

**AUCKLAND TRANSPORT
STATEMENT OF PROPOSAL
BRIGHT STREET, EDEN TERRACE -
PEDESTRIAN MALL DECLARATION
[17 SEPTEMBER 2019]**

STATEMENT OF PROPOSAL FOR PEDESTRIAN MALL DECLARATION: BRIGHT STREET, EDEN TERRACE.

A. INTRODUCTION

Auckland Transport (AT) proposes to declare the north-western section of Bright Street that connects Bright Street and Alexander Street a pedestrian mall in accordance with section 336 of the Local Government Act 1974. AT is seeking the views of the public on its proposal. This Statement of Proposal sets out the background to the proposal, details of and reasons for the proposal, how the public can view and obtain copies of documents relevant to the proposal, and how submissions on the proposal can be made.

B. BACKGROUND

The north-western section of Bright Street is a small section of road that runs along part of the North-western Cycleway and connects the residential section of Bright Street to Alexander Street in Eden Terrace.

The carriageway width of this north-western section of Bright Street measures approximately 3.5m. Vehicles are currently restricted from stopping, standing or parking at all times throughout this section of Bright Street.

Bright Street is a legal road and as part of the Auckland transport system, it is under the control and management of Auckland Transport. Both Bright Street and Alexander Street are local roads and the land use is residential.

The North-western path is 13km long shared path which connects the western suburbs of Auckland to the city centre along a dedicated off-road facility. The path continues to get busier with usage more than doubling on this route since 2012 to now having an average of close to 1000 trips per day through the Kingsland section. The path is now the second busiest in Auckland. Given the North-western cycle path caters for both pedestrians and people on bikes, new challenges have arisen as people walking and cycling on the path has increased. The width and design of the North-western cycle path have not kept up with the growth of walking and cycling in Auckland. This is hindering further growth and making it difficult for users to share the path safely and courteously. This has become a particular issue within the Eden Terrace/ Kingsland stretch of path. Many children of the Newton Central primary school use the path as part of their school route. Newton Central School also operates a walking school bus from Nixon Park to the Waima-Haslett St overbridge that uses the path and has a small number of parents riding to school with children. Given the path users can be a mix of children walking and commuters on bikes travelling at relatively high speeds there are safety concerns as the path gets more congested and users compete for space. For this path to be fit for purpose, changes need to be made to upgrade the Eden Terrace / Kingsland section of the path to cater for a wider range of users.

There is insufficient space along the section of the North-western path that runs along the north-western section of Bright Street to provide adequate separate active mode facilities

without making changes to the operation of the north-western section of Bright Street. A pedestrian mall has been identified as the most appropriate way of addressing this.

Both Bike Auckland and Newton Central Primary school have petitioned for changes to be made.

Under section 336 of the Local Government Act 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 (such as the north-western section of Bright Street).

AT is proposing to declare the north-western section of Bright Street a pedestrian mall (forming part of the North-western path) and is seeking the views of the public on its proposal. This Statement of Proposal forms part of the special consultative procedure that AT is required to follow under section 83 of the Local Government Act 2002.

C. PROPOSAL

Auckland Transport proposes to declare the north-western section of Bright Street, Eden Terrace, a pedestrian mall. The boundary for the mall is outlined in the pink shaded area on the diagrams seen in **Appendix 2**.

Proposed prohibition

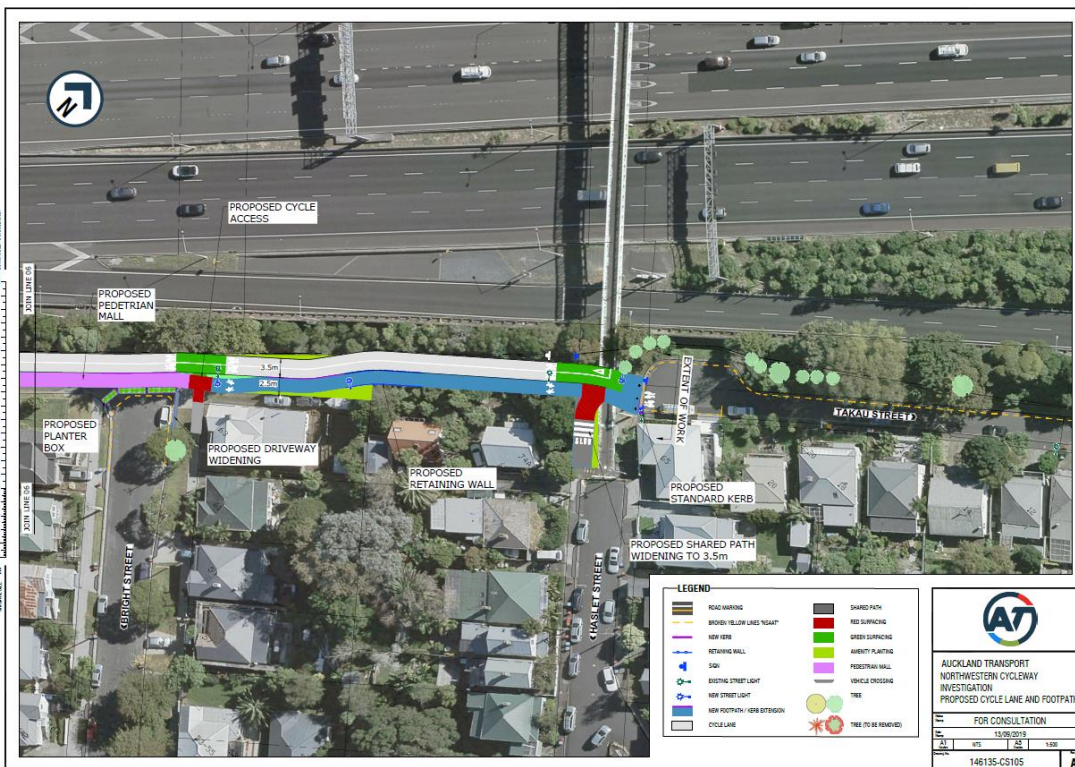
It is proposed that the driving, riding, or parking of any vehicle, or the riding of any animal, is to be prohibited on any part of the pedestrian mall at all times.

Proposed exemptions

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

- 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 times they have been authorised by AT to access.

Proposed map of pedestrian mall declaration (Refer to Appendix 2):



D. REASONS FOR THE PROPOSAL:

There are a number of reasons for the proposal to declare the north-western section of Bright Street a pedestrian mall. The main reasons are set out below:



- The North-western shared path continues to get busier with ridership more than doubling on this route since 2012 to now having close to 1000 bike trips per day through the Kingsland section. The shared path is now the second busiest cycleway in Auckland.
- Given the shared path caters to both people walking and cycling, new challenges have arisen as people using the path has increased. There is a particular section of this path in Eden Terrace/Kingsland where capacity is becoming inadequate to safely cater for all users. For this path to be fit for purpose, changes need to be made to upgrade the Eden Terrace / Kingsland section of the path to offer people walking and cycling dedicated space.
- One section of the shared path runs next to the north-western section of Bright Street. On the other side of the path is vegetation and the motorway. If this section of Bright Street is maintained as vehicle access, then there would be insufficient room to provide full width facilities for pedestrians and cyclists as the facilities cannot be moved too close to the motorway without removing too much of the vegetation that acts as a physical, visual and sound barrier from the residential area to the motorway. This would also create concerns with the proximity of the active mode users to the motorway. Due to the high number of active mode users here, creating a dedicated footpath facility is seen as more appropriate than maintaining the north-western connection for vehicles between Bright St and Alexander St as a cul-de-sac would allow drivers to be able to turn around and leave through the south-eastern section of each street, which is a similar situation to many of the other streets in the area. The operational impacts of this closure are minimal.
- It was considered making this section a shared zone between pedestrians and vehicles, however it is expected that pedestrians would use the cycle path to avoid vehicles along this section which would recreate the safety concerns of the existing facility.

E. VIEWING OF DOCUMENTS AND OBTAINING COPIES:

This Statement of Proposal will be made available to the public in accordance with section 83 LGA 2002.

Copies of this Statement of Proposal may be viewed and a copy obtained via:

- a) Contacting Auckland Transport Contact Centre on 09-3553553;
- b) Auckland Transport's Head Office, Reception area, 20 Viaduct Harbour Avenue, Auckland City
- c) Auckland Transport's website - <https://at.govt.nz/>

F. CONSULTATION AND SUBMISSIONS ON THE PROPOSAL:

Any person (or organisation) may make a submission or objection to this proposal. AT actively encourages anyone with an interest to do so. We will communicate with affected parties and members of the public to share information about the proposal and advise how submissions and/or objections can be made.

Written submissions

Anyone who wishes to make a written submission may present their views either by submitting an online form (via Auckland Transport's website) or by a hard copy version. Physical submission forms will be posted to homes and businesses nearby the project area, and can be sent to by request with a replied paid envelope enclosed. Other activities to raise awareness of the proposal and encourage submissions include (but are not limited to) advertising, social media, media releases, online content, public drop-in days and on-street signage.

Objections in person

Anyone who wishes to make a formal objection to the proposal has a right to do so, under the terms outlined in the Special Consultative Procedure. Any objections to the proposal should be submitted to AT, who will then convene a special public meeting. This meeting will involve hearing any objections in person (any special arrangements such as interpretation support can be organised in advance). Persons who formally object to the proposal will be notified 2 weeks prior to a special public meeting being held at Auckland Transport premises at 20 Viaduct Harbour Avenue, Auckland City. The rights to object the terms of the Special Consultative Procedure, and what this process entails will be communicated to the public via all consultation material, presented in a language that is simple and easy to understand.

All written submissions and requests to be heard in person must be received by AT no later than the 1-month (4 week) consultation period. Further arrangements will be made for those who wish to be heard to attend a special public meeting.

G. AFTER CONSULTATION ON THE PROPOSAL

Following consultation on the proposal and consideration of the submissions received, AT will decide whether to go ahead and declare the north-western section of Bright Street a pedestrian mall. If AT does declare the north-western section of Bright Street a pedestrian mall, it will do so by public notice. Any person will have a right (under section 336(3) of the Local Government Act 1974) to appeal to the Environment Court against the declaration. Appeals to the Environment Court need to be made within 1 month after the making of the declaration, or within such further time as the Environment Court may allow. On appeal, the Environment Court may quash or affirm the declaration, or affirm the declaration with modification.

A declaration does not take effect until the time for appealing to the Environment Court has expired and any appeals have been determined.

All outcomes of consultation, including the decision to declare the north-western section of Bright Street a pedestrian mall or not, any changes to the proposal, next steps and any implications these may have for the public, will be communicated to all submitters, and made publicly available on AT's website (with links shared through a media release and social media).