

Auckland City Centre Residents' Group  
Feedback

## **Quay Street and Tangihua Street, Auckland Central - Pedestrian Crossing Improvements - May 2022**

<https://at.govt.nz/about-us/have-your-say/central-auckland-consultations/quay-street-and-tangihua-street-auckland-central-pedestrian-crossing-improvements/>

Thanks - This has some big improvements to previous iterations.

The single lane raised tables with pedestrian crossings are certainly a good ambition, and we support that on the Eastern slip lane from Quay street into Tangihua.

Ideally in a densely residential city, there should be no slip lanes, as these are designed for vehicle convenience, and just create additional dangers for pedestrians. But this particular leg of this intersection clearly has some significant heavy traffic and bus considerations as well.

We do NOT support a slip lane on the South Western side outside Countdown, as we can't see a need for this, and can see a workable alternative.

This slip lane should be removed.

The current footpath is absurdly narrow in this location and the proposed widening is still insufficient, given that this is a de-facto bike lane for people biking across to the cycleway on the north side of Quay street. People bike down Tangihua on the footpath to link to the Beach Road shared path. Even though Tangihua Street has a 6 lane width, there are no safe biking facilities on it, so cyclists will often bike on the footpath.

There should be very little heavy traffic heading westward on Quay Street, and we should definitely not be encouraging sending such traffic down there along our new Boulevard experience. Port traffic all goes to the port across the road from here, and any such traffic such as buses should be able to turn left into Quay with a fuller build out incorporating an appropriate turn radii.

Hobson Street, has quite small kerb radii at intersections and it is doing fine. If you turn with a big truck you will have to use an extra lane.

1 sliplane is better than 2 and the countdown area would be a lot safer for people walking and cycling.

We urge AT to install the missing pedestrian crossing to provide the sort of convenient accessibility and amenity for walking and cycling that the city centre masterplan envisages and requires. Vehicles are able to move in all directions through this intersection but pedestrians have to cross 2 legs (plus slip lanes) to get to the opposite corner. And in one case perform 4 crossings (NE to SE corners).

We urge AT to plant some trees - the huge South east corner is begging for them. We have a lack of trees in the city centre and these huge intersections are big heat sinks, and highly polluted due to the heavy traffic. We are in a climate emergency and we need more trees - this is an opportunity for climate action.

This is a 30kph zone so we should be designing this intersection for that maximum speed.

A big intention of the 30kph speeds rollout in the city centre was to permit and encourage the re-design of intersections with that maximum speed in mind, & when the opportunity arose (such as now). So intersections now can be designed for slow navigation and turning, creating safer, more pleasant streets, for people.

We need to grasp this opportunity here, at this intersection.

And can you please address this egregious bit of unsafety - one of the worst bits of hostility to anyone not in a vehicle that we have in the city centre. This could be easily fixed or modified at low cost to give pedestrians obvious priority on what should be a footpath.



This supermarket has three full vehicle entries and exits - all prioritised for people in vehicles.

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