



Summary of your feedback on Stage 2 of the Federal Street upgrade



Contents

Summary	1
Key themes in feedback.....	1
Next steps	3
Background.....	4
Project information	4
Context.....	4
<i>Features</i>	5
<i>Benefits</i>	5
Consultation.....	7
Activities to raise awareness.....	7
Giving feedback	7
Your feedback	8
Overview	8
Overall sentiment for the proposal	8
<i>Streetscape design</i>	9
<i>Parking</i>	10
<i>Walking, cycling, vehicle access and safety</i>	12
<i>Security and social issues</i>	13
<i>Intersections and nearby areas</i>	15
Other submissions.....	16
Auckland City Centre Residents' Group	16
Heart of the City (City Centre Business Association)	16
Bike Auckland	17
Waitematā Local Board.....	17
Attachment 1: Design suggestions in feedback and AT responses.....	19
1. <i>Parking</i>	19
2. <i>Walking, cycling, vehicle access and safety</i>	21
3. <i>Streetscape design</i>	24
4. <i>Security and social issues</i>	27
5. <i>Intersections and nearby areas</i>	28
6. <i>Other comments</i>	29
Attachment 2: Feedback form	32

Summary

Auckland Transport (AT) and Auckland Council (AC) sought your feedback on Stage 2 of the proposed Federal Street upgrade to create a pedestrian-friendly shared space, where people can work and play. We consulted on this proposal from 20 November to 11 December 2017 and received 81 submissions.

Key themes in feedback

The key themes that came through from your feedback canvassed a range of design, social and parking related suggestions or concerns, including:

- Strong support for the proposed design overall expressed by 75% of all submitters (61 respondents).
- Concerns about the proposed removal of 22 car park spaces and the impact it might have on local residents, their visitors, or tradespeople (14 respondents).
- Interest in the trees and plantings for this space, with suggestions on the varieties and placement of these plantings to make it attractive and people-centric (12 respondents).
- Concerns an upgrade to this space without addressing the issues with loitering and public drinking in the area could detract from its appeal to the public (12 respondents).
- Traffic calming suggestions to ensure the provision of a safer shared space environment for all people, using all modes of transport (9 respondents).
- Design suggestions to prevent rough sleeping in this area, to make it feel safer and more attractive to pass through at any time of the day (9 respondents).
- Concerns about the safety of the connections with Mayoral Drive for people moving to Federal Street on foot or by bike (8 respondents).
- Seating suggestions to both encourage social behaviour and discourage anti-social behaviour in this area (8 respondents).
- General suggestions about the overall proposed design to make the space attractive and attuned to the heritage features of surrounding buildings and landmarks (8 respondents).
- Suggestions to improve security in the area, to make the shared space more welcoming to the public and tourists at all times, particularly at night (7 respondents).

We have analysed your feedback to identify the following key themes:



Our responses to your comments and suggestions are detailed in the [design suggestions](#) table at the back of this report (Attachment 1).

Next steps

The feedback we received has provided useful information and will allow us to improve the proposal.

We are currently developing detailed designs, which will confirm elements such as placement of furniture, lighting and other street facilities, types of plants used in gardens, and road and paving materials. The new design will incorporate 13.5 metres of P120 motorcycle parking, split between two areas; the centre of the street and adjacent to St Matthew-in-the-City. We expect to finalise detailed designs by the end of 2018.

We are continuing to coordinate with St Matthew-in-the-City regarding its proposed upgrades.

We will begin trenching in the project area to confirm the location of underground utilities such as water, power and gas mains within the next few months.

We expect to begin construction in early 2019.



The proposed Federal Street design, looking south from Wellesley Street` (indicative design only).

Background

Project information

AT and AC are working together on all stages of the Federal Street upgrade project. This consultation focused on the proposed design for Stage 2 of this project, to upgrade the public space between Mayoral Drive to Wellesley Street.

Federal Street experiences lower traffic volumes compared to Queen Street and Hobson Street, and is a popular route for people to walk and cycle through the middle of central Auckland.

The upgraded Federal Street will create a shared space for more people to enjoy, and provide access to upper and lower parts of the central city and public transport routes on Mayoral Drive and Wellesley Street.

For Stage 2 of this project we proposed a full streetscape upgrade of the section of Federal Street between Mayoral Drive and Wellesley Street to create an inclusive space which acts as an extension of the living spaces available to nearby apartment buildings and businesses.

Safety issues were a key consideration in this project that we sought to address through the proposed design features, such as safer pedestrian access to these areas.

A number of separate, private developments in areas nearby, including St Matthew-in-the-City, are also planned (these developments are outside of the scope of this project).

Context

Consultation on the proposed routes and streetscape upgrades to form the proposed Federal Street upgrades was undertaken by AC as part of the 2012 City Centre Master Plan (CCMP) and City Centre Access Plan (CCAP).

Consultation and construction of the Federal Street upgrades will take place in four stages between 2018 and 2022:

- Stage 1: Wellesley Street to Victoria Street - complete.
- Stage 2: Mayoral Drive to Wellesley Street - current stage.
- Stage 3: Victoria Street to Wyndham Street - design investigation to begin 2018.
- Stage 4: Swanson Street to Fanshawe Street - timing to be confirmed.

When all stages of the project are complete, Federal Street will form part of Auckland city centre's 'laneway circuit'. This circuit is designed to open up urban spaces and provide routes with good pedestrian access and opportunities for people to connect, enjoy outdoor areas, and access cycleways through other areas of the city.

Features

Design features of this proposal include:

- shared path for pedestrians and people on bikes, connecting Mayoral Drive with Federal Street
- fully-accessible ramp and stair access between Mayoral Drive and Federal Street
- street furniture offering places for people to gather and sit
- removal of 22 parking spaces. Many businesses in the area have their own parking available, and the Civic car park will not be affected
- loading zones for use from 6.00am to 11.00am
- street planting
- new lighting to improve safety and visibility

Plans for the Stage 2 Federal Street upgrade can be found [here on our project webpage](#).

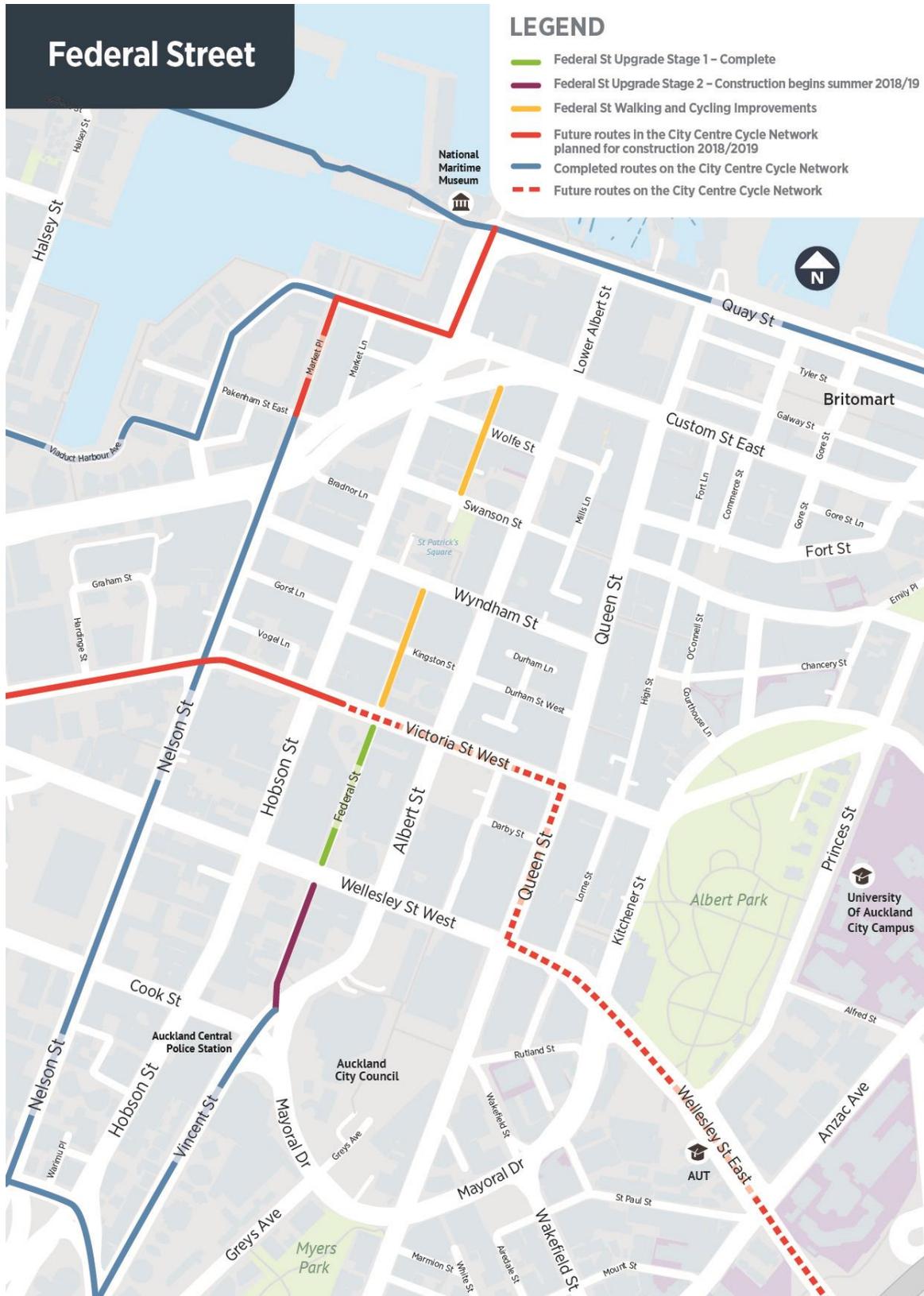


The proposed Federal Street design looking south from Wellesley Street (indicative design only).

Benefits

- Opens up the city centre.
- Provides good connectivity for commuters coming from western and inner city suburbs.
- Allows people on bikes to connect with the rest of the City Centre Cycle Network, via Vincent and Hopetoun Streets, and the proposed [Victoria Street Cycleway](#).

AT is also making temporary improvements to pedestrian and cycling facilities along Federal Street, between Victoria Street and Fanshawe Street, which will eventually be phased out, as other stages of the permanent Federal Street upgrades are implemented.



Consultation

We consulted the public on Stage 2 of the proposed Federal Street upgrade between 20 November and 10 December 2017.

Activities to raise awareness

To let you know about our consultation, we:

- sent letters and feedback forms to 3,143 residences and businesses in and around the project area
- visited businesses along Federal Street to deliver letters and feedback forms
- set up a project webpage and an online feedback form on our website
- promoted the consultation through our social media channels, including Facebook, Twitter and Neighbourly
- placed a geo-targeted online advertisement in the NZ Herald newspaper on Saturday 2 November and Wednesday 6 December
- held two public drop-in sessions, at French 83 Café on Saturday 2 December, and St Matthews-in-the-City, on Wednesday 6 December

Giving feedback

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost feedback form included with a letter that was shared local residents, businesses, and key stakeholders.

See [Attachment 2](#) at the end of this report for a copy of the feedback form.

Your feedback

Overview

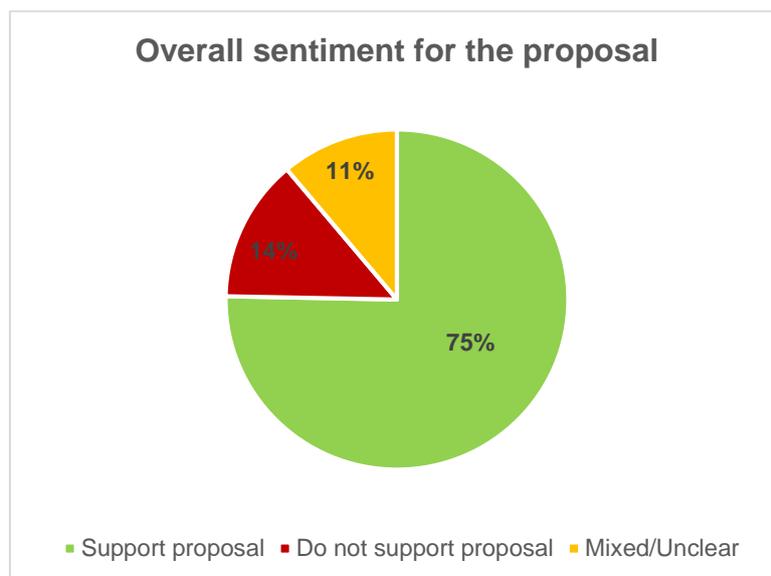
- We received 81 public submissions on the proposal.
- 71 of these were submitted online, 9 were submitted using the freepost feedback form and 1 was submitted via email.
- We also received written submissions from Auckland City Centre Residents' Group, Heart of the City (City Centre Business Association), and Bike Auckland. A summary of this feedback can be found in the [Other submissions](#) section of this report.
- A summary of your feedback has been included in the list of [design suggestions](#), along with our responses to your feedback.

Overall sentiment for the proposal

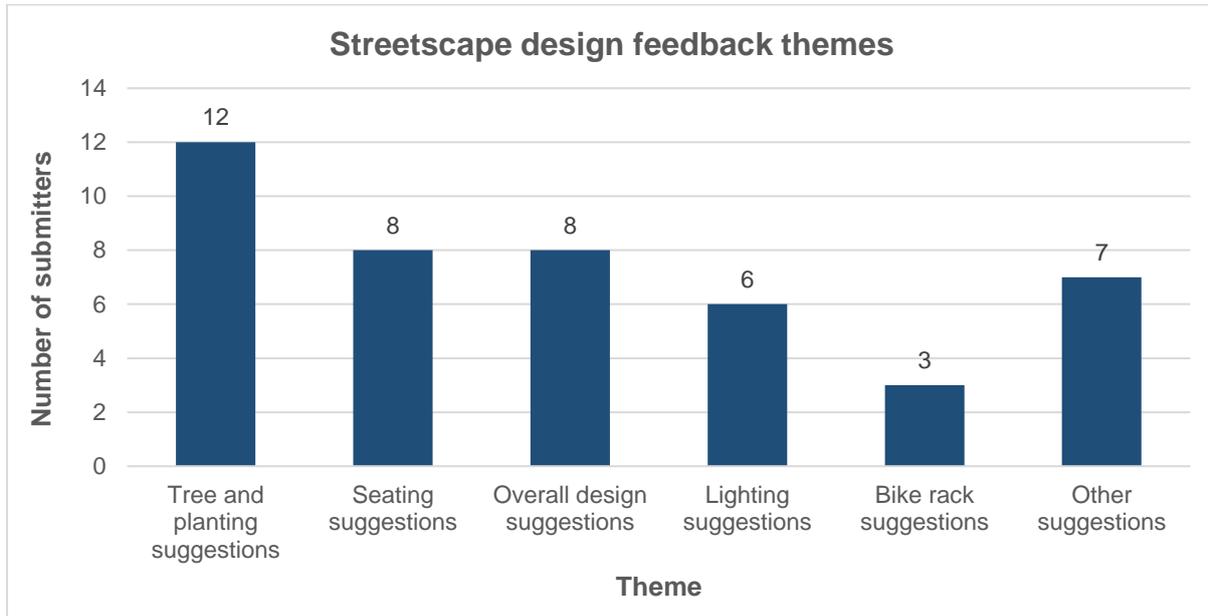
The vast majority of submitters (61 respondents, 75%) indicated support for the proposal, saying it would help provide a more people-friendly and attractive shared space in the city centre.

A smaller proportion of submitters (11 respondents, 14%) did not support the proposal, saying this area did not warrant this place-making investment with its lack of retail or hospitality businesses.

Nine respondents (11%) provided mixed or no clear sentiment about the proposal.



Streetscape design



Submissions may be counted in more than one theme.

12 submitters offered a range of tree and planting suggestions to support the proposed designs. Most commented on the placement or types of trees and plants used in this public space to help make it safe, attractive and tidy for all users.

“...vertical elements within shared space environments encourages drivers to be more aware of their surroundings, promoting decreased speeds. Perhaps this could be something to consider in regard to the placement of lighting poles and new street trees.”

“Trees down the middle, rather than to side? [as traffic calming]...Deciduous trees and please not nikau...”

Eight submitters made seating suggestions to encourage more social and less anti-social behaviour in this area. Eight people made general suggestions about the overall design; most pertained to improving the area’s attractiveness by incorporating more colour or enhancing local heritage features into the design.

“What would be nice in addition to the seating proposed is a combined table/seating arrangement so that people can gather and share meals in the sunshine.”

“Could we start adding some colour - grey does nothing to the cityscape.”

Six submitters made suggestions about lighting to support public safety, residents, and enhance key features of this space. Three people wanted bike racks or other cycling facilities to be included in the design.

“I would like to know what the lighting is going to be like. One of the key features of that section of Federal Street is the stained windows at night of St Matthew's church. It needs

to be good lighting (for safety purposes, etc.) but it needs to be atmospheric too, in keeping with the beautiful architecture...”

“Sturdy seating and bike racks are a must. Could there even be an option of creating secure bike storage/racks on the street?”

Seven submitters provided other streetscape related suggestions or comments, such as amenities to include in the design or ways to improve the visual appeal and maintenance of the area.

“A water fountain for pedestrians and bikers on this area.”

“Doesn't seem to visually connect the two parts of Federal Street.”

Parking



Submissions may be counted in more than one theme.

14 submitters expressed concerns about the proposed removal of 22 car parking spaces. Most thought this would negatively impact local residents and their visitors, making this area a less attractive place to live. Others thought losing these car parks might make it harder for tradespeople to service nearby residential and commercial properties.

“The loss of on-street parking for residents will affect the attractiveness of the apartments for owner-residents and prospective tenants.”

“The loss of a significant number of parking spots will cause problems for tradespeople, visitors, and tenants moving in/out of our building. As our building doesn't have parking, several residents rely on a parking permit, so that would go too.”

Six submitters were concerned the proposed car park removals would impact existing permit parking for Federal Street residents. Most wanted the parking permits to be honoured or replaced, or for alternative resident parking to be included in this proposal. Four respondents support the removal of the car parks to change the city centre's modal priority from cars to active modes of transport and public transport.

“Living in [Federal Street] we are allowed to obtain a parking sticker for parking on Federal Street...I would like to see something addressed [by] this proposal to continue the possibility of having available parking for residents...”

“The removal of car parking spaces is a positive... will encourage a long-term modal shift, making more regular public transport services more viable.”

Four respondents made loading zones suggestions to support service deliveries and residential maintenance in the area, including times they should be available and clarification of who can use them. Three people wanted motorcycle parking retained in the area for local residents.

“I think that loading spaces should be restricted for use to earlier hours in the morning (i.e. 5am - 7.30am). This may seem restrictive, but the more on-street loading AT provides, the more developers seek to dispense with on-site loading space requirements as part of their development proposals, forcing loading to occur on the street.”

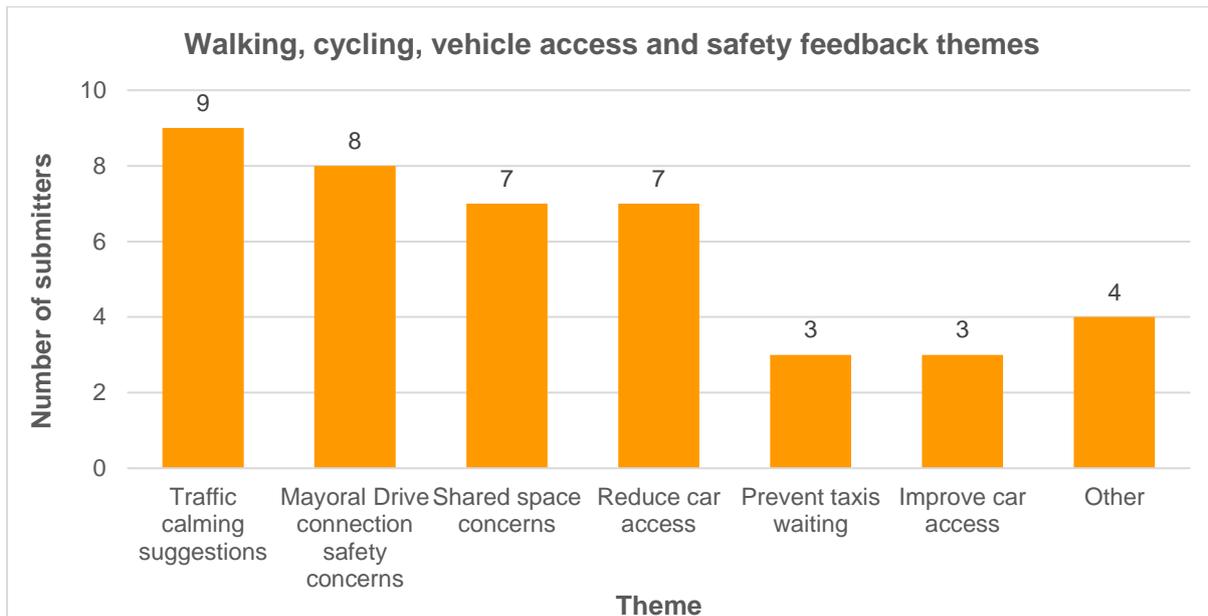
“The upgrade as it stands will mean the loss of a dedicated parking area for motorbikes and scooters at Wellesley/Federal Street corner. Without scooter, motorbike or car parking, many tenants in apartment buildings will find the neighbourhood unusable.”

Two respondents made parking enforcement suggestions. Three people shared other parking related suggestions or concerns not covered in the proposal, including accessibility issues.

“Please ensure that the design discourages as much as possible, illegal parking in the shared space. Alfred St is an example where a pedestrian zone is covered in cars, and never enforced. Please don't repeat that experience!”

“Removal of carparks will be not good...especially the disabled car parks. We...feel they are being terribly disadvantaged. It is a long way from any parking for the disabled - our feedback from clients is the city doesn't want us here.”

Walking, cycling, vehicle access and safety



Submissions may be counted in more than one theme.

Nine submitters offered a range of traffic calming suggestions to help make the proposed upgrades to this shared space even more people-friendly. These included suggestions such as narrowing or adding curves to the road space to slow cars down, or using landscaping to act as traffic calming elements.

“Slowing traffic down is imperative as the cars still travel too quickly along both Federal and Fort Streets (and use those streets as thoroughfares) for them to truly work as shared spaces.”

“I would propose a wider footpath and shared space of a narrow road way for bikes and cars to share. If it is narrow enough cars will go slowly making it safe for cycling...”

Eight submitters expressed concerns about accessing Mayoral Drive in particular. Most cited safety issues where pedestrians and cyclists meet in this area, and visibility issues for cars exiting nearby businesses and hotels crossing at this connection.

“Potential pinch point/ conflict zone between bikes and pedestrians at the Mayoral Drive connection.”

“The location of the accessible ramp to Mayoral Drive seems problematic...I am concerned that vehicles reversing out of the Ramada Hotel in particular may not be able to see pedestrians walking south, due to the position of adjacent proposed street tree.”

Seven respondents had concerns about the shared space presenting modal conflicts and between people walking, cycling, and driving vehicles in the area. Seven people wanted car access to this area reduced to prioritise pedestrians’ and cyclists’ safety.

“Safety concerns - there is a lack of public awareness around etiquette and "road rules" applying to shared zones in the CBD.”

“There are areas of the street where the relationship between cars and pedestrians is already dangerous and problematic...and these problems should be addressed in the upgrade (caution signage? caution zoning?) or they will definitely worsen.”

Three submitters wanted taxis to be discouraged from using the shared space as a waiting area. Three people wanted vehicle access to the shared area improved in the design.

“Steps should be taken to ensure that the finished street does not become a waiting area for taxis. Remove access to the parking lot at the end of the street (moving it to Cook St maybe).”

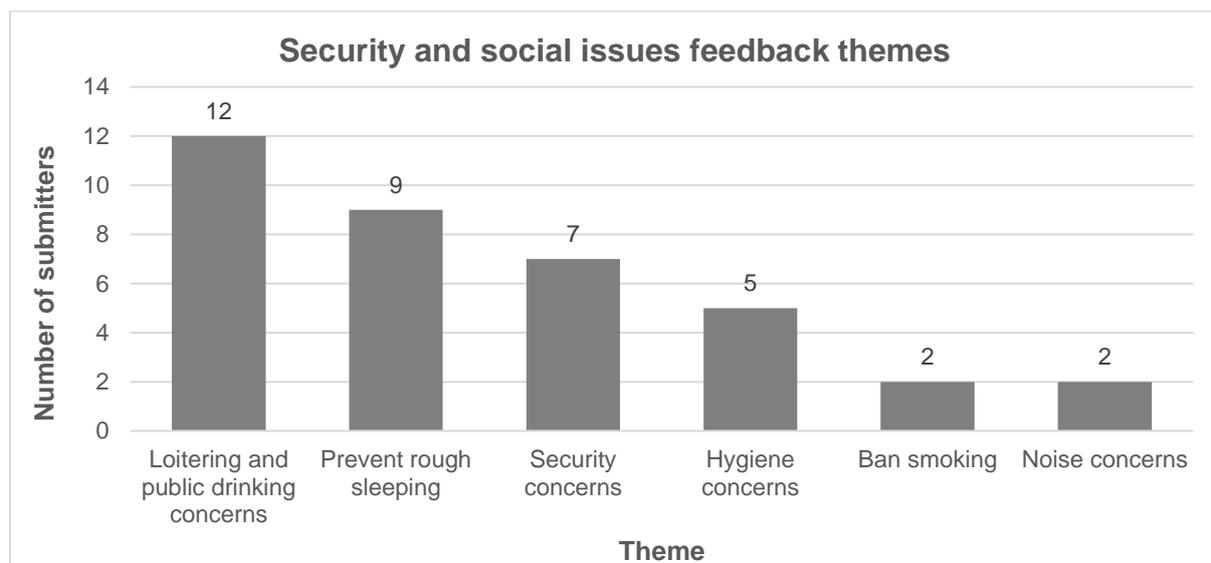
“There also needs to be a place for cars to turn around at the end. They already can't manage with the space allowed. Or the road could be closed to cars apart from local traffic which means they would have somewhere to turn around that isn't in the road.”

Four submitters made a range of other suggestions to support the proposal. These included a disability access-friendly design for the shared space, connectivity to the cycleway network, and more.

“Holistic accessibility - ensuring the design caters to everyone including those with vision, hearing, cognitive and mobility impairment...”

“Connectivity of the cycleways is critical. They're only as useful as their reach!”

Security and social issues



Submissions may be counted in more than one theme.

12 submitters expressed concerns about people loitering and drinking in public in this area,

particularly rough sleepers who frequent the Auckland City Mission nearby. Many said this behaviour is off-putting to the public and tourists, making them feel unsafe or vulnerable to attacks, especially at night.

“Safety around St Matthew-in-the-City, especially in dark corners...people hiding in corners harassing/attacking passersby...Given the number of tourists/locals visiting places around this area, it is important to ensure precautionary measures are taken to keep up with high standards.”

“Adding more seating increases places for people to hang out and party after dark.”

Nine submitters expressed concerns about rough sleepers in the area or suggested ways to deter this behaviour. Seven people shared concerns about security in the area, and their desire to make it welcoming and safe at all times of the day.

“Very difficult I know, but the rough sleepers around the church and this area in general...quite intimidating and the whole area gets a bit dirty.”

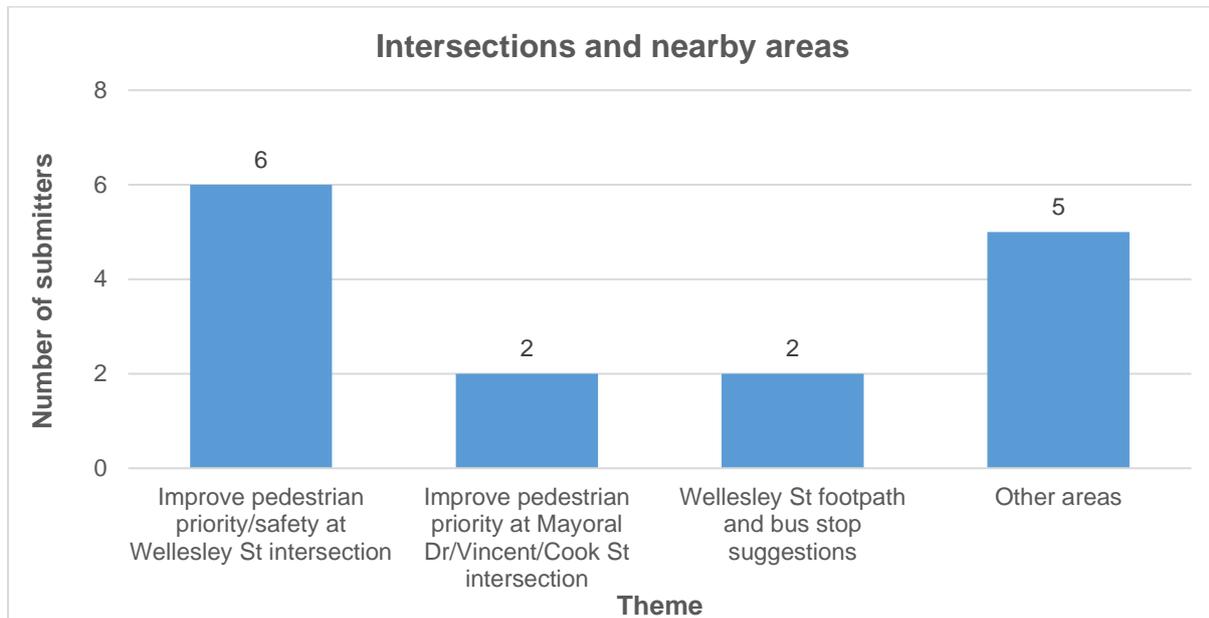
“Security at night, although with the improvements perhaps more people will use the area and it will be more populated and welcoming.”

Five submitters had concerns about hygiene due to unsavoury behaviour. Two people wanted this area designated as a smokefree space; two more respondents expressed concerns about noise levels disturbing residents.

“The entire area should be smoke free...I imagine this will be worse if people are encouraged to stay in the area.”

“I have concerns about some of the impacts as an owner/resident...Providing gathering spaces for people creates potential for significant after-hours noise.”

Intersections and nearby areas



Submissions may be counted in more than one theme.

Six submitters thought that improving pedestrian safety at the nearby Wellesley Street intersection should be a priority as part of this project. Two submitters wanted pedestrian safety at the nearby Mayoral Drive/Vincent /Cook Street intersection to be prioritised. Two more respondents suggested ways to improve Wellesley Street footpaths and bus stops.

“The intersection at Wellesley Street needs to be made safer particularly if pedestrians are being encouraged to use the laneway concept. Currently the intersection is confusing for both pedestrians and vehicles. It is not clear for vehicles if a right turn or straight ahead is permitted from Federal Street. Similarly, pedestrians cross at all angles of the intersection even though there is only one official crossing point.”

“The traffic light phasing of the Mayoral / Cook / Albert / Vincent intersection is terribly frustrating as it sits on red forever with no cars coming. Needs cameras so that wait time for pedestrians is reduced to encourage people walking into the city.”

Five respondents suggested other nearby areas they wanted addressed as part of the Stage 2 Federal Street upgrade. Some wanted to widen particular sections of footpath; others made suggestions relevant to future stages of the Federal Street upgrade.

“Also widen the footpath on the corner of Federal and Wellesley St outside Hampton Court so pedestrians and bus commuters can be accommodated. At peak hours there can be 50-80 + pedestrians on this corner.”

“I hope the other sections of this street are going to be upgraded also. It is a key street within Auckland city and the design you have shown seems to tick all the boxes.”

Other submissions

In addition to public feedback, we also received submissions from the Auckland City Centre Residents' Group, Heart of The City (City Centre Business Association), Bike Auckland and the Waitemātā Local Board. We have summarised their feedback below, and their concerns and suggestions have been included in the list of [design suggestions](#) (Attachment 1).

Auckland City Centre Residents' Group

The City Centre Residents' Group (CCRG) supports the general design of the upgrade, and the use of targeted rates to carry out projects such as this one. It also supports:

- the proposed trees for shade, shelter, and minimisation of heat sink and radiation off hard surfaces
- the use of vegetated areas as artificial swales to manage water runoff, filter pollutants and increase rainwater filtration.

However, the group has concerns around the existing shared spaces and would like the Federal Street project to learn from these and improve some areas of the design:

- vehicles tend to drive too fast through shared spaces and that this is encouraged by straight, wide carriageways. It suggests installing chicanes or similar in one direction (heading north), for example, using large trees in moveable planters.
- seating should be robust and placed where there is minimal risk of vehicles driving into and/or damaging them (half of those on Fort Street and Elliot street are permanently damaged).
- the proposed restricted time slots for the loading zones may not be feasible for the steadily increasing number of courier deliveries. The CCRG would like to understand AT's general policy around loading zones, and whether there is a difference between loading zones and other delivery zones (e.g. for couriers).

In addition, the CCRG suggests installing:

- plenty of bike racks, in well-lit areas.
- a drinking fountain.
- robust rubbish bins (the existing ones are often bent and damaged).

Heart of the City (City Centre Business Association)

Heart of the City commented that this is a lovely and unique part of the city centre because it is relatively quiet. It made the following suggestions:

- increase the number of plantings, building on the leafy green of the trees in the garden at St Matthew-in-the-City.
- implement a flexible approach to the restricted loading zone hours, at least in the initial project stages. Heart of the City is concerned that increasing pressure on spaces for

servicing businesses and residents, combined with incremental reduction in loading zones, is making loading and couriership increasingly difficult and negatively impacting on businesses and residents.

- consider how the space can be activated to ensure it is well-used with good passive surveillance. It believes removal of parking spaces will reduce the number of people coming and going during the day, so replacement activities need to be provided for.
- address how people with mobility issues will access the area once parking is removed.
- put a development response plan in place well before construction begins, addressing how the project will seek to minimise the impact to the surrounding community.

Bike Auckland

Bike Auckland considers the Federal Street upgrade Stage 2 as positive overall and believes that it will improve the accessibility of the area for walking and cycling. However, it made a number of suggestions for how the project could further improve walking and cycling accessibility:

- upgrade the intersection of Federal Street and Wellesley Street to provide signalised crossing for pedestrians and people on bikes in both directions without legally requiring dismounting. Straight-ahead and right-turn movements out of Federal Street should be allowed for people on bikes.
- encourage drivers to slow down and respect the shared space designation by using design elements to avoid the appearance of a straight, vehicle lane (drivers treat the central space in Stage 1 as a general traffic lane).
- modify the cycle ramp next to the stairs to provide a European-style dual ramp that caters to people with pushchairs (or similar) as well as bikes.
- integrate the paving with the tactile pavers at the Wellesley Street intersection and with the footpath/shared path on Mayoral Drive. On the western side, the plaza paving leads directly onto the shared path with no indication. On the eastern side, the plaza paving is shown stopping short of the stairs and leading into an area that is a driveway.
- accommodate vehicle turning and reversing movements near the Ramada Hotel and parking lot at the Mayoral Drive end to avoid conflict between different users.

Waitematā Local Board

The Waitematā Local Board supports the upgrade, including creating greater amenity for pedestrians so that Federal Street functions effectively as part of the city centre laneway circuit, and a safe connection between Federal Street and Mayoral Drive. They made the following suggestions:

- increase native biodiversity, street trees and sustainable urban drainage across all the components.
- ensure adequate provision is made for deliveries and commercial requirements.

- add bike parking outside apartment buildings.
- ensure adequate alternatives are provided for those needing disability parking.
- extend project on Mayoral Drive to provide a connection to the Vincent Street cycleway (currently out of scope).
- include drinking fountains where possible.

In addition, the board requests that the project team continue working with St Matthew-in-the-City to integrate the Federal Street design with the long term landscaping plans for the church, and to consider including the edge of the church property on Federal Street and the pathway connection to Hobson Street as part of this upgrade.

Attachment 1: Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by the feedback theme groupings.

Design suggestion in feedback	AT response
1. Parking	
<p>1.1. Parking removal</p> <ul style="list-style-type: none"> • Don't remove existing parking spaces <ul style="list-style-type: none"> - already hard enough for tradesmen, visitors, tenants, people moving in and out, people doing maintenance to access apartments - loading zones won't be enough to replace - already insufficient parking for residents; many apartment buildings don't have carparks (e.g. Hampton Court/not enough carparks for tenants (e.g. 207 Federal St) - Civic and other carparks too far away to carry heavy equipment/furniture - apartments will lose character/attractiveness and become difficult to let; will affect property values - will cripple existing businesses, some have been there along time; customers rely on parking - not worth it for a bit of street furniture - will increase congestion in the city as more people search for parks elsewhere - consider parking removal more carefully and provide alternatives - Auckland Council policy acknowledges a lack of accessible parking in this area - will affect resident parking permits • Need mobility car parks; ensure access for people with mobility issues once parking removed <ul style="list-style-type: none"> - many customers with disabilities park in Federal St; removing mobility car parks disadvantages them and makes them feel unwanted - no other mobility parking close by • Need motorbike parking <ul style="list-style-type: none"> - retain existing or make a similar-sized space available nearby - retain throughout construction - already packed during weekdays and difficult finding motorbike park in the Civic 	<p>The new design will include provision for loading zones to serve local businesses. Loading zone details will be confirmed during the detailed design phase, but are likely to operate similar to other areas where loading is permitted within the shared space during a designated timeframe. In other shared spaces in Auckland Central, this is between 6am and 11am. A time limit of five minutes loading time is typically applied, to ensure turnover of vehicles using the available loading space within the street. Loading zone timeframes and duration for Federal Street Stage 2 will take into account the needs of the businesses and residents on the street. Apartment buildings along Federal Street will have the same access to loading zones as businesses, and we envision that this may make it easier for residents, as they will have guaranteed access to loading zones during the time they are available (as opposed to currently, where parking space must be available for apartment residents to use to load/unload).</p> <p>Federal Street has been identified as a priority area for walking and cycling, providing an alternative route through the city while City Rail Link works are underway in Albert Street. This means a shared space for all road users is of greater priority than parking, and the road space needs to serve a number of functions. Many of the apartment residents we spoke to during consultation did not expect to have access to carparks, given their</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - relocate existing motorbike spaces somewhere close by • Provide more parking in Hobson St • Remove (more) parking spaces <ul style="list-style-type: none"> - will reduce congestion and increase safety; cars waiting for car parks currently block street - remove all car parks in Federal St - dis-incentivise car use in the city 	<p>proximity to the central city. We have consulted with local businesses regarding parking loss, and advised that the upgrade will include loading facilities. In other areas where we have undertaken similar streetscape upgrades, such as Elliot Street, Darby Street and Fort Street, local businesses have seen a sufficient increase in revenue, as the areas nearby are made more attractive, encouraging people to spend more time in the area and facilitating increased pedestrian movement.</p> <p>As outlined in the 2012 City Centre Master Plan (CCMP) AT and AC are investing into improved public transport systems, to reduce congestion in the city.</p> <p>We acknowledge that there are limited mobility parks in this area. We will continue conversations with disability advisory bodies, and will investigate options for incorporating mobility parking into the final detailed design.</p> <p>The new design will incorporate 13.5 metres of P120 motorcycle parking. This will be split between two areas; the centre of the street and adjacent to St Matthew-in-the-City. We will try to retain some motorbike parking during construction but there will be times when this is not available, due to space and access restraints.</p> <p>Hobson Street is outside of the scope of this project.</p> <p>The new design removes all parking spaces, which will reduce the number of vehicles in the project area.</p>
<p>1.2. Loading zones</p> <ul style="list-style-type: none"> • Loading zones from 6am to 11am won't work; too restrictive <ul style="list-style-type: none"> - many deliveries come in the afternoon and isn't possible to have delivered in the morning - many businesses don't have own parking - implement flexible approach to minimise negative impact of restricted hours on businesses and residents • Restrict to early morning, e.g. 5am-7.30am <ul style="list-style-type: none"> - the more on-street loading AT provides, the more developers seek to dispense with on-site loading space requirements as part of their development proposals, forcing loading to occur on the street 	<p>The new design will include provision for loading zones to serve local businesses. Loading zone details will be confirmed during the detailed design phase, but are likely to operate similar to other areas where loading is permitted within the shared space during a designated timeframe. In other shared spaces in Auckland Central, this is between 6am and 11am. A time limit of five minutes loading time is typically applied, to ensure turnover of vehicles using the available loading space within the street. Loading zone timeframes and duration for Federal Street Stage 2 will take into account the</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - providing loading spaces makes it harder for Council to enforce resource consent rules for new developments around providing own loading spaces • Ensure apartment owners can use loading zones (or provide short-term parking) to service apartments; restricted use loading zones will hinder movement of household items into and out of apartments • Clarify who can use the loading zones (couriers, people moving in and out, owners servicing apartments etc) • Put loading zones at (Wellesley) end of street and block the rest off to cars 	<p>needs of the businesses and residents on the street. Apartment buildings along Federal Street will have the same access to loading zones as businesses, and we envision that this may make it easier for residents, as they will have guaranteed access to loading zones during the time they are available (as opposed to currently, where parking space must be available for apartment residents to use to load/unload).</p> <p>Wellesley Street is outside of the scope of this project.</p>
<p>1.3. Resident parking permits</p> <ul style="list-style-type: none"> • Retain/replace permit parking for Federal St residents <ul style="list-style-type: none"> - residents rely on parking permits; existing scheme demonstrates need for parking • Provide an alternative <ul style="list-style-type: none"> - could have discounted monthly rates at Civic carpark - transfer to Civic/Victoria St carparks 	<p>During consultation with local residents, we discovered that only ten people use the residential parking permit scheme. Permit holders with valid permits will be issued a refund on a pro-rata basis, providing they contact us and provide the necessary documentation. Due to the limited supply of parking in central Auckland, we are no longer proposing residential parking schemes. On-street parking in the city is targeted at short-term customers of local businesses; providing parking for residents is the responsibility of private property owners.</p> <p>There are several parking buildings near the project area, which will not be affected by this upgrade.</p>
<p>1.4. Enforcement</p> <ul style="list-style-type: none"> • Discourage illegal parking <ul style="list-style-type: none"> - through design (e.g. not like Alfred St where pedestrian zone is covered in cars and never enforced) • Parking spaces at property often used by unauthorised vehicles 	<p>This suggestion has been noted. Once the upgrade is complete, we will monitor use of the area and enforce as necessary.</p>
2. Walking, cycling, vehicle access and safety	
<p>2.1. Traffic calming</p> <ul style="list-style-type: none"> • Design street to slow cars down <ul style="list-style-type: none"> - use vertical elements such as lighting poles and trees - put kinks in the road 	<p>The current design includes various vertical elements designed to slow speeds of both cars and people on bikes, but we will investigate further options to increase user safety during detailed design.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - install chicanes such as large trees in moveable planters to slow vehicles in one direction (probably north) - place trees down the middle of the road rather than on the side - put banding and rumble strips across carriageway; align with trees to facilitate pedestrians crossing - fully pave street (no asphalt lanes) - have narrow roadway for vehicles and people on bikes; widen footpath - in a way that doesn't make walking and cycling difficult - make vehicle entrance clearly different to normal street - use clear signage to show is a shared space • Discourage speeding vehicles <ul style="list-style-type: none"> - including bicycles, because is a residential street - cars still travel too quickly along shared spaces on Federal and Fort Sts - install speed limit signs • Address existing visibility issues <ul style="list-style-type: none"> - cars in alley between Atrium and 162 Federal St have bad visibility of pedestrians; pedestrians can't easily see cars coming up alley; use caution signage/zoning; shared space will make more dangerous 	<p>The current design includes signage at both ends of this section of Federal Street, as well as part way down, which details the rules regarding using a shared space, and encouraging users to “share with care” and be mindful of others within the space.</p> <p>The current design widens the area for pedestrians, and the removal of parking will provide greater visibility for cars in the area, so drivers are more aware of pedestrians nearby. The removal of parking will also result in a decrease the number of cars in the street, which will create a safer environment for pedestrians and people on bikes.</p>
<p>2.2. Shared space issues</p> <ul style="list-style-type: none"> • Separate cars from pedestrians (and/or bikes) <ul style="list-style-type: none"> - street used more by vehicles than pedestrians; shared spaces cause confusion over right-of-way, are unsafe and prevent cars from travelling at appropriate speeds - drivers don't care about other users; stage 1 hasn't worked as trees have created roadway and make walking hard • Lack of public awareness around etiquette and road rules for shared spaces • Many people on bikes are rude and treat pedestrians as if they are in the way 	<p>Due to changes in and around Federal Street, we predict that following the upgrade, there will be more pedestrians using the street than cars.</p> <p>The current design is different to Stage 1 of the upgrade (outside SkyCity), and includes signage at both ends of this section of Federal Street, as well as part way down, which details the rules regarding using a shared space, and encouraging users to “share with care” and be mindful of others within the space.</p> <p>The current design widens the area for pedestrians, and the removal of parking will provide greater visibility for cars in the area, so drivers are more aware of pedestrians nearby. The removal of parking will also result in a decrease the number of cars in the street, which will create a safer environment for pedestrians and people on bikes.</p>
<p>2.3. Car access</p> <ul style="list-style-type: none"> • Reduce car access 	<p>It is not possible to block off Mayoral Drive due to traffic movements around Mayoral Drive and Cook Street, however with future public transport developments,</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - reduce vehicles coming in at Wellesley St entrance, proposal will allow too many and make it unsafe for sitting or for riding bikes; block off Wellesley St end to halfway along and open up Mayoral Dr end to allow access to offices, apartment blocks and hotels (where most cars go) - minimise cars on Federal St; stage 1 ruined by high number of cars still using street which affects attractiveness of outside seating at restaurants - make at-grade carpark on corner Mayoral Dr/Cook St difficult to access to promote redevelopment of land - ban all cars except for loading • Discourage taxis using Federal St as waiting area/space to turn around in <ul style="list-style-type: none"> - remove access to parking lot at end of street (could have access from Cook St instead) • Pedestrianise whole street <ul style="list-style-type: none"> - like Oxford St in London - with loading zones at either end • Ensure car access <ul style="list-style-type: none"> - to existing private carparks - during and after construction • Provide space for cars to turn around at Mayoral Dr end; already difficult in existing space • Prevent cars from driving over Federal Court tiles as it breaks them 	<p>Wellesley Street is likely to have less private vehicles than it does currently. Removing parking on Federal Street will also reduce vehicles the number of vehicles in and around the project area.</p> <p>This upgrade will create a shared space that is different to Stage 1 (outside SkyCity). The removal of parking will decrease the number of cars in the street, which will create a safer environment for pedestrians and people on bikes.</p> <p>The carpark at the end of the street is on private property, and is not included as part of this project.</p> <p>As this upgrade will remove all parking in the street, cars will have no reason to enter other than to reach businesses and properties along Federal Street, and it is important to retain this access to ensure the upgrade serves everyone in the area.</p> <p>We will liaise with taxi companies regarding this area and enforcement of taxi behaviour.</p> <p>We will investigate turning options during detailed design.</p> <p>Comments about tile outside Federal Court have been noted and will be considered during detailed design.</p>
<p>2.4. Mayoral Drive access (walking and cycling connections)</p> <ul style="list-style-type: none"> • Pedestrian-car movement conflicts <ul style="list-style-type: none"> - location of accessible ramp clashes with vehicle crossings for at-grade car parking on corner Mayoral Dr/Cook St and for Ramada Hotel - vehicles reversing out of Ramada Hotel may not see pedestrians walking south due to proposed tree position - accommodate vehicle turning and reversing movements near parking lot/Ramada Hotel - address conflict between users at driveway at top of stairs • Pedestrian-cyclist conflicts <ul style="list-style-type: none"> - connection too Mayoral Dr too narrow, creates pinch point; proposal says widened but doesn't look wide enough; widen further and put bollards - people on bikes race down Vincent St, up onto pavement and through gap onto Federal St; risk of hitting pedestrians 	<p>Pedestrians have the right of way where driveways cross footpaths. The current design will also widen the area for pedestrians, and the removal of parking will provide greater visibility for cars in the area, so drivers are more aware of pedestrians nearby. The removal of parking will decrease the number of cars in the street, which will create a safer environment for pedestrians and people on bikes.</p> <p>We will investigate turning options during detailed design.</p> <p>The connection to Mayoral Drive will be approximately 3 metres wider than is it currently, which will provide sufficient space for all users. Pedestrians and people on</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - highlight connection to Mayoral Drive shared path on paving • Improve connection for bikes coming from Vincent St and Cook St <ul style="list-style-type: none"> - footpath on Mayoral Dr too narrow for cyclists (and road is too dangerous due to buses) • Install European-style dual ramp next to stairs to allow pushchairs etc to use as well as cyclists 	<p>bikes will be directed to use different areas of this connection to avoid conflict.</p> <p>We will define footpath space on Mayoral Drive through paint markings to indicate a shared path.</p> <p>This project improves cycling connectivity up to the intersection of Mayoral Drive and Cook Street. Areas beyond this are outside of this project, but we will raise this feedback with AT's Walking and Cycling team to consider as part of wider central Auckland developments.</p> <p>The current design provides a flush access way off Mayoral Drive, that will offer easy access for people with pushchairs and/or wheelchairs.</p>
<p>2.5. Other</p> <ul style="list-style-type: none"> • Build a walking and cycling bridge from Federal St to Aotea Square • Signpost points of interest for pedestrian and people on bikes, e.g. universities, Albert Park, Te Ara I Whiti – Lightpath, Beach Rd cycleway • Ensure holistically accessible design <ul style="list-style-type: none"> - cater to people with vision, hearing, cognitive and mobility impairments - obtain independent accessibility review of design • Ensure well-connected to other cycleways 	<p>A bridge to Aotea Square is outside of the scope of project. This project aims to bring people to street level and activates the ground level of Federal Street, reducing perceptions of Mayoral Drive as an arterial route. However, we will pass this suggestion on to the Aotea Precinct Team for consideration.</p> <p>Wayfinding opportunities will be identified during detailed design.</p> <p>This project has undergone a universal access audit, and has will be reviewed by a disability advocacy group to ensure accessibility during detailed design.</p> <p>This project will allow people on bikes to connect with the rest of the City Centre Cycle Network, via Vincent and Hopetown Streets, and the proposed Victoria Street Cycleway.</p>
3. Streetscape design	
<p>3.1. Trees and plantings</p> <ul style="list-style-type: none"> • Use trees to calm traffic (<i>see suggestions in Traffic Calming section above</i>) • Plant more trees <ul style="list-style-type: none"> - overall; need more than stage 1 - developers don't (and aren't required to) provide greenery so need as much as possible in public spaces 	<p>The current design includes various vertical elements designed to slow speeds of both cars and people on bikes, but we will investigate further options to increase user safety during detailed design.</p> <p>The current design aims to make area more attractive, and greener, and includes at 10 new trees and new planting. We will incorporate more where possible,</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> - at end of street; make it into a mini-forest - to tie in with leafy green space at back of St Matthew-in-the-City - to provide shade, shelter and to reduce heat radiation and heat sink • Tree types <ul style="list-style-type: none"> - use deciduous trees, don't use nīkau palms - use mature trees, ensure variety of colours throughout seasons - ensure plantings on bank at Mayoral Dr end allow natural light through to plaza • Plant grass • Use artificial swales (infiltration basins) to manage water runoff, filter pollutants and increase rainwater filtration • Replant rosemary bush at end of street (great for cooking) • Remove trees and garden outside St Matthew-in-the-City carpark; people sleep there • Tidy up gardens around St Matthew-in-the-City and Auckland City Mission 	<p>however it is also important to consider visibility for both road users and businesses.</p> <p>Tree types used in the final design will be determined following conversations with mana whenua. We will use native species, as per AC's tree planting strategy for central Auckland, but are unlikely to be nikau palms.</p> <p>This project does not include any grass lawns, but the planting on the bank near Mayoral Drive will be low level to ensure visibility and allow light through the area.</p> <p>Rain gardens are currently proposed as part this project's rainwater and drainage strategy.</p> <p>Comments about the existing rosemary have been noted. We will look for opportunities to include rosemary as part of the final design.</p> <p>St Matthews and the City Mission are private property, and outside of the scope of this project.</p>
<p>3.2. Seating</p> <ul style="list-style-type: none"> • Seating types <ul style="list-style-type: none"> - needs to be sturdy; robust - don't use seats like those on Fort St and Elliot St, which are damaged by vehicles driving and backing into them - use wood to make more natural and pleasant environment - prevent rough sleeping e.g. using partitions - prevent extended sitting • Install more benches • Install seating where it won't easily be driven or backed into by vehicles, to avoid damage to the seating • Install combined tables and seats <ul style="list-style-type: none"> - so people can eat in the sun - to use a laptop • Don't install seating directly outside residential buildings, especially where apartments have windows facing the street • Seating will encourage hanging out after dark • Seating needs maintenance and cleaning; lots of pigeons 	<p>Seating design, materials and location will be reviewed during detailed design.</p>

Design suggestion in feedback	AT response
<p>3.3. Lighting</p> <ul style="list-style-type: none"> • Lighting types <ul style="list-style-type: none"> - lighting should provide safety without increasing ambient lighting inside nearby apartments; should shine towards seating near St Matthew-in-the-City - use AS/NZS 1158 and AT Design Manual; one luminaire per column should be sufficient - allow normal night time cycle of darkness for birds and trees - lighting shouldn't be too harsh, should be atmospheric; should still be able to see stained glass windows at St Matthew-in-the-city when they are lit at night • Lighting will affect residents • Consider lighting historic building facades 	<p>Lighting design, materials and location will be reviewed during detailed design. Lighting will be used to enhance character of space, and will be designed to street lighting standards, to ensure the area is sufficiently lit, but lighting does not impede residences in the area.</p> <p>Historic facades on buildings in the area are private property, and outside of the scope of this project.</p>
<p>3.4. Other</p> <ul style="list-style-type: none"> • Overall design <ul style="list-style-type: none"> - allow for cafes to put chairs and tables further into street and be able to serve alcohol there - create 'square' feel at end overlooking Mayoral Dr - use softer edges - use more colour - incorporate heritage features of St Matthew-in-the-city and the apartment building opposite - design should visually connect to next part of Federal St (stage 1) - paving design should visually connect with St-Matthew-in-the-City (differentiated from rest of project – like proposed) • Provide drinking fountains • Install bike racks <ul style="list-style-type: none"> - the more the better - should be in well-lit spaces - high quality - could have sculptural aesthetic • Provide bike repair stations • Install interpretation panel giving history of church and Federal St • Install water fountain or feature, e.g. a trickle wall • Install robust rubbish bins that are less easily damaged than the existing ones 	<p>One purpose of shared spaces is to allow activation of the street space. The final design will allow for cafes to activate the street space outside their businesses, as they chose, which could include creating outdoor dining areas.</p> <p>These comments have been noted, and will be considered as part of the detailed design process.</p> <p>A drinking fountain will be included in the final design, if feasible within space and budget restraints.</p> <p>Bike racks will be included as part of the final design, and locations and materials for these will be determined during detailed design.</p> <p>Bike repair stations will be considered during detailed design.</p> <p>Opportunities for historical info have been identified and will be developed during detailed design.</p> <p>A water feature and playground is outside of the scope of this project, and unfeasible in this area due to the safety issues these create.</p> <p>Design of rubbish bins will be determined during detailed design.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Provide community facilities <ul style="list-style-type: none"> - install playground/children’s play area • Install bollards so can close down street for festivals • Seating and greenery will require maintenance; risk if council budgets cut 	<p>Design, materials and location of rubbish bollards and other street furniture will be determined during detailed design.</p> <p>These comments have been noted.</p>
<h4>4. Security and social issues</h4>	
<p>4.1. Loitering and drinking</p> <ul style="list-style-type: none"> • Area unpleasant due to people loitering and drinking <ul style="list-style-type: none"> - people sit and drink on steps behind St Matthew-in-the-City at night - the church recently removed seating to prevent loitering • Proposed improvements will entice people from Auckland City Mission <ul style="list-style-type: none"> - concerns may encourage drug and alcohol use - will create noise at night and disturb residents • Need to improve security <ul style="list-style-type: none"> - rough sleepers make area intimidating - improvements may mean more people use area, making it more welcoming - removal of car parks may reduce number of people coming and going, reducing passive surveillance - people harass and/or attack passers-by in this area - could have police or community watchers regulating people’s behaviour - install surveillance cameras and warning signs to deter indecent behaviour - design should discourage vagrancy and improve pedestrian safety • Need to clean the area up <ul style="list-style-type: none"> - people currently urinate and defecate in St Matthew-in-the-City carpark - someone regularly urinates outside 198 Federal St; needs to be prevented - affects reputation of city; many tourists in the area - gardens around St Matthew-in-the-City are dirty; sort out the litter - rough sleepers may leave rubbish behind • Make project area smoke-free (ban smoking) • Maintain existing alcohol ban, except for special events <ul style="list-style-type: none"> - enforce alcohol ban, including for people sitting in cars 	<p>This project is to increase pedestrian use of the street, and open up and beautify the area with lighting, planting and increased visibility, which reduces antisocial behaviour. We are working with the City Mission, St Matthew-in-the-City and AC homelessness reference groups to inform the final design, and hope to create a change in the general character of the street, to discourage antisocial behaviour.</p> <p>Smoking and liquor bans are not part of this project, but it is AC and AT policy to consider these following construction.</p>

Design suggestion in feedback	AT response
5. Intersections and nearby areas	
<p>5.1. Wellesley Street intersection with Federal St</p> <ul style="list-style-type: none"> • Reduce wait time for pedestrians; improve pedestrian priority <ul style="list-style-type: none"> - especially outside peak traffic flow times - pedestrians often cross on red because the wait time is too long • Improve priority for people on bikes <ul style="list-style-type: none"> - provide signalised crossings in both directions that don't require dismounting - allow straight ahead and right turn movements for people on bikes • Intersection dangerous/confusing <ul style="list-style-type: none"> - not clear for vehicles if right turn or straight ahead movements permitted - pedestrians cross at all angles - vehicles allowed to turn left only out of Federal St but this is ignored by most cars; lots of taxis - cars turn right out of Federal St onto Wellesley St into path of pedestrians crossing Wellesley with signal - too much traffic turning right into Federal St - add a second pedestrian crossing on other (west) side of Federal St; fewer cars will be turning out of Federal St once upgrade complete • Integrate the Federal St paving with the tactile pavers at this intersection 	<p>The Federal Street/Wellesley Street intersection is currently outside of the scope of this project, but we recognise that this is an issue. These comments have been passed on the Wellesley Street Bus Improvement Project team for consideration. As this upgrade will create higher pedestrian volumes, we will reassess the current signal phasing to determine if it is still appropriate.</p> <p>Details of paving will be determined during detailed design.</p>
<p>5.2. Wellesley Street bus stop and footpath</p> <ul style="list-style-type: none"> • Wellesley Street bus stop on the corner of Federal Street (east side) is very busy; 50-80 pedestrians at peak times; difficult to get past <ul style="list-style-type: none"> - widen footpath to accommodate pedestrians and bus users on corner - install seating and shelter at bus stop 	<p>Wellesley Street is outside of the scope of this project, but these comments have been passed on the Wellesley Street Bus Improvement Project team for consideration.</p>
<p>5.3. Mayoral Drive/Cook Street/Vincent Street intersection</p> <ul style="list-style-type: none"> • Reduce wait time for pedestrians <ul style="list-style-type: none"> - signal sits on red for pedestrians for long periods with no traffic • Install a (diagonal) crossing from the corner of Mayoral Drive and Vincent St directly toward Federal St 	<p>Mayoral Drive, Cook Street and Vincent Street are outside of the scope of this project.</p>
<p>5.4. Other areas</p> <ul style="list-style-type: none"> • Laneway lightwork opportunity (from Federal St through to Hobson St) a good idea 	<p>Thank you, this comment has been noted.</p> <p>Stage 1 (Wellesley to Victoria St) is not part of this project.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> • Make stage 1 of project (Wellesley to Victoria St) car free • Extend design <ul style="list-style-type: none"> - along whole of Federal St - throughout city • Make High Street a shared space 	<p>When complete, this project will form part of Auckland city centre's 'laneway circuit', and will create a pedestrian-friendly shared space, where people can work and play. Consultation and construction of the Federal Street Upgrade will take place in stages, between 2018 and 2022:</p> <p>Stage 1 – Wellesley Street to Victoria Street - Complete</p> <p>Stage 2 – Mayoral Drive to Wellesley Street - Currently under consultation</p> <p>Stage 3 – Victoria Street to Wynham Street - Investigation into design to begin 2018</p> <p>Stage 4 – Swanson Street to Fanshawe Street – Timing to be determined</p> <p>These comment has been noted.</p>
6. Other comments	
<p>6.1. Consultation and information</p> <ul style="list-style-type: none"> • Plans/renderings/design unclear <ul style="list-style-type: none"> - section lines shown but not consulted on - not clear where renderings are located, not marked on plans; should show compared to existing street view - not enough information provided about the design and the issues it aims to address - renderings use too much grey, makes difficult to understand design • Should collect data on existing levels of pedestrians and people on bikes using Federal St, and on number of residents <ul style="list-style-type: none"> - presumptuous to upgrade on their behalf • Obtain clear feedback from residents before reaching final decision 	<p>Thank you for this feedback – this has been noted, and will be considered for future consultations.</p> <p>We will look into getting cyclist and pedestrian numbers to inform the detailed design phase of this project.</p> <p>This project aims to create an inclusive space where everyone is welcome, which acts as an extension of the living spaces available to nearby apartment buildings and businesses. When all stages of this project are complete, the upgraded Federal Street will provide access to both upper and lower parts of the central city, opening up the city centre to residents. This will also provide good connectivity for commuters coming from western and</p>

Design suggestion in feedback	AT response
	<p>inner city suburbs, by providing access to public transport routes on Mayoral Drive and Wellesley Street.</p> <p>Federal Street residents were a key audience for consultation on this project. We sought their feedback through letter drops, social media, drop-in sessions, geotargeted advertising and liaison with representative groups like the City Centre Residents' Group.</p>
<p>6.2. Construction and disruption</p> <ul style="list-style-type: none"> • Design decisions need to take nature of Federal St into account <ul style="list-style-type: none"> - heritage area (St Matthew-in-the-City, Hampton Court), so buildings are sensitive to noise and other changes - much more residential than other parts of Federal St; design should acknowledge the space is 'home' for many people, not just be for pedestrians and people on bikes who pass through - pointless to upgrade because limited number of retail and hospitality business that would benefit from increased pedestrian and cyclist commerce • Major disruption over past 18 months, businesses haven't been notified and street has been closed most weekends, business has lost many clients, especially on Saturdays, as a result • Minimise disruption during construction; especially noise <ul style="list-style-type: none"> - put development plan in place before construction begins, work with Auckland Design Office - no work outside of 8.30am to 5pm on weekdays; no night works - use noise screens - contain dust - ensure cars still have access to Federal St during works - Hampton Court residents have single glazing only; windows are heritage-listed so no option to double-glaze; only climate control option is to open windows • Prevent buses idling on Wellesley St <ul style="list-style-type: none"> - designation of Wellesley St as major bus route has hugely increased noise and vibration for Hampton Court residents - buses often idle in excess of 30 minutes - put up signage and have bus companies educate drivers 	<p>Construction methods and timelines will be determined once the final design has been developed. It is important that we consider the needs of both businesses and residents during construction, as well as resource consent requirements, but we will aim to minimise disruption as much as possible. We will continue to communicate with residents and businesses prior to and during construction.</p> <p>Wellesley St is outside of the scope of this project, but these comments will be passed on to AT Metro for consideration.</p>

Design suggestion in feedback	AT response
<p>6.3. Development</p> <ul style="list-style-type: none"> • Upgrade good if it includes retail development such as cafes and restaurants (similar to stage 1) • First facilitate development of high quality residential buildings, then carry out upgrade 	<p>One purpose of shared spaces is to allow activation of the street space, and supporting local businesses a key aim of this project. The final design will allow for businesses to activate the street space outside their businesses, as they chose, which could include creating outdoor dining areas.</p> <p>Timing of private developments is determined by each individual developer, separate to any AT and/or AC projects. As this upgrade aims to make the area more attractive, we expect that more residential developments nearby will be likely.</p>

Attachment 2: Feedback form

Feedback form



Please complete this freepost form and return it to us by **Sunday 10th December 2017**.

Alternatively, you can provide feedback online at AT.govt.nz/haveyoursay

If you have difficulty completing the form, you can call us on (09) 355 3553 and our contact centre staff will fill in the feedback form with you over the phone.

If your comment relates to a specific location on the route, please be sure to state where. You are welcome to attach additional pages (or provide feedback online) if you need more space to provide feedback.

What do you think about the proposal?

.....

Are there any existing issues in the project area that you think should be addressed through this proposal?

.....

Do you have any other comments or suggestions about the proposal?

.....

Personal Information

Name Business/Organisation

Street address Suburb Post code

Email Phone

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project.
PRIVACY: AT is committed to protecting our customers' personal information.

What best describes your interest in this proposal?

(Please tick all that apply)

- I live or own property along the route
- I own a business along the route
- I work or study along the route
- I often walk along this route
- I often cycle along this route
- I often drive along this route
- I often park along this route
- Other (please specify)

How did you hear about this project?

(Please tick all that apply)

- Information posted/emailed to me
- Auckland Transport website
- News article (paper or online)
- Newspaper advertisement
- Blog e.g. Bike Auckland, Greater Auckland
- Social media e.g. Facebook, Neighbourly
- Word of mouth
- Other (please state)

What best describes your walking and/or cycling habits?

(Please tick all that apply)

- I walk and/or cycle regularly
- I walk and/or cycle occasionally
- I may walk and/or cycle more often if facilities were improved
- I would never walk or cycle

Please note: this information is for statistics purposes only, and does not affect your feedback.

Find out more: (09) 355 3553
or visit AT.govt.nz