



## Permanent Traffic and Parking Changes Report

### Waitematā Local Board

### Pitt Street, Karangahape Road, Greys Avenue and Poynton Terrace, Auckland Central

**Karanga-a-hape neighbourhood network improvements – new turning arrows, bus lanes, cycle lanes, delineation, shared path, give way to cyclists and pedestrians, cycle path, no stopping at all times, bus stops, traffic islands, road humps, pedestrians crossings, footpaths, midblock traffic signal, intersection traffic signal, give way control, stop control, keep clear areas and removal of lane arrow markings**

Report to Traffic Control Committee

Reporting Officer: Suresh Patel, Bus, Ferry & Network Integration Manager

Date Resolved: 19 JUL 2024	Resolution ID: 18605
Internal cost code: C.101833.04	

## 1. Recommendations

The Traffic Control Committee, in accordance with its delegated authority, and being of the opinion that these controls are a justified limitation on the right to freedom of movement on roads which will not unduly impede vehicular traffic using the road, resolves:

- A. That pursuant to clause 9 of the Auckland Transport Traffic Bylaw 2012, section 334 of the Local Government Act 1974, and clauses 2.1 and 7.12 of the Land Transport Rule: Traffic Control Devices 2004, **lanes**, including lanes restricted to traffic required to turn or go straight ahead as indicated by **arrow markings**, are provided for on **Pitt Street** and **Karangahape Road** as indicated in the attached drawings # PTM/WLB/18605/ND/410-423, sheets 1 to 4, all Rev A, all dated 29 May 2024.
- B. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the parts of road referred to as **BL2-1** and **BL3-1** of **Pitt Street** as indicated on the attached drawings # PTM/WLB/18605/ND/410-423, sheets 2 to 4, all Rev A, all dated 29 May 2024, is prescribed as a special vehicle lane, in the form of a **bus lane** restricted to buses, cycles, mopeds and motorcycles at all times.
- C. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012 the area of road identified in B above is additionally prescribed as a special vehicle lane restricted at the same times to clearly marked vehicles operated by an **ambulance service** when carrying, collecting or responding to a patient.
- D. That pursuant to clause 10 of the Auckland Transport Traffic Bylaw 2012, the parts of road referred to as **CL2-1**, **CL2-2**, **CL4-1** and **CL4-2** of **Pitt Street** as indicated on the attached drawings # PTM/WLB/18605/ND/410-423, sheets 2 to 4, all Rev A, all dated 29 May 2024 is prescribed as a special vehicle lane in the form of a **cycle lane** restricted to cycles at all times, except where interrupted by bus stops.

- E. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, the **stopping, standing or parking of vehicles is prohibited at all times** in the parts of road referred to as **CL2-1, CL2-2, CL4-1 and CL4-2 of Pitt Street** as indicated on the attached drawings # PTM/WLB/18605/ND/410-423, sheets 2 to 4, all Rev A, all dated 29 May 2024, except where interrupted by bus stops.
- F. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.10 of the Land Transport Rule: Traffic Control Devices 2004 a combination of **delineators and flush islands** are to be provided on **Pitt Street**, except where interrupted by intersections and vehicles accesses, in the areas referred to as **DF2-1, DF2-2, DF2-3 and DF3-1** as indicated in the attached drawings # PTM/WLB/18605/ND/410-423, sheets 2 and 3, both Rev A, both dated 29 May 2024.
- G. That pursuant to clause 12 of the Auckland Transport Traffic Bylaw 2012 the area of land referred to as **SP2-1 on Pitt Street**, as identified on the attached drawing # PTM/WLB/18605/ND/410-423, sheet 2, Rev A, dated 29 May 2024, is specified as being a **shared path** for cycles, pedestrians, riders of mobility devices and riders of wheeled recreational devices.
- H. The priority for the following users of a shared path is pedestrians / riders of mobility devices / cyclists / riders of wheeled recreational devices.
- I. That pursuant to clause 11 of the Auckland Transport Traffic Bylaw 2012 motor vehicles are prohibited from driving along the shared path referred to as SP2-1 on Pitt Street, as indicated on the attached drawing # PTM/WLB/18605/ND/410-423, sheet 2, Rev A, dated 29 May 2024, except when crossing directly from the roadway to a driveway.
- J. That pursuant to clause 12 of the Auckland Transport Traffic Bylaw 2012 the areas of land referred to as **CP2-1 and CP3-1 on Pitt Street** as identified on the attached drawings # PTM/WLB/18605/ND/410-423, sheets 2 to 4, all Rev A, all dated 29 May 2024, is specified as being a **cycle path**.
- K. That pursuant to clause 11 of the Auckland Transport Traffic Bylaw 2012 motor vehicles are prohibited from driving along the cycle paths referred to as CP2-1 and CP3-1 on Pitt Street as identified on the attached drawings # PTM/WLB/18605/ND/410-423, sheets 2 to 4, all Rev A, all dated 29 May 2024, except when crossing directly from the roadway to a driveway.
- L. That pursuant to section 334(1) of the Local Government Act 1974 and noting clauses 10.3 and 11.4(5) of the Land Transport Rule: Traffic Control Devices 2004, a **give way to cyclists and pedestrians** control is imposed at the intersection of **Greys Avenue** and the **CP2-1** shared path and **Z3-1 and Z3-2** pedestrian crossing as indicated in the attached drawing # PTM/WLB/18605/ND/410-423, sheet 3, Rev A, dated 29 May 2024.
- M. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, the **stopping, standing or parking of any vehicle is prohibited at all times** in the areas as indicated in the table below and shown in the attached drawings # PTM/WLB/18605/ND/410-423, sheets 2 to 4, all Rev A, all dated 29 May 2024.

Road Name	Sheet number	Label
<b>Pitt Street</b>	Sheets 2, 3, 4	A2-1, A3-1 to A3-5, A4-1 to A4-3
<b>Greys Avenue</b>	Sheet 3	A3-6 to A3-9
<b>Poynton Terrace</b>	Sheet 3	A3-10 and A3-11

- N. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the parts of road referred to as **B2-1** and **B4-1** on **Pitt Street** as indicated in the attached drawings # PTM/WLB/18605/ND/410-423, sheet 2 and 4, both Rev A, both dated 29 May 2024, is reserved as a parking place in the form of a **bus stop** for the exclusive use of buses at all times.
- O. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a **traffic island** (refuge island) is to be provided on **Greys Avenue** in the areas referred to as **T3-1** and **T3-2** as indicated in the attached drawing # PTM/WLB/18605/ND/410-423, sheet 3, Rev A, dated 29 May 2024.
- P. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a **traffic island** (side island) is to be provided on **Pitt Street** in the areas referred to as **T4-1** and **T4-2** and on **Karangahape Road** in the areas referred to as **T4-3** to **T4-5** as indicated in the attached drawing # PTM/WLB/18605/ND/410-423, sheet 3, Rev A, dated 29 May 2024.
- Q. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a **traffic island** (flush island) is to be provided on **Greys Avenue** in the areas referred to as **FI3-1** and **FI3-2** as indicated in the attached drawing # PTM/WLB/18605/ND/410-423, sheet 3, Rev A, dated 29 May 2024.
- R. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.9(3) of the Land Transport Rule: Traffic Control Devices 2004 a **road hump** (speed bump) is to be provided on **Pitt Street** in the areas referred to as **H2-1**, **H3-2**, and **H3-3** and on **Poynton Terrace** in the area referred to as **H3-6** as indicated in the attached drawings # PTM/WLB/18605/ND/410-423, sheet 2 and 3, both Rev A, both dated 29 May 2024.
- S. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.9(3) of the Land Transport Rule: Traffic Control Devices 2004 a **road hump** (speed table) is to be provided on **Greys Avenue** in the area referred to as **H3-1** and on **Poynton Terrace** in the area referred to as **H3-4**, as indicated in the attached drawing # PTM/WLB/18605/ND/410-423, sheet 3, Rev A, dated 29 May 2024.
- T. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 8 of the Land Transport Rule: Traffic Control Devices 2004 a **pedestrian crossing** is to be provided on **Greys Avenue** in the areas referred to as **Z3-1** and **Z3-2** as indicated in the attached drawing # PTM/WLB/18605/ND/410-423, sheet 3, Rev A, dated 29 May 2024.
- U. That pursuant to section 319(1)(f) of the Local Government Act 1974 the areas referred to as **F** on **Pitt Street** as indicated in the attached drawings # PTM/WLB/18605/ND/410-423, sheet 2 to 4, all Rev A, all dated 29 May 2024 are determined to be a **footpath** at all times.
- V. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and [8.5(3)] [6.1(a)(i)] of the Land Transport Rule: Traffic Control Devices 2004 **traffic signal** control is imposed at all times and road markings, signals and signs erected on **Pitt Street** as indicated by **PS3-1** in the attached drawing # PTM/WLB/18605/ND/410-423, sheet 3, Rev A, dated 29 May 2024.
- W. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **traffic signal** control is imposed at all times and road markings, signals and signs erected at the intersection of **Pitt Street** and **Karangahape Road**, as indicated by **SI4-1** in the

attached drawing # PTM/WLB/18605/ND/410-423, sheet 4, Rev A, dated 29 May 2024.

- X. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **give way** control is imposed at all times and road markings and signs erected on **Greys Avenue**, at its intersection with Pitt Street, as indicated in the attached drawing # PTM/WLB/18605/ND/410-423, sheet 3, Rev A, dated 29 May 2024.
- Y. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **stop** control is imposed at all times and road markings and signs erected on **Poynton Terrace**, at its intersection with Pitt Street, as indicated in the attached drawing # PTM/WLB/18605/ND/410-423, sheet 3, Rev A, dated 29 May 2024.
- Z. That pursuant to section 334 of the Local Government Act 1974 and clause 10.6 of the Land Transport Rule: Traffic Control Devices 2004 a **keep clear** zone is to be provided on **Pitt Street** in the areas referred to as **KC3-1** and **KC3-2** and on **Pitt Street** at its intersection with Poynton Terrace in the area referred to as **KC3-3** as indicated in the attached drawing # PTM/WLB/18605/ND/410-423, sheet 3, Rev A, dated 29 May 2024.
- AA. That any previous resolutions or decisions pertaining to traffic controls made pursuant to any bylaw or other Road Controlling Authority power, to the extent that they are in conflict with the traffic controls resolved in this report, are revoked.
- BB. The traffic controls, restrictions and/or prohibitions resolved in this report are resolved from the date the decision was made. Each control, restriction or prohibition takes effect and may be enforced either immediately or, if dependent on a traffic control device, once the traffic control devices prescribed for it under the Land Transport Rule: Traffic Control Devices 2004 are installed.

## 2. Executive Summary

The Karanga-a-Hape Station Neighbourhood and Bus Improvements project proposes changes to the transport network and streets around the new City Rail Link (CRL) station entrances in Beresford Square and Mercury Lane. The Karanga-a-Hape Neighbourhood and Bus Improvements aims to improve safety for everyone, make connecting between bus, bike, and train easier, and enhance the look and feel of the neighbourhood streets to complement the new station. The project's proposed changes support past enhancement projects, prepare for the opening of the CRL, and deliver outcomes from the City Centre Masterplan.

This report pertains to the changes proposed for Pitt Street which are an important part of the overall project insofar as it delivers the "missing link" in both the Auckland Cycle Network and also the bus priority network for west / northwest Auckland bus services. The streetscape upgrades and new midblock pedestrian crossing will enhance the pedestrian experience for users of the Beresford Square entrance to the new Karanga-a-Hape Station.

## 3. Governance Context

Auckland Transport is both the road controlling authority for the Auckland transport system and the organisation responsible for public transport management in Auckland. Its purpose is to contribute to an effective, efficient, and safe Auckland land transport system in the public interest. Auckland Transport establishes traffic controls and other facilities in pursuit of that purpose.

The Traffic Control Committee has been delegated powers by the Auckland Transport Board to enable it to make: resolutions under bylaws made by, or deemed to have been made by, Auckland Transport; resolutions under Auckland Council bylaws delegated to Auckland Transport; and certain other traffic control-related decisions. The matters for consideration in this report fall within the scope of the Traffic Control Committee's delegated authority.

## 4. Consultation Summary

The wider project was initially reviewed by the Design Review Panel Subject Matter Expert Squad (DRP SME) between 13 December 2022 and 21 January 2023. Project plans and supporting documentation were sent to DRP SME members for their review via the standard project review process. A further DRP SME review of the detailed design for this project has been undertaken between 12 March 2024 and 9 April 2024.

A wide range of design-related comments and feedback has been incorporated into the design where possible. Specific themes of comments focused on the proposed intersection at Poynton Terrace, the design and operation of the new mid-block crossing and its integration with existing emergency service vehicle signal arrangement, and the design of the Pitt Street / Karangahape Road intersection. All comments were fully responded to and closed out as part of the DRP SME review process.

ATOC have reviewed the detailed design during late February 2024. A range of design related comments have been reviewed and actioned within the design to the satisfaction of the ATOC review team.

The wider project has been supported by an extensive public consultation exercise that was undertaken between 17 April 2023 and 26 May 2023. The project team also conducted face-to-face meetings with the Waitemata Local Board, local MP, local Councillor, Karangahape Business Association, Fire and Emergency New Zealand and Urban Search and Rescue. Key stakeholders have been updated between March and April 2024 with the final detailed design and construction plans.

Overall sentiment to the wider project was positive, with 73-percent of respondents to the distributed project survey stating that they strongly agreed or agreed that the proposed changes would improve the area for them.

The new mid-block crossing and protected cycle lanes on Pitt Street are a major part of the overall project proposal for active modes enhancements, with 70-percent of survey respondents providing positive feedback, while any negative sentiment received, focused on the perceived underutilisation of the existing cycle lanes on Karangahape Road.

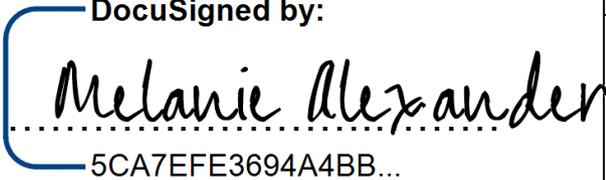
Public sentiment to the proposed changes to loading and servicing across the whole project was mixed (59-percent positive, 19-percent mixed and 22-percent negative), but the removal of loading zones on Pitt Street did not feature strongly in the external feedback, although it was noted as a concern in the submission from the Karangahape Business Association. The Link Alliance design for Beresford Square has been amended to ensure that two loading zones are available in this location to support businesses on the western side of Pitt Street.

A total of 62-percent of respondents were positive towards the public transport infrastructure improvements proposed by the wider project, of which the Pitt Street changes are an important component. Most of the negative sentiment recorded related to the bus lane proposals for Karangahape Road, not Pitt Street.

The Waitemata Local Board were consulted on the proposal on 26 April 2023. Two presentations were also made to the Local Board – on 25 July 2023 and 15 August 2023 – to summarise the different design options and to present the public feedback on the project. Whilst the Local Board has not made a formal submission on the proposal, they have been supportive of the intentions of the project and provided a quote for AT’s media release regarding the project consultation. The project team presented an update on the design to the Board at their workshop on 23 April 2024.

A fuller description of the consultation of who was consulted, the methodology and a more detailed review of the feedback and how this was responded to is set out in the consultation section of the appendix.

## 5. Signatures and Approvals

	Name and title of signatory	Date of Review Approval
Consultant / Author:	Simon Milner Public Transport Lead PTM Consultants Ltd	
Delivered by:	Sophia Wang Principal Project Manager Investigation & Design Central	4/06/2024
Recommended by:	Suresh Patel Bus, Ferry & Network Integration Manager Public Transport Infrastructure Development	
Verified by:	Anthony Herath Senior Resolutions Specialist Transport Controls Unit	5/07/2024
Approved by:	Mathew Rudez Traffic Engineering Team Leader (Central) Road Network Operations	5/07/2024
Approved by:	Stuart McAlpine Minor Projects Specification Manager Metro Infrastructure & Fleet Specification	5/07/2024
Approved by:	Peter Barfoot Parking Compliance Area Manager Transport Compliance	5/07/2024
Recommendations Resolved by:	<p><b>DocuSigned by:</b></p>  <p>5CA7EFE3694A4BB...</p> <p><b>Melanie Alexander</b> Chairperson Traffic Control Committee</p>	<p>Date Resolved</p> <p>19 JUL 2024</p>
Traffic Control Committee		

# Appendix

## 6. Background

### 6.1 How the matter arose

The Karanga-a-Hape Station Neighbourhood and Bus Improvements project proposes improvements to the transport network and streets around the new City Rail Link (CRL) station entrances in Beresford Square and Mercury Lane. The Karanga-a-Hape Neighbourhood and Bus Improvements aims to improve safety for everyone, make connecting between bus, bike, and train easier, and enhance the look and feel of the neighbourhood streets to complement the new station. The project's proposed changes support past enhancement projects, prepare for the opening of the CRL, and deliver outcomes from the City Centre Masterplan.

The proposed changes are intended to achieve the following.

- Make connections between the new Karanga-a-Hape Station and the surrounding neighbourhood, easy, safe, and intuitive.
- Make travelling by bus easier, quicker, and more reliable. Create better connections between buses and trains.
- Make it easier for people to walk and cycle around the area safely.

A key part of the overall project proposal is for a comprehensive redesign of Pitt Street for its full extent between Union Street / Hobson Street and Karangahape Road. This project will deliver a new layout for Pitt Street that has a transit focused nature – with bus lanes and other bus priority measures delivered to link the existing bus priority measures on Karangahape Road with the new bus priority measures through Vincent Street and into Albert Street that is being delivered as part of the Link Alliance (LKA) reinstatement works. The proposal also delivers separated cycling facilities on Pitt Street, which bridges an existing “missing link” in the Auckland Cycle Network – between the end of the Nelson Street cycleway and the Karangahape Road cycle lanes. These transit-focused facilities will leverage the benefits of the specific facilities that are being delivered by LKA outside the station entrances.

### 6.2 Location

The road is situated between Union Street and Karangahape Road in the Waitemata Local Board area.

Road Name	Road Classification	AADT (vpd)	Additional Designation(s)
Pitt Street	Arterial	20,945	Bus route
Karangahape Road	Arterial	17,208	Bus route
Greys Avenue	Primary Collector	4,030	
Poynton Terrace	Access	261	

This area is predominantly commercial in nature.

## 7. Issues and Options

### 7.1 Proposal

It is proposed to install new turning arrows, bus lanes, cycle lanes, no stopping at all times restrictions, delineation, shared path, give way to cyclists and pedestrians, cycle path, bus stops, traffic islands, road humps, pedestrians crossings, footpaths, midblock traffic signal, intersection traffic signal, give way control, stop control, keep clear areas and the removal of turn lane arrows as shown on the attached drawings # PTM/WLB/18605/ND/410-423, sheets 1 to 4, all Rev A, all dated 29 May 2024.

The turn bans, turning arrows, traffic islands, shared paths, bus stop, no stopping at all times road markings, existing loading zone, special vehicle lanes, no passing restriction, give way control and signalised pedestrian crossing on Pitt Street, Vincent Street and Hopetoun Street were approved by the Traffic Control Committee on 5 May 2017 under resolution ID # 13238.

The existing no stopping off the roadway on Vincent Street and Greys Avenue were approved by the Traffic Control Committee on 25 March 2021 under resolution ID # 16938.

The existing no stopping at all times road markings, time restriction, paid parking zone, traffic islands, road hump, pedestrian crossing, flush medians, give way control, edge lines and surface friction treatment on Greys Avenue were approved by the Traffic Control Committee on 1 November 2019 under resolution ID # 16120.

The existing bus lane extension and changes to the bus lane operating hours on Karangahape Road, was approved by the Traffic Control Committee on 4 October 2023 under resolution ID # 18343.

### 7.2 Strategic alignment

#### 7.2.1 Design standards

Whilst the design for this proposal mostly complies with the standards set in the AT Transport Design Manual (TDM), the project team has applied for several departures from standard (DfS), due to the constrained road corridor. The DfS' that relate specifically to traffic and transport controls in Pitt Street are documented below – the number is not sequential within this report, as this relates to the whole wider project. Others will be documented in reports for other project components. DfS for the wider project were lodged on 1 May 2024, after extensive dialogue with relevant SME's to achieve consensus on the best way forward for the project. Approval dates are stated where this has been confirmed.

*DfS #1 - Footpath gradients – AT TDM Footpath and the Public Realm. Section 3.4 – Crossfall Gradients – approved 9 July 2024*

The western footpath at the corner of Pitt Street / Karangahape Road intersection, adjacent to the existing pram ramp currently has a non-compliant grade. To achieve the standard, it would require changes to the Pitt Street carriageway geometry that would have significant cost implications for the project.

*DfS #3 – Bus stop layout – AT TDM Bus Infrastructure. Section 5.1 Bus stop layout types – approved 7 June 2024*

Multi-bay, independently operable bus stops cannot be accommodated in the available space on the western kerb of Pitt Street.

*DfS #4 – Kerb clearances – AT TDM – Bus Infrastructure, Section 8.3.4 – Street Furniture Clear Areas – deemed by SME as not required 5 June 2024*

The design team has stated that the placement of the Visual Passenger Information Display (VPID) meets clearance requirements – 1m clearance from VPID screen / face to kerb and 0.5m clearance between VPID pole and edge of cycleway – this was reviewed by the relevant SME and deemed not be required under a DfS.

*DfS #5 – Footpath width – AT TDM – Footpath and the Public Realm. Section 3.1 Urban Footpaths – approved 9 July 2024*

The footpath width between the bus shelter and cycleway at the outbound (YMCA) bus stop is less than the stated minimum.

Alternative design measures have been investigated for the placement of the bus shelter, but due to the presence of extensive underground services in the rear of the footpath, these options were not progressed further.

*DfS #6 – Vehicle Tracking – AT TDM – Urban and Rural Roadway Design. Section 4 – Design Parameters (Design and Check Vehicles for Each Road Type) – approved 10 July 2024*

A DfS has been sought and approved in respect of the design and check vehicles that the project has employed in relation to the existing street geometry of the area.

*DfS #7 – Lane widths – AT TDM Urban and Rural Roadway Design – Section 7.4 Lane Widths – approved 10 July 2024*

A DfS has been sought and approved to permit existing lane widths to be maintained through the project extents.

*DfS #8 – Corridor clearances – AT TDM Bus Infrastructure – Section 8.3.4 Street Furniture Clear Areas – approved 9 July 2024*

A DfS has been applied for in relation to vertical structures within the raised medians that separate the cycleway from the carriageway. The proposed design is consistent with treatments approved for use in Karangahape Road.

## **7.2.2 Safety**

Safety is a core driver for the wider project. Pedestrian flows from the Beresford Square station entrance are being supported by the proposed new midblock crossing on Pitt Street. For cyclists, this element of the wider project is providing a key missing link in the central Auckland cycle network – by linking the Nelson Street cycleway to the Karangahape Road protected cycle lanes with a new bi-directional off-road cycleway facility along the length of Pitt Street.

A Safe Systems Audit (SSA) has been undertaken throughout the various stages of the project development process. The most recent being SSA stage three being undertaken on the Detailed Design in December 2023. Four moderate concerns and two comments were made by the Safety Audit Team (SAT), these matters have been addressed by the project team accordingly.

### Moderate Concerns

*Inconsistent lane markings on the southbound approach to Hopetoun Street* – The SAT noted that there are existing lane arrow road markings to the north of the project extent that would be inconsistent with the proposed alterations to the Hopetoun Street / Vincent Street intersection southern approach. The project team agreed with the concern and have extended the project extent to encompass the lane markings noted, making the design changes necessary.

*Cyclists give way requirement for the Pitt Street / Poynton Terrace intersection* – It was noted that give way priority control would be overlooked by cyclists and pedestrians, resulting in crashes. As a result, the project team updated the design to give intersection priority to cyclists and pedestrians over vehicles at the Poynton Terrace intersection.

*Pedestrian waiting behaviour at Pitt Street mid-block crossing* – The SAT noted that pedestrians are unlikely to wait in the area behind the cycle lanes – which will have priority until the mid-block signals are activated for pedestrians to cross. The project team agreed

with the concern noted and the design has been modified to allow a bypass route for cyclists and a pedestrian kerbside waiting zone on both sides of Pitt Street.

*Pitt Street / Karangahape Road hybridised footpath / cycleway arrangements on corners* – The SAT expressed concerns regarding confusion of the layout and proposed alternatives that either fully separated cyclist and pedestrian movements or achieved the same, with a shared space arrangement across Mercury Lane. The designer noted, with client agreement, that the proposed arrangement was largely a function of the need to retain traffic space in the vicinity of the intersection, particularly to allow buses from Pitt Street to enter Karangahape Road from the kerb side lane in both directions. The client decision was to retain the shared use corners (as all modes have multiple directions of travel) while retaining the corner traffic islands to provide protection from turning vehicles.

The two comments received related to cycleway markings and requested commentary on the proposed cycleway end point behind the new bus stop at the exit from Beresford Square. The design team updated the design with road markings proposed by the SAT and noted that the SAT agreed with the proposed Beresford Square surface treatments.

### **7.3 Alternatives**

#### Option one

This option represents the do-nothing option for post-opening of the Karanga-a-hape Station and would see the surrounding street network returned to its former 2019 state. Given that traffic behaviour and overall traffic volumes have changes significantly in the intervening period, there is an opportunity available to AT to provide a better precinct form around the new station entrances that was envisaged possible in 2019.

#### Option two

This option would see an enhanced pedestrian environment provided outside the two station entrances, Beresford Square and Mercury Lane. Whilst an improvement on the do-nothing scenario, this option would not be a holistic upgrade of the wider precinct.

For this reason, this was not the preferred option.

#### Option three

This option provides for a more comprehensive redesign of Pitt Street for its full extent between Union Street / Hobson Street and Karangahape Road. The option delivers a Pitt Street layout that has a transit focused nature, with bus lanes and other bus priority measures delivered to link existing bus priority on Karangahape Road with new bus priority through Vincent Street and into Albert Street that is being delivered as part of the LKA reinstatement works. The option also delivers separated cycling facilities in Pitt Street – which also bridges an existing “missing link” in the Auckland Cycle Network – between the end of the Nelson Street cycleway and the Karangahape Road cycle lanes. These transit facilities will be set in a significantly upgraded urban realm setting to maximise the benefits of the specific facilities that are being delivered by LKA outside the station entrances.

This option has been well supported by AT, key stakeholders, and the public through the community engagement that has been undertaken around this project and is the preferred option for this location.

### **7.4 Local Board**

The Waitemātā Local Board were consulted on the proposal on 26 April 2023. Two presentations were also made to the Local Board on 25 July 2023 and 15 August 2023 to summarise the different design options and to present the public feedback on the project. The most recent communication with the Local Board was at a workshop on 23 April 2024, where the project team presented an update on the final detailed design that is emerging and plans for the construction programme.

## 7.5 Consultation

Consultation on the proposal was undertaken with the following **internal** parties:

Parking Compliance	Support
Parking Design and Solutions	Comment
Public Transport	Support
Road Safety Engineering	Comment
Traffic Engineering	Comment
Design and Standards	Comment
ATOC	Comment
Road Corridor Access	Support

The wider project has been consulted with AT internal teams via the Design Review Panel (DRP) SME forum. The developed design was submitted for review between 13 December 2022 and 21 January 2023 and, more recently, the detailed design plans and supporting reports were submitted for review between 12 March 2024 and 8 April 2024. Responses were received and responded to via the design register process, with a separate ATOC feedback report being responded to in late February 2024, with dialogue continuing through March 2024 to respond to matter raised to close out design matters raised. In addition to the team listed above, comments were received from Strategy and Planning.

Consultation on the proposal was undertaken with the following **external** parties:

Affected residents/property owners	yes
Affected businesses	yes
Affected community groups, schools, etc	yes
Other affected road users	yes
Public transport operators	yes
Business association	yes
Fire and ambulance services	yes
Police	yes

Pre-engagement with key stakeholders has taken place during 2021 and 2022 as the project progressed through the design stages. Early meetings were held with emergency services in August 2021 and with the Karangahape Station Community Liaison Group in October 2021. A wider round of meetings was held between August 2022 and December 2022 with Local Board members, elected members, the Mercury Lane Owners and Residents Group, George Court Body Corporate Committee and other local landlords and advocacy groups.

The wider project has been supported by an extensive public consultation exercise that was undertaken between 17 April 2023 and 26 May 2023. Physical brochures were delivered to 13,683 mailboxes and 726 postal addresses within the Karangahape neighbourhood and surrounding suburbs. The project consultation has been supported by targeted social media advertising, a project website containing an interactive social pinpoint map, and outdoor advertising on posters and digital billboards. Three public drop-in information sessions were hosted, and the project team promoted the consultation at the Karangahape Business Association's market.

The project team also conducted face-to-face meetings with the Waitemata Local Board, local MP, local Councillor, Karangahape Business Association, Fire and Emergency New Zealand (FENZ) and Urban Search and Rescue.

During March and April of 2024, the project team have attended meetings with the Community Reference Group, Karangahape Business Association, FENZ, St John and LKA representatives to update them on the emerging final detailed design and proposed construction programme.

## 7.6 Analysis

### Internal feedback

A wide range of design-related advice was received through the DRP review process, with the design being amended where possible to respond to the points raised.

The following specific themes were raised during the internal consultation process on the detailed design and have been addressed by the project team to the satisfaction of all teams.

#### *Poynton Terrace intersection priorities*

**Road Safety Engineering** raised concerns regarding access arrangements and vehicle versus pedestrian priorities, with a request to prioritise the high volumes of pedestrians in this location. The design team noted the concern, but further noted that the proposed design treatment is consistent with side street treatments on Karangahape Road. It was also noted that if the vehicle limit line was set back to prioritise pedestrians, there would likely be low compliance, as vehicle visibility for oncoming traffic would be compromised by buildings. As such, no changes were made to the design.

#### *Mid-block crossing design*

**Strategy and Planning** noted support for the at-grade mid-block crossing on Pitt Street, noting that it was in line with current guidance around Raised Safety Platforms (RSP). However, both **Traffic Engineering** and **Road Safety Engineering** expressed concerns around this design change from a RSP to an at-grade crossing and asked how the design team was responding to the impact that this change may have on traffic speeds. The design team noted that the crossing is signalised and within a 30km/hr speed zone. Options for surface treatments to reduce emergency stopping distances are being explored with Road Maintenance but is not within the project scope to deliver.

#### *FENZ and St John access arrangements and signal integration*

**Traffic Engineering** sought clarification on how existing fire and ambulance access arrangements would be integrated with the new design. The project team provided a design report which documented the extensive engagement which took place with emergency services over the course of the project development showing how the project was integrated with the access is maintained and also how the mid-block crossing will be integrated with the emergency service signals. This specific signal integration item has been discussed and closed out as part of the ATOC reviewed conducted by the project team.

#### *Loading zone provision*

**Traffic Engineering** and **Parking Design and Standards** both noted the lack of a loading zone provision on Pitt Street and in Beresford Square, as both locations previously had loading zone provisions and there was an expected demand. The design team noted that the previous loading zones were removed from the design when an earlier design iteration was amended to remove a kerb buildout at the proposed mid-block crossing. It was noted that **Public Transport Services** have not been supportive of an off-peak loading zone in the bus lane in order to maintain bus service reliability through Pitt Street. The Link Alliance design for Beresford Square has been amended to deliver two loading zones in this area, to better support businesses on the western side of Pitt Street. No changes to the design were made.

#### *Need for small traffic islands within Pitt Street / Karangahape Road intersection*

**Traffic Engineering** and **Road Safety Engineering** both queried the need for and role of the three small traffic islands within the intersection design, noting that they potentially represented a tripping hazard. The project team noted that the traffic islands are required to protect cyclists and pedestrians from vehicles cutting the corners. It was further noted that this style of design is present at both the Upper Queen Street / Karangahape Road

and Ponsonby Road / Karangahape Road intersections for similar reasons and performs well. No changes to the design were made.

*Advance southbound pavement markings not captured*

**Road Safety Engineering** noted that the project extent needed to be extended to the north to capture the advance pavement markings for the approach to the Hopetoun Street intersection. This was incorporated into the design.

### External feedback

The wider project external consultation exercise received 349 responses to the online survey, 391 individual comments on the Social Pinpoint site, 45 postal responses, 11 email submissions and one in-person submission. Overall sentiment to the project was positive, with 73-percent of respondents stating that they strongly agreed or agreed that the proposed changes would improve the area for them personally and 76-percent stating that this was the case for the neighbourhood.

The new mid-block crossing and protected cycle lanes on Pitt Street are a major part of the overall project proposal for walking and cycling enhancements with 70-percent of survey respondents were positive regarding the proposed changes. Negative sentiment received (at 17-percent) focused on the perceived underutilisation of the existing cycle lanes on Karangahape Road and it is of note that this proposal will fill a significant gap in the existing cycle lane network, thus contributing to cycling numbers in the wider area. Other negative comments were related to broader discontent with additional road space being devoted to cycling and the delays to traffic that would be created by the new mid-block crossing.

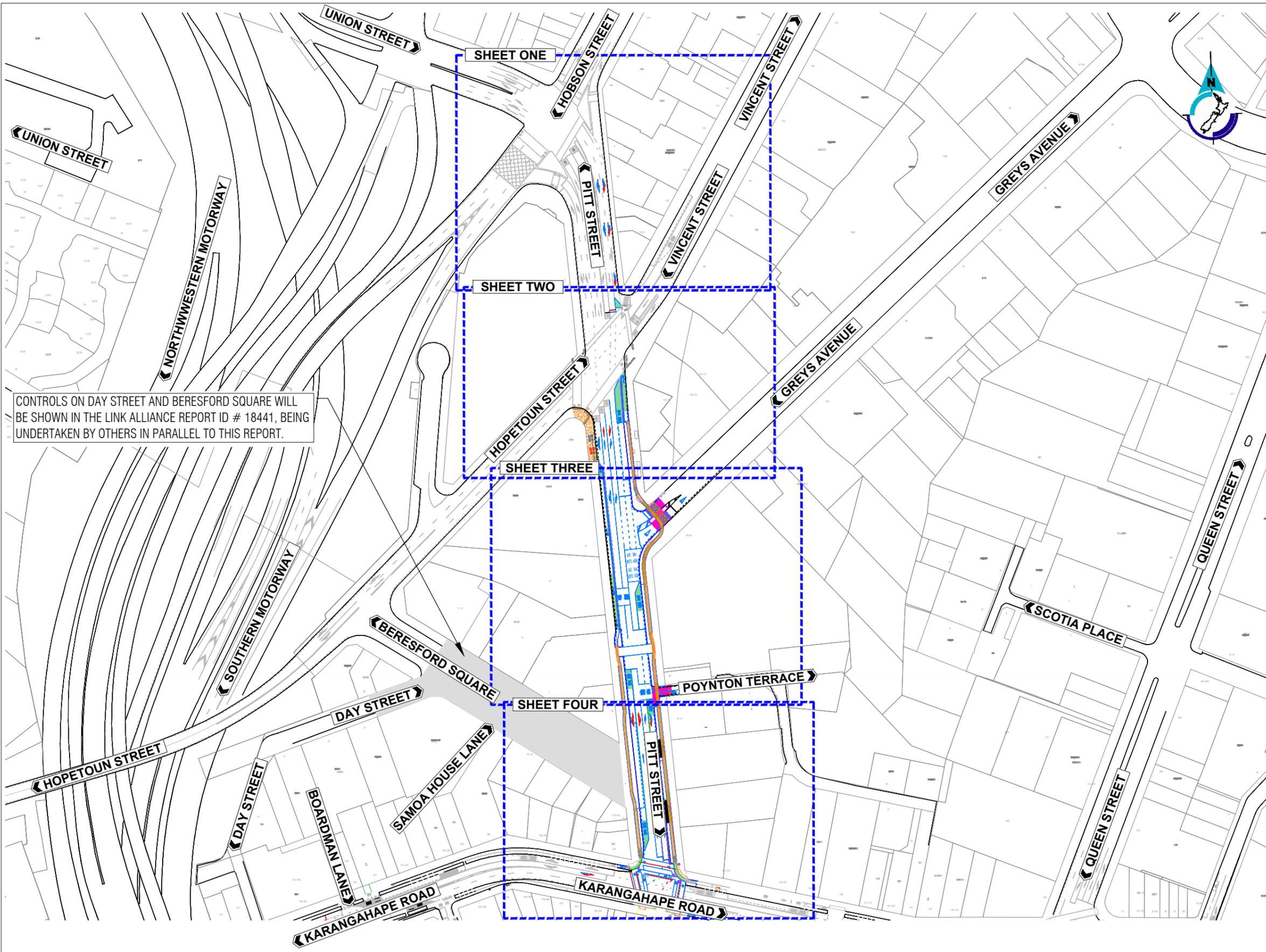
Public sentiment to the proposed changes to loading and servicing across the whole project was mixed (59-percent positive, 19-percent mixed and 22-percent negative), but the removal of loading zones on Pitt Street did not feature strongly in the external feedback, although was noted as a concern in the submission from the Karangahape Business Association. Most opposition was in relation to the changes proposed for Mercury Lane. The Link Alliance design for Beresford Square has been amended to deliver two loading zones in this area, to better support businesses on the western side of Pitt Street.

A total of 62-percent of survey respondents were positive towards the public transport improvements proposed by the wider project, of which Pitt Street changes are an important component. The majority of negative sentiment recorded (16-percent) related to the bus lane proposals for Karangahape Road, not Pitt Street.

## **7.7 Close out**

Internal feedback has been closed out with responses and appropriate client decisions conveyed through the DRP comments register, with this process being concluded during May 2024.

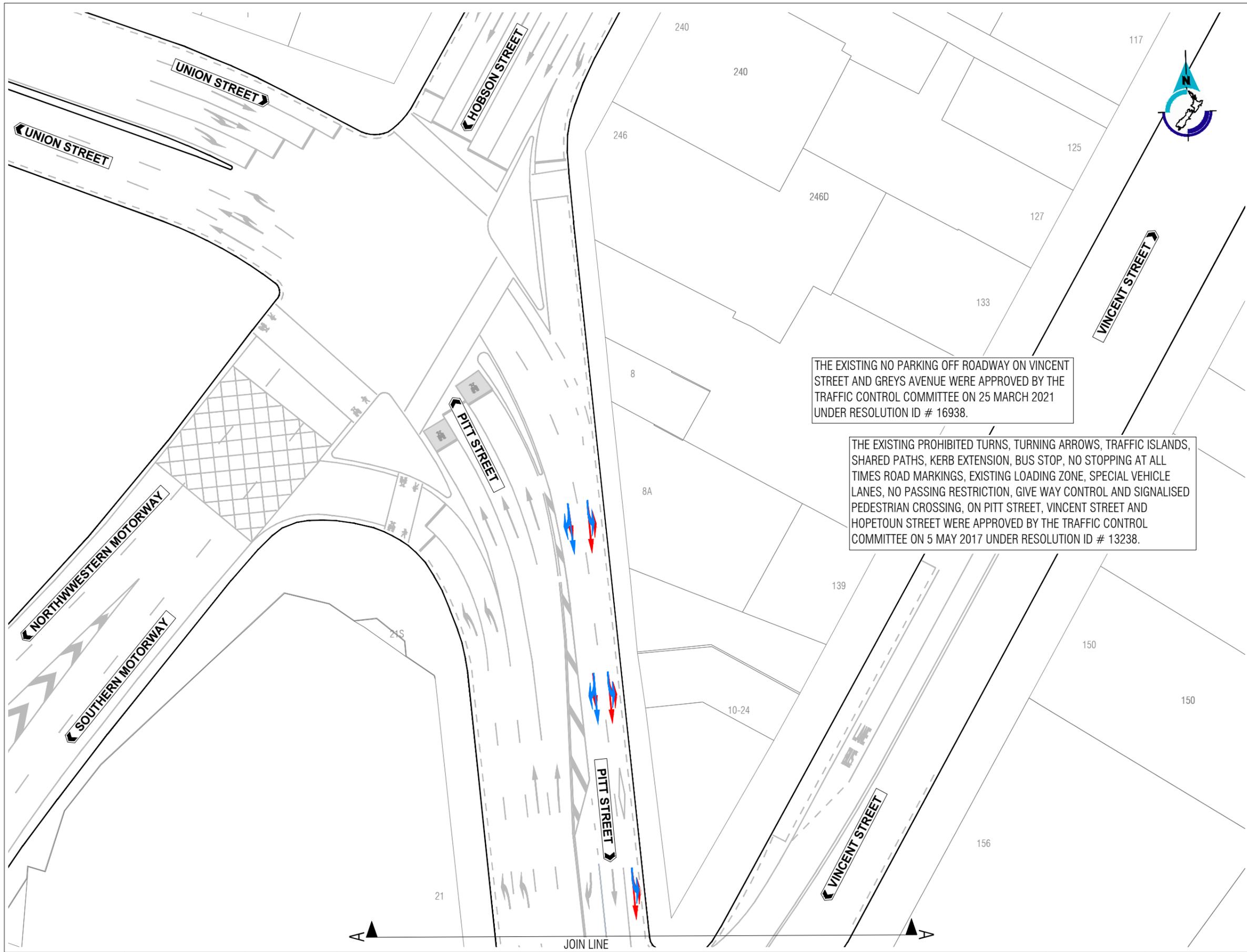
No further public or stakeholder responses have been received following the publication and distribution of the feedback report at the end of September 2023. Further information has been provided to key stakeholders during the finalisation of the detailed design for this project during March and April 2024 as noted above.



CONTROLS ON DAY STREET AND BERESFORD SQUARE WILL BE SHOWN IN THE LINK ALLIANCE REPORT ID # 18441, BEING UNDERTAKEN BY OTHERS IN PARALLEL TO THIS REPORT.

LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW ROAD MARKINGS
	NEW GREEN ROAD MARKING
	NEW CYCLE PATH
	NEW SPEED HUMP/DELINEATOR
	NEW TRAFFIC ISLAND
	NEW SPEED BUMP
	NEW SIGN
	NEW VEHICLE ENTRANCE
	NEW CYCLE RAMP
	REMOVED KERB LINE
	REMOVED ROAD MARKINGS

- NOTES**
- ALL TRAFFIC AND PARKING SIGNS ARE TO BE INSTALLED AS PER TDM, ATCOP AND/OR RELEVANT LEGISLATION REQUIREMENT.
  - ALL MEASUREMENTS ARE ROUNDED TO THE NEAREST 0.5m.
  - SIGNS AND MARKINGS ARE INDICATIVE ONLY AND MAY NOT REFLECT FINAL POSITIONS.
  - ALL VEHICLE ENTRANCES ARE INDICATIVE ONLY AND MAY NOT REFLECT FINAL POSITIONING.
  - THESE RESOLUTION DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.



PARKING OFF THE ROADWAY IS PROHIBITED ON ALL ROADS IN THIS DRAWING

THE EXISTING NO PARKING OFF ROADWAY ON VINCENT STREET AND GREYS AVENUE WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 25 MARCH 2021 UNDER RESOLUTION ID # 16938.

THE EXISTING PROHIBITED TURNS, TURNING ARROWS, TRAFFIC ISLANDS, SHARED PATHS, KERB EXTENSION, BUS STOP, NO STOPPING AT ALL TIMES ROAD MARKINGS, EXISTING LOADING ZONE, SPECIAL VEHICLE LANES, NO PASSING RESTRICTION, GIVE WAY CONTROL AND SIGNALISED PEDESTRIAN CROSSING, ON PITT STREET, VINCENT STREET AND HOPETOUN STREET WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 5 MAY 2017 UNDER RESOLUTION ID # 13238.

LEGEND	
	EXISTING KERB LINE
	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW ROAD MARKINGS
	NEW GREEN ROAD MARKING
	NEW CYCLE PATH
	NEW SPEED HUMP/DELINEATOR
	NEW TRAFFIC ISLAND
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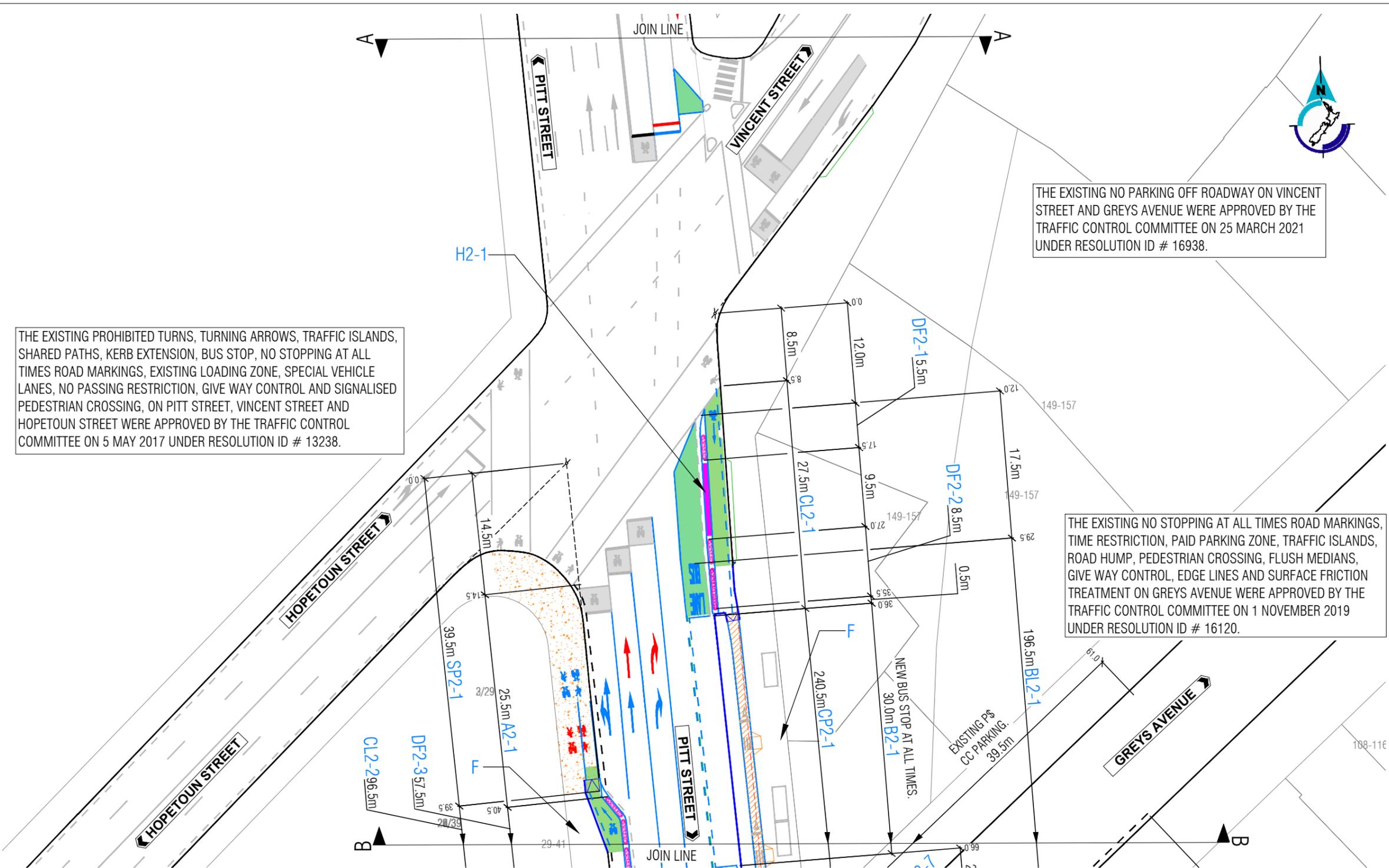
DESIGNED BY: BECA  
 PREPARED BY: PTM CONSULTANTS  
 FOR: AT

PROJECT NAME:  
 PITT STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD.  
 RESOLUTION PLAN - KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS.

RESOLUTION ID  
**18605**

Design:	BECA
Survey:	BECA
Drawn:	ND/PTM
Date:	29 May 2024

Scale:	N.T.S
DWG#:	PTM/WLB/18605/ND/410-423
Rev:	A
Sheet#:	SHEET 1 OF 4



THE EXISTING PROHIBITED TURNS, TURNING ARROWS, TRAFFIC ISLANDS, SHARED PATHS, KERB EXTENSION, BUS STOP, NO STOPPING AT ALL TIMES ROAD MARKINGS, EXISTING LOADING ZONE, SPECIAL VEHICLE LANES, NO PASSING RESTRICTION, GIVE WAY CONTROL AND SIGNALISED PEDESTRIAN CROSSING, ON PITT STREET, VINCENT STREET AND HOPETOUN STREET WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 5 MAY 2017 UNDER RESOLUTION ID # 13238.

THE EXISTING NO PARKING OFF ROADWAY ON VINCENT STREET AND GREYS AVENUE WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 25 MARCH 2021 UNDER RESOLUTION ID # 16938.

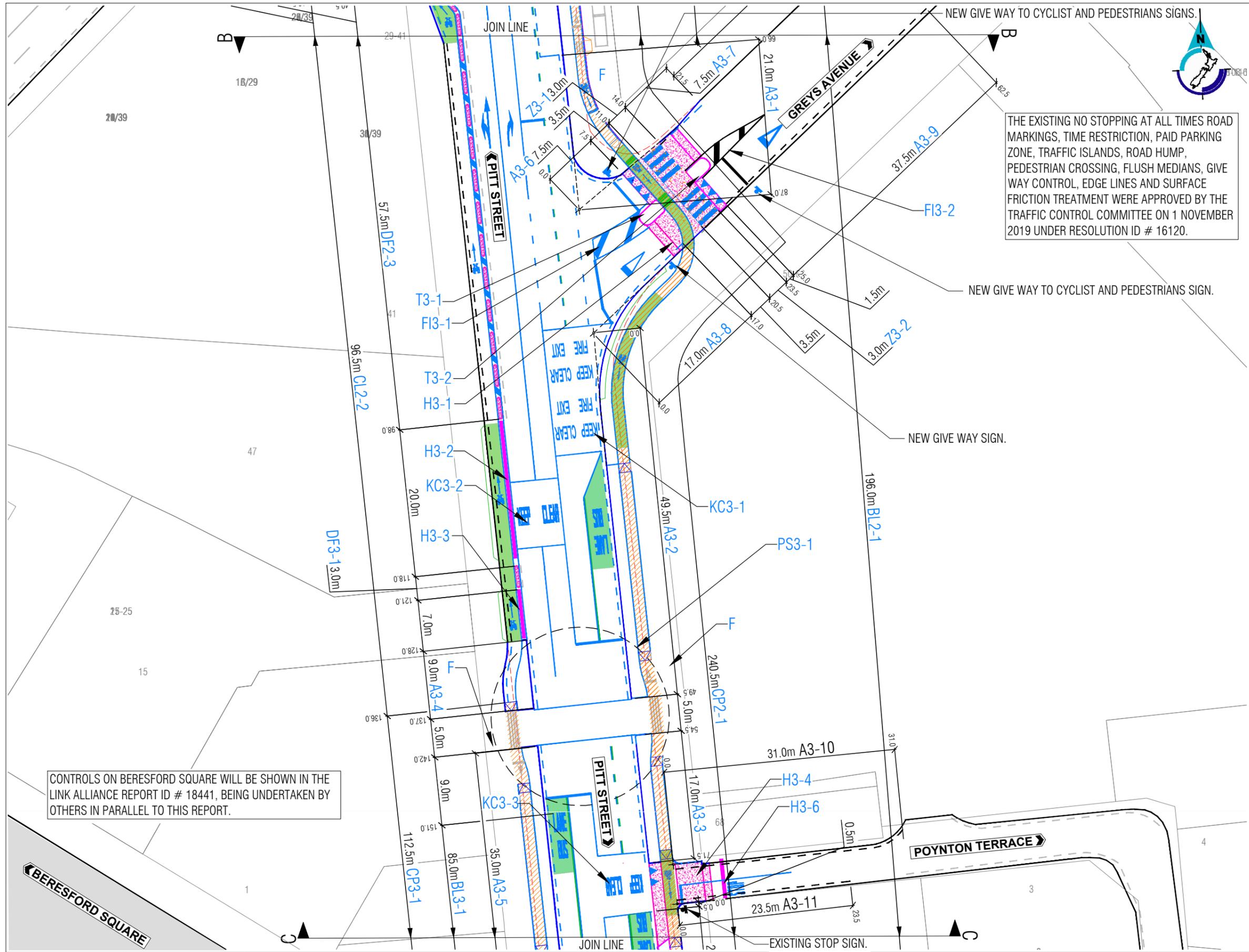
THE EXISTING NO STOPPING AT ALL TIMES ROAD MARKINGS, TIME RESTRICTION, PAID PARKING ZONE, TRAFFIC ISLANDS, ROAD HUMP, PEDESTRIAN CROSSING, FLUSH MEDIANS, GIVE WAY CONTROL, EDGE LINES AND SURFACE FRICTION TREATMENT ON GREYS AVENUE WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 1 NOVEMBER 2019 UNDER RESOLUTION ID # 16120.

PARKING OFF THE ROADWAY IS PROHIBITED ON ALL ROADS IN THIS DRAWING

**LEGEND**

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	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW ROAD MARKINGS
	NEW GREEN ROAD MARKING
	NEW CYCLE PATH
	NEW SPEED HUMP/DELINEATOR
	NEW TRAFFIC ISLAND
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	NEW SIGN
	NEW VEHICLE ENTRANCE
	NEW CYCLE RAMP
	REMOVED KERB LINE
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CONTROLS ON BERESFORD SQUARE WILL BE SHOWN IN THE LINK ALLIANCE REPORT ID # 18441, BEING UNDERTAKEN BY OTHERS IN PARALLEL TO THIS REPORT.

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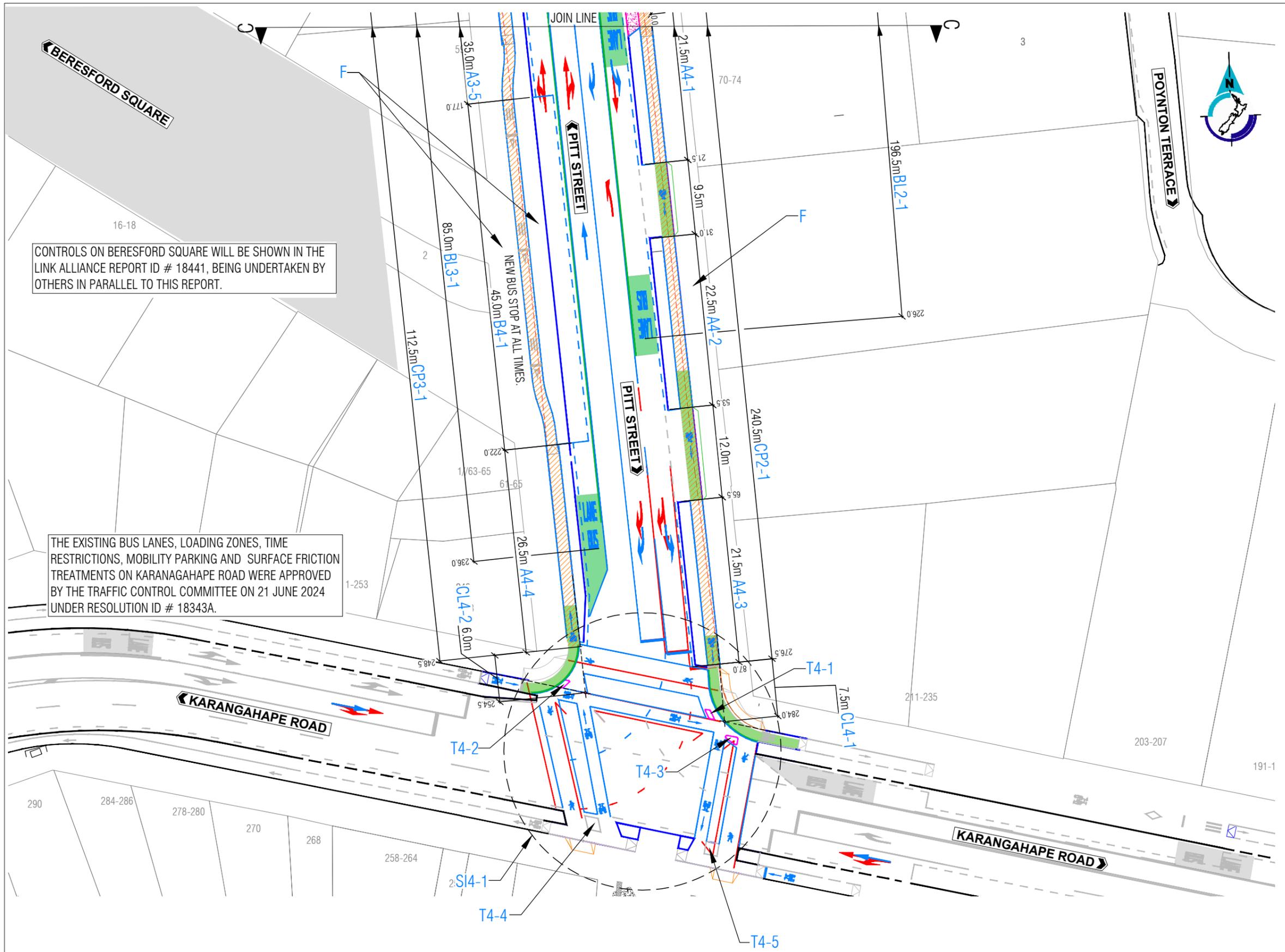
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DESIGNED BY: BECA  
 PREPARED BY: PTM CONSULTANTS  
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 RESOLUTION PLAN - KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS.

RESOLUTION ID  
**18605**

Design:	BECA	Scale:	N.T.S
Survey:	BECA	DWG#:	PTM/WLB/18605/ND/410-423
Drawn:	ND/PTM	Rev:	A
Date:	29 May 2024	Sheet#:	SHEET 3 OF 4



CONTROLS ON BERESFORD SQUARE WILL BE SHOWN IN THE LINK ALLIANCE REPORT ID # 18441, BEING UNDERTAKEN BY OTHERS IN PARALLEL TO THIS REPORT.

THE EXISTING BUS LANES, LOADING ZONES, TIME RESTRICTIONS, MOBILITY PARKING AND SURFACE FRICTION TREATMENTS ON KARANGAHAPE ROAD WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 21 JUNE 2024 UNDER RESOLUTION ID # 18343A.

PARKING OFF THE ROADWAY IS PROHIBITED ON ALL ROADS IN THIS DRAWING

LEGEND	
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	EXISTING ROAD MARKINGS - APPROVED
	EXISTING ROAD MARKINGS - FOR APPROVAL
	EXISTING SIGN
	EXISTING VEHICLE ENTRANCE
	NEW KERB LINE
	NEW ROAD MARKINGS
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