

Operational Strategy and Management Plan for **Te Komititanga**

Pedestrian Mall on Lower Queen, Tyler Street and Galway Street





Quality Information

Document Te Komititanga Operational Strategy and Management Plan
Date 2 December 2021
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Revision History

| Rev | Revision Date | Details | Name |
|-----|---------------|--|---|
| A | 28/09/2021 | Draft | Terry Sugrue / Kendra Wilson |
| B | 22/11/2021 | Final – consultation feedback incorporated | Terry Sugrue |
| C | 2/12/2021 | Final Approved Version Adopted | Melanie Alexander Group Manager Network Management |



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1 Introduction

After creating train tunnels under lower Queen Street (between Customs Street and Quay Street) the City Rail Link (CRL) project re-constructed the road surface into a people focused plaza, now renamed Te Komititanga. Te Komititanga was formally opened on 18 December 2020.

The previous pedestrian mall controls for lower Queen Street were replaced to extend the pedestrian mall to the full width of lower Queen Street and into Tyler Street and Galway Street. The remainder of Tyler Street and Galway Street between Queen Street and Commerce Street have two-way vehicle operation but as shared zones (where pedestrians have right of way over vehicles). These streets are in a predominantly commercial and retail area adjacent to the Britomart Train station. There are also residential apartments and a hotel in the area.

The pedestrian mall exemptions were amended to remove the exemption for buses and to specify new exemptions for vehicles that will be able to be authorised to access the pedestrian mall.

Te Komititanga is a welcoming space connecting the waterfront to Auckland's cultural, commercial and retail heart. It is a public transport hub where people can access buses, trains and ferries and is a space for pedestrians to walk through and meet. The space is a key civic plaza for all people to occupy and enjoy which can be used for events including celebrations, ceremonies, activations and demonstrations.

This Operational Strategy and Management Plan sets out the practicalities of how Te Komititanga will operate in terms of access and activities. Auckland Transport (AT) and its partners will manage these activities and authorised vehicles based on the conditions in this plan.

The pedestrian mall declaration was the subject of an appeal to the Environment Court by the Body Corporate for the Endeans Building at 2 Queen Street. That appeal was resolved by consent, with this Operational Strategy and Management Plan forming an important part of the agreement with Auckland Transport. Please refer to Appendix B for details of the court order.



Figure 1: Te Komititanga Concept Design, City Rail Link

2 Name and paving designs

The name Te Komititanga was gifted by Ngāti Whātua Ōrākei and accepted by CRL's Mana Whenua Forum before it was adopted by Auckland Council's Waitematā Local Board in November 2020. The name means 'to mix' or 'to merge' in Te Reo Māori and refers to the confluence of two bodies of water; Wai Horotiu, the stream that once ran down Queen Street, and the Waitematā Harbour. It also references the mixing or merging of people as they commute through the city using the nearby train, ferry and bus services.

The two bodies of water are also reflected in the paving design. From the South the pavers depict a wandering stream reminiscent of Wai Horotiu and from the North the pavers depict the waves at the Waitematā Harbour shoreline. In the centre of the plaza the pavers resemble a whāriki or welcome mat designed by Mana Whenua weavers to depict a woven harakeke (flax) mat that greets visitors to Tamaki Makaurau from the sea. There are over 137,000 individual pieces of basalt pavers laid to incorporate mana whenua narratives.

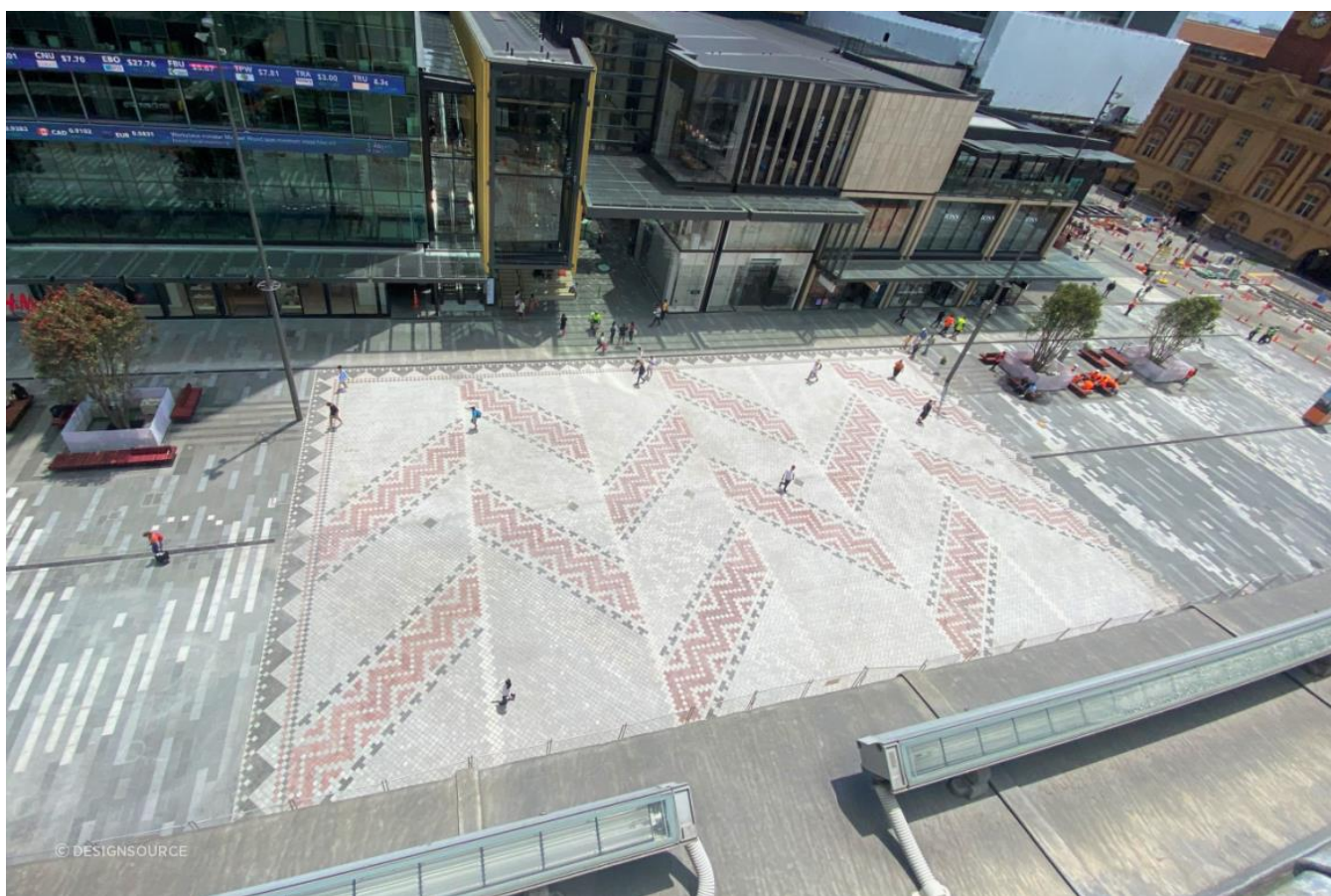


Figure 2: Paving design

3 Legal Status of the roads

The previous pedestrian mall controls were officially replaced by the new pedestrian mall declaration on the sections of road making up Te Komititanga on 13 November 2020. A decision was made under delegated authority by Auckland Transport's Traffic Control Committee following the special consultation process required by the law. To resolve an appeal against the declaration, a slightly amended declaration was passed by the Traffic Controls Committee on 10 June 2021 to allow additional vehicular access to the Endeans Building under certain circumstances.

The restriction of vehicular traffic into Te Komititanga provides a safer environment for pedestrians using the space and those moving to or from the major public transport interchanges (train, bus, and ferry).

The pedestrian mall status means that Te Komititanga can only be used by pedestrians and people on bicycles/wheeled recreational devices. See Appendix A and Appendix B for Traffic Resolution 16376A. Motor vehicles are not allowed to drive into or park on Te Komititanga, except for;

- Emergency service vehicles
- Vehicles, with permission from AT in accordance with this document, that have a genuine need to access Te Komititanga in order to undertake maintenance and construction or otherwise assist with activities occurring within the pedestrian mall or the Endeans Building.
- Vehicles on Tyler Street or Galway Street that are too large to safely turn around or back out of those streets.

To operate as a Pedestrian Mall the bollards around the road boundaries of Te Komititanga will be raised at all times to restrict access but will be able to be lowered or removed to allow emergency service vehicles and other authorised vehicles to pass through when necessary.

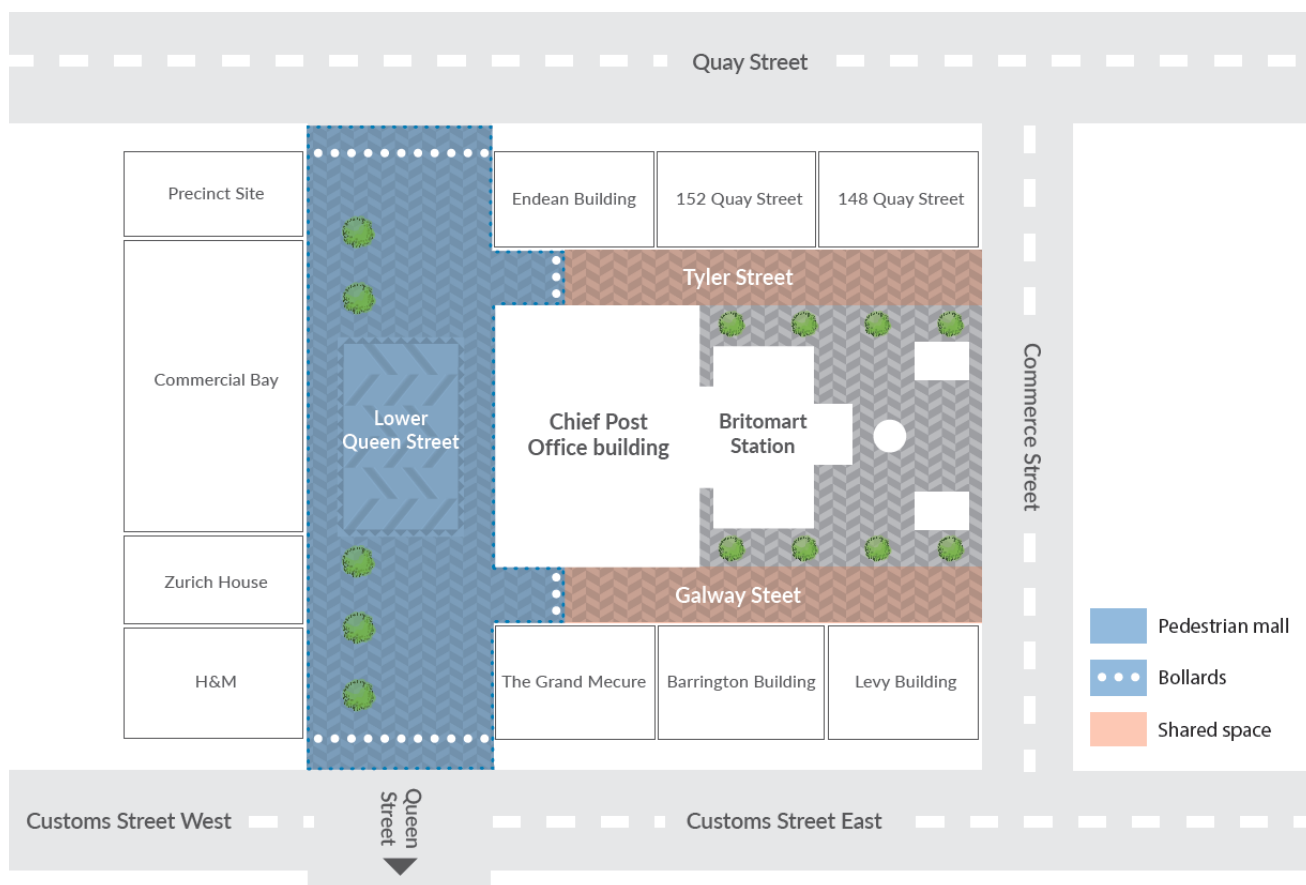


Figure 3: Location Plan from Traffic Resolution 16376



4 Access by motor vehicles

The pedestrian mall declaration specifies:

“That the driving, riding or parking of vehicles on the pedestrian mall is prohibited at all times subject to the following exceptions:

- a. Emergency service vehicles may be driven and parked on the pedestrian mall at any time that the driver considers necessary in the circumstances;*
- b. Cycles and wheeled recreational devices may be ridden and parked on the pedestrian mall if the rider:
 - i. gives way to pedestrians and drivers of mobility devices;*
 - ii. rides in a manner that is careful, considerate and not hazardous to other users of the pedestrian mall;*
 - iii. rides at a speed that does not exceed 15 km/h;*
 - iv. parks in a way that does not unreasonably obstruct any other user of the pedestrian mall; and for a cycle, parks at a cycle rack.**
- c. With prior authorisation from Auckland Transport vehicles may be driven and parked on the pedestrian mall (subject to any conditions concerning time and operation imposed on that authorisation) when necessary:
 - i. for maintenance, construction, delivery, collection, servicing, or event management activities within the Lower Queen Street pedestrian mall as provided for under an approved temporary traffic management plan;*
 - ii. for maintenance, construction, delivery, collection and servicing of activities within, or to, the Endeans Building at 2 Queen Street.*
 - iii. for picking up or dropping off residents of the Endeans Building with medical conditions and/or mobility constraints of a nature that necessitate pick up/drop off immediately in front of the Building.*
 - iv. for maintenance, construction, alteration, refurbishment or upgrade of buildings, structures, or public areas in or directly adjacent to Tyler Street west of Commerce Street or Galway Street west of Commerce Street where the vehicle required for that activity is considered by Auckland Transport to be too large to safely exit that street without accessing the pedestrian mall;*
 - v. for delivery, collection, and/or servicing of businesses located in buildings or public areas in or directly adjacent to Tyler Street west of Commerce Street or Galway Street west of Commerce Street where the vehicle required for that activity is considered by Auckland Transport to be too large to safely exit that street without accessing the pedestrian mall.”**

4.1 Emergency Service Vehicle Access

Emergency service vehicles do not require prior authorisation. To ensure Emergency Service Vehicles (Fire/Police/Ambulance) can access Te Komititanga whenever required, the Fire and Emergency NZ Northern Communications Centre will be able to lower any of the retractable bollards on Tyler Street, Galway Street, Quay Street and Customs Street only to provide access for emergency services vehicles.



The Britomart Operations Centre and/or ATOC will also provide a backup option if for any reason the FENZ Communications Centre is unable to operate the bollards on any occasion.

4.2 Cycles, scooters and skateboards

The exemptions allow for cycles and wheeled recreational devices to be ridden and parked in Te Komititanga. The term “wheeled recreational device” includes such things as skateboards and scooters (both powered and unpowered). However, the exemption makes it clear that priority must always be given to pedestrians and devices must be ridden carefully and considerately.

Whilst riding carefully and slowly on the ground surface of Te Komititanga is allowed, performing tricks or riding on any seating, street furniture or architectural features within Te Komititanga would be considered riding in a manner that is not careful, nor considerate and is hazardous to other users of the pedestrian mall. This sort of activity is therefore not permitted within Te Komititanga.

There are 12 Sheffield Style bike racks in Te Komititanga for public bike parking. Scooters are allowed to be parked in the square and are encouraged to be parked near the bike racks. Should there be any designated marked scooter parking in the square, scooters should be parked in these areas.

4.3 Other Motor Vehicles Access

In accordance with the pedestrian mall declaration, Auckland Transport can authorise certain motor vehicles to enter the pedestrian mall in accordance with this document. All requests for motor vehicle access to the pedestrian mall are free of charge, however there may be charges related to event permits and temporary traffic management plans.

There are four scenarios for motor vehicle access:

1. Access for maintenance, construction and servicing activities within Te Komititanga
2. Access for special event management vehicles within Te Komititanga
3. Access to/from the Endeans Building at 2 Queen Street when necessary
4. Access for large vehicles safely exiting Tyler Street or Galway Street

The requirements for each type of request are detailed in the following sections below. Safety within the pedestrian mall is paramount so while every request will be assessed on its own merits, entry for vehicles necessary for these types of activities may be -

- Refused or delayed if a special event is occurring within Te Komititanga; or
- Refused or delayed if maintenance or construction is occurring within Te Komititanga; or
- Limited to time periods that avoid the morning and evening peak times for public transport commuters, for example on week days the approval may only allow entry between 9am to 4pm, or 7pm to 7am; or
- Delayed if pedestrian activity within the pedestrian mall is too high for vehicle entry to be safely managed.

If access is granted, the conditions specified in Section 8 below must be followed. Auckland Transport may also impose special conditions that apply to a specific approval.

4.3.1 Access for maintenance, construction and servicing activities within Te Komititanga

Applicants needing to bring a motor vehicle onto the pedestrian mall to support maintenance or construction type activities within Te Komititanga including for any building frontages within the square,



will need to submit a Corridor Access Request (CAR) and will require a temporary traffic management plan (TMP) to gain access. This application should demonstrate why it is impractical to make use of loading areas in the surrounding streets.

Corridor Access Request: <https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests/>

All approved CAR's for vehicle access, are to be provided to the Britomart Lead in the Britomart Operations Centre with details of the vehicle, contact for the driver, the date, time and length of stay expected in Te Komititanga.

The preferred access route on and off Te Komititanga is via the bollards on Tyler Street or Galway Street. Large motor vehicles requiring access via the Quay Street entrance (rather than Tyler or Galway), should provide sufficient information to enable AT to understand why that specific vehicle is required rather than a smaller vehicle that could have used the preferred route.

4.3.2 Access for event management vehicles within Te Komititanga

Te Komititanga's primary function is as a pedestrian route to, from and between public transport hubs and the downtown area, but it also serves public open space. Event organisation in this space is a secondary function to its transport and open space purpose. The below outlines the application requirements for vehicle access for events and Section 6 outlines details for event permitting within Te Komititanga.

Applicants wishing to bring a vehicle onto the pedestrian mall to support an event occurring within Te Komititanga will need to consult with the Britomart Operations Centre as part of the event permitting process. This should demonstrate why this is necessary (not just convenient) and why it is impractical to make use of loading zones in the surrounding streets. A site plan should be provided with the application for assessment of impacts on other vehicle access. A TMP will be required for vehicle access to Te Komititanga.

The preferred access route on and off Te Komititanga is via the bollards on Tyler Street or Galway Street. Large motor vehicles requiring access via the Quay Street entrance (rather than Tyler or Galway), should provide sufficient information to enable AT to understand why that specific vehicle is required rather than a smaller vehicle that could have used the preferred route.

The event permit application must also provide an assessment on the impact of the event on access to the Endeans Building, 2 Queen Street including any obstruction to the pickup / drop off path for residents outside 2 Queens Street.

The event should retain a clear space in front of the Chief Post Office Building (CPO) to ensure that the fire egress for Britomart Train Station is not compromised and that any emergency vehicles or authorised large vehicles will have a clear path. This clear path for large vehicles is included in Appendix D and event infrastructure should be 1m clear of this path. However, the event TMP may outline an alternative to facilitate large vehicles using Tyler Street and Galway Street. Traffic management could be used to safely manage large vehicles reversing down Tyler Street or Galway Street while the event is operating or to exit through Quay Street and Customs Street. If this is provided for in the TMP, then a clear space will only need to be retained for the fire egress of the CPO. An event site plan should be provided to the AT Facilities Team in all instances for approval regarding the fire egress area for the CPO.



4.3.3 Access to/from the Endeans Building at 2 Queen Street when necessary

Auckland Transport and the Body Corporate of 2 Queen Street will co-operate to ensure requests and decisions in relation to access to/from the Endeans building are appropriate and reasonable in light of Te Komititanga being a pedestrian mall and the provision for access to the Endeans Building as provided for under the exceptions in the declaration.

Access to 2 Queen Street may be in relation to maintenance, construction, servicing and delivery to the building as well as picking up / dropping off of mobility impaired residents. The access request requirements for each type of access are outlined below.

Entry for vehicles necessary for these types of activities may be–

- i.* Refused or delayed if an event is occurring within Te Komititanga. The Body Corporate is required to be notified of events at least 3 full working days in advance, so residents should be aware of the days and/or times when motor vehicle access may not be permitted; or
- ii.* Delayed if pedestrian activity within the immediate vicinity of the Endeans Building is high or the area in front of the Endeans Building is currently occupied by motor vehicle/s

The Body Corporate of 2 Queen Street will provide a copy of the conditions of use, outlined in Section 8, to all existing residents and to any new residents before they move in. Where residents apply for approval on behalf of someone else such as a contractor, they are responsible for communicating the general conditions and any special conditions to that person.

Where this plan is being implemented in a way that is not achieving the outcomes agreed between the parties as outlined in Schedule 1 of the Environment Court Order (Appendix B), the Endeans Building Body Corporate may contact the AT Traffic Operations Manager to elevate the matter, and any concerns will be dealt in good faith by Auckland Transport. Please see section 10 for contact details.

Maintenance, construction, servicing and delivery access

This applies to motor vehicles of commercially engaged entities requiring immediate access to their motor vehicle to fulfil their engaged purpose, for example, an electrician, plumber or furniture removal company. Access will not be provided for residents to pick up or drop off personal goods such as groceries. Personal loading/unloading is provided for on Quay Street and at specified times on Tyler Street. Access will be on the general conditions specified in Section 8. Auckland Transport may also impose special conditions applying to a specific approval to ensure pedestrian safety.

Access onto and off Te Komititanga should be via the bollards on Tyler Street (or Galway Street if the Tyler Street entrance is unavailable). Large motor vehicles requiring access via the Quay Street entrance (rather than Tyler or Galway), should provide sufficient information to enable AT to understand why that specific vehicle is required rather than a smaller vehicle that could have used the preferred route. The motor vehicle should park in the area directly in front of 2 Queen Street, unless expressly informed otherwise.

Motor vehicle access for maintenance and construction of the exterior of the building will be required to submit a Corridor Access Request and a TMP will be required. This application should demonstrate why it is impractical to make use of loading areas in the surrounding streets. If entry is sought via Quay Street (rather than Tyler Street or Galway Street), the application should provide sufficient information to enable AT to understand why that specific vehicle is required rather than a smaller vehicle that could have used the preferred route.



Motor vehicle access for interior maintenance, servicing or delivery of 2 Queens Street may make 'on the spot' access requests for vehicles no bigger than the size of a delivery van via the Tyler Street bollards by calling 09 374 3872 or 09 374 3873. It is preferable that vehicles provide advance notice by calling an hour ahead of the access being required. This may avoid inconvenience if the request cannot be accommodated immediately.

Corridor Access Request: <https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests/>

All approved CAR's for vehicle access, are to be provided to the Britomart Lead in the Britomart Operations Centre with details of the vehicle, contact for the driver, the date, time and length of stay expected in Te Komititanga.

Mobility impaired resident pick up / drop off

The Body Corporate of 2 Queen Street will provide AT with a list of residents experiencing medical conditions and/or mobility constraints of a nature that necessitate pick up/drop off immediately in front of the building. A medical certificate that details why it is only practical for the resident to be picked up or dropped off immediately by the front door of the building will be required to demonstrate that it is a necessity. This list will be updated as and when required. The AT contact for this list is the Britomart Lead in the Britomart Operations Centre. Please see Section 10 for contact details.

Drivers needing to bring a vehicle onto the pedestrian mall to pick up or drop off one of these Endeans residents with medical or mobility constraints may call 09 374 3872 or 09 374 3873 and provide the name of the resident that needs to be picked up/dropped off.

Entry onto and exiting from Te Komititanga for these purposes should be via the bollards on Tyler Street (or Galway Street if the Tyler Street entrance is unavailable). The motor vehicle should park in the area directly in front of 2 Queen Street, unless expressly informed otherwise.

4.3.4 Access for large vehicles safely exiting Tyler Street or Galway Street

If a vehicle using Tyler Street or Galway Street for necessary maintenance, construction or servicing of properties, is too large to safely turn around, approval may be sought to enter the pedestrian mall. Vehicles may enter the pedestrian mall from either street and drive in a direct arch, exiting at the opposite street. Vehicle tracking shows that an 8-metre truck can successfully turn around in these streets so it is unlikely that approval for this movement will be granted for such a vehicle.

If large vehicles require access to Te Komititanga, a Corridor Access Request (CAR) must be submitted. This application must include justification for why it is necessary, and not just convenient, for this size vehicle to be used that requires access to the pedestrian mall rather than a smaller vehicle which could turn around in Tyler Street or Galway Street. A TMP will not be required for this type of access however the application must include details of a vehicle safety plan.

If a property requires regular servicing with a large vehicle, a recurring CAR can be organised with AT Road Corridor Access. This recurring CAR can be valid for up to a year. This should demonstrate why it will be necessary, not just convenient, to regularly use this size of vehicle.

Where a suitable CAR has been submitted for a vehicle between 8m and 10.3m in length access to Te Komititanga may be permitted even if an event is set up in the square. Where a suitable CAR has been



submitted for a vehicle larger than 10.3m, approval may be restricted to periods when there are no events in Te Komititanga as the space required for vehicle manoeuvres may be too large to fit with the event.

Access will still likely be subject to conditions, including access only being allowed at the specified times when the loading zone parking is allowed in Tyler and Galway Streets (weekdays 9am to 4pm, and 6pm to 7am, and weekends).

Corridor Access Request: <https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests/>

All approved CAR's for vehicle access, are to be provided to the Britomart Lead in the Britomart Operations Centre with details of the vehicle, contact for the driver, the date and time expected in Te Komititanga.

On the spot requests may be made if smaller vehicles are unexpectedly stuck exiting either street however this must not be relied on as access into Te Komititanga may be delayed depending on the conditions within the pedestrian mall. These requests can be made by calling the Britomart Operations Centre on 09 374 3872 or 09 374 3873. Vehicles or properties should not repeatedly request 'on the spot' access for vehicles.

5 Operation of bollards

There are automated retractable bollards that can be operated remotely on Tyler Street and Galway Street. There are also locked manually removable bollards on the Quay Street and Customs Street ends of Te Komititanga (which may in the future be upgraded to the automated retractable style if this becomes required). The bollards are controlled by the Britomart Operations Centre staff available 24 hours a day, 7 days a week.

When an approved vehicle is ready to move past the bollards onto (or off) Te Komititanga, the driver or other person with the vehicle should contact the Britomart Operations Centre on 09 374 3872 or 09 374 3873. (Note: if the phone call is being made by the driver, they must comply with laws concerning mobile phone use while driving.)

When access is required, the Britomart Operations Centre staff will lower the automated bollards once satisfied that the necessary approval is in place, or in the case of a permitted 'on the spot' request, that approval should be granted. The bollards will be raised after the vehicle has passed over that line. If the approval is to facilitate large vehicles exiting the area via Tyler Street or Galway Street, the bollards on the other side street will be lowered as the motor vehicle approaches. It is intended that in every instance, a security guard from the Britomart Station will meet the driver and escort the vehicle to their destination.

6 Event management

All events will require an event permit obtained through the Auckland Council or Auckland Unlimited website as required under the Trading and Events in Public Places Bylaw 2015. If filming is required outside of an event, a film permit must also be obtained through Screen Auckland. Land Owner Approval for events will be given by the AT Special Events Team. Any events involving vehicles on Te Komititanga will require a TMP as detailed above.

The event permit application will involve consultation with AT specialists including the AT Facilities Team and the Britomart Operations Centre. It will also involve assessment on the impacts of access to 2 Queen



Street. If the event permit is approved, the Body Corporate of the Endeans Building must be notified at least 3 full working days in advance of the days and times of the event. This is to be undertaken by the Auckland Council event facilitator through the existing stakeholder communications process for events. Please see Section 10 for contact details of the Endeans Building.

Event Permit:

www.aucklandcouncil.govt.nz/en/newseventsculture/planyourevent/pages/gettingpermissiontoholdyour-event.aspx

Film Permit:

www.aucklandnz.com/film/before-you-start-filming/permits

Process for event approval and access

1. Event permit application submitted with Auckland Council / Auckland Unlimited
2. AC / AU check dates internally
3. Te Komititanga booked
4. Initial event proposal submitted to AT Special Events Team including AC approved site map
5. Land Owner Approval and site map approval granted from AT Special Events Team
6. TMP submitted to AT Road Corridor Requests
7. TMP approved
8. Vehicle access requirements and TMP submitted to AT Britomart Operations Centre
9. Event advice provided
10. Stakeholders to be informed including Endeans Building
11. Trading and Events in public places bylaw 2015 issued - permit granted
12. Request for access on the day made with Britomart Operations Centre

7 Maintenance

Auckland Transport's Asset Maintenance and Renewals Group will be responsible for repair and renewal of hard assets, excluding artwork, water fountains and tree pits. Auckland Council's Public Arts team will be responsible for artwork and Auckland Council's Community Facilities team will be responsible for the water fountains, tree pits, and for the cleaning of all other assets, such as paving, street furniture etc within the legal road and all other areas of Queen Street, Tyler Street, Galway Street and the station plaza. Auckland Transport's Facilities Management team will maintain the bollards.

Loose litter removal is managed by Auckland Council's Community Facilities team and pre-paid kerbside litter collection is managed by Auckland Council's Waste team (AIM Services). All graffiti (including poster removal) is removed by Auckland Council's Graffiti Prevention team (ACE).

8 Conditions of Use

The following conditions must be abided by, by all motor vehicles and activities operating within Te Komititanga. Failure to comply with these conditions will be taken into account when considering any subsequent requests from the same driver and/or organisation related to the activity for which access was granted.

All drivers of motor vehicles operating within the pedestrian mall must also comply with any specific conditions imposed in relation to that application.



8.1 Driving conditions

Te Komititanga should operate as a shared zone for all exempt vehicles. Motor vehicles operating within the pedestrian mall must comply with the following driving conditions:

- i. give way to all other users of the pedestrian mall, including pedestrians, drivers of mobility devices, cyclists and riders of wheeled recreational devices;
- ii. drive in a manner that is careful, considerate and not hazardous to other users of the pedestrian mall;
- iii. drive at a speed that does not exceed 10 km/h;
- iv. drive with hazard lights on;
- v. drive in a reasonably direct route;
- vi. if authorised to use the mall to safely exit Tyler or Galway Street (in a large vehicle unable to safely turn around in either of those streets):
 - a. drive in a direct arch to exit via the other street (i.e. if you enter via Tyler, you exit via Galway and vice versa).
 - b. Do not perform a U-turn within the pedestrian mall to exit via the same street;
- vii. not drive onto other parts of Te Komititanga, unless expressly authorised.

8.2 Allowable Weight Loads on Te Komititanga tiles

All structures and or vehicles taken onto Te Komititanga must comply with the allowable maximum load weights levels. The pavers are designed for infrequent heavy vehicle loads but can take the weight of any road worthy vehicle. The service covers are rated for Class D vehicle loading. Specific construction vehicles such as cranes will require the applicant to undertake their own assessment.

8.3 Health & Safety

The applicant is responsible for ensuring compliance with current health and safety legislation (Health & Safety at Work Act 2015), regulations, approved codes of practice, standards, guidelines and acceptable health and safety good practice.

8.4 Licences

The applicant shall obtain all appropriate licenses or permits required for the activity (e.g. Food, Street Trading, Building Consent, Resource Consent, Special Affects, amusements, etc). These licenses or permits are the responsibility of the applicant to obtain.

8.5 Site Plan

Appendix C contains a site plan of Te Komititanga. If an event permit or TMP is required for access, please clearly mark on the appropriate plan your event's layout including details of all equipment associated with the event and location of each activity. A site plan will be required to be submitted as part of the TMP application or event permit application.

8.6 Electricity and Service Hubs

Where electricity is being used, all cables must be covered with a cable ramp or similar at the cost of the applicant.

There are 6 power boxes available to use. The LV service pillars for the kiosk locations are 3 phase, 63amp, 400V. The LV power chambers for events are 3 phase, 32amp, 400V. The Britomart

Operations Centre and AT Street Lighting Team have the access for this. Please see Section 10 for contact details. Please see figure 4 below for a photo of what is included in the power boxes.



Figure 4: Photo of power box

The bench seat lights can be controlled to change colour. The colours can be changed by AT in the distribution board located between 8 Customs Street East and the CPO Building on Galway Street. Final lighting states require Auckland Transport approval. Event infrastructure may require possible bonding/earthing that is required for purpose built metal structures/scaffolding which should be connected to RCD's etc. Any generators used in Te Komititanga must have matting provided to avoid oil spills on the pavers.

8.7 Security

For events, the event facilitator will inform the applicant if security is required for the event. This will be at the applicant's cost to cover the security labour. There is AT Station Security in the vicinity in front of the Chief Post Office (CPO) and on Tyler Street and Galway Street. There is no general security patrolling the entirety of the pedestrian mall.

8.8 Contractors

All contractors are required to wear hard hats and/or high visibility vests when working in the square with large site installations that involve heavy infrastructure placement. All personal protection equipment (PPE) must be detailed in the Health & Safety plan of an event permit application or TMP application.

8.9 Toilets & Water

The CPO Building, Commercial Bay and surrounding businesses buildings are not open to be used as a part of an event in Te Komititanga. The facilities including toilets within these buildings are not



available to the applicant or the event participants. Portable toilets are required for any event where capacity exceeds 50 people, for more than one-hour duration, and are at the applicant's own organisation and cost. There are two water fountains in Te Komititanga however all food and drink outlets must supply their own additional water for human consumption.

8.10 Provision of Food and Beverages

Te Komititanga is a liquor ban area, 24 hours, 7 days a week as part of the Auckland City centre. If the applicant is wanting to include alcohol as a part of their event, they will need to apply for a special liquor licence. The event facilitator can advise of the process.

Applications for food or beverage provision in Te Komititanga should take into consideration the impacts on neighbouring businesses.

8.11 Damage to Property

The users must ensure that all vegetation, buildings and other facilities are not damaged or unduly disturbed at any time. No paving stones, cobbles or grates are to be removed without permission from Auckland Transport. Nothing can be fixed, hung or otherwise attached to any feature of the CPO Building, Commercial Bay Building, street or facility (e.g. trees, street furniture, lamp-posts, statues etc.). Costs incurred by Auckland Transport or local stakeholders to repair, reinstate or replace any vegetation including the tree areas, buildings and other facilities will be charged to the applicant.

Any chemical spillages on paved areas are to be immediately reported to the Auckland Transport person authorising the event and cleaned up using an approved vacuum cleaning system to prevent any discharge to the public drainage system. There is a general spill kit at the west end of the train station.

8.12 Site Handover

If the site is being used for an event, the event permit holder must undertake a site handover and hand back as outlined in the event permit. The event permit holder will be responsible for handing Te Komititanga back as they found it or will be responsible for reinstatement costs. The event facilitator, the event producer, and an AT representative from the Special Events Team will be present at both site handover and hand back.

8.13 Insurance

If the site is being used for an event, the event permit holder is required to have a minimum of \$15,000,000 Public Liability insurance cover against damage to assets of Auckland Council or Auckland Transport caused by the applicant. A copy of the policy document must be provided as part of the event permit process. For some community events the applicant may utilise Public Liability cover provided by Auckland Council. All motor vehicles that are likely to enter the Te Komititanga, must have a minimum policy limit of \$2,000,000.

8.14 RPAS, UAV, UAS, Drones and Model Aircraft

Use of all RPAS, UAV, UAS, Drones and Model Aircraft in and over Te Komititanga will require Auckland Transport's Land Owner Approval and the operator must be certified by the CAA as Part 102. Information on this process can be found on the AT website at:

www.at.govt.nz/about-us/working-on-the-road/corridor-access-requests/using-a-drone-over-the-road-corridor/

CAA Part 101 can only be used where suitable pedestrian access controls are in place and some restrictions may apply.



8.15 Protest management

All protests within Te Komititanga are permitted under the NZ Bill of Rights Act 1990. The management of protests within Te Komititanga are the responsibility of the NZ Police. Any known protests will be communicated to the Britomart Operations Centre by the NZ Police.

If a protest requires a vehicle in Te Komititanga, a Corridor Access Request must be submitted providing justification for why the vehicle is needed as is required for any other event vehicle. It is considered unlikely that a vehicle would be required during a protest in Te Komititanga.

9 Amendment of this document

The following parts of this document will not be revoked or amended without prior consultation with the Body Corporate for the Endeans Building at 2 Queen Street:

- Those parts of Section 4.3.2 and Section 6 – Event management which require consideration of, and notice to, the Body Corporate of the Endeans Building.
- Section 4.3.3 - Access to/from 2 Queen Street.
- The requirement that requests to lower the bollards are free of charge.

This document is to be reviewed every 5 years.

10 Key Contacts

Key Contacts as of September 2021.

Auckland Transport – Britomart Operation Centre - Operation of the Bollards

24/7 contact number

09 374 3872 or 09 374 3873

Auckland Transport – Britomart Operation Centre – Endeans Building Resident List Holder

Mac McKinley – Britomart Team Lead

Mac.McKinley@at.govt.nz

DDI 09 306 1706

Auckland Transport – Liaison for Endeans Building

Jared Plumridge – Traffic Operations Manager

Jared.plumridge@at.govt.nz

Auckland Transport - Traffic Management Plan authorisation (for events):

Special Events Team

SpecialEvents@at.govt.nz

DDI 09 448 7229

Auckland Transport – Power Box and Lighting Control

David Dick – Street Lighting Manager

David.dick@at.govt.nz

Mac McKinley – Britomart Team Lead



Mac.McKinley@at.govt.nz

DDI 09 306 1706

Rachel Cara – Head of Facilities

Rachel.cara@at.govt.nz

Auckland Transport – Facilities – CPO Fire Egress Approval

Rachel Cara – Head of Facilities

Rachel.cara@at.govt.nz

Auckland Transport – Maintenance – Paving, Furniture, Lighting

Dylan Smith – Asset Maintenance & Renewals, Contract Manager

Dylan.smith@at.govt.nz

Auckland Council – Communities Facilities

Karl Beaufort

Karl.beaufort@aucklandcouncil.govt.nz

Auckland Council - Event Facilitation:

Lisa Kent – Team Leader Event Facilitation Central

lisa.kent@aucklandcouncil.govt.nz

MOB 021 243 4267

Auckland Unlimited – Major Events

Jane Mason – Event Operations Manager

Jane.mason@aucklandnz.com

MOB 027 266 3733

Screen Auckland – Film

screen@aucklandnz.com

Endeans Building – Body Corporate

Any correspondence must be sent to all three emails

Paula@bca.co.nz

Ryley.k@bca.co.nz

legal@bca.co.nz

BULLYBOY (Bollard supplier) – for Tyler Street and Galway Street bollards:

DDI 0800 BULLY BOY (0800 2855 9269)

www.bullyboy.co.nz

Miscellaneous Contacts:

| | | |
|------------------|----------------------------------|--|
| City Rail Link | Communications | info@cityraillink.govt.nz |
| Auckland Council | City Centre Activation Programme | natalie.hansby@aucklandcouncil.govt.nz |
| NZ Police | Emergency Services - Events | auckland.operations@police.govt.nz |
| St John | Emergency Services - Events | ehsnorthernregion@stjohn.org.nz |



| | | |
|---------------------|------------------------|--|
| Ventia | Maintenance contractor | events@ventia.co.nz |
| Heart of the City | Business Association | info@hotcity.co.nz |
| Precinct Properties | Property Owner | nicola.mcarthur@precinct.co.nz |
| Britomart Group | Property Owner | jeremy.hansen@britomartgroup.org |



APPENDIX A:

Traffic Resolution ID 16376– Pedestrian Mall for Queen Street, Tyler Street and Galway Street



Permanent Traffic and Parking Changes Report
Waitematā Local Board
Queen Street, parts of Tyler Street and Galway Street,
Auckland Central
Pedestrian Mall amendment

Report to Traffic Control Committee

Reporting Officer: Terry Sugrue, Transport Controls Team Leader

| | |
|-----------------------------------|--|
| Date: 28 October 2020 | Resolution ID: 16376 |
| Date Resolved: 13 NOV 2020 | |
| Sign Check: | Internal cost code: E.700879.07.01.02 |

1. Recommendation

The Traffic Control Committee resolves:

- A. That pursuant to section 336 of the Local Government Act 1974 the area contained within the parts of Queen Street, Tyler Street and Galway Street as indicated in the attached drawing CP-2020-029, Rev A, dated 28/10/2020 is declared to be a **pedestrian mall**.
- B. That the driving, riding or parking of vehicles on the pedestrian mall is prohibited at all times subject to the following exceptions:
 - a. Emergency service vehicles may be driven and parked on the pedestrian mall at any time that the driver considers necessary in the circumstances;
 - b. Cycles and wheeled recreational devices may be ridden and parked on the pedestrian mall if the rider:
 - i. gives way to pedestrians and drivers of mobility devices;
 - ii. rides in a manner that is careful, considerate and not hazardous to other users of the pedestrian mall;
 - iii. rides at a speed that does not exceed 15 km/h;
 - iv. parks in a way that does not unreasonably obstruct any other user of the pedestrian mall; and for a cycle, parks at a cycle rack.
 - c. with prior authorisation from Auckland Transport vehicles may be driven and parked on the pedestrian mall (subject to any conditions concerning time and operation imposed on that authorisation) when necessary for:
 - i. maintenance, construction, delivery, collection, servicing, or event management activities within the Lower Queen Street pedestrian mall as provided for under an approved temporary traffic management plan);
 - ii. maintenance, construction, alteration, refurbishment or upgrade of buildings, structures, or public areas in or directly adjacent to Tyler Street west of Commerce Street or Galway Street west of Commerce Street where the vehicle required for that activity is considered by

- Auckland Transport to be too large to safely exit that street without accessing the pedestrian mall;
- iii. delivery, collection, and/or servicing of businesses located in buildings or public areas in or directly adjacent to Tyler Street west of Commerce Street or Galway Street west of Commerce Street where the vehicle required for that activity is considered by Auckland Transport to be too large to safely exit that street without accessing the pedestrian mall.
- C. That any previous resolutions pertaining to traffic controls or pedestrian malls made pursuant to any bylaw or act to the extent that they are in conflict with the traffic controls described in this report are revoked.
 - D. That, subject to section 336(2)(b) of the Local Government Act 1974, this resolution will take effect one month after the date the resolution is passed.

2. Executive Summary

For the City Rail Link Limited (CRL) project to construct new rail tunnels out of Britomart Station it was necessary to excavate the area of Queen Street in front of the Britomart station. CRL were tasked with replacing the Lower Queen Street bus station interchange and surrounding streets with a fully pedestrianised public realm upgrade once construction of the rail tunnels was completed. CRL developed a design that would extend the pedestrian-focused space to include all of Queen Street between Customs Street and Quay Street as well as two different levels of pedestrianisation on Tyler Street to Commerce Street and on Galway Street to Commerce Street. The CRL proposal calls for removing motor vehicle access to this section of Queen Street and the western ends of Tyler Street and Galway Street. (The remainder of those roads becoming shared spaces where vehicles are allowed but are required to give way to pedestrians.)

To put CRL's proposals for the prohibition of motor vehicles in place the existing pedestrian mall controls for Lower Queen Street need to be amended to extend the pedestrian mall to the full width of this section of Queen Street and into Tyler Street and Galway Street. The pedestrian mall exemptions also need to be amended to remove the exemption for buses and to specify new exemptions for vehicles that will be able to be authorised to access the pedestrian mall.

3. Strategic 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 scope of the Traffic Control Committee's delegated authority.

The power under section 336 of the Local Government Act 1974 to declare a pedestrian mall requires the use of the Special Consultative Procedure under section 83 of the Local Government Act 2002. This has been completed.

Additionally, section 336 states that a person may appeal to the Environment Court against a pedestrian mall declaration. The declaration of a pedestrian mall cannot come into effect until after the specified 1-month period for bringing such an appeal.

4. Consultation Summary

Proposals for the removal of motor vehicles from Lower Queen Street as part of a pedestrian-focused public realm reinstatement following the CRL excavations have been part of the wider CRL project consultations for several years. Auckland Transport has now undertaken the formal statutory consultation process needed to bring these proposals into effect as an amendment to the pedestrian mall controls. All internal and almost all external stakeholders were positive about the proposal.

There were 676 responses received on the public consultation. The feedback we received was overwhelmingly positive towards the proposed pedestrian mall on Lower Queen Street (93%, 590 people). People liked the proposal because it created a safe and attractive space near Auckland's largest transport hub.

Those who were negative about the proposal (6%, 38 people) thought that the proposal would increase congestion in the CBD or thought that reducing the number of vehicles in the city centre would harm businesses.

A fuller description of the consultation of who was consulted, the methodology and a more detailed review of the themes of the feedback and the response to it, is set out in the consultation section of the appendix.

5. Signatures and Approvals

| | Name and title of signatory | Signature | Date |
|------------------------------|--|--|---------------|
| Recommended by: | Terry Sugrue Transport Controls Team Leader Transport Controls | Approved via upload | 29/10/20 |
| Verified by: | Anthony Herath Senior Resolution Technician Transport Controls | Approved via workflow | 29/10/20 |
| Approved by: | Jared Plumridge Traffic Engineering Team Leader (Central) Network Management | Approved via workflow | 30/10/20 |
| Approved by: | Adrian Grant Infrastructure Lead – Minor Capex AT Metro Infrastructure Specification | Approved via workflow | 03/11/20 |
| Approved by: | Garry Brown Parking Compliance Area Manager Parking Services | Approved via workflow | 30/10/20 |
| Recommendations Resolved by: | Name | Signature | Date Resolved |
| Traffic Control Committee |  Chairperson Traffic Control Committee |  | 13/11/20 |

Appendix

6. Background

6.1 How the matter arose

As part of the City Rail Link (CRL) project, Lower Queen Street is being constructed into a plaza, and Tyler Street and Galway Street as upgraded shared zones.

The new plaza will connect Auckland's city centre to the Waitematā Harbour and will be an important asset for Auckland's communities; becoming a space for celebration, formality and parade.

The design response for the plaza incorporates Mana Whenua and cultural heritage values. Its character will also reflect New Zealand's unique environment and cultural history. Five new native trees will be planted in Lower Queen Street, with another eight being planted in Tyler Street and Galway Street. High quality street furniture is also being built into the area.

Construction of the new Lower Queen Street plaza is scheduled for completion at the end of 2020, and construction of Tyler Street and Galway Street are scheduled for completion by the end of 2021.

Britomart Station is being redeveloped from a 'dead-end' into a two-way through station. Together with the reinstatement of the Chief Post Office building, streetscape enhancement around Britomart Station and on Lower Queen Street, Auckland's busiest transport hub will be more efficient and community-focused for the thousands of passengers that use it every day.

The broader CRL project also includes 3.45km of new underground rail, two new underground stations at Aotea and Karangahape, re-developed stations at Mt Eden and Britomart and enhanced streetscape around the four stations and along the entirety of Albert Street.

The CRL project will double the capacity of Auckland's entire rail network, enabling it to carry up to 54,000 passengers during peak times, thus helping Auckland cater for the million more people expected to live in the city within the next 30 years.

Under the Local Government Act 1974 (LGA 1974) a council has the power to declare a specified road or part of a specified road to be a pedestrian mall. A declaration may include exemptions and conditions. AT holds this power with respect to roads within the Auckland transport system.

Amending the pedestrian mall controls that already exist on most of this part of Queen Street and extending them onto Tyler Street and Galway Street is considered the best way of achieving the desired outcome;

- for a safer thoroughfare for pedestrians;
- a better connection of the train station with the pedestrianised open space;
- the outdoor component of the city's main multi-modal public transport hub;
- the first welcoming space to Auckland for visitors by sea;
- a place where formal welcomes, city events and celebrations can be safely managed;
- a place where residents, workers and visitors can eat, rest and gather in a space away from the flow of vehicles.

6.2 Location

Much of this section of Queen Street between Customs Street and Quay Street has been declared to be a pedestrian mall since 1973. The shape of the pedestrian mall and the exemptions from it have been amended several times. Most recently in 2001 the

pedestrian mall was amended to exempt buses from the vehicle prohibition and the area became the major inner-city bus interchange until the bus stops were moved to surrounding roads for the CRL project rail tunnel excavation.

The current and previous versions of the pedestrian mall here allowed for two portions of the eastern side of Queen Street to be available for general traffic linking Quay Street to Tyler Street and linking Galway Street to Customs Street.

Tyler Street and Galway Street are classified as Local Roads and have been resolved as shared zones from Queen Street to Commerce St. These streets are in a predominantly commercial and retail area adjacent to the Britomart Train station. There are also residential apartments and a hotel in the area.

These streets are located within the Waitematā Local Board area.

7. Issues and Options

7.1 Proposal

It is proposed that the full width Queen Street between Customs Street and Quay Street, and the full width of approximately 16m of Tyler Street and Galway Street be declared to be a pedestrian mall, subject to the following prohibition and exemptions:

Proposed prohibition

It is proposed that the driving, riding, or parking of any vehicle, or the riding of any animal, is to be prohibited on any part of the pedestrian mall at all times subject to the following exemptions.

Proposed exemptions

It is proposed that the following exemptions will apply to the pedestrian mall:

- Cyclists and riders of wheeled recreational devices (e.g. scooters and skateboards), will be exempt from the prohibition and may access any part of the pedestrian mall at any time; but must give priority to pedestrians and ride at a speed that does not exceed 15km/h.
- Emergency service vehicles will be exempt from the prohibition and may access the pedestrian mall at any time that is necessary in the circumstances.
- Authorised vehicles (with prior permission from AT) will be exempt from the prohibition and may access the pedestrian mall during the times they have been authorised by AT to do so in order to undertake maintenance and construction, or to make deliveries and collections or otherwise assist with activities occurring within the pedestrian mall. This will also include access for vehicles undertaking these activities in Tyler Street and Galway Street which are too large to safely turn around or back out of those streets.

Auckland Transport will primarily manage and monitor access of authorised vehicles by way of remotely controlled retractable bollards on Tyler Street and Galway Street. There will also be locked removable bollards located on Queen Street at the Customs Street and Quay Street interfaces. These bollards will generally remain locked and upright but will also be able to be moved and stored-away on site, to provide authorised vehicles access to the pedestrian mall in accordance with the exemptions. For any vehicle authorised to drive on the pedestrian mall it will legally need to be treated as a shared zone with the driver giving way to all pedestrians.

7.2 Alternatives

All reasonably practicable options to achieve the desired outcome of greater pedestrian focus for the Lower Queen Street area have been identified and assessed. A summary of these are set out below:

Option 1 - Do nothing: Retain the current status quo.

- The option to reinstate the area exactly as it was before work commenced was considered during the design phase of CRL project works.
- This area was partially pedestrianized and used as a thoroughfare for buses and vehicles being able to turn in and out of Tyler Street and Galway Street so continuing this approach would limit the space free of vehicles available for pedestrians coming to and from the station.
- This option does not address pedestrian safety issues.
- When the adjacent Queen Elizabeth Square was closed and sold by Auckland Council for retail development, this created a need for a pedestrianized plaza to be created in the Lower Queen Street area (along with waterfront plazas as per Auckland Council's sale agreement with the developer).
- This option does not solve the visual and amenity disconnect between the heritage Chief Post Office building, the new Commercial Bay, bus activity development, the ferry building and the harbour due to the very wide carriage way running through the Lower Queen Street area.
- This option does not meet the CRL project's consent conditions.
- This option would not fit with Auckland Transport's plans for the area. AT has removed the bus routes it controls from the Lower Queen Street area; establishing bus interchanges in the surrounding streets. Quay Street is also being upgraded to provide greater focus on walking and cycling and reduce through traffic.
- For the above reasons, this is not the recommended option.
- A variation of this alternative would be to remove the exemption for buses but retain the traffic linkages from Quay Street to Tyler Street and from Galway Street to Customs Street.
- This variation of the option would have little impact in relation to buses as AT has already changed the bus routes so that no buses would be affected either way.
- This variation would continue to allow unrestricted general traffic to drive past the sides of the train station and would interrupt the safe and convenient flow of pedestrians moving to and from the train station.
- Therefore, this variation of the option is also not recommended.

Option 2 - Declare the Lower Queen Street area a Pedestrian Mall under section 336 of the Local Government Act 1974 (*Recommended option*)

- The priority will be with pedestrians, but this option also enables AT to control and manage which authorised vehicles can use this part of Lower Queen Street, Tyler Street and Galway Street.
- The visual appeal and feel of the area will be improved by connecting the heritage Chief Post Office building and new Commercial Bay development, which will face out to the open space.
- The space can be utilized for regular community events and activations.
- A pedestrian mall is the basis for the development of the current design.

- Pedestrian safety is not compromised, it is enhanced with this option.
- The Lower Queen Street area is an integral component of the city's largest multi-modal public transport hub, which includes buses, ferries and trains. This option connects these public transport options for pedestrians.
- The process to declare a road a pedestrian mall is transparent and allows for public input, as it requires the special consultative procedure under section 83 of the LGA 2002 to be used.
- For the above reasons, this is the recommended option.

Option 3 - Road stopping under section 342 and Schedule 10 of the Local Government Act 1974.

- This option was not considered viable because of the many major services and utilities running underneath the Lower Queen Street area that require road access rights.
- The ability to manage the space under roading powers would be lost.
- This option does not consider the needs of the many public transport passengers that move between buses, ferries and trains. The ability to use and manage this pedestrian space with roading powers so that public transport runs smoothly is considered vital.
- The public consultation required by this process provides a similar level of transparency as the pedestrian mall process but is complicated by requiring any objection to the proposal to be decided by the Environment Court. This would have created further delays.
- If the road is stopped the land would revert to Auckland Council control and would then not be managed by the same organisation responsible for managing the roading and public transport networks.
- This option was not considered preferable over the pedestrian mall, given the intention and focus is on pedestrian priority.

Option 4 - Road stopping under section 116 of the Public Works Act 1981

- This appeared to be less complicated than road stopping under the Local Government Act 1974 with no public notification requirement and no express right of appeal to the Environment Court. But this means it is a process best used for less controversial road stopping proposals and so Land Information New Zealand (LINZ), which approves road stopping on behalf of the Minister of Lands, could be resistant to considering this process for Lower Queen Street.
- The other reasons noted above for road stopping under the Local Government Act 1974 would also apply under this process so for the same reasons this is not considered a preferable option.

Option 5 - Make it all a Shared Space

- Under this option, motor vehicles would not be excluded from any part of the Lower Queen Street area but would be discouraged from using the space by the way it is laid out and the obligation to give way to the many pedestrians that would be using the space.
- This was considered a possible option; given that the remainder of Tyler Street and Galway Street are shared zones and are intended to become shared spaces. (A shared space being a shared zone that is more deliberately designed and landscaped for pedestrians). There is also an intention to remove vehicles other than destination traffic from both Tyler Street and Galway Street.

- This option would introduce complexity and uncertainty in ensuring compliance with the traffic restrictions in the area given the large number of anticipated pedestrian movements. In a shared zone, pedestrians have priority over vehicles but only while moving and not unduly obstructing vehicles.
- Being a shared space may encourage and would allow more vehicles into the area, thus heightening safety risk to pedestrians and potential traffic issues.
- There are a high number of public transport patrons and pedestrians in this area, which are predicted to increase with Auckland's growing population. A pedestrian mall was more desirable for pedestrians than a shared space, as they would have absolute right of way.
- Allowing vehicles to enter this space but requiring them to give way to pedestrians could lead to traffic congestion on surrounding roads as vehicles queue up to enter the space but blocked by pedestrians in turn block other vehicles from other streets.
- This option addresses some aspects of pedestrian safety by encouraging lower speeds in an environment that prioritizes pedestrians. However, this option is less satisfactory for children and visually impaired users.
- This option is considered less preferable to the pedestrian mall option (Option 2) because it does not fully prioritise pedestrians, who would have to share the space with motorised vehicles.

The recommended option is to declare this section of Lower Queen Street and parts of Tyler Street and Galway Street to be a pedestrian mall with exemptions for cycles and necessary authorised vehicles in accordance with section 336 of the LGA 1974 (Option 2).

7.3 Local Board

There has been engagement with Waitemata Local Board on the designs for the CRL project public realm reinstatement works over several years and the Local Board has indicated their general support for the vision for the Lower Queen Street to be a pedestrian-focused plaza. Auckland Transport commenced specific engagement on the proposed pedestrian mall amendments with the Local Board in April 2020 prior to the public consultation process. The Local Board have raised no concerns with the proposed changes to the pedestrian mall which bring about the broader vision for the area that they support.

7.4 Consultation

Consultation on the proposal was undertaken with the following **internal** parties by way of meetings, conversations and providing input into the drafting of proposals

| | |
|------------------------------|---------|
| Finance | N/A |
| Parking Compliance | Support |
| Parking Design and Solutions | Support |
| AT Metro | Support |
| Traffic Engineering | Support |
| Design and Standards | Support |
| ATOC | Support |
| Road Corridor Access | N/A |

Consultation on the proposal was undertaken with the following **external** parties

| | |
|------------------------------------|-----|
| Affected residents/property owners | yes |
| Affected businesses | yes |
| Affected road users | yes |
| Affected community groups | yes |
| Public transport operators | yes |
| Emergency services | yes |
| Business association | yes |
| Police | yes |

As a proposed amendment to a pedestrian mall the consultation was undertaken using the special consultative procedure as prescribed by section 83 of the Local Government Act 2002.

The statement of proposal for the consultation was adopted by the Traffic Control Committee at the meeting of 20 March 2020.

Auckland Transport, CRL and Auckland Council staff held pre-engagement meetings with various key stakeholders in May and June 2020. This led to changes in the understanding of how the exemptions would operate and the style of bollards to be installed on Tyler Street and Galway Street.

The formal public consultation period ran from 18 June to 20 July. The consultation was advertised in the NZ Herald on the 19th and 28th of June directing people to the detailed information on the AT website. Letters and feedback forms were sent to 4325 residential and commercial addresses within and surrounding the area as well as sending an email to addresses in the AT stakeholder database. Information about the proposal was posted on our social media channels and displayed on posters in and around the area. Additionally, AT staff held drop-in sessions during lunch times at the Britomart train station on the 1st and 3rd of July.

Public feedback on the proposal was received from 676 people or organisations. Of this, 617 submitted online and 59 submitted using the freepost feedback form. Two key stakeholders provided oral submissions to the Traffic Control Committee in support of their written submissions.

The feedback we received was overwhelmingly positive (93%, 590 people) towards the proposed pedestrian mall on Lower Queen Street, and parts of Tyler Street and Galway Street. People liked the proposal because it created a safe and attractive space near Auckland's largest transport hub.

Those who were negative about the proposal (6%, 38 people) thought that the proposal would increase congestion in the CBD or thought that reducing the number of vehicles in the city centre would harm businesses. Oral submissions focused on the impacts of the pedestrian mall changes for residents and businesses in Tyler Street and Galway Street. These submitters seeking solutions to issues related to servicing these buildings, loading zones, parking solutions and the movement of vehicles too large to turn around or safely reverse out of these narrow, shared zone streets.

No significant changes are proposed from those consulted upon but the nature of the exemptions and the conditions applying to them have been altered slightly and clarified in response to the feedback. Further work will also be put into proposals for parking and loading zone controls on surrounding streets to help address concerns raised in the feedback that are best dealt with in reports separate from this pedestrian mall proposal.

7.5 Analysis

The following table outlines the major themes of the feedback (other than those purely in support of the proposals) and the AT staff response to them.

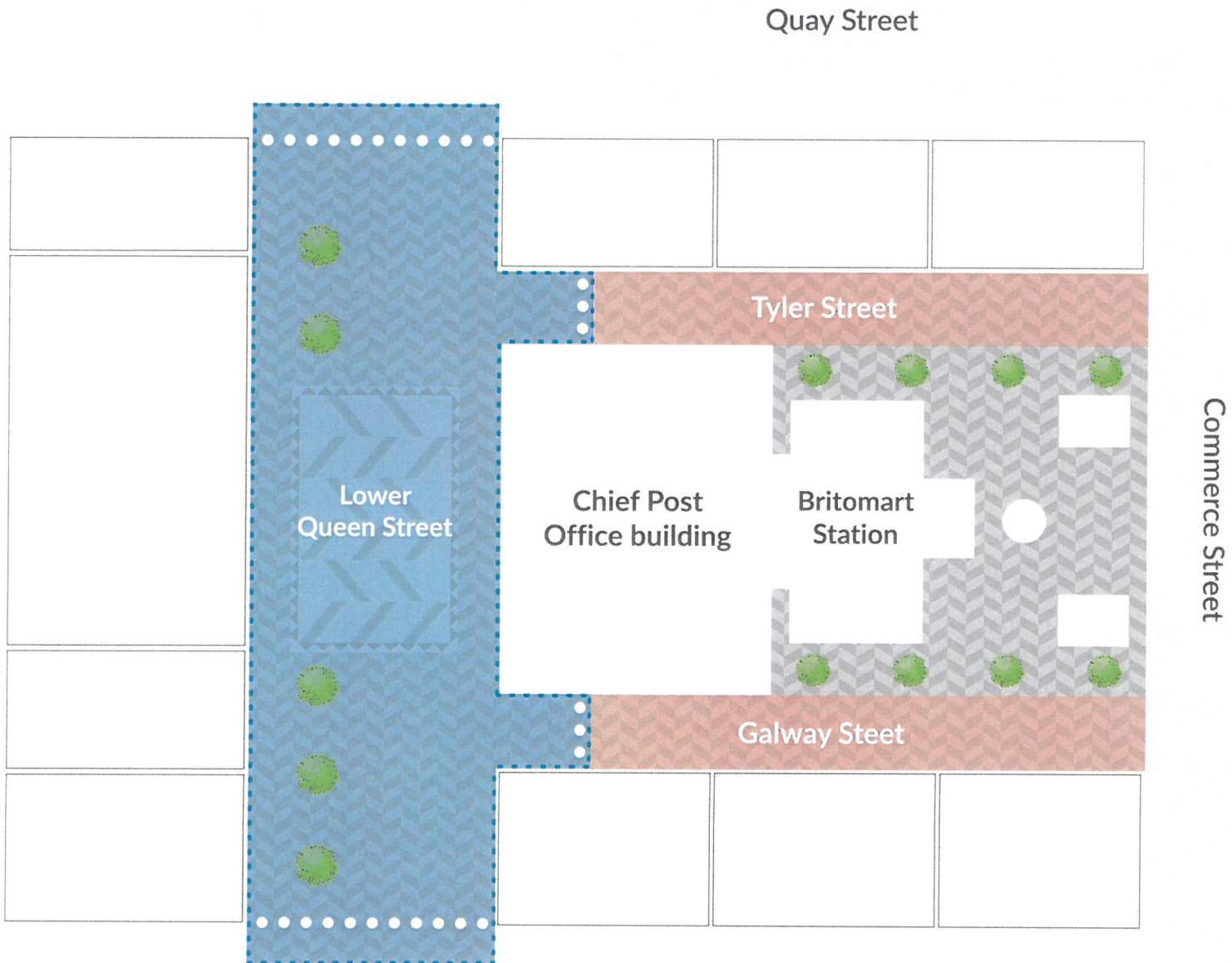
| Design suggestion in feedback | AT response |
|--|---|
| General themes | |
| More pedestrian areas | |
| <p>These areas should be included in the proposed pedestrian mall</p> <p>All of Lower Queen Street. All of Queen Street All of Tyler Street and Galway Street Commerce Street between Customs Street and Quay Street the whole of Britomart</p> | <p>The possibility for other areas of the Auckland down town CBD to become more pedestrian focused (including the construction of other pedestrian malls and shared spaces) will need to be considered in relation to the City Centre Master Plan.</p> <p>This work will not be undertaken as part of the current proposals relating to this pedestrian mall consultation</p> <p>Queen Street, between Customs Street and Mayoral Drive, is part of the Wai Horotiu Queen Street Valley Pilot project. The Wai Horotiu Queen Street Valley Pilot is the first in a series of stages to improve Queen Street for everyone and will contribute to the transformation of the city centre to put people at the heart and create a greener, safer, better connected city centre for all.</p> |
| <p>Generally, more areas in Auckland CBD should prioritise pedestrians or be pedestrian only</p> | |
| <p>These areas in Auckland CBD should become pedestrian only areas</p> <p>High Street, Lorne Street, Fort Lane, O'Connell Street</p> | |
| <p>Other Auckland areas that should be pedestrian only</p> <p>Cornwall Park, The Domain</p> | |
| Safety | |
| <p>Tyler and Galway street should be closed to vehicles</p> <p>The vehicles are dangerous to the many pedestrians in this area</p> | <p>It is not considered feasible to remove all vehicles from Tyler Street and Galway Street as there are buildings on these streets that rely on those streets for the vehicles to enter parking places within those buildings and for the delivery and collection of goods and passengers. These streets however have been legally declared to be shared zones which means that pedestrians have the right of way over vehicles.</p> <p>The shared zones will have No Stopping restrictions for vehicles, except for when loading is permitted during times with lower pedestrian activity.</p> |
| <p>Bicycle infrastructure</p> <p>Include a way for cyclists to get from Queen Street directly into lower Queen Street (i.e. go straight ahead at the lights without having to wait for a pedestrian green)</p> <p>Cyclists should have their own lane or speed limit to keep pedestrians safe</p> <p>The cyclist desire line should be separated from the main pedestrian areas</p> <p>Bicycles and e-scooters mixing with pedestrians make it difficult for disabled and elderly persons, who cannot get out of the way to avoid collisions.</p> | <p>There will not be a raised kerb across the entire width Queen Street at the Customs Street intersection so wheelchairs, prams, mobility devices, scooters and cycles will be able to move freely from the footpaths and trafficked areas of Queen Street onto the pedestrian mall.</p> <p>But it is to be noted that cyclists would need to comply with the national laws applying to traffic lights. Cyclists would need to have a green disc or cycle symbols to allow them to move from Queen Street through the Customs Street intersection. This would not be lawful during a pedestrian only phase of the signals unless the rider dismounted and pushed their cycle across the road.</p> <p>Cyclists will need to recognise that this is primarily a pedestrian space and they must ride slowly, very carefully and give way to all pedestrians. Adding a clearly distinct cycle lane or path through the pedestrian mall would negatively impact on the design of the area as a pedestrian focused space by giving priority to cycles at that point. This would interrupt the flow of pedestrians through the space and would also have a negative impact on the visual design of the plaza.</p> |

| Design suggestion in feedback | AT response |
|--|---|
| <p>Other safety issues</p> <p>Current uneven cobbles around Britomart are a tripping hazard and the large gaps trap shoe heels. Please do not use cobbles or other uneven paving which is difficult for the mobility impaired</p> <p>Ensure there are clearly defined routes to PT and landmarks so blind and vision impaired can negotiate the space safely</p> <p>remove scooters and bicycles that come up behind pedestrians silently and mow people down</p> <p>Scooters MUST be banned from this area. Too crowded and they operate too fast. Speed calming devices for scooters needed</p> <p>Security cameras and security officers are needed to reduce pickpockets and problems as seen in other countries</p> | <p>The detailed design of the infrastructure, road surface and street furniture is separate from this consultation which is focused solely on the legal status of these roads as a pedestrian mall. However:</p> <ul style="list-style-type: none"> • The design calls for the use of flat pavers not rounded cobbles. There are no cobbles in the newly completed works. • The design includes wayfinding signage to other public transport. • The area will be covered by CCTV cameras. <p>It is not proposed to prohibit cycles and scooters from being ridden in the pedestrian mall, but they will have to give way to pedestrians, be ridden with care and consideration and not exceed 15km/h. Allowing for active modes like cycles and scooters to pass through the pedestrian mall is seen as being in line with the overall approach to supporting cycling and is not considered to pose an undue risk to safety. It also reflects the practical reality that there would not be any effective enforcement of a prohibition on this activity.</p> |
| Amenity | |
| <p>The pedestrian mall should include</p> <p>More trees and green areas</p> <p>Comfortable seating with backs</p> <p>A water feature and big art pieces</p> <p>Plenty of cycle parking</p> <p>Rain cover between Commercial Bay and Britomart for those needing to transfer</p> <p>Good signage to all public transport</p> <p>Rubbish, recycling & compost bins - clearly marked with what can go in there</p> <p>Toilets</p> <p>Allowance for cafes to operate in the sun</p> <p>The stream that flows underneath Queen St into the design of the square somehow</p> <p>Installations into the pedestrian mall that connected the area to its environment, for example, to the Horotiu stream and the recent historical uses of the land by mana whenua, Ngāti Whatua Orakei.</p> <p>Regular cleaning and maintenance</p> | <p>The detailed design of the infrastructure, road surface and street furniture is separate from this consultation which is focused solely on the legal status of these roads as a pedestrian mall. However:</p> <ul style="list-style-type: none"> • There will be comfortable seats with backs. • There will be bicycle parking in the area • The area will contain appropriate wayfinding to public transport and other destinations • There will be rubbish bins • There will be public toilets in the train station • Cafes would be able to have outdoor seating • The Waihorotiu Stream is reflected in the design of the paving at the southern end of the plaza. (The northern end paving design reflects waves on the shoreline of the harbour) • In front of the train station entrance the paving depicts a whāriki, (a welcome mat) which was collaboratively designed by mana whenua weavers to depict a traditional woven harakeke (flax) mat |
| <p>The square could be used as a venue for markets or street performances</p> <p>The management plan needs to give clarity on what events are appropriate for the new space and how these should function; how adjacent businesses should be able to use the space, including for activity such as outdoor dining, and how access should be managed and timing for this</p> | <p>Yes, this is the intent. An operational plan is being developed to give direction on how events and activations will be managed in the pedestrian mall.</p> |
| Monitoring & enforcement | |
| <p>The following issues will need monitoring and enforcement</p> <p>Noise, especially in the evening and early morning</p> <p>Drunken behaviour at night</p> <p>Unauthorised vehicles using the shared space</p> <p>Loading zones</p> | <p>Noise and drunken behaviour are not issues that AT is responsible for but we presume the police and Council will continue to monitor these matters as they do in the rest of the area.</p> <p>Bollards surrounding the pedestrian mall should prevent unauthorised vehicles from entering the space and AT will continue to monitor and assess the optimisation of loading zone space and times in the area.</p> |

| Design suggestion in feedback | AT response |
|--|---|
| Loading zones & drop off zones | |
| <p>Loading zones are needed close to the square</p> <p>For tradespeople and service providers to use to cater for local businesses and apartment buildings</p> <p>Tradespeople should be able to access the square via the retractable bollards</p> | <p>There will be permanent loading zones in surrounding streets and as shared spaces Galway and Tyler Streets will be available for use as loading zones – but limited to times when the area will be less busy with commuters or other pedestrians.</p> |
| <p>Drop off zones should be available;</p> <p>For mobility impaired people</p> <p>On a temporary basis close to the Grande Mercure Hotel</p> | <p>There will be permanent loading zones in surrounding streets and as shared spaces Galway and Tyler Streets will be available for use as loading zones – which will allow for dropping off mobility impaired people. Additionally, there are mobility spaces planned to be on Tyler St.</p> |
| Limited access to Tyler St from Quay St | |
| <p>A route should be persevered for authorised vehicles to access Tyler St from Quay St</p> <p>Suggested removing two bollards from Quay Street edge and creating a route separated from the pedestrian mall with bollards to allow authorised vehicles to approach the retractable bollards on Tyler St.</p> <p>The Tyler St bollards would generally remain up but authorised vehicles (such as those owned by residents of the Endeans Building) would be able to have them lowered.</p> | <p>There is access from Quay Street to Tyler Street via Commerce Street.</p> <p>The suggestion for access across Queen Street, is not in alignment with the proposed design and use of this area as a pedestrian mall for the benefit of the public. This suggestion may be of direct benefit to occupants of buildings in Tyler Street, but that benefit would not outweigh the disbenefit caused to all other users of the pedestrian mall in terms of the operational, visual and amenity issues it would cause. It is also not considered necessary if other options for loading zones are provided in the area.</p> |
| Residents' issues | |
| <p>The proposal creates issues for the residents of the surrounding apartment buildings</p> <p>The placement of bollards on Tyler St will mean both pedestrian entrances to the Endeans Building will be blocked to vehicles. With more than 30 apartments and several commercial operators - (most of whom don't have carparks in the vicinity) it was stated that they need to have daily access for trade vehicles and occupiers to move gear in and out.</p> <p>Occupiers of the Endeans building had access to 6 parking permits for Tyler St (during the time the Britomart station was constructed in the Central Post Office building) – Residents would like it if these re-instated.</p> <p>Residents of the Endeans Building feel that they have had to put up with a lot of disruption caused by events and construction in the area and by specific actions taken in relation to their building (For example they were required at short notice to remove the Veranda/Canopy before the Rugby World Cup, but were then required to replace it (despite none of our neighbouring buildings having one). There is frustration that after all of the disruption is completed the new pedestrian mall controls will mean that access to their building from vehicles will not go back to being at least as good as it was before the works.</p> <p>Prior to the works even though there was no parking space available on Queen Street their contractors could risk parking unlawfully on the wide footpath adjacent to their Queen St entrance if necessary for something like a furniture removal truck. The proposed bollards will make this option unavailable</p> | <p>The proposed bollards on Tyler St are spaced widely enough that they will not impose any obstruction for pedestrians or people loading or unloading goods from vehicles.</p> <p>The permits scheme provided by the former Auckland City Council expired a long time ago and there are no plans by Auckland Transport to restore this type of scheme for a single building.</p> <p>Residents and occupiers of the Endeans Building will have access to loading zones in the area on Quay St, Commerce St as well as the times that Tyler St is a loading zone. Although not part of this pedestrian mall project proposal it is intended to propose that the amount of time that a driver can be away from their vehicle in the Quay and Tyler Streets loading zones will be 20 minutes rather than the standard 5 minutes, this being requested during meetings with Endeans residents who noted that the nature of their building could make it difficult for a resident to take a package from the loading zone to their apartment and get back to move the vehicle within 5 minutes.</p> <p>At times when deliveries need to be made to the Endeans building using a vehicle that is too large to turn around or reverse from Tyler St, it will be possible to apply for authorisation for the bollards to be lowered to allow the vehicle to drive through and if necessary stop on the pedestrian mall.</p> <p>It is not accepted that the pedestrian mall consultation would have been the first time that residents in the area would have had an indication that the plans were going to propose removing vehicles from these sections of Queen Street. The plaza designs and drawings shared at various engagement meetings should have indicated that this was an option being considered.</p> |

| Design suggestion in feedback | AT response |
|---|---|
| <p>It is stated that residents around the square were not told of plans to remove traffic from Lower Queen Street during previous engagements from CRL Limited, Auckland Council and CCOs</p> | |
| <p>Impact on businesses</p> | |
| <p>People suggested that the proposal will have the following impacts on businesses</p> <p>People will be less likely to visit CBD businesses if they cannot easily drive through the area</p> <p>Businesses will need goods delivered or perhaps for taxis or ride sharing pickups</p> <p>Lower Queen Street caters mostly to commuters and limiting the number of busses in the area will reduce the number commuters and therefor the amount of money spent at surrounding businesses</p> <p>It will kill inner city businesses</p> | <p>AT disagrees with these suggestions that the pedestrian mall amendment will have these negative impacts. There has historically been very limited ability to drive through this area and none at all in recent times during the CRL construction works. The pedestrian mall amendments will therefore not have a significant impact on vehicle movements in a way that affects customers accessing businesses in the area.</p> <p>Allowance is made within the proposals for the pedestrian mall and other roads in the area for deliveries to businesses.</p> <p>The current and future plans for the location of bus stops in the surrounding area is considered to be an improvement of the operation of the bus network compared to returning buses to Lower Queen St.</p> |
| | |
| <p>Exemption themes</p> | |
| <p>No Exemptions</p> | |
| <p>There should be no exemptions for access to the square</p> <p>Pedestrian area should be dominated by pedestrian</p> <p>Any exemptions will be abused and ruined for everyone</p> <p>Not even for bikes or scooters</p> <p>Once there is access drivers will disobey signs</p> <p>Existing shared spaces have seen cars and other vehicles slowly start increasing their speeds and pushing through such spaces</p> <p>Business should find other solution which doesn't use vehicle</p> | <p>It would not be practical to have absolutely no exemptions. There would always need to be the possibly of emergency vehicles needing access and vehicles necessary for undertaking maintenance in the pedestrian mall and the surrounding buildings.</p> <p>It is accepted that there will be some vehicles that are needed to make deliveries/collections or support services on Galway street and Tyler Street that are too large to turn around or reverse out of the shared spaces on those streets. It considered safer to allow for (what is expected to be a fairly low number of) vehicles to travel forwards through the pedestrian mall to exit through the other of this pair of streets. For any vehicle authorised to drive through the pedestrian mall the space will still be primarily pedestrian focuses so for those drivers it will legally be a shared zone and they must give way to pedestrians.</p> <p>The operational plan for the pedestrian mall 9which will set out the criteria and process for gaining approval to drive on the mall) will discourage the unnecessary use of vehicles that are too large for Tyler Street and Galway Street. It will also place time limits on when such manoeuvres can happen.</p> |
| <p>Minimal Exemptions</p> | |
| <p>Any exemptions should be kept to the bare minimum</p> <p>Vehicles that are granted exemptions should be appropriately sized for their jobs. Large trucks shouldn't be allowed to be used to deliver small boxes. Unless it needs a tail lift a van or smaller will do.</p> <p>Allowing extra exemptions will undermine the purpose of the pedestrian mall</p> <p>Vehicle exemptions should be limited to enable the benefits of full pedestrian access at most times, including busy periods and holidays</p> | <p>Agreed. The wording of the exemption provisions and the operational plan under which exemptions are granted will seek to ensure that the exemptions are kept to a bare minimum.</p> |

| Design suggestion in feedback | AT response |
|---|---|
| Bikes & scooters | |
| <p>Bikes and scooters should be allowed in the pedestrian mall on the following conditions</p> <p>E-scooters etc. should be allowed, but geo-location speed limits should apply</p> <p>Safety measures in place such as designated parking areas for e-scooters so they don't become a trip hazard</p> <p>Speed limits for bikes and scooters to keep it a safe space for older and disabled pedestrians too</p> | <p>The wording of the exemption will impose the conditions recently proposed by Waka Kotahi NZTA when consulting on allowing cycles on footpaths. This will help to make it clear that pedestrians have right of way. Cyclists and scooter users must ride cautiously and at less than 15km/h.</p> <p>There will be cycle parking in the area and having specific locations where people are encouraged to park scooters will be investigated.</p> |
| <p>Bikes and scooters should not be allowed in the pedestrian mall</p> <p>Without designated lanes for these 'vehicles' their presence would both be potentially dangerous and seriously detract from the relaxed, pleasurable calm of a truly pedestrian precinct.</p> | <p>It is not proposed to prohibit cycles and scooters from being ridden in the pedestrian mall, but they will have to give way to pedestrians, be ridden with care and consideration and not exceed 15km/h. Allowing for active modes like cycles and scooters to pass through the pedestrian mall is seen as being in line with the overall approach to supporting cycling and is not considered to pose an undue risk to safety. It also reflects the practical reality that there would not be any effective enforcement of a prohibition on this activity.</p> |
| Exemption times for service vehicles | |
| <p>Service vehicles should could be allowed into the square at the following times</p> <p>Outside of peak times</p> <p>Overnight from 9pm to 8/9/10am Sunday to Thursday</p> <p>Before 10am & after 9pm</p> <p>After 10pm and before 7am</p> <p>After 10pm, before 5am</p> <p>Between 8:00am and 6:00pm</p> <p>9pm-5am</p> | <p>The wording of the exemptions and the operational plan for how those exemptions will be applied will seek to avoid having vehicles in the pedestrian mall at the peak times for commuters and during the lunch period when the mall may also be busy with pedestrians.</p> |
| Other exemptions | |
| <p>The following other exemptions should be considered</p> <p>Access for people with disabilities</p> <p>That access to private car parks in Tyler Street Apartments is allowed</p> <p>Total Mobility taxis should also be exempted</p> <p>Vehicles needed for special events held in the square</p> | <p>As there will be alternatives available for providing access to the area for people with disabilities it is not considered necessary to provide access to the pedestrian mall itself to vehicles that are carrying people with disabilities.</p> <p>The off-street parking for apartments and business on Tyler Street can be accessed from the Commerce Street end of Tyler Street and do not require access to the pedestrian mall.</p> <p>Vehicles needed for events being held in the pedestrian mall are covered by the exemptions and access for these purposes will be covered by the operational plan for the pedestrian mall.</p> |



- Pedestrian mall
- Bollards
- Shared space

Customs Street West

Queen Street

Customs Street East

REVISION HISTORY

| NO | DESCRIPTION | BY | DATE |
|----|-------------|----|------------|
| A | FIRST ISSUE | CP | 28/10/2020 |

LOWER QUEEN STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD
 PEDESTRIAN MALL
 RESOLUTION ID: 16376

SURVEYED:
DESIGNED: T SUGRUE
DRAWN: C PRICE
DWG CHECK: T SUGRUE

DRAWING DATE: 28/10/2020
A3 DRAWING SCALE: N.T.S.
DRAWING NO.: CP-2020-029

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APPENDIX B:

Amendment Traffic Resolution ID 16376A Pedestrian Mall for Queen Street, Tyler Street and Galway Street / Environment Court order



Amended Permanent Traffic and Parking Changes Report

Waitematā Local Board

Queen Street, parts of Tyler Street and Galway Street, Auckland Central

Pedestrian Mall amendment

Report to Traffic Control Committee

Reporting Officer: Terry Sugrue, Transport Controls Team Leader

| | |
|----------------------------------|--|
| Date: 10 June 2021 | This Resolution ID: 16376A |
| Date Amended: 11 JUN 2021 | Original Resolution ID: 16376 |
| Sign Check: | WBS or cost code: E.700879.07.01.02 |

1. Recommendation

The Traffic Control Committee notes that pursuant to section 336(4) of the Local Government Act 1974 the Environment Court has affirmed with modifications the pedestrian mall declaration made by the Committee on 13 November 2020 so that it is now declared:

- A. That pursuant to section 336 of the Local Government Act 1974 the area contained within the parts of Queen Street, Tyler Street and Galway Street as indicated in the attached drawing CP-2020-029, Rev A, dated 28/10/2020 is declared to be a **pedestrian mall**.
- B. That the driving, riding or parking of vehicles on the pedestrian mall is prohibited at all times subject to the following exceptions:
 - a. Emergency service vehicles may be driven and parked on the pedestrian mall at any time that the driver considers necessary in the circumstances;
 - b. Cycles and wheeled recreational devices may be ridden and parked on the pedestrian mall if the rider:
 - i. gives way to pedestrians and drivers of mobility devices;
 - ii. rides in a manner that is careful, considerate and not hazardous to other users of the pedestrian mall;
 - iii. rides at a speed that does not exceed 15 km/h;
 - iv. parks in a way that does not unreasonably obstruct any other user of the pedestrian mall; and for a cycle, parks at a cycle rack.

- c. with prior authorisation from Auckland Transport vehicles may be driven and parked on the pedestrian mall (subject to any conditions concerning time and operation imposed on that authorisation) when necessary:
 - i. for maintenance, construction, delivery, collection, servicing, or event management activities within the Lower Queen Street pedestrian mall as provided for under an approved temporary traffic management plan);
 - ii. for maintenance, construction, delivery, collection and servicing of activities within, or to, the Endeans Building at 2 Queen Street;
 - iii. for picking up or dropping off residents of the Endeans Building with medical conditions and/or mobility constraints of a nature that necessitate pick up/drop off immediately in front of the Building;
 - iv. for maintenance, construction, alteration, refurbishment or upgrade of buildings, structures, or public areas in or directly adjacent to Tyler Street west of Commerce Street or Galway Street west of Commerce Street where the vehicle required for that activity is considered by Auckland Transport to be too large to safely exit that street without accessing the pedestrian mall;
 - v. for delivery, collection, and/or servicing of businesses located in buildings or public areas in or directly adjacent to Tyler Street west of Commerce Street or Galway Street west of Commerce Street where the vehicle required for that activity is considered by Auckland Transport to be too large to safely exit that street without accessing the pedestrian mall.
- C. That any previous resolutions pertaining to traffic controls or pedestrian malls made pursuant to any bylaw or act to the extent that they are in conflict with the traffic controls described in this report are revoked.
- D. That, this resolution will take effect on 10 June 2021.

2. Executive Summary

In accordance with the statutory provisions enabling the creation of a pedestrian mall the Traffic Control Committee's 13 November 2020 decision to declare an amended pedestrian mall on portions of Queen Street, Galway Street and Tyler Street was appealed to the Environment Court. Despite full confidence that Auckland Transport would have been likely to prevail in the appeal process it was decided that accepting a compromise wording of the exemptions to the pedestrian mall controls would avoid unnecessarily expending additional public funds. Agreement was reached on the wording and the Environment Court issued a Consent Order amending the pedestrian mall declaration. This report confirms the new wording of the declaration for inclusion in Auckland Transport's records.

3. Strategic 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 scope of the Traffic Control Committee's delegated authority.

4. Signatures and Approvals

| Court modified declaration noted by: | Name | Signature | Date |
|--------------------------------------|---|--|-------------|
| Traffic Control Committee | John Strawbridge Chairperson Traffic Control Committee |  | 11 JUN 2021 |

Appendix

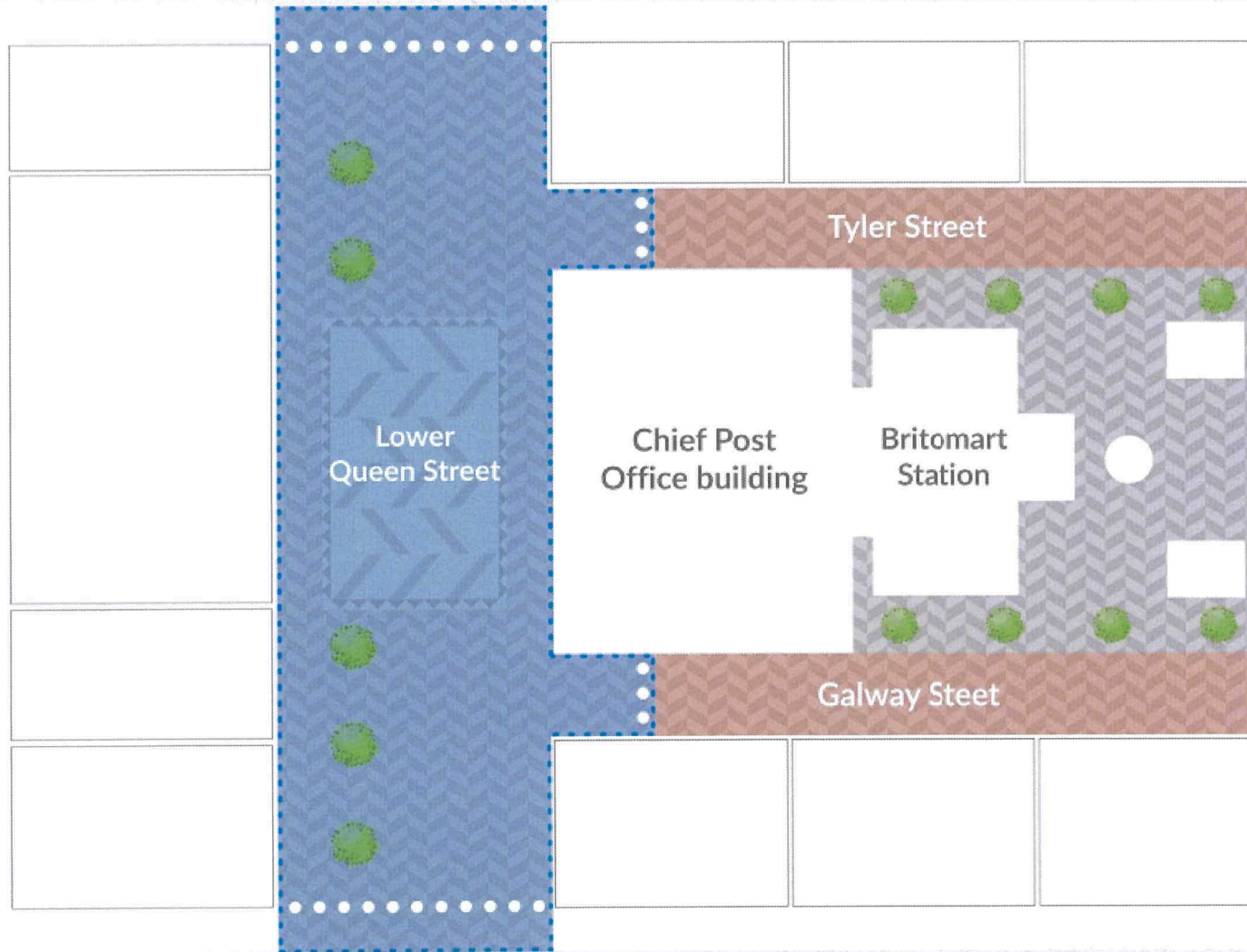
5. Narrative

5.1 Amendment required

This amendment report is to note the modifications made by the Environment Court to the pedestrian mall declaration of 13 November 2020 in the attached Consent Order issued by the Court on 10 June 2021.



Quay Street



Lower Queen Street

Chief Post Office building

Britomart Station

Tyler Street

Galway Steet

Commerce Street

Customs Street West

Queen Street

Customs Street East

-  Pedestrian mall
-  Bollards
-  Shared space



| REVISION HISTORY | | | |
|------------------|-------------|----|------------|
| NO | DESCRIPTION | BY | DATE |
| A | FIRST ISSUE | CP | 28/10/2020 |
| | | | |
| | | | |

LOWER QUEEN STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD
 PEDESTRIAN MALL
 RESOLUTION ID: 16376

SURVEYED: T SUGRUE
 DESIGNED: T SUGRUE
 DRAWN: C PRICE
 DWG CHECK: T SUGRUE

| | | | |
|------------------|-------------|-------|--------|
| DRAWING DATE | 28/10/2020 | REV | A |
| A3 DRAWING SCALE | N.T.S. | SHEET | 1 OF 1 |
| DRAWING NO. | CP-2020-029 | | |

**IN THE ENVIRONMENT COURT
AT AUCKLAND**

**I TE KŌTI TAIAO O AOTEAROA
KI TĀMAKI MAKĀURAU**

IN THE MATTER of the Local Government Act 1974
AND of an appeal under section 336(3) of the Act
BETWEEN ENDEANS BUILDING (BODY CORPORATE 095035)
(ENV-2020-AKL-000190)
Appellant
AND AUCKLAND TRANSPORT
Respondent

Court: Chief Environment Judge D A Kirkpatrick sitting alone under section 279 of the Resource Management Act 1991

Date of Order: 10 June 2021

Date of Issue: 10 June 2021

CONSENT ORDER

A: Under section 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

- (1) the declaration by Auckland Transport creating the pedestrian mall will be modified as set out in Schedule 1 to this order;
- (2) the appeal is otherwise dismissed.



B: Under section 285 of the Resource Management Act 1991, there is no order as to costs.

REASONS

Introduction

[1] This order relates to an appeal by the Endeans Building (Body Corporate 095035) against the declaration by Auckland Transport to create a pedestrian mall on the section of Queen Street in central Auckland between Customs Street and Quay Street, and adjacent sections of Tyler Street and Galway Street.

[2] The notice of appeal by the Endeans Building (Body Corporate 095035) dated 11 December 2020 sought that the declaration creating the pedestrian mall was quashed, or in the alternative, modified to provide additional exceptions to allow appropriate vehicular access to the Endean Building.

[3] No person has given notice of an intention to become a party under section 274 of the Act.

Agreement reached

[4] Since the appeal was filed there has been a number of discussions between the parties, and the parties attended Court-assisted mediation on 15 April 2021. On the basis of these discussions, the parties have now reached agreement on the basis of the amended declaration set out in Schedule 1 to this order.

Consideration

[5] The Court has now read and considered the appeal and the consent memorandum of the parties dated 9 June 2021.

[6] The Court is making this order under section 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits pursuant to section 297. The Court understands for present purposes that:

- (a) all parties to the proceedings have executed the memorandum requesting this order;
- (b) all parties agree that the proposed amendments to the declaration will resolve the appeal in full; and
- (c) all parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

Order

- [7] Therefore the Court orders, by consent, that:
- (a) the declaration by Auckland Transport creating the pedestrian mall will be modified as set out in **Schedule 1** to this order;
 - (b) the appeal by the Endeans Building (Body Corporate 095035) is resolved in its entirety; and
 - (c) there is no order as to costs.



D A Kirkpatrick
Chief Environment Judge



SCHEDULE ONE: AMENDED PEDESTRIAN MALL DECLARATION

The Environment Court affirms the declaration of Auckland Transport's Traffic Control Committee (resolution 16376 dated 13 November 2020) with modification as follows (additions underlined and deletions in ~~strike through~~):

- A. That pursuant to section 336 of the Local Government Act 1974 the area contained within the parts of Queen Street, Tyler Street and Galway Street as indicated in the attached drawing CP-2020-029, Rev A, dated 28/10/2020 is declared to be a pedestrian mall.
- B. That the driving, riding or parking of vehicles on the pedestrian mall is prohibited at all times subject to the following exceptions:
 - a. Emergency service vehicles may be driven and parked on the pedestrian mall at any time that the driver considers necessary in the circumstances;
 - b. Cycles and wheeled recreational devices may be ridden and parked on the pedestrian mall if the rider:
 - i. gives way to pedestrians and drivers of mobility devices;
 - ii. rides in a manner that is careful, considerate and not hazardous to other users of the pedestrian mall;
 - iii. rides at a speed that does not exceed 15 km/h;
 - iv. parks in a way that does not unreasonably obstruct any other user of the pedestrian mall; and for a cycle, parks at a cycle rack.
 - c. with prior authorisation from Auckland Transport vehicles may be driven and parked on the pedestrian mall (subject to any conditions concerning time and operation imposed on that authorisation) when necessary for:
 - i. for maintenance, construction, delivery, collection, servicing, or event management activities within the Lower Queen Street pedestrian mall as provided for under an approved temporary traffic management plan);
 - ii. for maintenance, construction, delivery, collection and servicing of activities within, or to, the Endeans Building at 2 Queen Street
 - iii. for picking up or dropping off residents of the Endeans Building with medical conditions and/or mobility constraints of a nature that necessitate pick up/drop off immediately in front of the Building;
 - iv. for maintenance, construction, alteration, refurbishment or upgrade of buildings, structures, or public areas in or directly adjacent to Tyler Street west of Commerce Street or Galway Street west of Commerce Street where the vehicle required for that activity is considered by Auckland Transport to be too large to safely exit that street without accessing the pedestrian mall;

- v. for delivery, collection, and/or servicing of businesses located in buildings or public areas in or directly adjacent to Tyler Street west of Commerce Street or Galway Street west of Commerce Street where the vehicle required for that activity is considered by Auckland Transport to be too large to safely exit that street without accessing the pedestrian mall.
- C. That any previous resolutions pertaining to traffic controls or pedestrian malls made pursuant to any bylaw or act to the extent that they are in conflict with the traffic controls described in this report are revoked.
- D. That, ~~subject to section 336(2)(b) of the Local Government Act 1974,~~ this resolution will take effect ~~one month after the date the resolution is passed~~ on 10 June 2021.



APPENDIX C:

Site Plan of Te Komititanga



LEGEND:

| | |
|------------------|--------------------------|
| Building canopy | Switch cabinets |
| Benches | Water fountains |
| Bollards | Bins |
| 8.5m light poles | Tree pits |
| 20m light poles | Bike racks |
| Power outlets | EB service vehicles area |

| REVISION HISTORY | | | |
|------------------|-------------|----|----------|
| NO | Description | By | Date |
| A | Site Plan | KW | 01/12/21 |
| | | | |
| | | | |

**TE KOMITITANGA
LOWER QUEEN ST PEDESTRIAN MALL
SITE PLAN**

DESIGNED: KW
DRAWN: KW
DWG CHECK: TS

DRAWING DATE: 01/12/21
A3 DRAWING SCALE: N.T.S
DRAWING NO.
193-001-AAA

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APPENDIX D:

Clear path for large vehicles

