

Room to Move in the City Centre

Heart of the City Feedback

Feedback by email to: r2mcc@at.govt.nz

Introduction:

Heart of the City (HOTC) is the business association for Auckland's city centre. We represent the interests of businesses and property owners. Our purpose is to champion a successful city centre, working for the economic benefit of city centre businesses.

With a mandate to support business, we have been concerned with decisions that have been made access for customers and suppliers difficult. With this in mind, we stress the following key principles:

- Needs for all users must be considered in a fair and balanced way.
- Evaluation of results is essential and must be used to inform future decisions, for example relating to servicing, loading, pick up and drops offs that are problematic in mid-town.

Outlined below is list of additional opportunities we would like Auckland Transport (AT) to investigate as well as feedback related to specific proposals. In addition, the need to:

- Continue to look at innovation to better support kerbside management. This includes the use of dynamic signage – better enabling flexible kerbside use that can be very responsive to changing needs; parcel lockers and use of off-street parking spaces for different use to reduce demand on the kerbside.
- Ongoing evaluation and planning for kerbside activity on a 24/7 basis, adjusting use as required.
- Note the importance of the use of these insights (including needs/land use assessment) gathered from this project to inform wider city centre network and circulation planning.

1. OTHER LOCATIONS NOT IDENTIFIED IN THE PLAN REQUESTED TO BE INVESTIGATED:

- **Aotea Arts Quarter:** Access for customers, arts-related suppliers and people with mobility disabilities is a serious issue in this area and needs urgent action. In addition to the proposed PUDO on Wakefield Street, AT must conduct the review we have requested since the EVA/AVO was implemented. One option is to utilise bus stops on Queen Street, located in the AVO (between Wakefield Street and Wellesley Street) for PUDO activity, particularly in the evenings and outside of peak bus times. This would require a change in access for the AVO.
- **PUDOs in Wynyard Quarter:** Investigate opportunities for PUDOs based on needs and engagement with the community, including WQTMA. This should consider use of existing bus stops at appropriate times to maximise value returns of existing infrastructure.

- **Lorne Street (between Wellesley Street and Wakefield Street):** Investigate needs to support future St James operation.
- **Increase capacity for kerbside use by considering the use of bus stops for alternative uses at times when they are not in service for bus use & kerb space located within bus lanes in the city centre.** This could allow for use such as PUDOS or loading zones at key times of the day to support either goods or people pick up and drop off without compromising on bus priority when needed. This is a good opportunity to maximise existing assets and kerbside activity. AT has previously confirmed to us that it would be unlikely that bus lanes on Albert Street and Wellesley Street would operate 24/7, to support this use. Key areas for consideration for this approach must be **Wellesley Street (between Queen Street and Albert Street), and Albert Street.**
- **Federal Street, between Victoria Street and Kingston Street:** Maximise support for loading and servicing, and the right balance of GSV and LZ achieved to support small business activity.
- **Albert Street:** Ensure adequate provision of loading & servicing.
- **Airedale Street:** Review current parking designations to better support land use and visitor activity, including supporting PUDO activity in the arts quarter.

2. COMMENTARY BY SPECIFIC LOCATION, NUMBERED AS PER THE LIST OF PROPOSALS:

18. Prevent parking on St Patrick's Square/Wyndham Street

It has been clarified that this only relates to issues of vehicles parking on the footpath on Wyndham Street North – impacting pedestrian safety and amenity.

Further to this, the current designations on Wyndham Street between Albert Street and Hobson Street should be reviewed to ensure it is best meeting the needs of the immediate area, which will include loading and servicing, and likely people pick up/drop off to support the Cathedral and hotel activities. For example, there is currently a parking spot allocated for car-share, and this is unlikely to be a relative priority over other use.

23. Lorne Street: Improve pedestrian space and loading opportunities

A comprehensive assessment of Lorne Street is required. Recommend looking at bringing the timeline forward given the private sector development currently underway in the area.

25. Manage Elliott Street

A comprehensive review of Elliott Street is required. The proposed timeframe is currently Medium Term. AT should bring this forward, so it is more aligned with CRL opening.

26. Vulcan Lane Investigate installing barriers/bollards

This is a positive idea which could lead to an improved environment for pedestrian and business activity particularly outdoor dining (outside of the agreed hours for access under the definitions of Pedestrian Mall previously consulted with businesses in the area). This could also support improved

safety outcomes for the area. Considerations will need to be given to both emergency and extraordinary access needs.

It is logical that this is reviewed in the context of any High Street project. AT should also consider the current approach to vehicle access into the Lane.

34. New loading zones on Mayoral Drive subject to bus requirements

This would seem logical to progress.

38. Trial double stack bike/scooter parking

We can see several issues with this proposal, including:

- The type of parking infrastructure proposed – “a double stack bike parking.” This infrastructure on both Queen Street and Te Komititanga has delivered a poor outcome – bringing significant visual encroachments and underused bike parking. There would be better design options to support secure bike parking.
- Not a clear rationale as a priority location for this activity, including likely levels of demand for this function in this location.
- It would be appropriate to integrate planning for this location as part of the Downtown West programme to determine the best use going forward.

40. Sale Street

Explore whether the SPSV/Taxi Stand is required 7 days a week (based on demand/need).

51. Mayoral Drive bus stop replaced with general P5 loading zone.

This is logical to progress. Ensure adequate lighting if to be used as an official PUDO.

53. Loading Zone on Hobson Street

This would seem logical to progress.

55. Wakefield Street

Opportunities to provide PUDO in this area should be investigated, trialled, and evaluated, ensuring good lighting and footpath amenity is in place to support this activity required.

56. New evening taxi stand for Arts Quarter

Do not support a dedicated taxi stand in this area due to the requirements to support pick up and drop off for the adjacent hotel which extends into the evenings. Review the current GSV only restriction to be LZ to better support visitation in the area, as well as hotel pick up and drop off.

-ENDS-

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