

Auckland City Centre Residents' Group Submission (CCRG) 09.12.17

Federal St Upgrade - Stage 2: Mayoral Drive to Wellesley Street

I am making the Submission on behalf the group, both in my capacity as CCRG Secretary, and as one of two Residents' reps on the Auckland City Centre Advisory Board. I was present at AT's presentation to the board on this project, and took part in the discussion.

CCRG's transport position is: *Public transport, cycling and pedestrians, must have priority over private transport in all transport related projects in, and around, the city centre*

And we fully support the use of the targeted rate for worthwhile projects such as the one proposed, which go in some ways towards that goal.

The existing shared spaces have been successful in many ways, and we are supportive of that concept and this project, but there are some failings in shared spaces, that this project could and should rectify.

The main failing of existing shared spaces is the excessive speed of vehicles, and the straight and wide carriageway that by design, encourages that poor behaviour.

The streetscape needs to be **designed** to read as prioritising pedestrians, and **designed** to make vehicles go slow. This involves creating something like chicanes, probably one way heading north, that force vehicles to slow down to negotiate them, and check the path ahead. They could be largish trees in moveable planters – a simple solution.

We support the use of artificial swales to manage water runoff, filter pollutants, and increase rainwater infiltration.

We like the trees and encourage these as a way of providing shade/shelter thereby minimising the heat sink, and radiation effect of heated exposed hard paving surfaces.

It is hard to see the design of street furniture such as benches in the plans. We strongly request that we do NOT continue to use the bench/seating designs that are found on Fort Street and Elliot streets. 50% of these are now permanently damaged, bent, and broken. They are simply not up to the hard wear required, nor the damage done by vehicles backing into them. This is a poor and wasteful use of funds. Better to spend more on the initial outlay of a much more robust design. And their placement needs to be designed in such a way that vehicles are not able to back into or drive into them, or if they do, the damage is to the vehicle and not the seating.

We would like to better understand the system around how deliveries will be made to residents. A concern often expressed is that with steadily increasing courier deliveries to both business and residential addresses, are the restricted time slots are feasible? It would be useful to get a handle on what AT's general policy is re delivery/loading zones so that have something to compare new designs with. Is there a difference between loading zones and delivery zones for vehicles such as couriers?

How many bike racks will be installed? Clearly the more the better, in well-lit areas.

A drinking fountain would be welcome – adding the small but growing network of these in the city.

Can we also please have a new more robust rubbish bin design for this shared space – the current ones are too often bent and damaged.

In summary, we are fully supportive of the general design, but have some specific areas we would like to see improved upon.

It is time to put into practice that which has been learned from our existing shared spaces - what has worked, and what has not. This project has the potential to raise the Shared Space concept to the next level in Auckland. We need to grab this opportunity if we are to meaningfully aim for, and achieve, not only CCRG's ambitions for residents in the city centre, but also the vision of the City Centre Masterplan.

Adam Parkinson, Secretary, Auckland City Centre Residents' Group aklccrg@gmail.com