

# Princes Street & Eden Crescent, Auckland CBD - Intersection improvements

**Proposal status:** closed 28 June 2018

**Reference number:** RTV-106A

## We're proposing changes in your area

We are proposing to upgrade the Princes Street and Eden Crescent/Shortland Street intersection into two new raised zebra crossings. This includes kerb build-outs to reduce the crossing distance and the speed of turning motorists, new tactile paving and new parking restrictions to achieve the required sight distance.

Download the proposal drawing for Princes Street and Eden Crescent (PDF 779KB)

(<https://www.at.govt.nz/media/1977223/proposal-drawing-for-princes-st-and-eden-cres-intersection-improvements.pdf>)

## Why the changes are needed

These changes are proposed to make it safer and easier for pedestrians to cross the roads at this intersection.

There is currently only a pedestrian refuge island crossing on Princes Street and quite a long crossing distance and there are no pedestrian crossing facilities on Eden Crescent and Shortland Street as well as a crest in the road, which limits visibility for pedestrians.

We previously consulted on changes at this intersection in October 2017 and feedback indicated that the proposal did not go far enough to improve the environment for pedestrians. Auckland Transport has taken this feedback on board and developed a new proposal including formal pedestrian crossings.

## Proposal outcome

This project will proceed without changes to the next stage of detailed planning. A summary of the community feedback we received and answers to questions and concerns is below.

## Feedback received

- **Extend the broken yellow lines west of the crossing toward Shortland Street to improve and motorists' line of sight.** The extent of broken yellow lines has been carefully considered and is determined adequate to achieve the sight line requirements. Further changes to the broken yellow lines are not considered necessary.
- **Extend the broken yellow lines in both directions to improve visibility.** As mentioned above, the extent of broken yellow lines has been carefully considered and is determined adequate to achieve the sight line requirements. Further changes are not considered necessary.
- **Removing car park spaces is not necessary, as visibility is not an issue.** The extent of broken yellow lines has been carefully considered and is considered adequate to minimise the impact on parking. Further changes to broken yellow lines are not considered necessary.
- **There is a concern that motorists will not notice the pedestrian crossing on Eden crescent until it is too late due to the crest in the road.** The location of the proposed zebra crossing has

been chosen so that significant visibility is possible even with the crest in the road. The zebra crossings will also be placed on raised tables so that vehicles will approach at slow speeds.

- **Request for signage for the crossing, as cars often speed up the hill.** Appropriate signage will be installed to provide advance warning to the motorists.
- **Suggest installing speed calming measures west of the crossing on Eden Crescent, as cars regularly speed up the hill from Shortland Street.** Speed calming measures have been provided as part of the project by means of the proposed zebra crossings on raised tables so that vehicles will approach at slow speeds. Additional speed calming measures are not considered necessary at this stage.
- **Suggest removing the kerb build-out, as the narrowed throughway will cause congestion on Princes Street.** Although a slight increase in traffic delay may be expected by the proposed narrowing of the traffic lane, the project is expected to significantly improve the safety for pedestrians, which is the main priority in this city centre environment. However, we will continue to monitor the traffic operations at the intersection.
- **The crossings will cause congestion on both Princes Street and Eden Crescent. It is suggested to relocate the Eden Crescent crossing further west towards Shortland Street.** The zebra crossings have been proposed to accommodate the pedestrian crossing demand at this location. This location has been chosen to suit the high demand for pedestrians to cross the road and cannot be relocated.
- **Reduce the kerb build-outs as these will make it difficult for larger vehicles, such as buses and trucks, to manoeuvre out of and in to Princes Street, and may pose a risk to pedestrians if the larger vehicles mount the kerb build-outs when turning.** Vehicle tracking paths for larger vehicles have been checked to determine the extent of the kerb build-outs. It is not required for larger vehicles to mount the kerb build-outs when turning and therefore will not pose a risk to pedestrians.
- **No consideration has been given to cyclists, and therefore request installing pram crossings or bypasses so cyclists may pass safely without cars overtaking them.** The safety for cyclists is expected to be significantly improved by the proposed raised tables which are expected to reduce vehicle speeds and provide a safer environment for cyclists to pass this location. It is not expected that vehicles will overtake the cyclists at this location due to the low speeds and the heavy pedestrian movements.
- **Request for a green box for cyclists be installed at the intersection.** The safety for cyclists is expected to be significantly improved by the proposed raised tables which are expected to reduce vehicle speeds and provide a safer environment for cyclists to pass this location, and no additional cycle markings are considered necessary at this stage.
- **A request to trim the Pohutukawa trees from the Emily Place Reserve back to the boundary as these obstruct visibility and are a hazard for pedestrians and motorists. And another request to ensure that no tree pruning takes places due to the heritage area status of Emily Place.** These will be reviewed when a more detailed design is created; however, we will consult with an Arborist before carrying out any tree works that may be required.
- **The location of the crossing on Eden Crescent will make it difficult for motorists who have to stop and then restart on the crest of this steep hill. Request to reseal the road to reduce wheel-spin.** Road surfacing at this location is in good condition, and we will regularly maintain it.

- **Reduce the speed to 30km/h in this area as cars often speed up these roads, posing a danger to pedestrians and other motorists.** Speed calming measures have been provided as part of the project, by means of the proposed zebra crossings on raised tables, so that vehicles will approach at low speeds. The suggestion of reducing the speed limit to 30km/h will be passed onto the relevant team within Auckland Transport to investigate.
- **Request for a stop sign to be installed at the intersection of Emily Place and Eden Crescent.** The intersection of Emily Place and Eden Crescent is currently controlled by a give-way control, which is considered appropriate for the layout and traffic volumes for the intersection. We do not recommend a stop sign at this stage.
- **Requests a survey be done for the corner of Bankside Street and Shortland Street, as it is a safety concern during peak times.** Because the request does not relate directly to our proposal, it has been referred to the relevant team in Auckland Transport who will investigate further.
- **Requests additional crossing facilities at the Eden Crescent and Short Street intersection and another request for a similar crossing, with kerb build-outs be considered near the Gus Fisher Gallery as well.** Because these requests do not relate directly to our proposal, they have been referred to the relevant team in Auckland Transport who will investigate further.

## Next steps

This work will happen in the first half of 2019, but we will let you know if there are further changes or delays. Our contractors will send notices to affected residents 48-hours prior to construction starting.