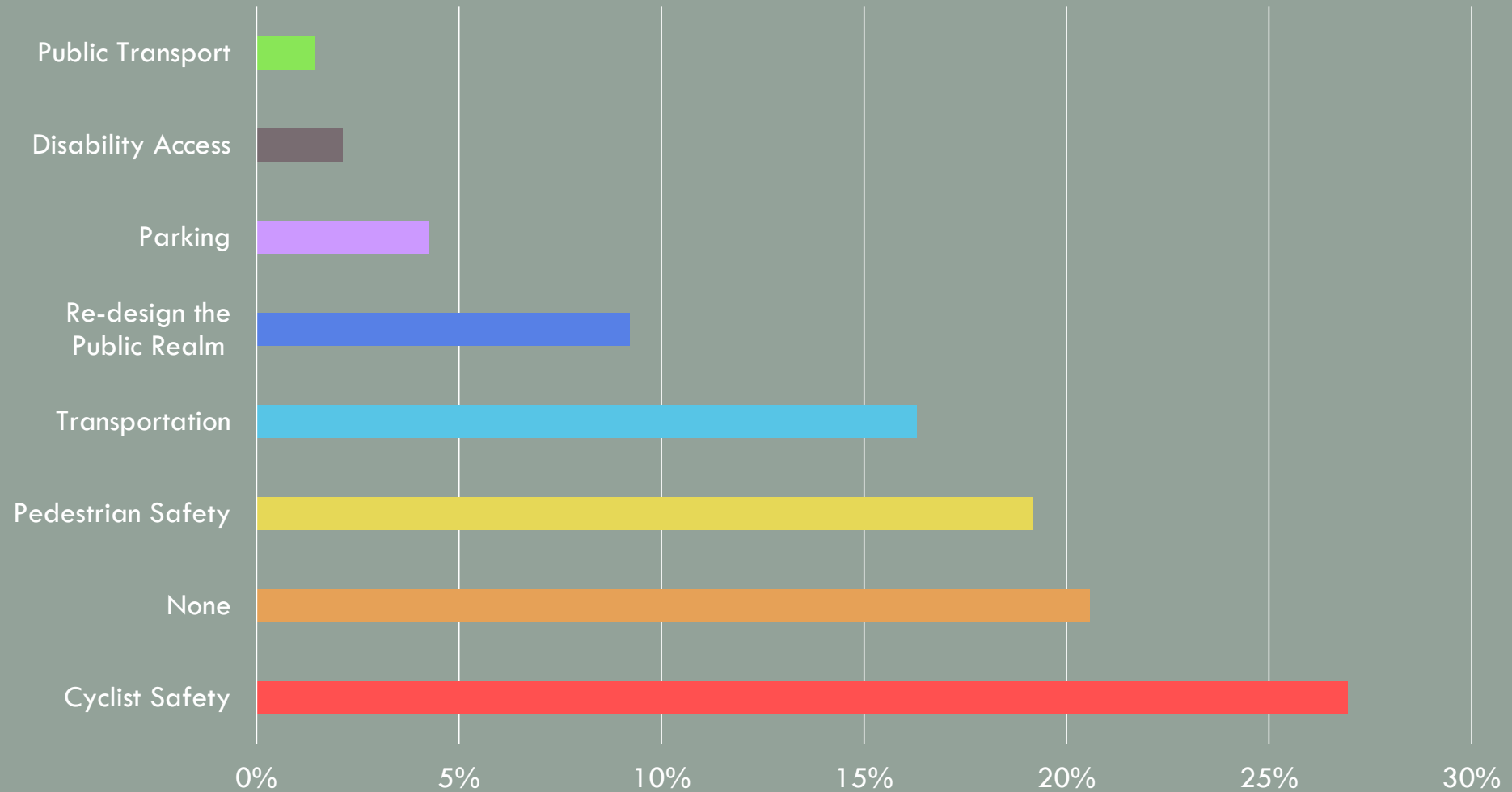
Question 5

Concerns of Respondents by Reasons for visiting the area



Question 6

What improvements, if any, would you like to see in Princes Street?



Question 6

What improvements, if any, would you like to see in Princes Street?

The feedback shows the community's viewpoints related to six key matters; the rest said they are happy with Princes Street as it is.

Cycling Safety

1. Provide separated / protected cycle lanes
2. More cycle facilities (i.e. bike stands at The Oval or Market Reserve)

Transportation

1. Improve traffic flow
2. Decrease the speed limit
3. Improve dangerous intersections (i.e. Stafford St, South Road, Manse St)
4. Less cars
5. Don't make it one-way

Public Transport

1. Provide a bus lane
2. Provide more bus stops
3. Make bus stops larger and more accessible

Pedestrian Safety

1. Provide more pedestrian crossing points, particularly at The Oval
2. Remediate broken footpaths
3. Provide wider footpaths

Re-Design the Public Realm

1. Provide more trees and green spaces
2. Regenerate the area (like Vogel Street)
3. Make it more attractive
4. Improve derelict buildings
5. Better connections to park spaces

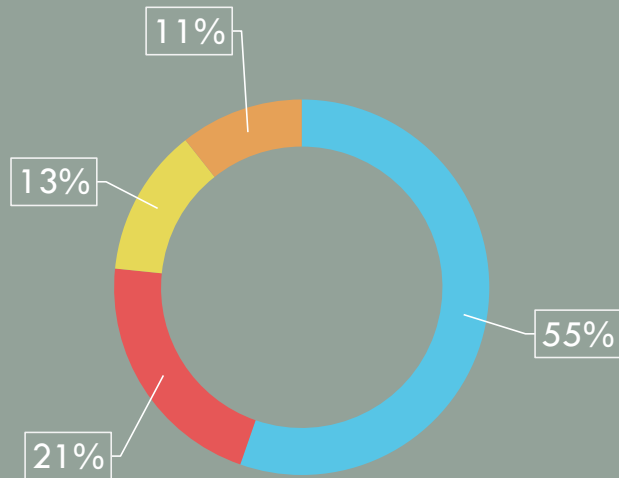
Parking

1. Provide more parking, particularly at The Oval
2. Provide more disability parking
3. Provide angle parking

Questions 7 and 8: Disabled people

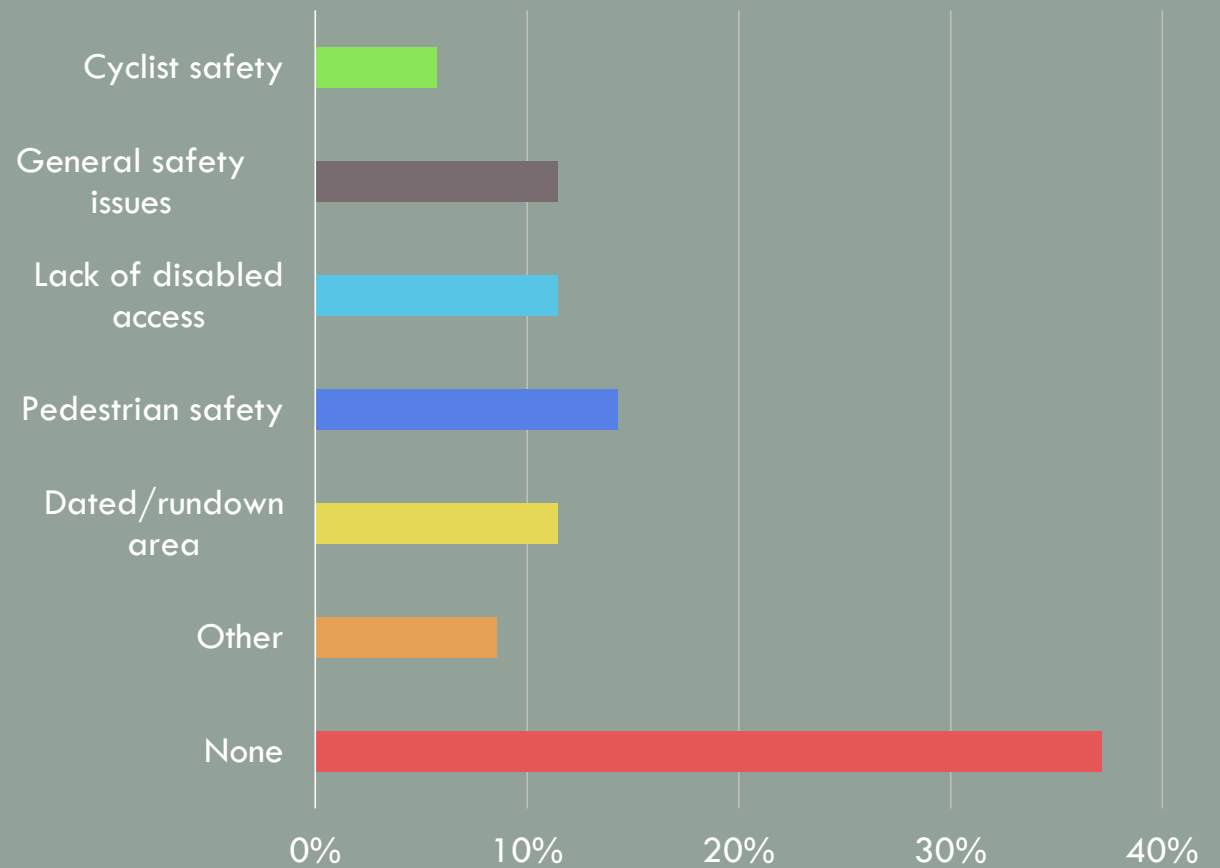
21% of respondents identified as being a disabled person; 79% of respondents did not.

Which disability/s do you have?



- I have a mobility disability
- Other Answers
- I have a sensory disability
- I have an auditory disability

Concerns of Disabled People



4. Social Pinpoint: : Results and Summary

- 344 comments received
- To simplify, we have grouped the comments into five zones along the Princes Street corridor.
- The most popular / liked comments for each zone are highlighted on each slide.
- Location-specific comments are then provided on a map.



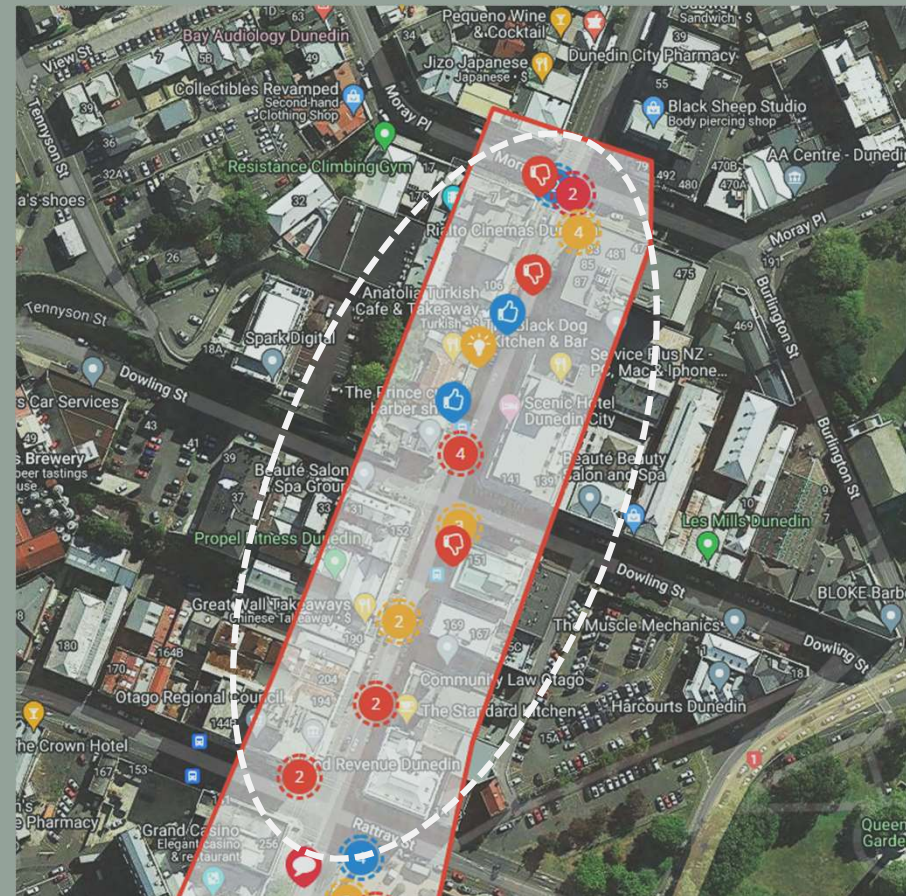
Zone 1 - The Octagon (Moray Place to Rattray Street)

Most Popular comments

- Rattray Street intersection: Busy area, dangerous to cross for pedestrians. Suggestion of a Barnes Dance Crossing.
- Lacks a well-built bike lane - add a protected cycle lane.
- Add parklets with seating; more green infrastructure and trees; and play spaces for kids.

Other popular themes:

- More trees, planting and recreational spaces to enjoy.
- Re-invigorate the buildings and outdoor spaces.
- Make it car free.



Zone 1 - The Octagon (Moray Place to Rattray Street)

Disabled Parking

Need disabled parking for the Citizens Advice Bureau and the Inland Revenue Department offices

Bus Stop

This bus stop needs to be longer to accommodate at least two buses



Lack of accessibility for public transportation, a bus stop here would be a good option as there is a huge gap by having no bus stop between Dowling St and the CBD bus hub.

Lack of trees here

Dowling Street Intersection

Stronger traffic enforcement needed to resolve parking, safety and crossing issues, especially from southbound traffic.

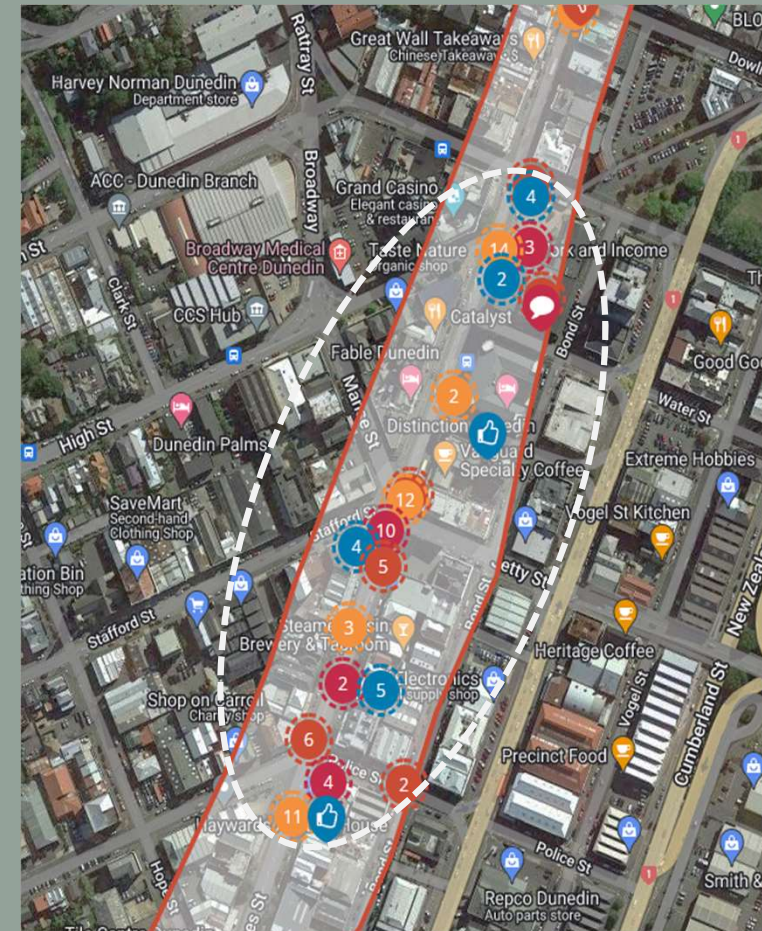
Zone 2 - The Exchange (Rattray Street to Police Street)

Most Popular comments

- Too many lanes for cars. It's a narrow street — add trees and bike lanes, wider footpaths
- Manse Street: current layout too dangerous for cyclists. Add protected cycle lanes and cycle phases on lights
- Add more trees, planting and recreational spaces
- Too dangerous for cyclists riding south-bound

Other themes:

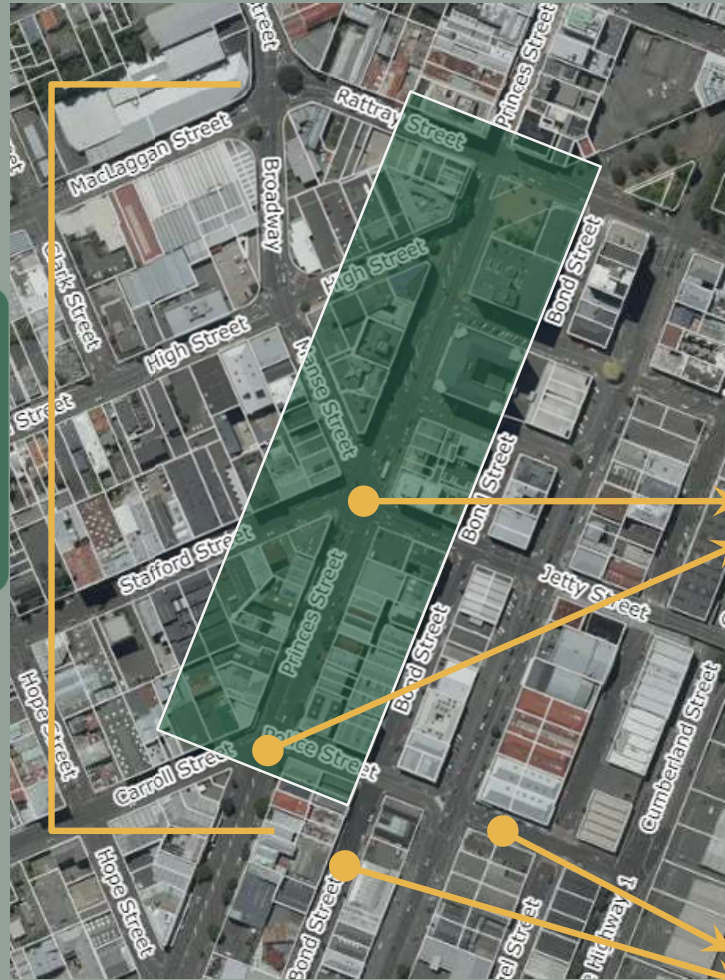
- The Exchange needs a revamp / redesign
- Need disabled parking outside WINZ and Ministry for Social Development
- Like the old fashioned lamps in The Exchange, extend it down the corridor
- Prioritise Princes Street for buses, pedestrians and cyclists



Zone 2 - The Exchange (Rattray Street to Police Street)

Public Realm

Revive historical and social features such as a red telephone box, monuments, and streetlights. Restore abandoned buildings



Stafford Street and Carrol Street Intersections

The most dangerous intersections that lack efficient traffic system, lights and signages. Unsafe for pedestrians and cyclists.

Bond Street and Vogel Street

More silent streets like these that enhances social interactions

Zone 3 — Market Reserve (Police Street to Andersons Bay Road)

Manor Place intersection

- Revive this heritage toilet
- Really bad intersection, crossing two lanes to turn is challenging. Needs improvement.
- Swoop corner which is dangerous.

Market Reserve

- Dangerous for biking due to all the fast cars. Need a separated cycleway.
- Need a pedestrian crossing to Market Reserve (a set of lights)

Go Bus Transport Depot

- Unsafe for pedestrians and cyclists due to bus traffic. Cyclists forced out into the middle of the road.



Police Street intersection

- Dangerous for pedestrians to cross
- Suggestion of traffic lights
- Use trees and gardens in the middle or side of the road to slow down traffic

Hope Street intersection

- Dangerous to cross Princes Street here (bike, pedestrian and car)
- No pedestrian crossing which particularly affects elderly and disability people

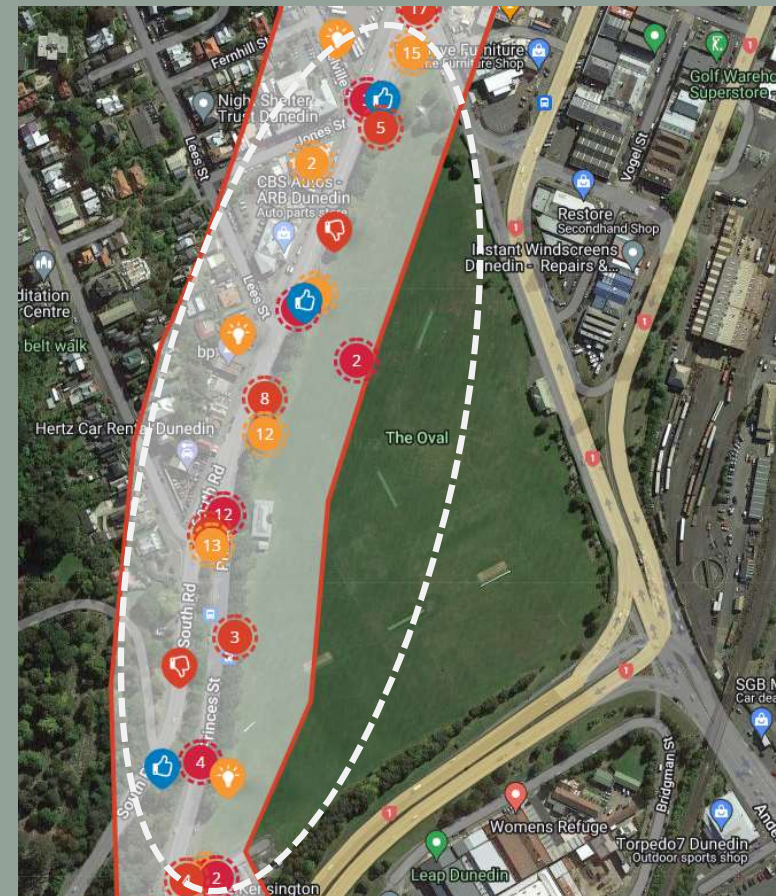
Zone 4: The Oval (Andersons Bay Road to Grosvenor Street)

Most popular comments:

- South Road: unsafe for cyclists. Bike signs indicate cyclists use South Road, but South Road has no cycle lanes or signage. South Road is dark with many blind corners and lots of street parking.
- Andersons Bay intersection: awful and dangerous for cyclists. Traffic in lots of directions, not clear where the bike traffic should be. Cars turning south-bound do not yield to cyclists, cars turning east-bound can't easily see cyclists.
- Maitland Street intersection very dangerous, especially on a bike. Bikes get caught in the middle of the two lanes with no easy way to get over to the left. Suggestion of a roundabout.

Other popular themes

- Dedicated bike lane.
- Safe pedestrian crossings please and protected bike lanes along the corridor. Suggestion of pedestrian islands.
- More carparks for The Oval.
- Plant more trees / natives.
- Reduce number of car lanes to two.



Zone 4: The Oval (Andersons Bay Road to Grosvenor Street)

Maitland Street intersection

Very dangerous intersection for crossing, especially on a bike. Bikes get caught in the middle of the two lanes with no easy way to get over to the left.

South Road

Bike signs indicate to use South Road, but has no cycle lanes or signage. The road is dark with many blind corners and lots of street parking. Not safe for cyclists. Multi-use bike path ends with no connections or signage.



Andersons Bay Intersection

Awful for cyclists. Traffic in lots of directions, not clear bike traffic. Cars turning south-bound do not yield to cyclists, cars turning east-bound can't easily see cyclists. Dangerous.

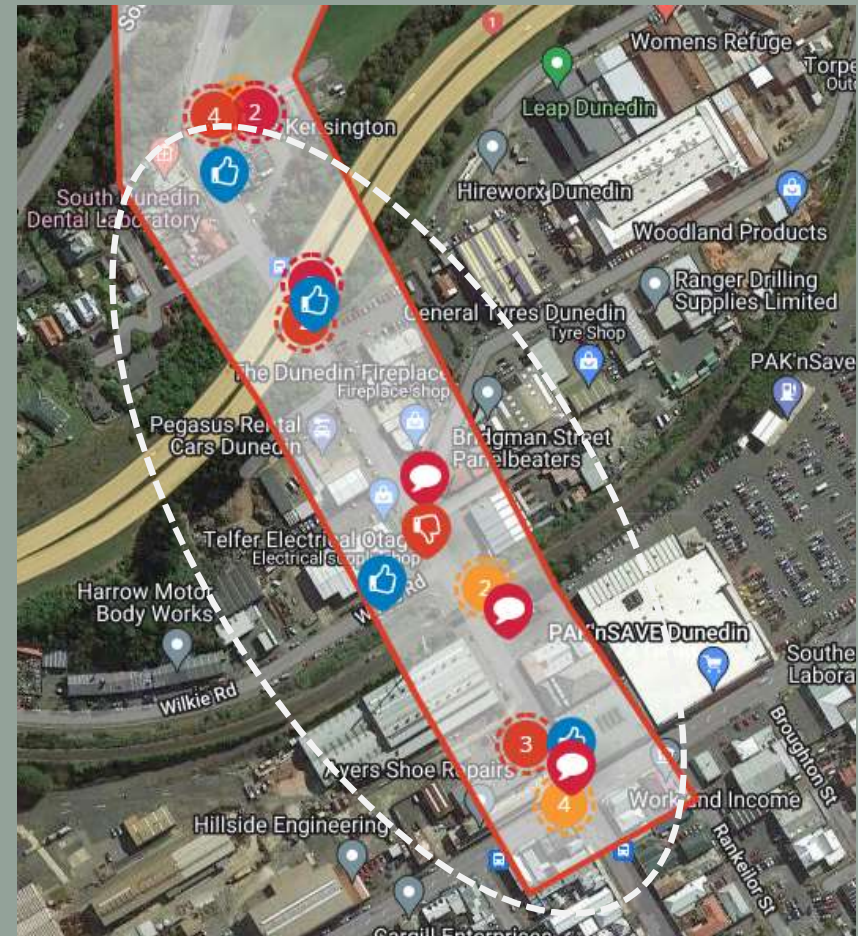
Zone 5: South Dunedin (King Edward Street to Grosvenor Street)

Most Popular comments:

- Bike lanes along Hillside Road please.
- Great addition of advance bike boxes at King Edward Street / Hillside Road intersection. Made it safer for cyclists.
- Dangerous cycling under SH1 bridge, particularly at night. Narrows lanes due to the median.
- Dangerous for cyclists turning left from Hillside Road to go north on King Edward Street. Not enough space between parked cars, single lane and median for cyclists.

Other themes:

- Wain Street — make a transformational change to this intersection. Slow vehicle speeds; improve pedestrian and cyclist safety and connectivity.
- Wilkie Road — love the wall art along here.



Zone 5: South Dunedin (King Edward Street to Grosvenor Street)

Pedestrian refuge
very useful here

Dangerous and hard to
exit Wilkie Road.
Suggestion of slowing
vehicle movements

Bus stop at 162
Hillside Road is
unsafe and
inaccessible. New bus
stop outside
Community Probation
on King Edward
Street (from Bus
Users Support Group)



Entrance to
PAK'nSAVE

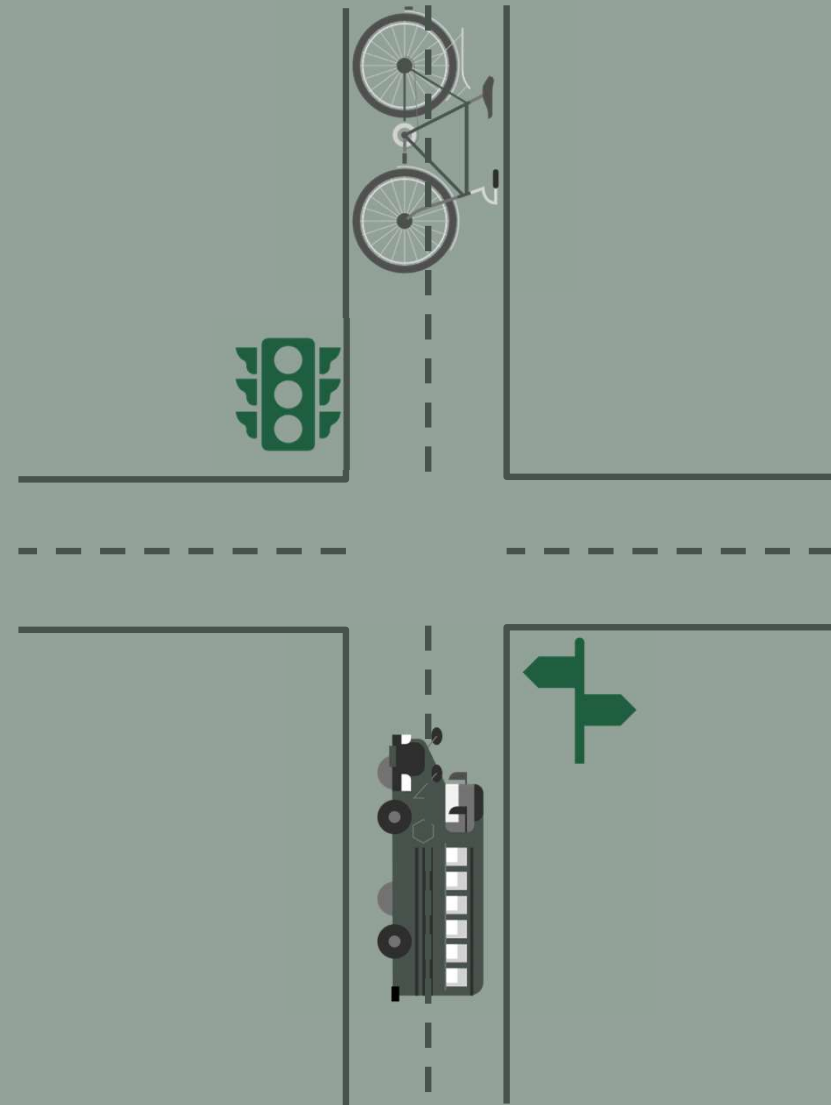
Difficult to turn right here
and also to exit.
Suggestion of a
roundabout

Transform King Edward
Street / Hillside Road
intersection. Suggestion
of Barnes Dance Crossing
and/or speed humps

5. Feedback from Stakeholders

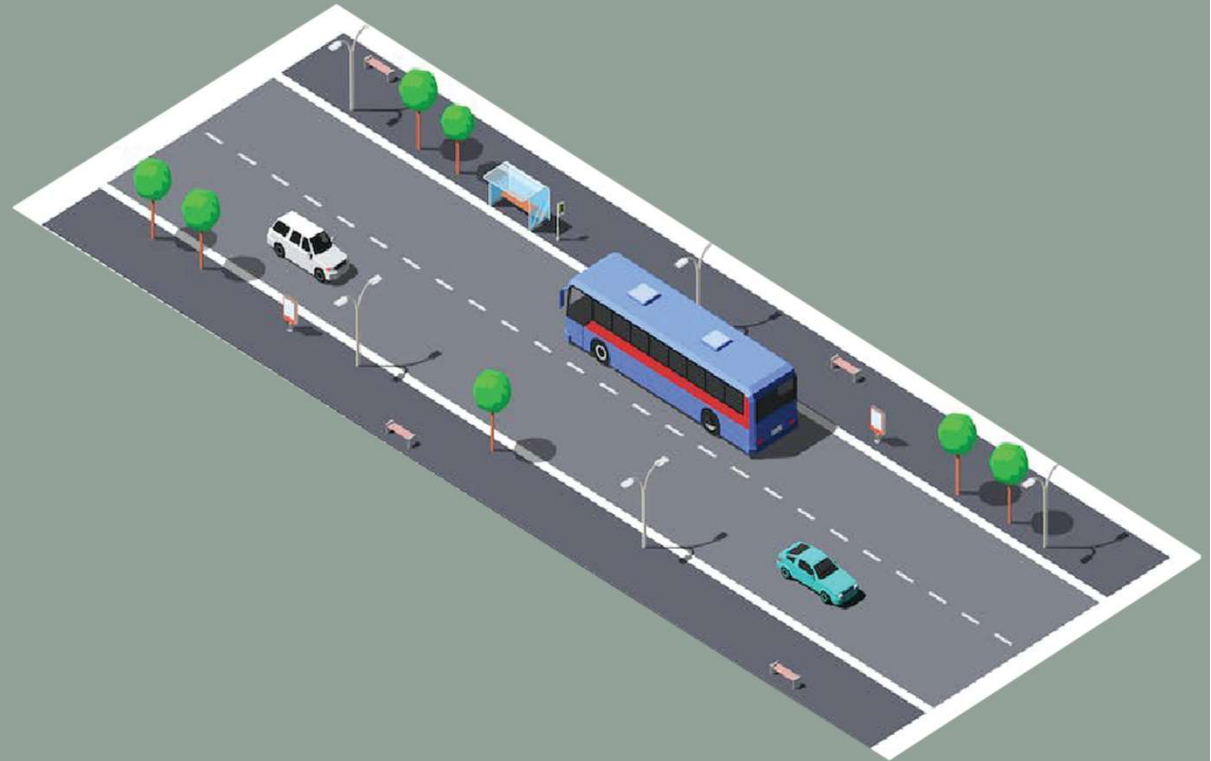
Feedback from AA Otago

- Princes Street currently works well, serious thought and design needs to be made before any changes are considered
- Constructing bus and cycle lanes will reduce carriageway to two lanes, thereby affecting traffic flows; creating congestion; and creating an issue for road users entering and exiting side streets
- New traffic lights at intersections will slow traffic and create congestion
- If no loss in car parking, how will motorists enter and exit car parks safely when crossing over a bus and cycle lane
- Would not support a bus and cycle lane between Rattray Street and Moray Place due to the width of the current carriageway



Feedback from Mosgiel Taieri Community Board

- Need a rapid transit system to make bus travel an attractive option. Not only Mosgiel but also Andersons Bay, Green Island and South Dunedin.
- Implement a time variable bus lane on the one-way system to enable uninterrupted bus travel at peak times (i.e. down one side where carparks are with no carparking from 7 - 8am).
- Suggest a bus stop just past the overbridge intersection to accommodate workers in the Warehouse Precinct



Source: <https://elements.envato.com/city-street-with-2-lane-road-and-bus-stop-2L8DRD2>

Feedback from Disabled Persons Assembly (DPA)

- Improve accessibility along the pedestrian corridor (i.e., re-surfacing of footpaths)
- New cycleway and bus lane system
 - New cycle lanes need good visual signage and appropriate physical barriers between pedestrians and cyclists (i.e., tactile strips around barriers)
 - If bus routes increase, provide more accessible, well lit bus stops with shelter
- Improve mobility crossings (i.e., replace tactile strips; some are too steep for wheelchairs)
- Install new mobility crossings with audio signalled traffic lights with significant timing (i.e., Andersons Bay Road and Princes Street intersection)
- Install traffic calming measures for greater pedestrian and motorist safety (i.e., speed humps)
- Review street lighting, particularly the lower end around The Oval leading through to The Exchange.
- Need more mobility parking spaces (i.e., outside Central Dunedin Work and Income) and 30 minutes not long enough
- Increase the number of accessible public toilets along the route (currently none provided)

Feedback from The Scenic Hotel

Don't Support:

1. Bus stops outside (due to noise).
2. Reduced access or drop off to their businesses (including during construction).

Requirements:

1. Accessibility to the Hotel and the Casino.
2. A dedicated drop-off point for valet parking.
3. Maintain overall parking and accessibility between the hotel's two sites.
4. At Dowling Street - retain or enhance the p5 loading zone outside the hotel.
5. A streetscape design that resolves traffic congestion, accessibility and capacity issue nearby public bus stop at the Dowling St/ Princes St intersection.
6. Two-way access retained to the Southern Cross from the Rattray St and Princes St
7. Keep using parking and drop off point on the High St.
8. Preservation of the existing trees on the Princes St.

Feedback from the Otago University / Te Whatu Ora Southern

Public Transport:

- Trial a dedicated bus lane along Princes Street (even if it means removing car parks)
- Rationalise / reduce the number of bus stops to enable faster travel times through difficult intersections (i.e. no need for two bus stops either side of five-way intersection).

Pedestrians:

- Safe and faster intersection crossings
- Safer pedestrian experiences, especially in the dark (enhance lighting)

Cycling:

- Investigate dedicated bike lanes and / or shared pathways

Multiple road users:

- Lower vehicle speed limit to 30km/h
- Add pedestrian and cycle 'stopping points' at regular intervals and appropriate size to calm traffic
- Effective accessibility at King Edward Street and South Road to align with active and sustainable transport
- The Oval: Identify an option that provides a safer pedestrian crossing whilst balancing the needs of shared path users
- Consider a new carpark at The Oval that can resolve the tension between cyclists and park users who travel by private vehicle, possibly exploring the options to use as a park and ride facility on weekdays
- Adjust many of the intersections along Princes Street to improve safety, especially Maitland Street, South Road, Manor Place, Hope Street, Jervois Street and the five-way intersection

6. Feedback from Social Media



7. Conclusion

- Good number of survey responses (169) and Social Pinpoint comments (344)
- The majority of survey respondents:
 - Visit Princes Street to **travel through** (51%); **work there** (20%) and **shop there** (13%)
 - Travel to Princes Street by **private car** (56%); **cycle / scooter** (20%); and **pedestrian / mobility aid** (8%)
 - Travel through Princes Street by **private car** (57%); **cycle / scooter** (18%); and **pedestrian / mobility aid** (12%)
 - Visit Princes Street **2-6 times per week** (39%); **everyday** (31%); and **about once a week** (16%)
 - **21%** identified as a **disabled person**
- The most popular concern was **cycle safety**, then **none**, **general safety issues** and **pedestrian safety**.
- The most popular improvements requested related to **cycle safety** (i.e., bike lanes), **pedestrian safety** (most crossing points needed), **general transportation comments** (reduce speed limit and improve dangerous intersections) then **public realm** (improve buildings and green space).
- A lot of comments on Social Pinpoint reflected the survey results (popular comments related to **cycle / pedestrian safety** and **improving intersections**, as well as **public realm aspects** (i.e., plant trees / improve derelict buildings).
- Not many responses received from those using **public transport**.