

*Regarding Mercury Lane, while the area will open as a shared space when the project is completed, the design provides the ability to close the top of the street to vehicles using electronic bollards. This can be done short-term (e.g. for events in the area) and could be used in future to permanently close the area to vehicles other than those accessing and servicing businesses and homes on the lane. We understand this may still disappoint some people, but AT's decision is based on keeping options open for the future.*

*The changes to the design on Cross Street have been developed following feedback from businesses located on the block between Cross Street and Karangahape Road, and the Karangahape Business Association.*

*The previously-designed interim footpath on the southern side of the street has been removed to allow us to retain loading spaces, which the businesses have told us they rely on. Instead, in response to further feedback we have received in the past few weeks, we are proposing to provide a continuous footpath on the southern side by decking over the 'trench' at the side of the multi-storey carpark building. This will allow us to keep the loading spaces, provide a footpath, and also remove the safety risk posed by the existing trench and railing (which would not meet current safety standards).*

*The planter boxes have been reduced in number due to concerns within AT and Council about the challenges and costs of maintaining them. Some will be retained near the Cross Street / Upper Queen Street intersection. Speed humps have been replaced by other traffic-slowing measures (surface painting and narrowing the entrance to the street), due to concerns about damage to goods during deliveries.*

*We are currently working to respond to the further feedback that we have been given since these design changes were published. This includes the proposal to provide the decked footpath on Cross Street. We will provide an update on the design to the Local Board and the community next month, and will not make further design changes after that, as construction is already underway.*

*It is really important to note that the proposals for Cross Street have always been intended as interim solutions ahead of City Rail Link opening. We expect significant changes will come after the opening of CRL, through redevelopment of privately owned sites. Making only low-cost short-term changes to Cross Street now helps preserve our ability to make longer term changes to improve pedestrian access in the future as new homes and businesses are built.*

*Kind Regards*