



Permanent Traffic and Parking Changes Report

Waitematā Local Board

Karangahape Road and Upper Queen Street, Auckland Central

Karanga-a-Hape neighbourhood network improvements – new turning arrows, removed no stopping at all times road markings

Report to Traffic Control Committee

Reporting Officer: James Wickham, Transport Operations Continuity Lead

Date Resolved: 10 MAY 2024	Resolution ID: 18614
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 **Karangahape Road** as indicated in the attached drawing # PTM-WLB-18614-ND-410-423, sheet 1, Rev A, dated 15 April 2024.
- B. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, the previous decision to **prohibit the stopping, standing or parking of any vehicle at all times** in the parts of road referred to as **RA1** and **RA3** on **Karangahape Road** and **Upper Queen Street** and in the part of road referred to as **RA2** on **Karangahape Road** as indicated in the attached drawing # PTM-WLB-18614-ND-410-423, sheet 1, Rev A, dated 15 April 2024, is **revoked**.
- C. 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.
- D. 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.
- E. The revocation of each traffic control, restriction or prohibition in recommendation B takes effect either immediately or, if dependent on a traffic control device, the revocation takes effect once the traffic control devices prescribed for it under the Land Transport Rule: Traffic Control Devices 2004 are removed.

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.

Part of the proposal was to permanently to restrict motor vehicle access on Mercury Lane to north of the existing vehicle crossing at 2 Mercury Lane, to become a pedestrian mall. During subsequent design iterations, the ability to deliver the pedestrian mall in this location requires the reversal of the direction of travel on Mercury Lane. This change, then also requires the reinstatement of a right turn from Karangahape Road to Upper Queen Street.

Related to these decisions, CRL have indicated to Auckland Transport that they require a full closure of Upper Mercury Lane to facilitate their Karanga-a-Hape Station entrance works in this location. For this reason, the reinstatement of the right turn from Karangahape Road to Upper Queen Street is required in advance of other proposed changes.

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. DRP SME members were broadly supportive of this specific component of the wider project. The ATOC review of the intersection design has provided a range of detailed design commentary that the project team has addressed – the main focus of ATOC feedback was regarding acceptable intersection performance, marking of cycle lane continuity lines through the intersection and additional signage on the eastbound Karangahape Road approach to allow buses to travel straight through from the kerbside lane, which will now become a left turn only lane.

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 (KBA), Fire and Emergency New Zealand

(FENZ) and Urban Search and Rescue (USAR). Ongoing consultation to April 2024 has occurred through the quarterly Link Alliance Community Liaison Group (CLG) Meetings, Karangahape Business association (KBA), FENZ & St John and CRLL/LKA weekly meetings with Local businesses on interim streets. A Waitemata Local Board workshop was held on 23 April 2024.

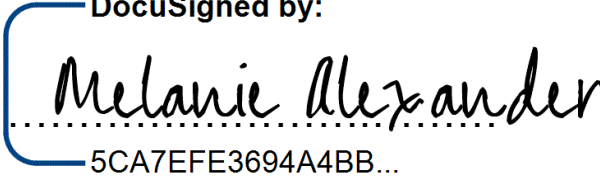
Regarding the specific access changes proposed for Mercury Lane, with associated changes to the south in Upper Queen Street, Cross Street, Canada Street and East Street, 67% of respondents expressed support for the proposed changes, 20% were opposed and 10% provided mixed responses. The final 3% of responses to this question were unrelated to the question posed. When the responses were filtered down to people who lived within the Karangahape Road neighbourhood, support dropped to 44%, opposition increased to 32% and 15% provided mixed views.

Much of the opposition related to the original proposal on access related matters was around AT's initial intention to not provide for a right turn option from Karangahape Road to Upper Queen Street. This is now being provided for in the final proposal, as documented in this report.

The Waitematā 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.

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:	James Wickham Transport Operations Continuity Lead Network Integration and Ops Continuity	18/04/24
Recommended by:	Sophia Wang Principal Project Manager Investigation & Design – Central	
Verified by:	Anthony Herath Senior Resolutions Specialist Transport Controls Unit	22/04/24
Approved by:	Mathew Rudez Traffic Engineering Team Leader (Central) Road Network Operations	22/04/24
Approved by:	Stuart McAlpine Minor Projects Specification Manager Metro Infrastructure & Fleet Specification	22/04/24
Approved by:	Garry Brown Parking Compliance Area Manager Transport Compliance	23/04/24
Recommendations Resolved by:	<p>DocuSigned by:</p>  <p>5CA7EFE3694A4BB...</p> <p>Melanie Alexander Chairperson Traffic Control Committee</p>	<p>Date Resolved</p> <p>10 MAY 2024</p>

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:

- 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.

Part of the proposal was to permanently to restrict motor vehicle access on Mercury Lane to north of the existing vehicle crossing at 2 Mercury Lane, to become a pedestrian mall. During subsequent design iterations, the ability to deliver the pedestrian mall in this location requires the reversal of the direction of travel on Mercury Lane. This change, then also requires the reinstatement of a right turn option from Karangahape Road to Upper Queen Street and the reversal of direction of travel on Cross Street – to be westbound only.

Related to these decisions, CRL have indicated to Auckland Transport that they require a full closure of Upper Mercury Lane to facilitate their Karanga-a-hape Station entrance works in this location. For this reason, the reinstatement of the right turn from Karangahape Road to Upper Queen Street is required in advance of other proposed changes.

6.2 Location

The subject area is situated at the intersection of Karangahape Road and Upper Queen Street in the Waitematā Local Board area.

Road Name	Road Classification	AADT (vpd)	Additional Designation(s)
Karangahape Road	Arterial	17,208	N/A
Queen Street	Arterial	16,362	N/A
Upper Queen Street	Arterial	15,073	N/A

This area is predominantly commercial in nature.

7. Issues and Options

7.1 Proposal

It is proposed to amend lane arrow arrangements, add to the existing approved cycle infrastructure by adding green continuity markings and remove sections of no stopping at all times (NSAAT) road markings, as shown on the attached drawing # PTM-WLB-18614-ND-410-423, sheet 1, Rev A, dated 15 April 2024.

The existing turning arrows, cycle lanes, carriageway stop control, prohibited turns, one way road, no U-turn, NSAAT road markings, bus stops, pedestrian signals, parking zone, angled parking, delineator, pedestrian crossing, traffic island, flush median, traffic signals and road hump on Karangahape Road, Queen Street and Upper Queen Street were approved by the Traffic Control Committee on 9 July 2021 under resolution ID # 16771.

The existing bus lane extension and changes of hours on Karangahape Road, was approved by the Traffic Control Committee on 4 October 2023 and noted on 6 October 2023 under resolution ID # 18343.

7.2 Strategic alignment

7.2.1 Design standards

The proposed design complies with the standards set in the Transport Design Manual.

7.2.2 Safety

Safety is a core driver for this project, with the declaration of this section of Mercury Lane as a pedestrian mall being a key matter for addressing how the significant numbers of pedestrians accessing the Karang-a-hape Station via its Mercury Lane entrance can be best protected from other road users.

For this specific element of the wider project, the intersection changes provide better delineation for cyclists heading through the Queen Street / Upper Queen Street intersection and for movement to/from the cycle lanes on Upper Queen Street into Karangahape Road.

7.3 Alternatives

Option One

This option is the Do-Nothing option. In this scenario, this option would mean that Mercury Lane would be closed to through traffic to facilitate CRL construction works and no through traffic route would be available between Pitt Street southbound and Upper Queen Street / Ian McKinnon Drive. This would have major traffic implications for this part of central Auckland and is also not consistent with the longer-term plans to make Upper Mercury Lane a pedestrian mall to better support the opening of the new Karanga-a-hape Station.

For these reasons, this is not the preferred option.

Option Two

Option Two involves leaving Mercury Lane open to southbound traffic whilst construction works around the Karanga-a-hape Station entrance on Mercury Lane are progressed. The CRL team have indicated that it is not possible to complete their works and keep Upper Mercury Lane open to through traffic as the construction site requires the full width of the road.

For this reason, this is not the preferred option.

Option Three

This option brings forward an element of the wider Project K scheme and provides for a right turn movement from Karangahape Road to Upper Queen Street. This option is consistent with endorsed plans for the wider precinct (including the reversal of traffic flow on Cross Street) and also allows the CRL team to fully close Upper Mercury Lane in order to facilitate their station entrance construction works.

For these reasons, this is the preferred option in this location.

7.4 Local Board

The Waitematā 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.

7.5 Consultation

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

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

The wider project was considered 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 review of the detailed design was undertaken between 12 March 2024 and 8 April 2024.

ATOC was consulted on the wider proposal in August 2023 following development of the final proposal, and post external consultation. Final recommendations on the wider project were made by City Centre Network Operations (CCNO) on 4 September 2023. Further consultation with ATOC on this specific part of the wider project, which was not part of the original proposal, was undertaken between February 2024 and April 2024.

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 Karang-a-hape Station Community Liaison Group in October 2021. A wider round of meeting 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 Waitematā Local Board, local MP, local councillor, Karangahape Business Association (KBA), Fire and Emergency New Zealand (FENZ) and Urban Search and Rescue (USAR).

7.6 Analysis

Internal Consultation Feedback

Internal teams were generally supportive of this element of the wider proposal, with the only substantive feedback coming from ATOC. They provided a range of design related commentary that has been added to the design, with the more substantive issues noted below.

Lane Arrangement Change for Bus Movements

It was noted that buses cannot exit the eastbound bus stop (kerbside lane) and transition into the lane closer to the centreline, which is proposed for straight through and right turn movements. After review, the project team amended the design to add a "BUSES ONLY MAY GO STRAIGHT THROUGH FROM LEFT LANE" sign. ATOC was satisfied with the change and the comment was closed accordingly.

Karangahape Road Cycle Continuity Lines

Dashed green continuity lines were requested to be added to the design to better delineate the cycleway transition through the intersection on both sides of the road. The project team added this to the design.

NSAAT Road Marking Changes Within the Intersection

Additional NSAAT road markings within the intersection were requested. After discussion with the client, it was concluded that NSAAT road markings are not required within the intersection and the design will remove several existing sections that are part of the current road markings.

Intersection Performance with Amended Lane Arrangements

ATOC requested modelling of the proposed signal phasing changes, particularly in regard of how a pedestrian and cyclist "barnes dance" configuration performs. The project team provided all documentation necessary to the satisfaction of the ATOC team on the intersection performance.

Local Board Feedback

As noted above, whilst the Local Board has not made a formal submission on the proposal, all board members have indicated their support for the preferred option and also indicated that they are in support of delivering the full consulted project during the CRL construction phase.

External Consultation 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% of respondents stating that they strongly agreed or agreed that the proposed changes would improve the area for them personally and 76% stating that this was the case for the neighbourhood.

This element of the wider project is related to access to and through the area. 67% of survey participants who answered this question in the online survey were positive to the changes, although this reduced to 44% when results were filtered further to only focus on those that lived in the area. Much of this reduced level of support related to the extended access into the streets to the south side of Karangahape Road that would have been a feature of the original proposal – which did not provide for a right turn from Karangahape Road into Upper Queen Street. It is of note that this element of the wider project final proposal, as documented in this report, will go some way towards offsetting some of this local opposition to the wider project.

The Karangahape Business Association submission was supportive of the overall project, noting that they support changes that ensure the safety of pedestrians shopping, living and working locally, as well as changes to access arrangements that prioritise car traffic with a local destination. Regarding the closure of Mercury Lane specifically, the business association noted that other changes (right turns from Karangahape Road into Upper Queen Street, from Upper Queen Street into Canada Street and/or from Karangahape Road into East Street) were vital to support access to local businesses in the area.

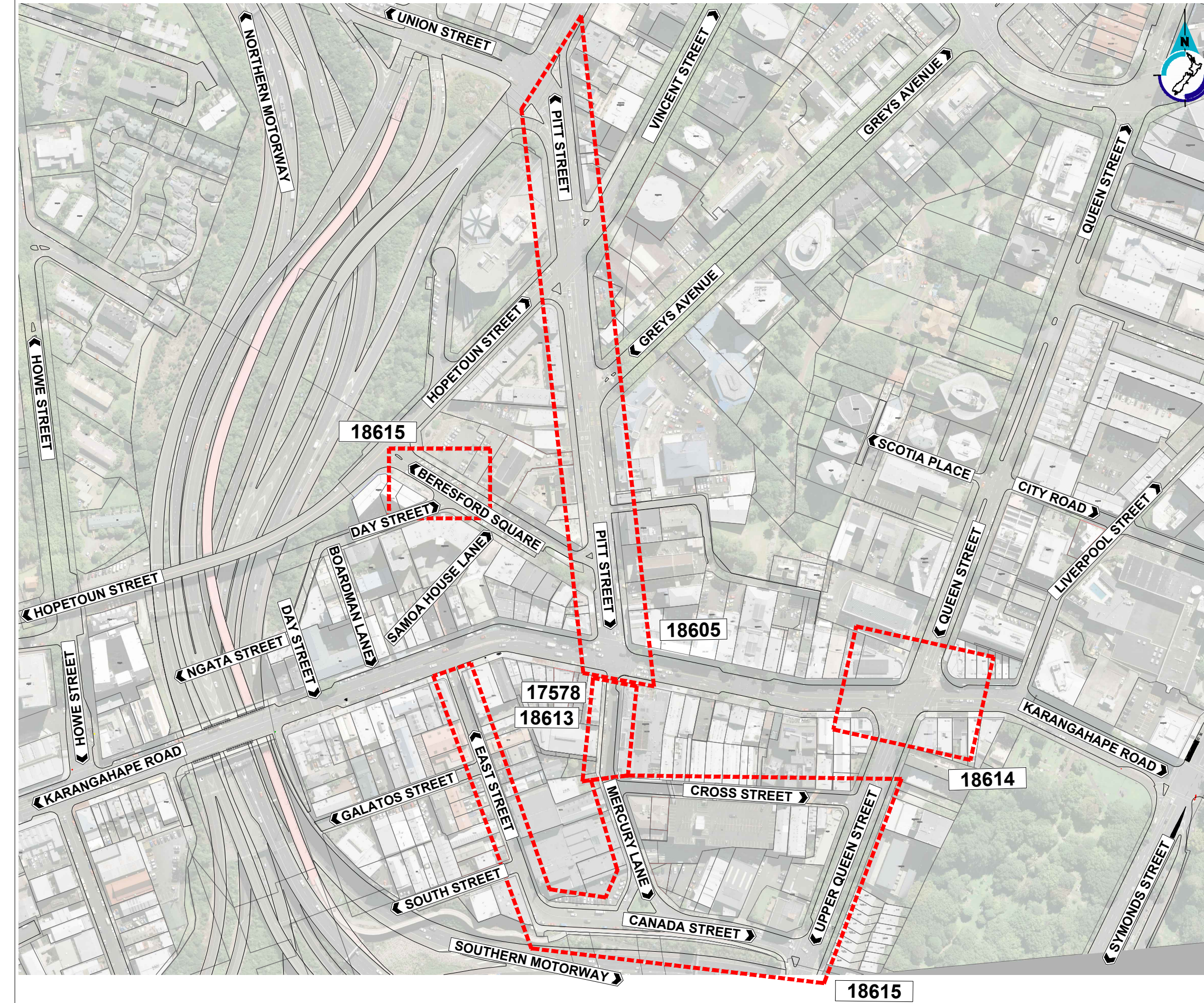
The City Centre Residents Group submitted a supportive submission for the overall project and considers the proposed changes to be consistent with the City Centre Master Plan.

FENZ submitted that they are supportive of the prioritisation of pedestrians within Mercury Lane, as it is likely to reduce deaths and serious injuries, noted the pre-engagement activity that had been undertaken by AT and outlined specific design and operational requirements for the pedestrian mall that the design team have taken on board with the final project design.

7.7 Close out

As design feedback was received from ATOC only, the close out process was undertaken with them directly. With updated design circulated for their records. No response was received post close out.

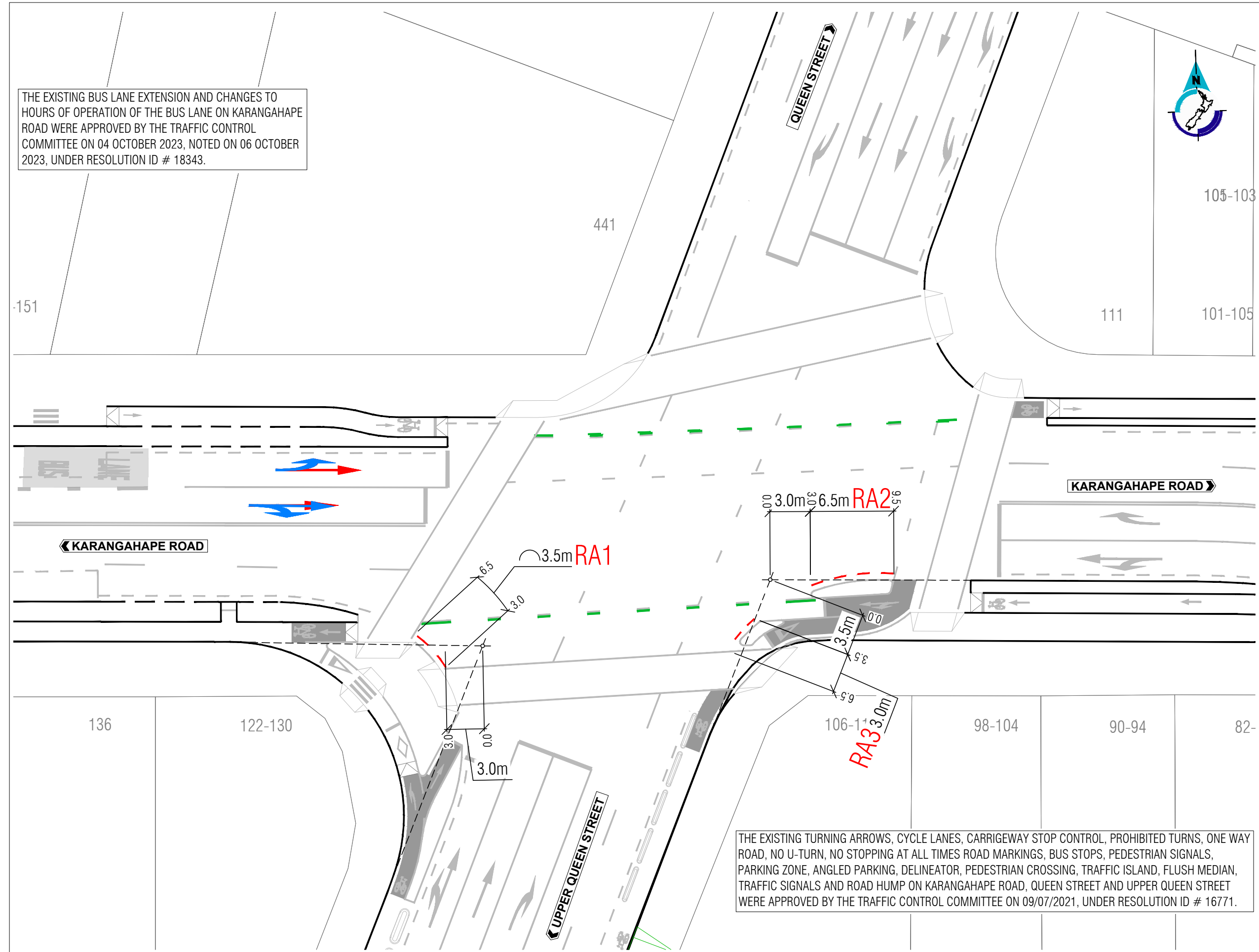
No further public or stakeholder responses have been received, following the publication and distribution of the feedback report at the end of September 2023. Since then, ongoing consultation has occurred through the quarterly Link Alliance Community Liaison Group (CLG) Meetings, Karangahape Business association (KBA), FENZ & St John and CRLL/LKA weekly meetings with local businesses on interim streets. A Waitemata Local Board workshop was held on 23 April 2024.



- NOTES**
- ALL NEW TRAFFIC AND PARKING SIGNS ARE TO BE INSTALLED AS PER TDM, ATCOP AND/OR RELEVANT LEGISLATION REQUIREMENT.
 - ALL NEW TRAFFIC DEVICES 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.
 - KERB LINES IN THIS SITE LOCATION DRAWING ARE INDICATIVE ONLY AND MAY NOT REFLECT CHANGES MADE POST 2008.

DESIGNED BY:	PREPARED BY:	FOR:	PROJECT NAME:	Design: NA	Scale: N.T.S
			KARANGA-A-HAPE NEIGHBOURHOOD NETWORK IMPROVEMENTS	Survey: NA	DWG#: SITE LOCATION DRAWING
			PROJECT REPORTS OVERVIEW SHEET.	Drawn: ND/PTM	Rev: A
				Date: 15 April 2024	Sheet#: OVERVIEW

THE EXISTING BUS LANE EXTENSION AND CHANGES TO HOURS OF OPERATION OF THE BUS LANE ON KARANGAHAPE ROAD WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 04 OCTOBER 2023, NOTED ON 06 OCTOBER 2023, UNDER RESOLUTION ID # 18343.



THE EXISTING TURNING ARROWS, CYCLE LANES, CARRIGEWAY STOP CONTROL, PROHIBITED TURNS, ONE WAY ROAD, NO U-TURN, NO STOPPING AT ALL TIMES ROAD MARKINGS, BUS STOPS, PEDESTRIAN SIGNALS, PARKING ZONE, ANGLED PARKING, DELINEATOR, PEDESTRIAN CROSSING, TRAFFIC ISLAND, FLUSH MEDIAN, TRAFFIC SIGNALS AND ROAD HUMPS ON KARANGAHAPE ROAD, QUEEN STREET AND UPPER QUEEN STREET WERE APPROVED BY THE TRAFFIC CONTROL COMMITTEE ON 09/07/2021, UNDER RESOLUTION ID # 16771.

LEGEND

- EXISTING KERB
- EXISTING ROAD MARKINGS - APPROVED
- NEW ROAD MARKINGS
- NEW GREEN ROAD MARKINGS
- REMOVED ROAD MARKINGS
- EXISTING APPROVED TRAFFIC ISLAND/DELINEATORS
- EXISTING GREEN ROAD SURFACING
- EXISTING VEHICLE ENTRANCE

NOTES

- ALL NEW TRAFFIC AND PARKING SIGNS ARE TO BE INSTALLED AS PER TDM, ATCOP AND/OR RELEVANT LEGISLATION REQUIREMENT.
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