

## CCRG Feedback Te HāNoa & Wellesley Bus Boulevard

CCRG are fully supportive of the vision and intent for Te Hā Noa as expressed in the CCMP 2020, and these current plans go a long way to fulfilling this vision.

### Some Concerns and suggestions

Where is Wai Horotiu in this design? We have a big opportunity to represent the stream in meaningful ways, beyond patterns in footpaths.

**Pedestrians** & pedestrian movement. Amenity and design principles (universal design CPTED,) priority over traffic movement, must be given the highest priority.

These proposals go quite a long way to achieving this but there is room for more.

Cross street intersections. These should all be raised like the Elliot street one. Lorne St - High St should be an all-but continuous experience for pedestrians to emphasis walking connections across intersections. Either raised crossing, or at the minimum paving treatment to emphasise walking priority.

All intersections need to have any signals prioritised for pedestrians at all times - preferably defaulting to green person crossing, with vehicles activating any phase changes rather than the old traffic movement-centric (and current default) other way around.

Blocking of pedestrian spaces by illegally parked vehicle must be designed out of the scheme, and NOT rely on enforcement activities. This is critical given that the city centre is a 24/7 environment for residents, so we expect that intent and vision to be upheld 24/7, and not undermined at night when, to all intents and purposes, enforcement disappears

We think the Southern side of Victoria street footpath should be widened further.

Hire bikes & scooters will need their own parking areas. There should also be plenty of parking for private bicycles.

**Trees and gardens** - the more of these the better.

Trees - we support as many trees as possible, including fruiting trees to support bird life along with rain gardens. All trees need to be protected from damage by vehicles.

**Cycling:** definitely support the dedicated bidirectional cycle facility the full length of the Detailed Business Case scope. The cycle path should have a different treatment from the road, and be wider, as mentioned above, to allow for growth and enhanced safety.

Though slightly out of scope for this 'stage', it seems a lost opportunity not to connect the cycle way to Nelson St and the rest of the Vic St 'cycle way'. Tactical/low cost measures could be used to connect the cycle way to the rest of the network, otherwise it won't be very usable (and some may/will complain it's not being used)

### **Loading Zones, Road Width & parking.**

CCRG support the narrowing of Victoria St to one lane each way and the removal of general parking.

Proposed car lane widths on Victoria St between Queen and Kitchener are 3.2m each. These should be reduced to 2.7m, which is the minimum lane width in the AT Urban Street Design Guide due to 30kph speeds. This is our opportunity as envisaged by the slower speeds programme implemented in the city centre (30 kph), to redesign streets to encourage and force slower speeds.

With service and freight vehicles recognised at 2.5-2.55m wide this is absolutely doable.

We could allocate some of the extra 1m to the cycleway so it's a total of 4m - which allows for future proofing as well as providing a safer cycling experience, and/or provide more footpath space.

Re-assess turning movements for vehicles with the potential to remove some of these to reflect the change in mode priority that we are wanting to achieve.

The design needs to take into account the changes proposed for Queen St. The corners on the Queen St intersection could also be squared up more given there should not be vehicles turning on to it.

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The Loading zones on the north side need to be for legitimate service & delivery vehicles and enforced with 24/7 cameras. We do not support LZ on the southern side of the street.

There should be no coach parking on Victoria Street. If other buses are not using Victoria Street then it make no sense to allow these as it undermines exactly what is trying to be achieved.

**Furniture** - we do not support the continued use of the existing city centre furniture suite - which has proven over and over to be of insufficient strength to meet the robust demands of the city centre. The evidence of continuously broken and damaged street furniture is widespread. This damage is done by 'determined' people, not just vehicles. Instead of wasting funds on repairing and replacing (or removing outright), let's commit those funds to a simple design change that permits better durability, and less degradation of street amenity & environment that the current broken furniture creates.

Seating can be created with very large boulders from anywhere around the area - Auckland is not short of these. They can be placed so as to prevent any vehicles from accessing pedestrian areas like those down on Wynyard Wharf.

**Future Proofing:** please consider and incorporate the Bowen & Kitchener Street connections and a future link to the Albert Park tunnels. The design needs to ensure this can be achieved in the future.

### **CRL architecture & surrounds:**

New Zealand is promoted as being 100% green – but this is not translated to the CRL station entrances. It appears that trees/gardens are considered compromising materials that reflect views away from a well-designed building.

However, that biased notion does not support livability, or a cleaner environment and, in our view the main role of the public sector is to focus on delivering both. These are not private buildings, they are public buildings and should blend into our local environment that always had lots of trees and greenery.

When we refer to GREEN we don't always mean, or necessarily need, trees as these are problematic above underground services.

However, there are hundreds of other options that can produce green and some of the Te Hā Noa pictures show this. Espaliered fruit trees, and vertical gardens/green walls similar to the one at the Port work well on public streets. Hedges like AT have used on Quay Street for the cycle lanes etc.

Most importantly, where is Wai Horotiu? – Is there one water feature to reference that water in a more meaningful way?

A key motto is this – “Green is the colour of modern cities – not grey”.

While the focus of this feedback is Te Hā Noa, the streetscapes here need to be replicated on Wellesley Street as they both serve Aotea/Waihorotiu Station.

More importantly for Wellesley Street, there needs to be clear separation between pedestrians and buses as this will be a Bus Boulevard with trees planted all along the sides of the street.

It's disappointing that there is no reference to the **climate crisis** and the benefits this project might bring in that battle. Coms should be using all the benefits and obvious joys, benefits and pleasures that this project can bring to our city centre.

We also recommend explicit mention of the [Zero Emissions Area \(ZEA\)](#). A critical part of the plan for residents, to improve air quality, reduce private vehicle trips and make the city centre more people friendly. These things need to be being discussed at every step to raise public awareness that they're needed, coming and to help ensure they don't get excluded by project teams as 'someone else's job to deliver'.

CCRG look forward to working with the council family to create the wonderful street space for Te Hā Noa we have all been talking about for years.