

Public Feedback and Decisions Report
Nelson Street Cycleway Phase 2



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1 Summary of consultation

- Auckland Transport (AT) sought public feedback on Phase 2 (Victoria Street to Quay Street and Beresford Square to Nelson Street) of the proposed Nelson Street cycleway in September 2015. Feedback on the proposal was invited until Monday 5 October 2015.
- In September 2015, Phase 2 of the cycleway consisted of two sections:
 - **Section 1:** Nelson Street, north of Victoria Street to Fanshawe Street, south side of Sturdee Street, east side of Lower Hobson Street to connect to the Quay Street Cycleway.
 - **Section 2:** Pitt Street from Beresford Square to Nelson Street.
- In total, we received 196 feedback submissions.
- Feedback on the Pitt Street section of the proposal focused on the proposed loss of parking, and left turn ban option from Pitt Street to Hopetoun Street. Businesses expressed concerns regarding feasibility in the shorter term, given the interaction between the cycleway project and the City Rail Link (CRL) construction in the Pitt Street/Beresford Square area.
- Feedback on the Nelson Street section concentrated on keeping the cycleway on the left side of Nelson Street from Victoria Street and through Nelson Street/Fanshawe Street/Sturdee Street/Market Place intersection, into Market Place. There were also various comments about connectivity with Market Place, Customs Street West, Lower Hobson Street, and also with the Viaduct, Wynyard Quarter and SkyPath.
- Based on the feedback received, and changes happening in or planned for the downtown and Pitt Street areas due to the CRL project and AT Metro operations, the proposed design has been updated to reflect what the public are seeking. This report outlines those changes.
- Construction of phase two is expected to commence in April 2017.

2 Auckland context

Auckland is growing and changing. Our roads are becoming increasingly congested and in many areas building and widening roads is no longer a feasible or cost-effective option. To keep Auckland moving we need to give people more transport choices, which means using the space we have available carefully.

AT and our partners, Auckland Council and the NZ Transport Agency, are working together with the Government to create a future where more people feel comfortable riding a bike.

We are developing a network of cycling routes to make Auckland safer and easier to get around, with an initial focus on improving access to the city centre. Completing the Nelson Street cycleway is an important link in this network.

3 Auckland Cycle Network

Phase 1 of the Nelson Street cycleway, between Union Street and Victoria Street West, opened on 3 December 2015.

As with Phase 1, Phase 2 of the project was primarily focused on developing Auckland's network of cycle routes and providing connectivity with the Quay Street cycleway.

In September 2015, AT consulted on Phase 2, which included:

- **Section 1:** Nelson Street, north of Victoria Street to Fanshawe Street, south side of Sturdee Street, east side of Lower Hobson Street to connect to the Quay Street Cycleway.
- **Section 2:** Pitt Street from Beresford Square to Nelson Street.



4 Consultation of Phase 2

AT sought public feedback on Phase 2 of the proposed Nelson Street cycleway in September 2015.

Feedback on the proposal was invited via online feedback form and hardcopy feedback form. We also held meetings and promoted this consultation at community information events, where anyone interested in the proposal could talk to us to provide their feedback.

In total, we received 196 feedback submissions.

This report discusses Pitt Street and Nelson Street (north of Victoria Street West to Quay Street via Sturdee Street and Lower Hobson Street) in two separate sections.

The table on the following pages outlines **what people told us** and **how we are considering this in the design development**.

5 Key changes to the design

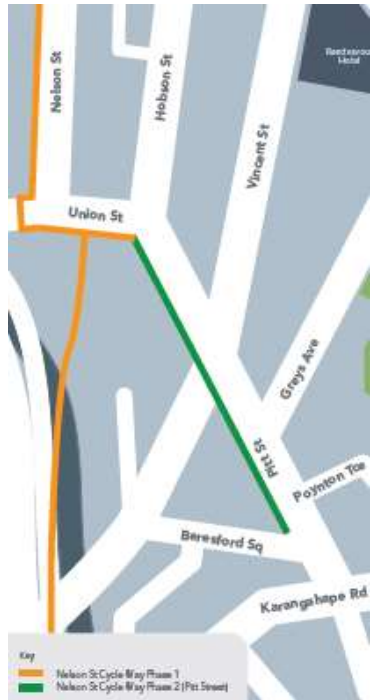
Section 1: The cycle route will now use Market Place. It will link with the Westhaven to City cycle route and use Customs Street West and Lower Hobson Street to connect with Quay Street Cycleway.

Section 2: The section between Nelson Street and K Road will be shared path, rather than on-road cycleway. This may change once CRL is completed.

The project will be delivered in two stages.

6 Summary of feedback and decisions

6.1 Pitt Street: Beresford Square – Hobson Street

Section	Map of proposal and route description		Summary – How we are considering feedback in the final design
<p>Pitt Street: covers the design from Beresford Square to join in with existing cycle facilities in the Hobson Street area.</p>		<ul style="list-style-type: none"> • This section connects the Nelson Street Cycleway with future cycle facilities planned for Karangahape Road. At this stage, the cycleway stops/starts at Beresford Square and will link with the future Karangahape Road facility. The cycleway is on the west side of Pitt Street. • Between Beresford Square and Hopetoun Street, the September 2015 consultation was based on a two-way, on-road cycle lane separated from general traffic with concrete islands similar to Nelson Street Cycleway. • At the intersection of Pitt Street and Hopetoun Street, AT consulted on two options to improve pedestrian and cyclist facilities, while accommodating bus movements. • Between Hopetoun Street and Hobson Street, a shared pedestrian and cycling path is proposed on the west side of Pitt Street. • On the west side of Pitt Street, the proposal removes seven car parks and a loading zone. • On the east side of Pitt Street, between Greys Avenue and Vincent Street, seven car parks will be removed to allow for a new bus stop. 	<p>Since design for this cycleway project started in January 2015, there have been changes to the CRL (City Rail Link) design, particularly the vent location in Pitt Street. The CRL team have advised that the CRL project will cause significant disruption including a very large excavation across Pitt Street in the Beresford Square vicinity.</p> <p>AT met with key stakeholders in the area, including local businesses, NZ Fire Service, and St John NZ, to listen and understand their concerns.</p> <p>Based on feedback received from submissions and also from meetings with key stakeholders, we have decided the cycleway should be re-scoped to provide an interim off-road shared path facility for Pitt Street.</p> <p>AT is developing a design for CRL in the vicinity of Pitt Street and Beresford Square, incorporating the Pitt Street and Karangahape Road cycleways.</p>

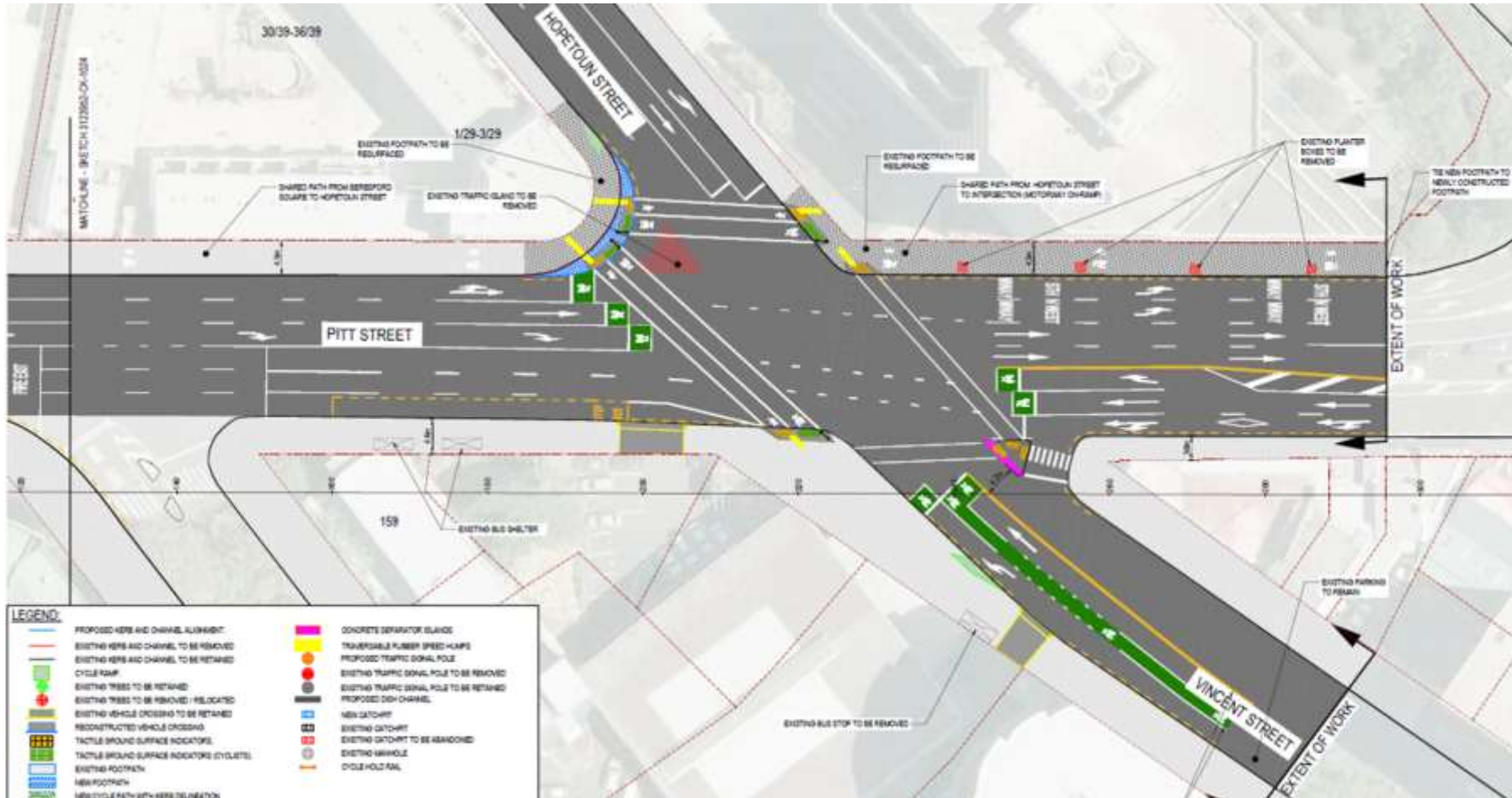
Issue	What people told us	How we are considering this in the design development
Parking	<p>The separated cycleway design proposes the removal of seven parking spaces, and a loading bay adjacent to 59 Pitt Street.</p> <p>Several submitters mentioned parking being essential for the viability of their business.</p> <p>AT parking surveys show that there is some spare capacity in the Beresford Square area on-street parking spaces, and there are loading zones in that area. However, the construction of CRL will put pressure on parking/loading supply in this area. One business raised customer mobility restrictions. While loading is available in Beresford Square, businesses noted the convenience of the existing loading zone location on Pitt Street in relation to moving boxes of stock from truck to premises.</p>	<p>AT's interim design of a shared path facility retains the loading space and five parking spaces, but requires the removal of two parking spaces in order to provide a cycle ramp from Pitt Street to the shared path.</p>
Proposed left turn ban from Pitt Street to Hopetoun Street	<p>There were two options (A and B) for the left turn from Pitt Street to Hopetoun Street. Both options removed the unsignalised left turn slip lane, to enhance safety for people on bikes. Option B proposed banning the left turn altogether.</p> <p>Some submitters are concerned about there being restricted access to residential apartments on the corner of Pitt Street and Hopetoun Street, which have access off Hopetoun Street.</p> <p>NZ Fire Service are worried about potential delays to emergency services, which have to achieve response times into the Ponsonby area via Hopetoun Street. There were also comments about restricted access for general users.</p> <ul style="list-style-type: none"> • Illegal behaviour expected (U-turns; ignoring LT restriction, etc) • Potential congestion on Pitt St • Would make it difficult for customers to access alternate parking in Beresford Square area from Pitt St via left turn Pitt St to Hopetoun St • Restricted access to business located on St James St (off Hopetoun St) 	<p>Our interim design of a shared path facility removes the free left turn (but does not ban left turns), in order to create more space for pedestrians and cyclists at the corner using the crossing facilities. Emergency services and general users will have full access and connectivity to Hopetoun Street and the Ponsonby area.</p>

Issue	What people told us	How we are considering this in the design development
Access/ Connectivity	<ul style="list-style-type: none"> • Cyclist access to/ from Greys Ave to the separated cycleway • Cyclist connection to Ponsonby area 	<ul style="list-style-type: none"> • The interim design of a shared path facility will retain full access and connectivity to Greys Ave. • Connection to Ponsonby will be achieved through future cycling infrastructure improvements on Hopetoun St.
Cycle Infrastructure Type/ Carriageway configuration	<ul style="list-style-type: none"> • Suggestion for separated cycle lanes on each side of the road, with direction of traffic (Uni-Directional) 	<ul style="list-style-type: none"> • This would require more infrastructure (separator islands), cost more, and require removing more on-street parking/loading. There would also be design considerations where the cycle lane would interact with two Bus Stops. There is not enough carriageway width to accommodate traffic lanes and the extra width of an additional separator island; especially in the vicinity of the CRL air vent.
Safety	<ul style="list-style-type: none"> • Pedestrian crossing amenity in the vicinity of the Pitt St/ Greys Ave intersection • Pedestrian conflict with cyclists 	<ul style="list-style-type: none"> • No changes are proposed. The CRL design may consider a pedestrian crossing in the Pitt St area between Greys Ave and Karangahape Rd. • Comments about pedestrian/ cyclist conflict typically relate to the section between Karangahape Road and Beresford Square commercial area. The interim design has the Pitt St shared path finishing at Beresford Square. Cyclists will need to dismount and walk the last section through to the pedestrian crossing at the Pitt St/ Karangahape Road intersection. The design for this area is being more fully considered with CRL and Karangahape Road cycleway design.
Route Choice	<ul style="list-style-type: none"> • Using Beresford Square then into Hopetoun St 	<ul style="list-style-type: none"> • A driver of the project is to connect Karangahape Rd cycleway with other cycleways. Pitt St is classified as a connector on the Auckland Cycle Network. Using Beresford Square would not provide a direct and legible route with other cycle facilities, and will also be disrupted during CRL construction.


Pitt Street Shared Path: Beresford Square to Greys Avenue



Pitt Street Shared Path: Greys Avenue to Motorway on ramp (Hobson Street)



6.2 Nelson St (north of Victoria St to Quay St via Sturdee St and Lower Hobson St)

Section	Map of proposal and route description	Summary – How we are considering feedback in the final design
<p>Nelson St</p> <p>Includes Nelson St north of Victoria St to Quay St via Sturdee St and Lower Hobson St</p>	 <ul style="list-style-type: none"> • Nelson St Cycleway will connect with Quay St Cycleway and future cycle facilities planned for Victoria St, and City to Westhaven. • The September 2015 consultation was based on a two-way on-road cycle lane on the east side of Nelson St, separated from general traffic (with concrete islands similar to Phase 1 Nelson St cycleway) between Victoria St and Wyndham St and a shared path arrangement from Wyndham St to Quay St via Sturdee St (south side) and Lower Hobson St (east side). • On the east side of Nelson St between Victoria St and Wyndham St the proposal removed 9 car parks. 	<p>Summary – How we are considering feedback in the final design</p> <p><i>What people told us</i></p> <p>Keep the cycleway on the left side of Nelson St from Victoria St and through Nelson St/ Fanshawe St/ Sturdee St/ Market Place intersection, into Market Place. People also provided comments about connectivity to the Viaduct, Wynyard Quarter and Skypath.</p> <p><i>How we are considering this in the design development</i></p> <p>AT has developed a design that keeps northbound people on bikes on the left hand (west) side travelling down Nelson St from Victoria St intersection through Market Place towards the waterfront. This will enable connections east through to Quay St Cycleway and west to the Westhaven area. Southbound (uphill) cyclists will travel on the east side of Nelson St.</p>

Issue	What people told us	How we are considering this in the design development
<p>Access/ Connectivity</p> <p>Cycle Infrastructure Type/ Carriageway configuration</p> <p>Route Choice</p>	<ul style="list-style-type: none"> • Access to/from Market Place • Cycleway on Western side could go down Market Pl: desirable route/ better connections • Suggest traffic calming at beginning Market Pl (if path goes here) • Sturdee St and Lower Hobson: suggest re-route along Fanshawe St and over the bridge into lower Hobson St, with flyover lane onto Quay St • Strong connection needed across Fanshawe St to Market Pl, and good facilities provided to Customs St West, viaduct, Quay St Cycleway. Also connection to Wynyard Qtr, Westhaven and Skypath • Sturdee St and Lower Hobson: On-road cycleway instead through Market and Customs St West (residential and commercial will benefit more from walking and cycling; proposed shared paths for this section unpleasantly narrow; many road crossings will result in non-use by cyclists; Market Pl and Customs St West are lower speed streets) • Suggest an overbridge from Wyndham St over Fanshawe St to smoothen off steep Nelson St and make non-interrupted ride past Fanshawe • Fanshawe St intersection: will be difficulty here if path kept to Western side, but worth it • Avoid Wyndham St intersection confusion. Suggest traffic calming at Wyndham St entrance. Right-of-way issues and confusion expected between motorists and cyclists at Wyndham intersection (right-turning traffic could be going to Wyndham or Fanshawe). Expect ped/cyclist/vehicle conflict with downhill cyclists, sudden cycleway change to shared path. At Wyndham St the downhill cycleway suddenly becomes a shared space with pedestrians and then requires cyclists to stop due to potential of cars to be turning right into Wyndham St: this is dangerous and confusing for all involved. 	<ul style="list-style-type: none"> • The updated design keeps northbound people on bikes on the left hand (west) side travelling down Nelson St from Victoria St intersection through Market Place towards the waterfront. This will enable connections east through to Quay St Cycleway and west to the Westhaven area. Southbound (uphill) cyclists will travel on the east side of Nelson St. • Safety at the Wyndham St intersection will be enhanced by removing the downhill (northbound) movement of people on bikes. • Traffic calming is provided at the Market Place/ Pakenham St East intersection to reduce speed through this area; enhancing safety for all users but particularly active users. • The use of a lane of the Hobson St Flyover (Fanshawe to Quay) is not considered feasible due to the effects it would have on the operation of AT Metro public transport services. • An overbridge from Nelson St at Wyndham St over Fanshawe St to Market Place would be problematic in terms of providing minimum 4.5m clearance underneath for heavy vehicles and a ramp back to street level.

Issue	What people told us	How we are considering this in the design development
	<p>Sudden downhill merge of cycle lane with pedestrian zone into shared path is dangerous in this spot (Wyndham-Fanshawe). Concerned about downhill switch from cycleway to shared path</p> <ul style="list-style-type: none"> • Lower Hobson and Sturdee too narrow for shared path, especially considering future capacity • Sturdee St and Lower Hobson: Instead remove slip lanes and re-route into Market Pl, right into Customs St W, and finally into lower Hobson (less crossings, avoid shared paths) 	
Impact on residents/ businesses	<ul style="list-style-type: none"> • Occupiers, visitors, staff could have difficulty manoeuvring right turn out of driveways; in particular relating to car parking garage on Gorst Lane; potential safety issue to people on bikes from cars/ coaches pulling out from driveways 	<ul style="list-style-type: none"> • Many drivers exiting driveways will be familiar with looking south along Nelson St for approaching downhill traffic on this one-way street. It is acknowledged that two way cycleway facilities are relatively new to Auckland however this does not relieve drivers of the responsibility to check the road is clear before joining the carriageway. The grade of Nelson St is such that southbound uphill cyclists will be able to stop in a short distance if they consider an exiting motorist has not clearly identified their passage southbound along the cycleway.
Crossing	<ul style="list-style-type: none"> • Dislike diagonal crossing for cyclists at Victoria/ Nelson intersection • Victoria St diagonal crossing: will add extra journey time/be ignored • Crossing distances at intersections on Nelson St are still too long for pedestrians and should be minimised with kerb buildouts 	<ul style="list-style-type: none"> • The purpose of the diagonal crossing is to provide cyclists with their own signal phase free of vehicular traffic. Whilst it might add travel time to all road users it comes with the benefit of added safety for active mode users. The future cycleway facility for Victoria St will pass through this intersection and crossing facilities will be reviewed again at that stage to ensure appropriate level of service and safety for people on bikes and pedestrians.

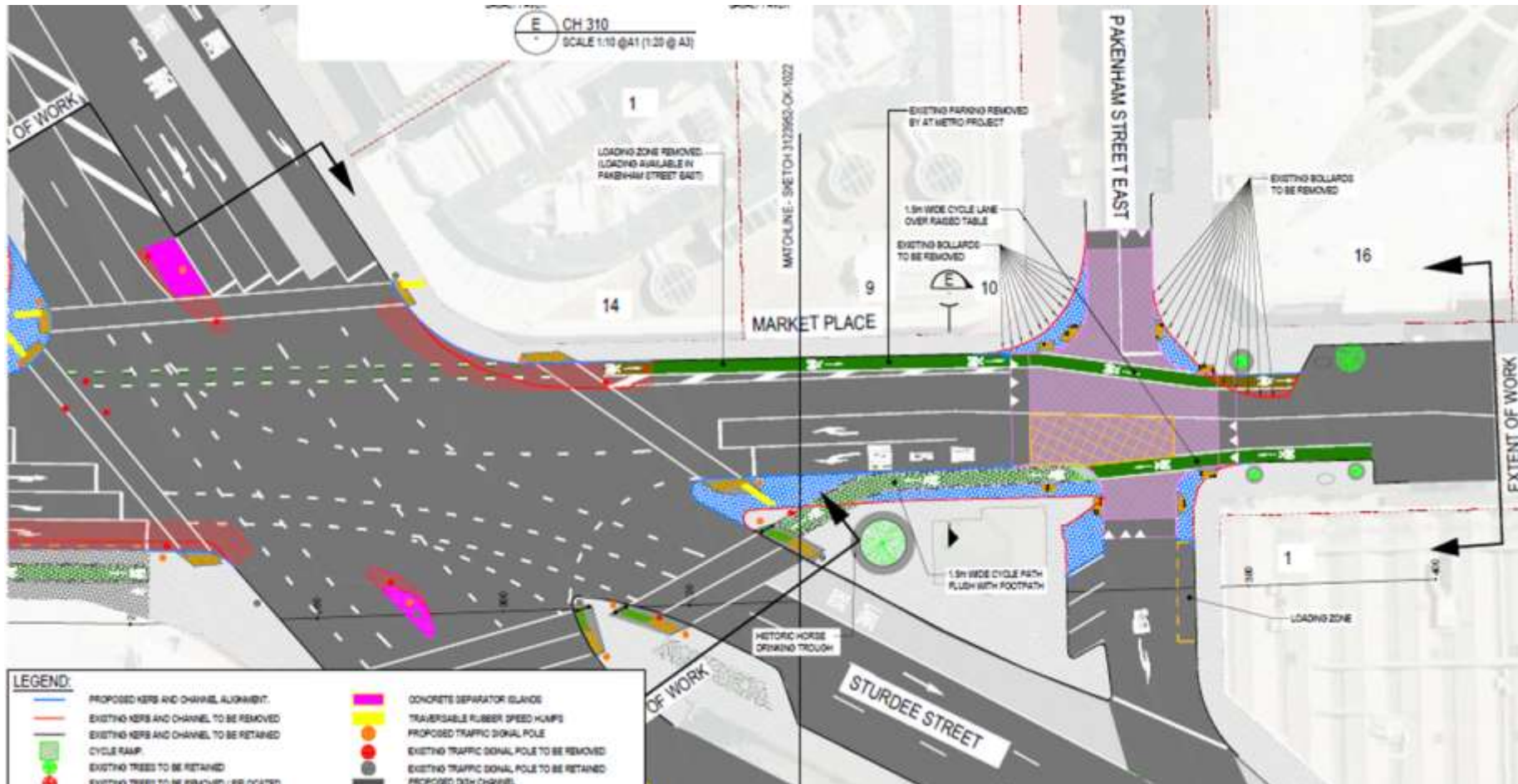
Nelson Street: Victoria Street to Gorst Lane



Nelson Street cycleway: Gorst Lane to Fanshawe Street



Nelson Street cycleway: Fanshawe Street to Pakenham Street East



6.3 Buses and Lower Hobson Street east side

Because of changes brought about by CRL disruption in the Downtown area, we need the ability to circulate buses from Lower Albert St through Quay St, Lower Hobson east, Customs St West and back to Lower Albert St, when required for repositioning purposes.

This meant the design consulted on in September 2015 became untenable because there is not enough width through the Quay St/ Lower Hobson St east corner to operate buses and a 2-way facility for pedestrians and people on bikes. This lack of space could result in conflict between buses and bikes.

An alternative connection to Fanshawe Street along the western side of Lower Hobson Street was re-considered. Providing cycle facilities on the western wide of Lower Hobson Street means that the Sturdee Street section of the proposed route is no longer desirable as it requires a three stage signalised crossing to reach Lower Hobson Street West. AT also received some feedback during consultation that the Sturdee St area was considered to have a low level of passive surveillance. Using the north side of Sturdee Street was previously ruled out due to the pinch point at the bend near Tepid Baths.

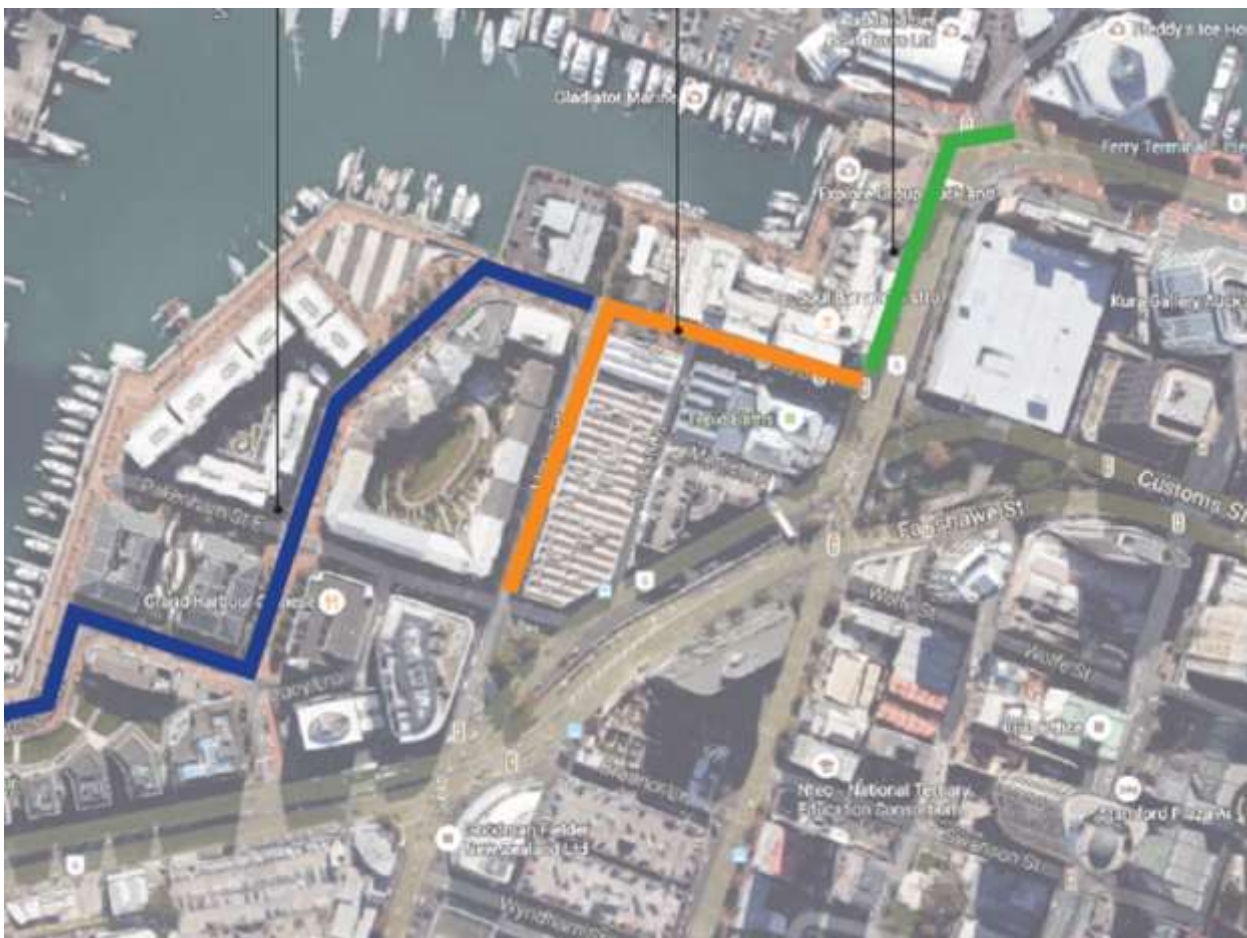
An alternative route using Market Place, Customs Street West and Lower Hobson St west side provides a more direct route with fewer signalised crossings. This fits well with public feedback which identifies Market Place as a preferred route. Observations from site visits have also shown that many people already use Market Place as a cycling connection between Nelson Street and the Waterfront.



6.4 Connection to Quay Street Cycleway

Phase two of Nelson St cycleway has been split into two stages in order to deliver it as soon as possible. The section north of the Market Place / Pakenham St East intersection will be delivered as part of the Westhaven to City cycle route project.

The Westhaven to City cycle route project is investigating cycle infrastructure for Market Place and a connection to Quay St Cycleway via Custom St East and Lower Hobson St. Consultation with the local community is expected in early 2017.



- Blue **Westhaven to City** cycle route project
- Yellow **Market Place and Customs St West**
- Green **Lower Hobson St**

7 Next steps

We are in the process of developing a detailed design to enable construction of the route.

- A detailed design for stage one of the cycle route as far as the Market Place/Pakenham Street East intersection will be finished in January 2017. This phase of the project has involved further engagement with directly affected residents, businesses and property owners during late November and December.
- A detailed design for stage two of the cycle route along Customs Street West and Lower Hobson Street is also under development.
- Construction of stage one is expected to begin in April 2017 and stage two sometime after.
- Construction of both stages is expected to be completed by mid-2017.