

# Mercury Lane and Cross Street Project

An overview of the proposal and AT's approach to-date  
George Courts Building Body Corporate and HB Building owner

# Who are we?

We are a group of concerned property owners, including George Courts Building Body Corporate, HB Building, Mercury Theatre and 9 Mercury Lane driveway users.

Other owners of properties in Cross Street, Karangahape Road (driveways on Cross Street) and Mercury Lane are equally concerned and opposed to AT's current preferred option which closes Mercury Lane to create a pedestrian mall.

## Our experience to-date

- Project initiated in June 2022 (based on information provided by AT)
- Engagement with external stakeholders in July – CCRG and KBA – no input from local residents or directly affected property owners (based on information provided by CCRG)
- Draft business case developed – 4 long-list options impacting Mercury Lane and Cross Street (see attached options)
- AT approached George Courts Building Body Corporate (GCBC) in October 2022 with ‘preferred option’ that land-locks 2 driveways and 3 building entrances.
- AT project manager appears to be unaware that 2 Mercury Lane is George Courts Building’s main vehicle and deliveries entrance. AT invites GCBC to a meeting with ‘other neighbouring buildings’ (see attached consultation material)
- GCBC requests information about how building access will be maintained – AT responds saying the information is not available
- GCBC contacts neighbours – only HB Building invited to AT’s meeting so BC invites other neighbours to attend
- AT holds meeting with GCBC and neighbours – HB Building, Samson Corp, Wilson’s Parking, 184 Karangahape Rd. GCBC raises concern that there is no information about alternative access – Samson Corp attendee flags that he has been given alternative route information
- Following the meeting, AT provides the alternative access information to GCBC (see attached). GCBC flags that access options fail to address 2 Mercury Lane access
- GCBC sends request for additional information, AT project manager does not provide it, so GCBC initiates LGOIMA process and raises concerns with Ward Councillor and Local Board contacts. AT uses all abilities under the Act to limit and delay information release
- Issue escalated within AT – Stephen Rainbow initiates meeting with GCBC; GCBC provides a tour of the building entrances and how they are used. AT explains that they rely on Local Boards to represent local residents.

## Our concerns

- The project material provided by AT to-date reflects a complete lack of:
  - understanding of how Mercury Lane and Cross Street are currently used
  - acknowledgement of the legal accesses that would be land-locked by its preferred option
  - information about how that access would be maintained under the proposal
  - acknowledgement of future, additional access impediments that would occur under Access for Everyone plans
  - Acknowledgement of or information addressing the inherent conflicts between traffic and pedestrians/cyclists/scooters created by AT's proposal
- AT appears disinterested in understanding and addressing the access needs of directly affected buildings or in genuine engagement with affected property owners
- Following escalation, AT chose to meet with KBA to lobby for their support of AT's preferred option, prior to meeting with property owners – this reflects AT's 'divide and conquer' approach
- Despite having been asked in the latest meeting, AT's project manager has not acknowledged or apologised for denying one property owner information that he had already provided to another, or for avoiding answering questions and providing requested information
- AT's response to concerns raised in the meeting was to blame and apologise on behalf of AT's communications team, despite all engagement having been led by the project manager
- Due to our experience, we have no trust in AT to develop an option that considers our community's needs or that they intend to do anything other than 'tick the box' consultation.

# What are we asking from our Local Board?

For you to:

- be aware of the project
- be informed about and engaged in understanding the affected community's concerns so you can consider this when engaging with AT about the project
- advocate for meaningful engagement with directly affected property owners, including keeping us updated of any changes to the preferred option that AT may make prior to public consultation scheduled for February next year
- advocate for equitable engagement for all affected parties – to-date some directly affected property owners are only aware of the project because we have raised it with them.

Thank you



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## New Travel Routes/Options: Karang a Hape Station Area

<b>To:</b>	Suresh Patel	<b>Of:</b>	Auckland Transport
<b>From:</b>	Sam Hood/Richard Hart	<b>Date:</b>	12 September 2022
<b>Copies:</b>	Andy Taylor, Edward Newbigin		
<b>Project:</b>	Karanga a Hape Station Neighbourhood Network Improvements SSBC (NZ3224)		
<b>Subject:</b>	Travel Route Options: Karangahape Area Issue 2		

### Introduction

This memo has been produced to support stakeholder engagement for the Karanga a Hape Station Neighbourhood Network Improvements single-stage business case (SSBC). The SSBC proposes changes to how light vehicles (cars/vans/small trucks) can travel in the Karanga a Hape Station neighbourhood.

The SSBC proposes:

- Closing of the northern part of Mercury Lane to traffic
- Retaining the current one-way northbound for most of East Street
- Banning right turns into and out of Poynton Terrace
- Reverting Cross Street one-way westbound, as per the CRL reinstatement

As a result of this proposal some routes people currently use to drive to and from destinations will not be possible in the future. At the same time, the City Rail Link project, Northwestern Bus Improvements project and improvements to cycling from the SSBC will improve access to the Karanga a Hape neighbourhood and city centre by train, bus, and bicycle.

This memo is to help stakeholders including emergency services picture how they can access the neighbourhood and travel through it in the future. For this, we have prepared a series of plans that show their options under the proposed SSBC changes. These show current and possible future travel times and routes for travel to, from and through the Karang a Hape Station neighbourhood by:

- Train,
- Bicycle,
- Light vehicles - cars/vans/small trucks, and
- FENZ and St John.

### How did we produce the new travel routes/options?

For each travel mode, the potential future travel times and routes was produced in a different way as explained below.

#### Train

Travel times in the maps are from City Rail Link for once the project is completed. These travel times are for the station-to-station times only and do not include travel to and from the stations at the start and end of a journey.



Travel Route Options: Karangahape Area

### Cycling

For cycling, we have shown how far someone could cycle to and from the Karanga a Hape Station in 10, 20 and 30 minutes. This was estimated using GIS mapping tools assuming people are willing to cycle on the road mixed with traffic. The station-to-station trip times were estimated using the Google Maps journey planner.

We have highlighted one cycling route from Great North Road to Nelson Street in the table below that will have a shorter protected route under the SSBC proposed changes.

Route	Current (remains)		Proposed New		Difference
	Distance (km)	Time (min)	Distance (km)	Time (min) <sup>1</sup>	Distance (km)
Great North Rd to Nelson St	1.8	6	1.3	5	0.5

### Light vehicles

Travel times for light vehicles were estimated using 2022 Google Maps travel times for a general Friday afternoon at 5 pm. This time was chosen to be a worst-case scenario as there is likely to be more congestion on a Friday evening as people head home from work and leave Auckland for the weekend. Travel times for most parts of the day will not be as long as there will be less traffic. Travel times for light vehicles in Google Maps are given as a range to account for the variability of traffic conditions.

These travel time estimates are designed to compare current to future vehicle route options. No independent traffic modelling has been done as part of the SSBC to verify these estimates. Further the travel times do not account for the effects of network changes associated with CRL and this project, such as significant improvements to walking, cycling, bus and train access to and through the Karanga a Hape neighbourhood, affecting travel patterns and impacting travel times by vehicle.

The table below summarises the travel time differences based on current and likely new travel routes should the proposal proceed. This is followed by a series of maps that show the details for these current and new trips by distance and duration. Note the current routes reflect the change made to Cross Street in 2018 as part of the CRL construction i.e., the one-way direction was changed from westbound to eastbound. Cross Street is to revert back to westbound once the CRL construction is completed and the new travel routes reflect this change as well as the SSBC proposed changes.

Route	Current		Proposed New		Difference
	Distance (km)	Time (min)	Distance (km)	Time (min) <sup>1</sup>	Distance (km)
<b>To Cross St</b>					
Symonds St to Cross St	1.6	5-12	1.6	3-10	0.0
Newton Rd to Cross St	1.2	4-10	0.95	4	-0.25
Great North Rd to Cross St	0.8	3-7	1.3	3-7	0.5
Hobson St to Cross St	1.3	4-9	2.4	6-18	1.1
<b>From Cross St</b>					
Cross St to Symonds St	1.3	3-9	1.6	4-12	0.3
Cross St to Newton Rd	1.0	3-8	0.9	2-6	-0.1

<sup>1</sup> Times are approximated from the Google Maps journey planning tool. No future traffic modelling was used.



Route	Current		Proposed New		Difference
Cross St to Great North Rd	1.0	4-9	1.4	4-10	0.4
Cross St to Nelson St	1.6	4-15	1.8	5-16	0.2
<b>To Poynton Tce</b>					
Symonds St to Poynton Tce	1.5	4-12	1.9	5-12	0.4
Newton Rd to Poynton Tce	1.2	3-9	2.2	5-14	1.0
Great North Rd to Poynton Tce	0.8	2-7	1.7	4-12	0.9
Hobson St to Poynton Tce	1.1	2-7	No route change required		
<b>From Poynton Tce</b>					
Poynton Tce to Symonds St	1.5	4-12	No route change required		
Poynton Tce to Newton Rd	1.1	3-8	1.2	4-10	0.1
Poynton Tce to Great North Rd	1.1	2-6	0.8	2-7	0.3
Poynton Tce to Nelson St	1.2	3-9	2.3	5-14	1.1
<b>To East St</b>					
Symonds St to East St	1.7	4-10	No route change required		
Newton Rd to East St	0.85	4	No route change required		
Great North Rd to East St	1.0	3-8	1.5	3-8	0.5
Hobson St to East St	1.5	4-10	1.8	4-12	0.3
<b>From East St</b>					
East St to Symonds St	2.8	7-18	No route change required		
East St to Newton Rd	1.5	3-12	No route change required		
East St to Great North Rd	0.65	3	No route change required		
East St to Nelson St	2.2	4-14	No route change required		
<b>To Newton Rd</b>					
Hobson St to Newton Rd 1	2.2	6-18	2.3	5-18	0.1
Hobson St to Newton Rd 2	2.2	6-18	2.9	5-18	0.7
Cook St Offramp to Newton Rd 1	2.1	7-15	2.5	6-15	0.4
Cook St Offramp to Newton Rd 2	2.1	7-15	2.3	7-19	0.2

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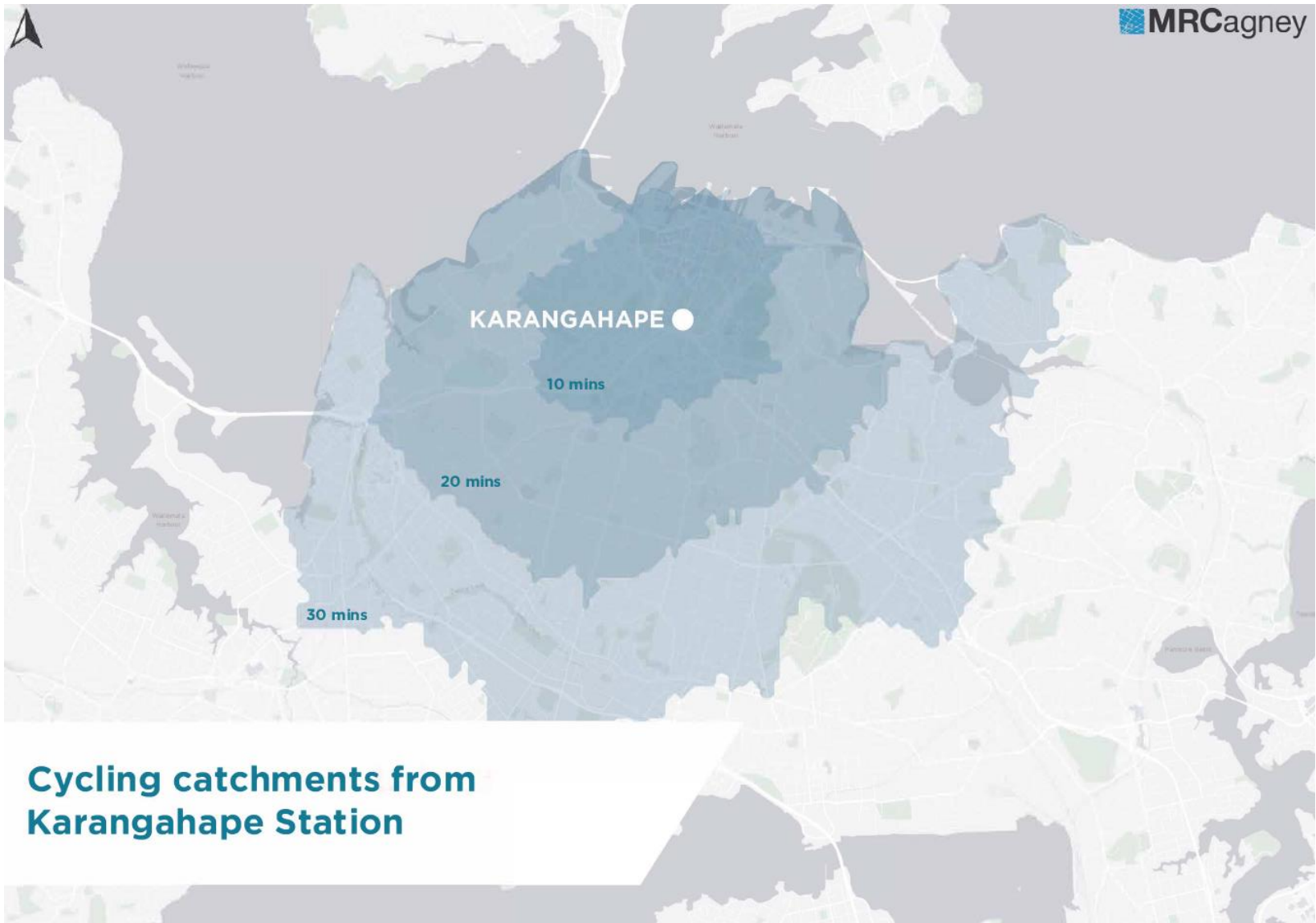
FENZ and St John

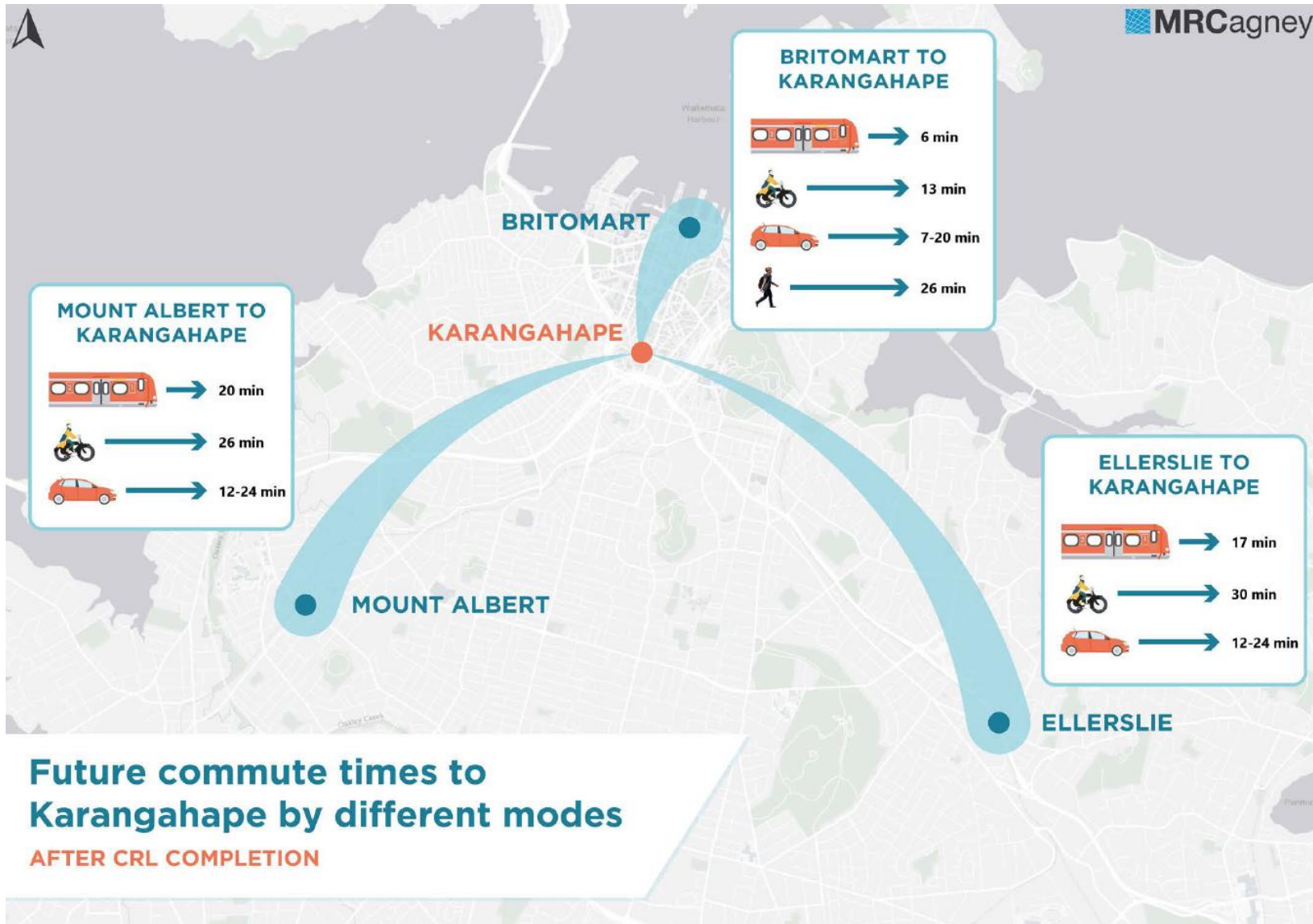
Travel times for FENZ and St John was calculated in the same way as for the light vehicles and therefore doesn't account for their priority through intersections. The one key route for FENZ that would be impacted by the SSBC proposed changes is Pitt Street to Newton Road. This is described in the table below.

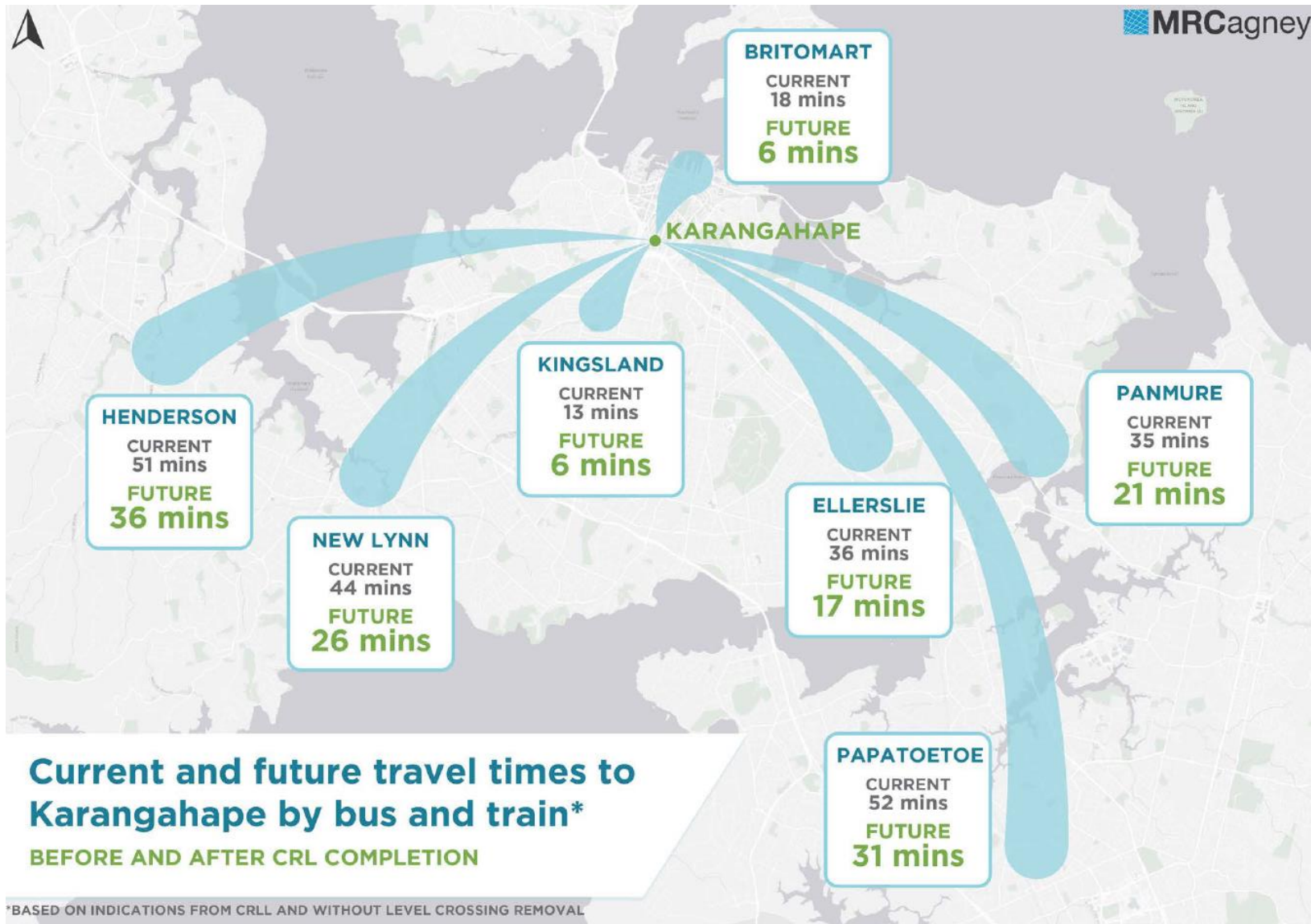
Route	Current		Proposed New		Difference
	Distance (km)	Time (min)	Distance (km)	Time (min) <sup>2</sup>	Distance (km)
Pitt St to Newton Rd	1.2	4-9	1.8	3-10	0.6

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<sup>2</sup> Times are approximated from the Google Maps journey planning tool. No future traffic modelling was used.





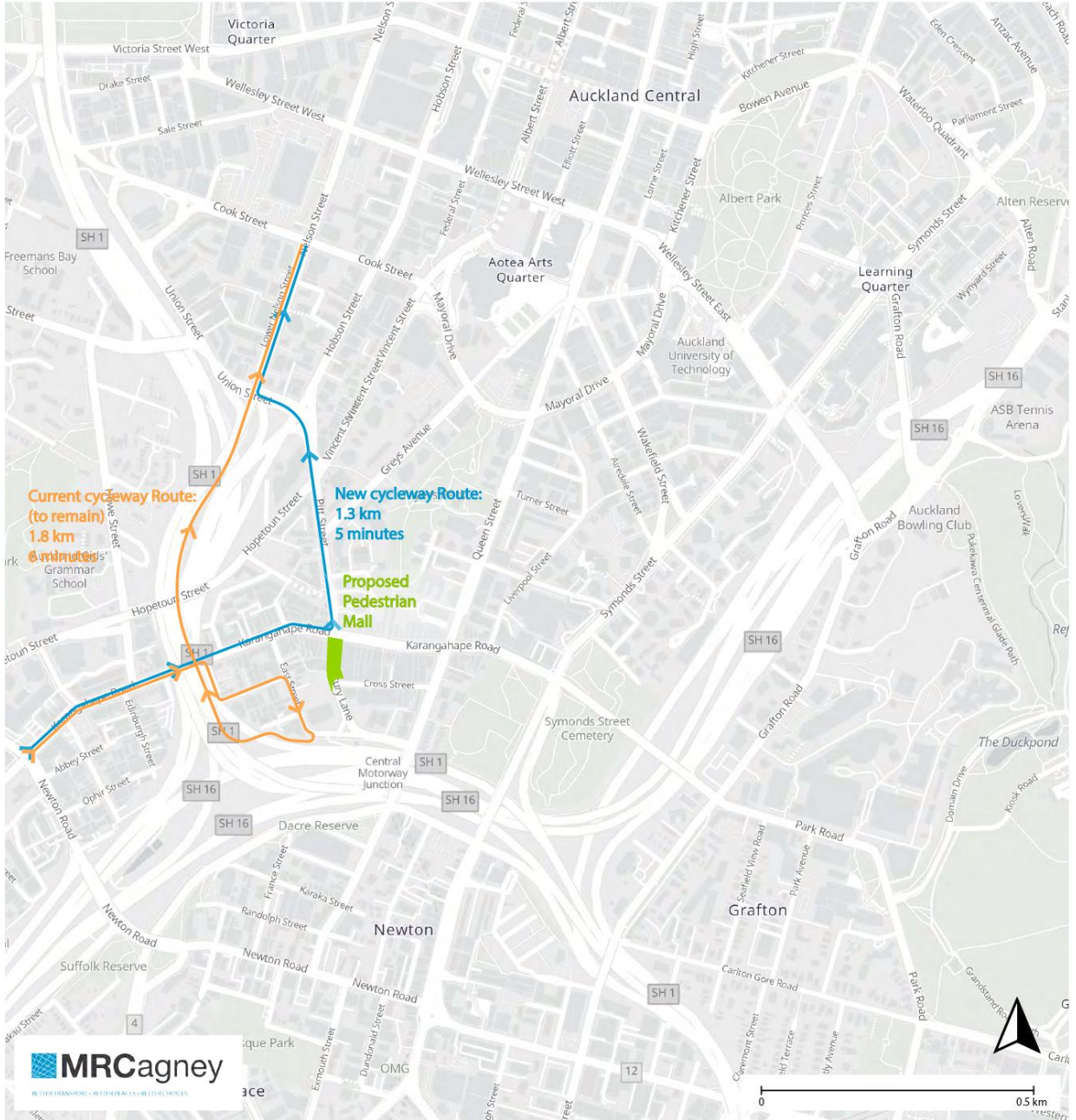




Karanga a Hape Station Neighbourhood Network Improvements

Proposed New Cycle Routes – Great North Road to Nelson Street

08/09/2022



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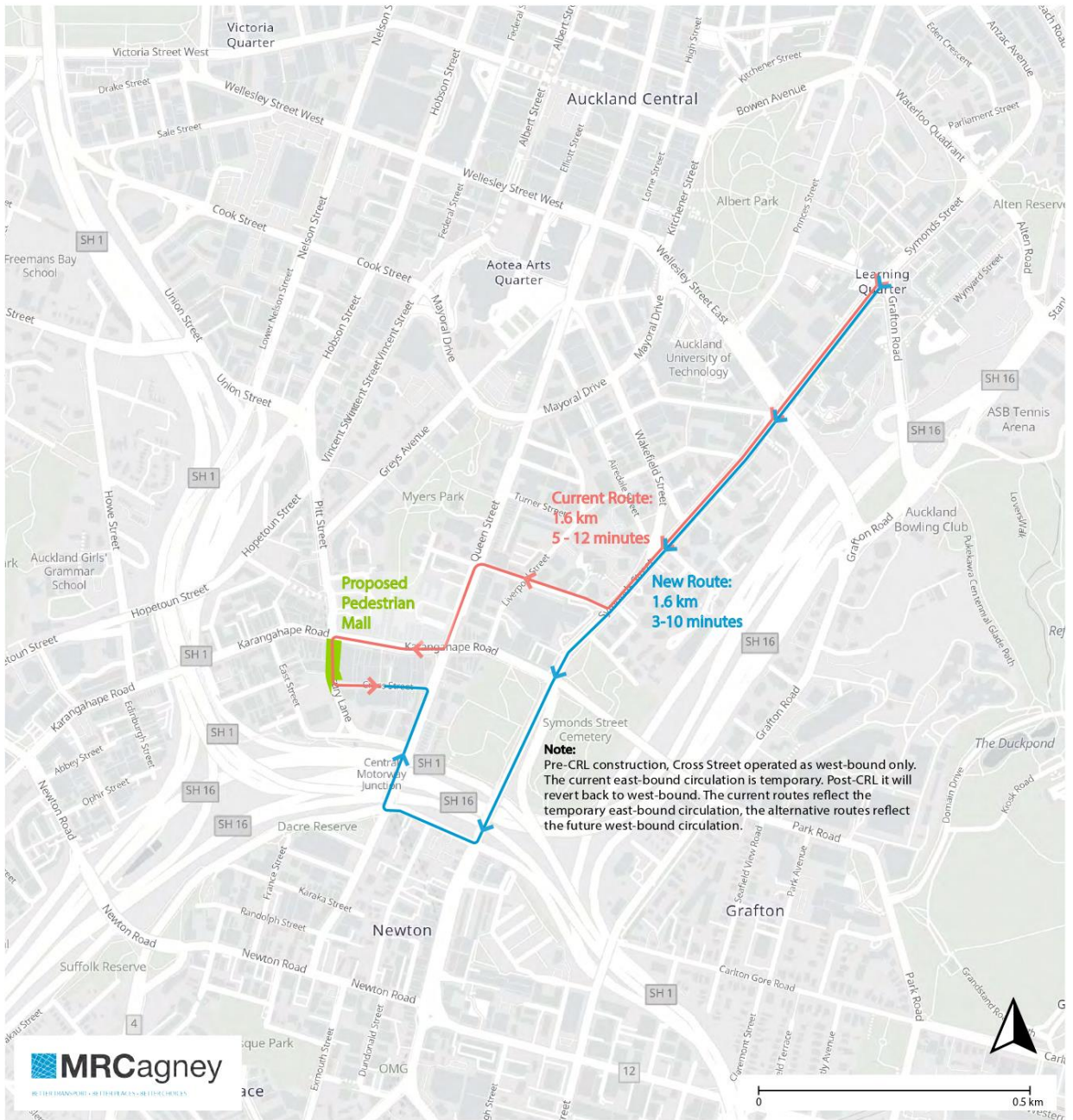
Karanga a Hape Station Neighbourhood Network Improvements

Light Vehicle Travel Routes – Symonds Street to Cross Street

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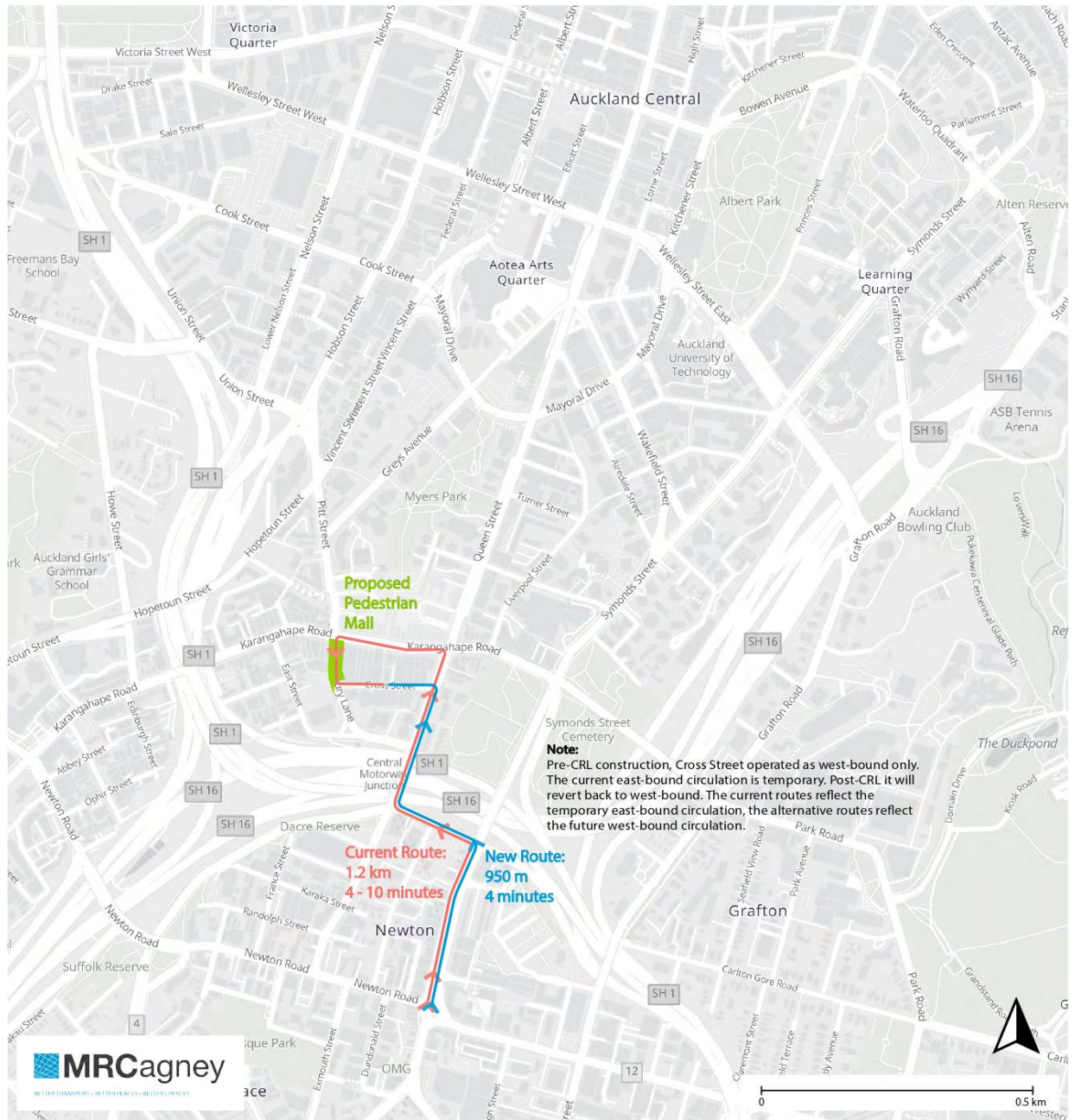
Karanga a Hape Station Neighbourhood Network Improvements

Light Vehicle Travel Routes – Newton Road to Cross Street

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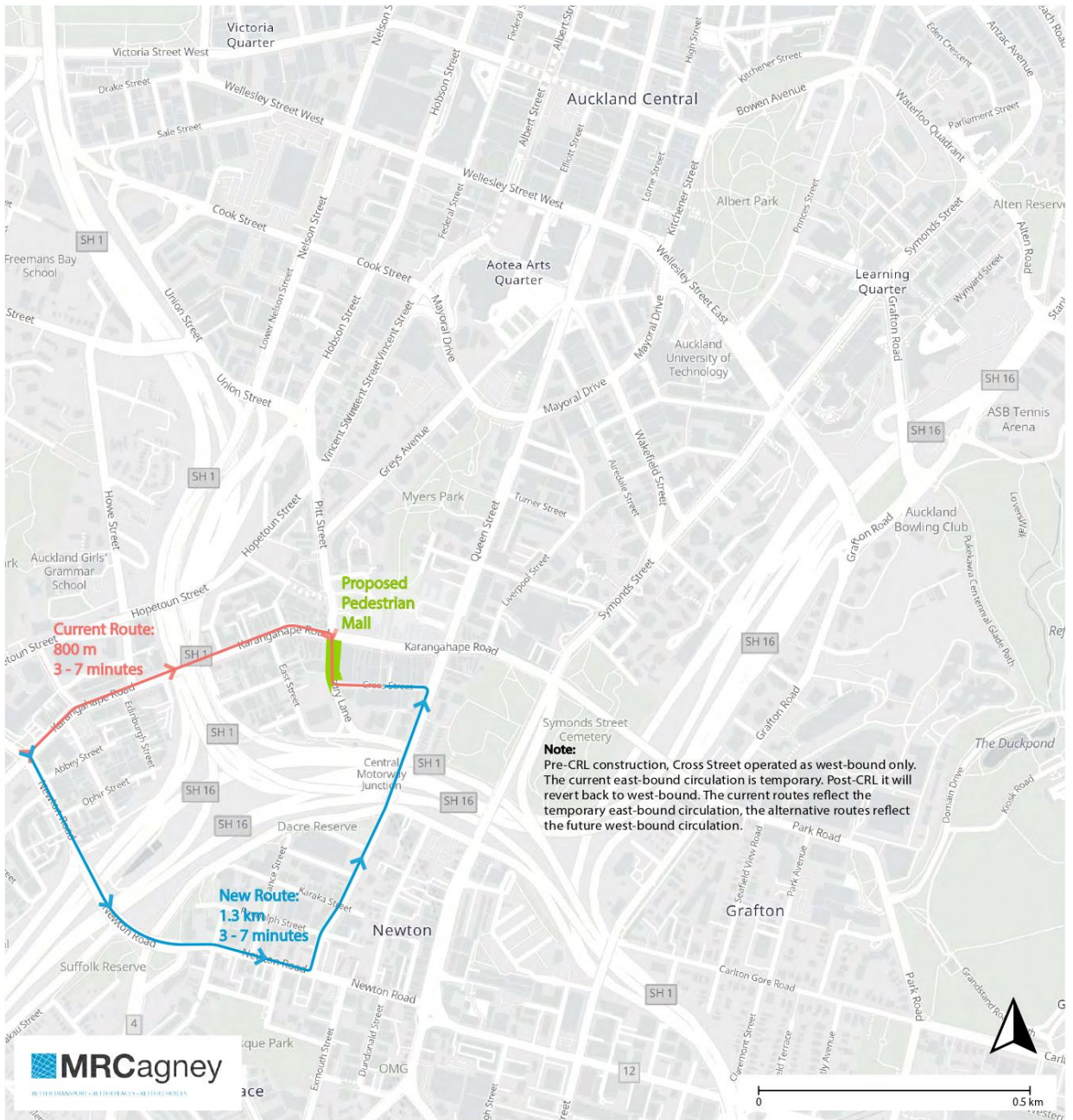
Karanga a Hape Station Neighbourhood Network Improvements

Light Vehicle Travel Routes – Great North Road to Cross Street

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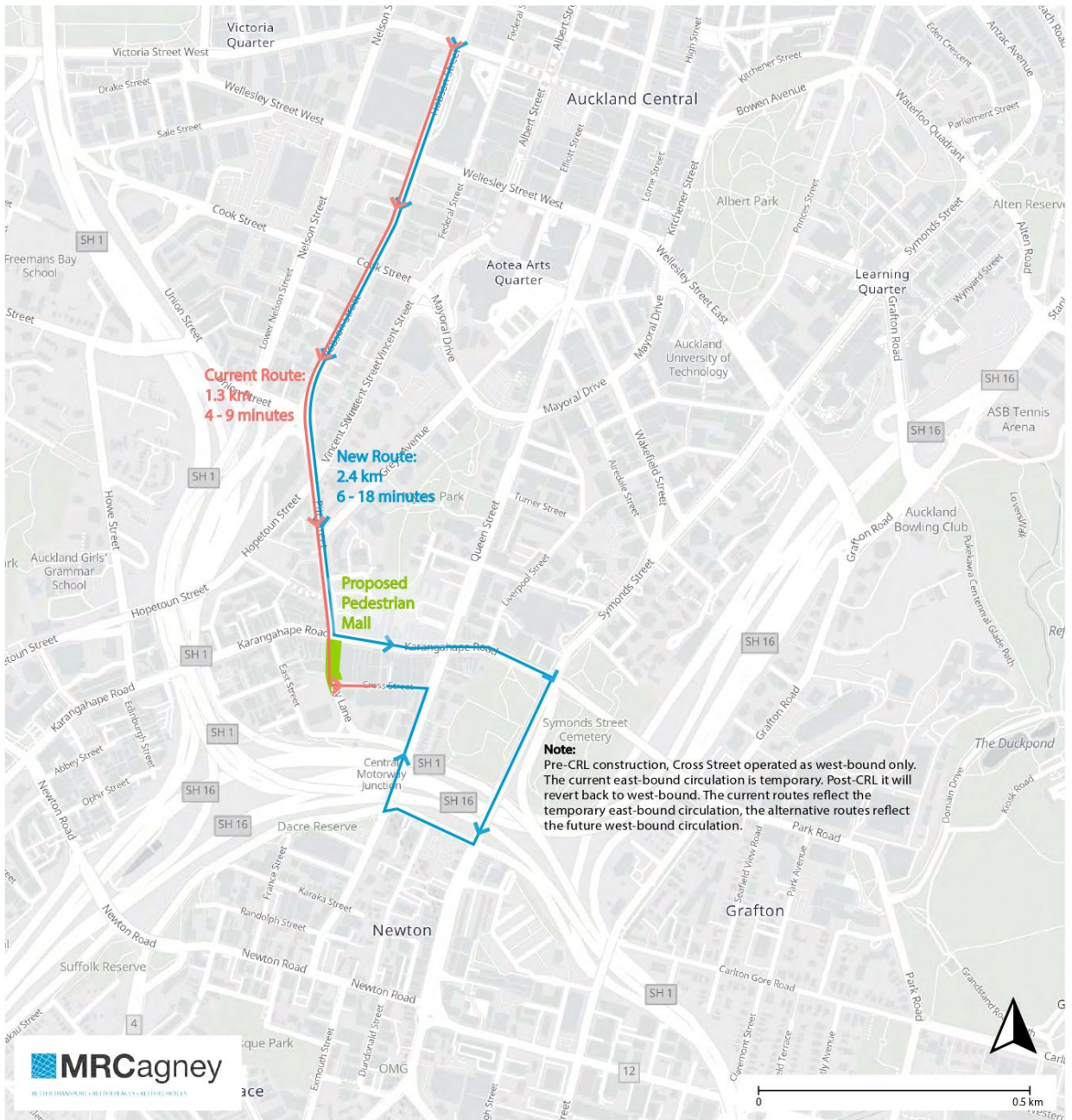
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### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Hobson Street to Cross Street

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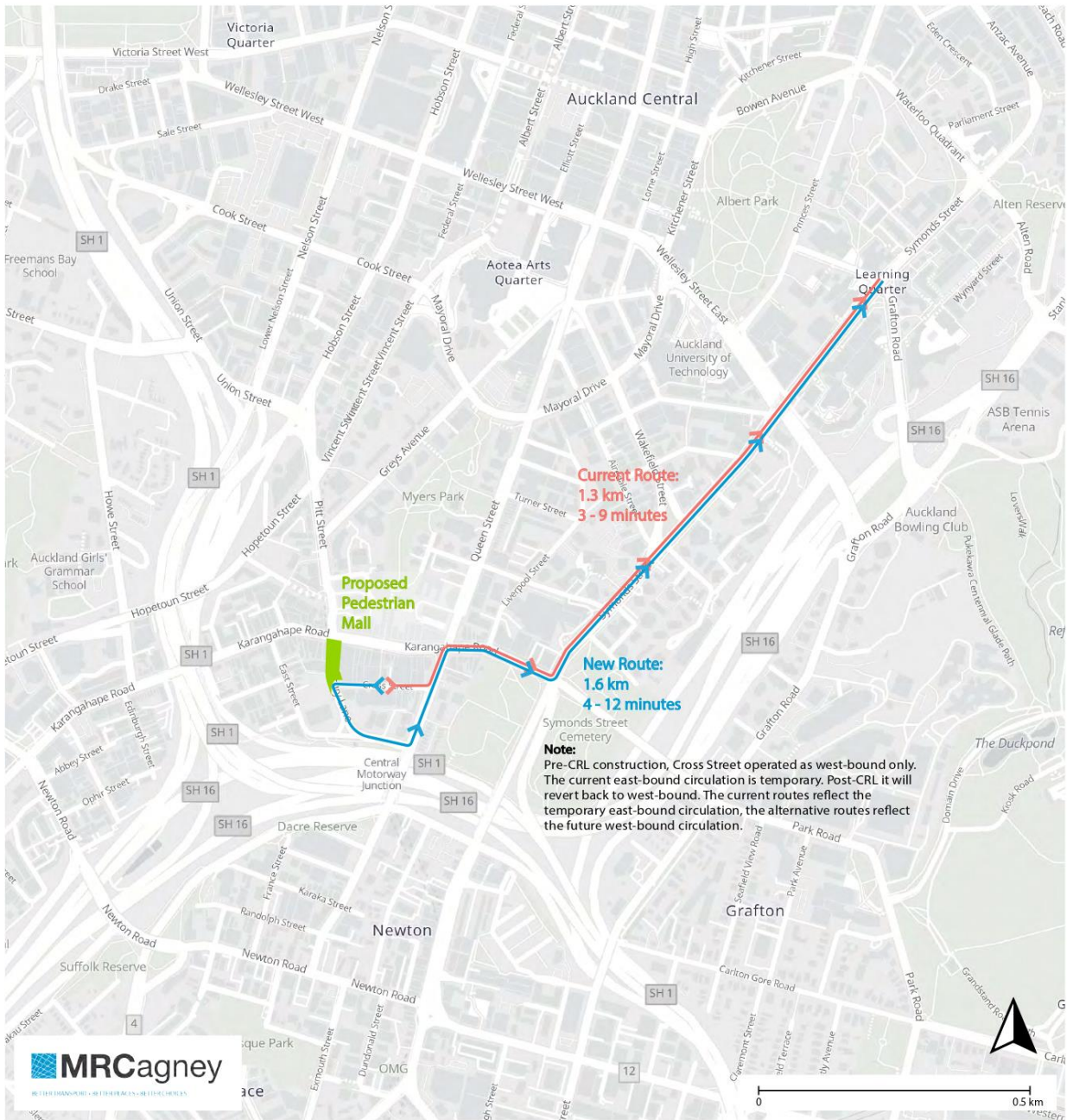
### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Cross Street to Symonds Street

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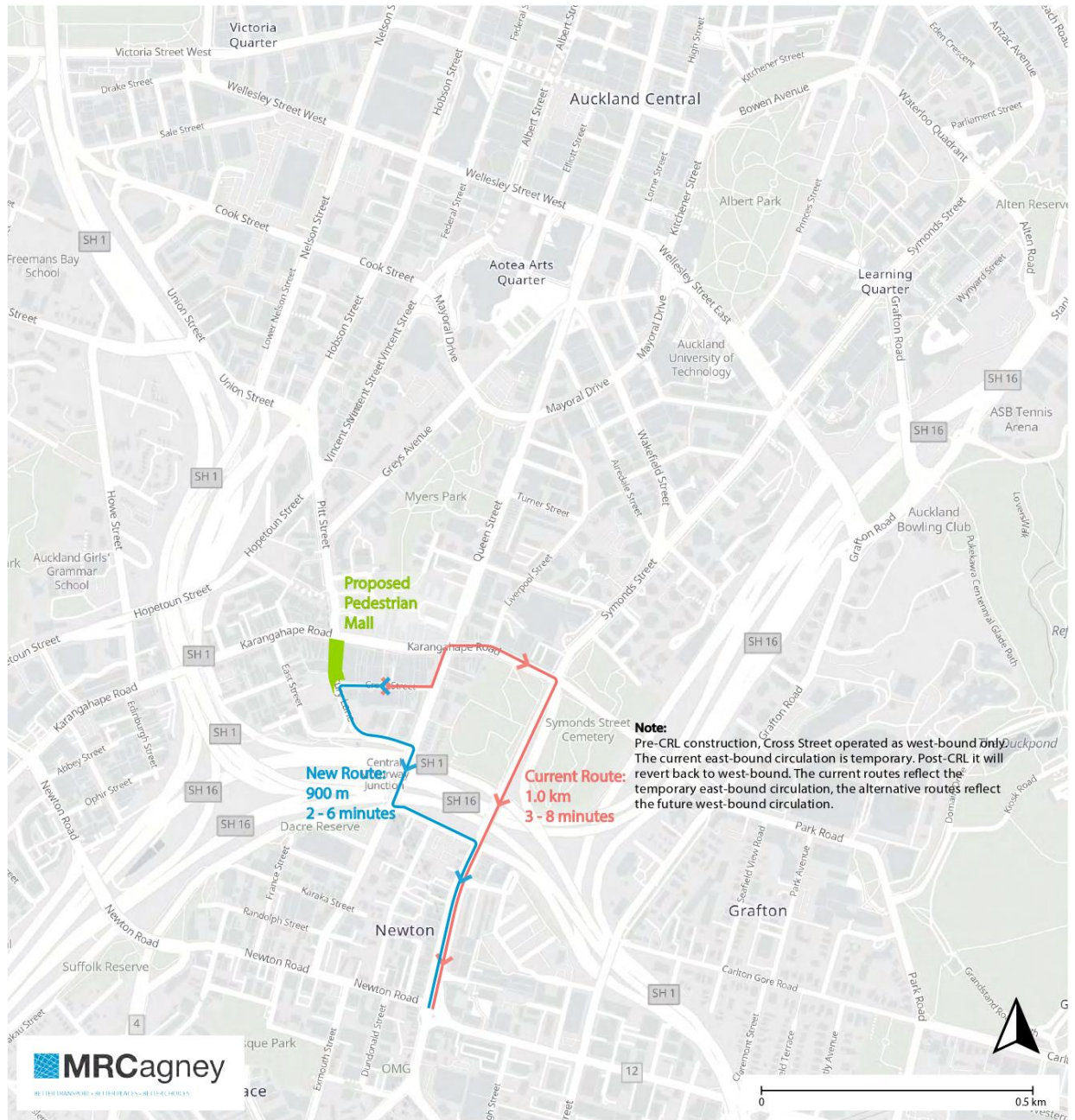
Karanga a Hape Station Neighbourhood Network Improvements

Light Vehicle Travel Routes – Cross Street to Newton Road

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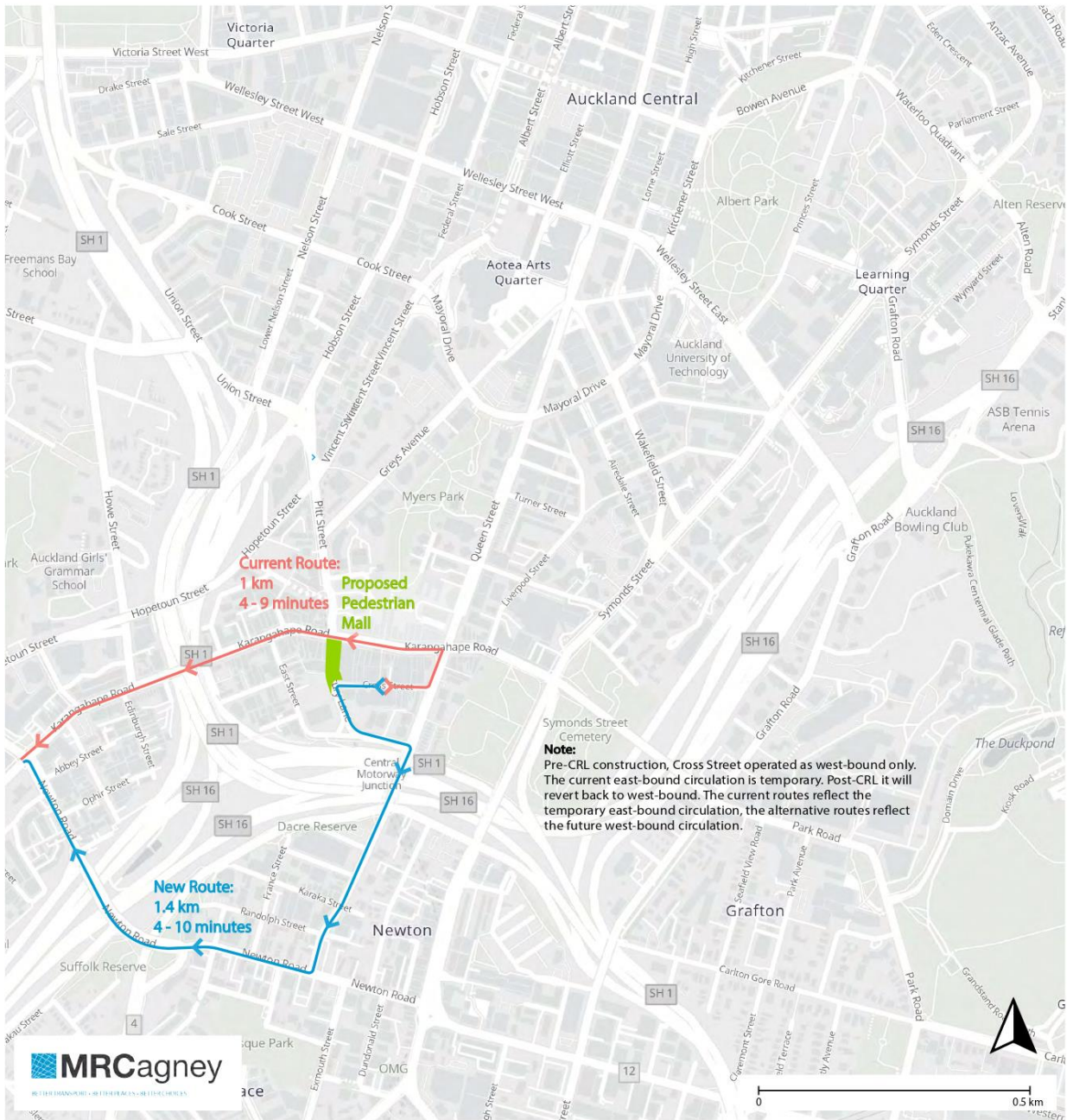
Karanga a Hape Station Neighbourhood Network Improvements

Light Vehicle Travel Routes – Cross Street to Great North Road

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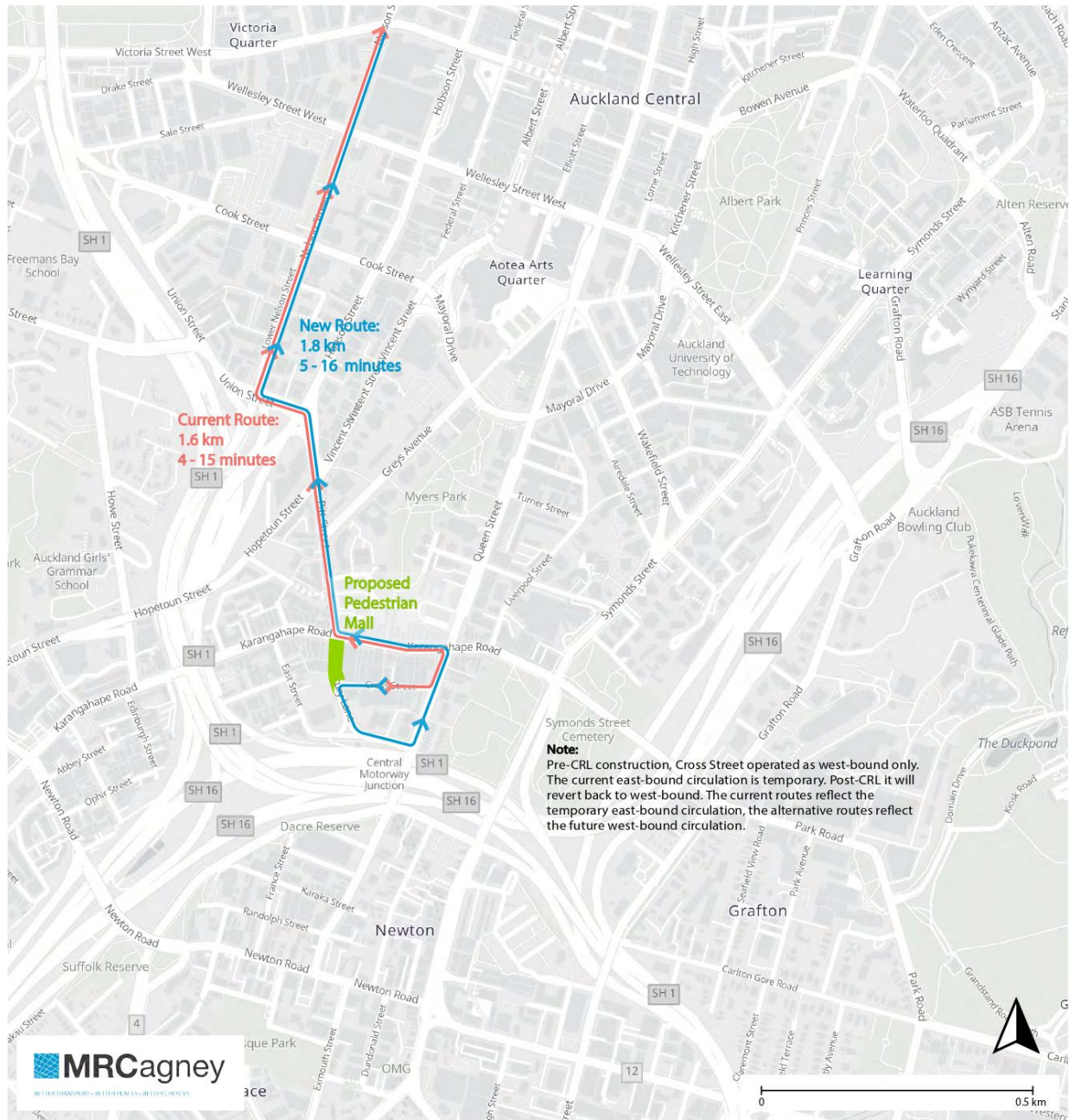
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### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Cross Street to Nelson Street

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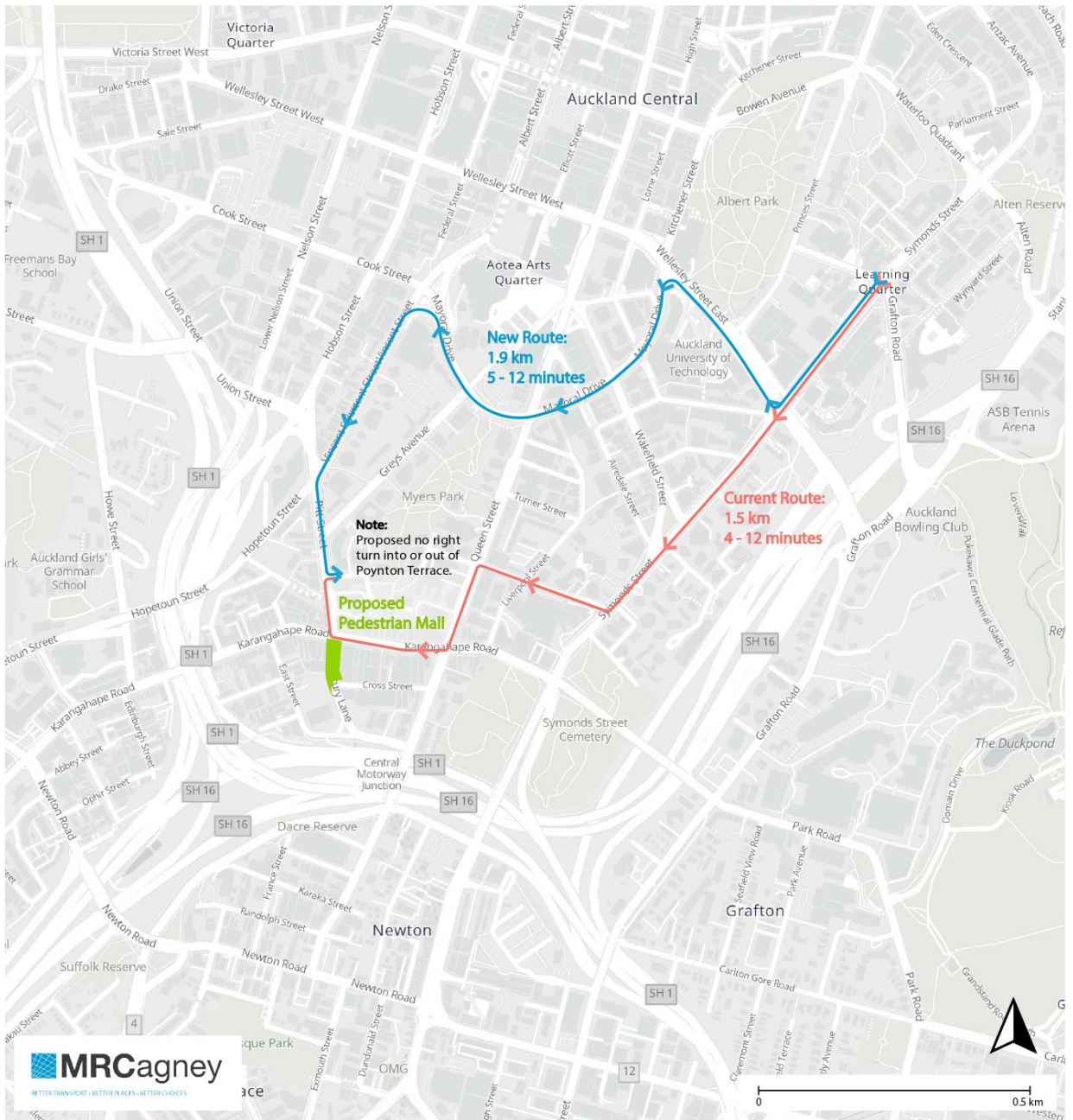
### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Symonds Street to Poynton Terrace

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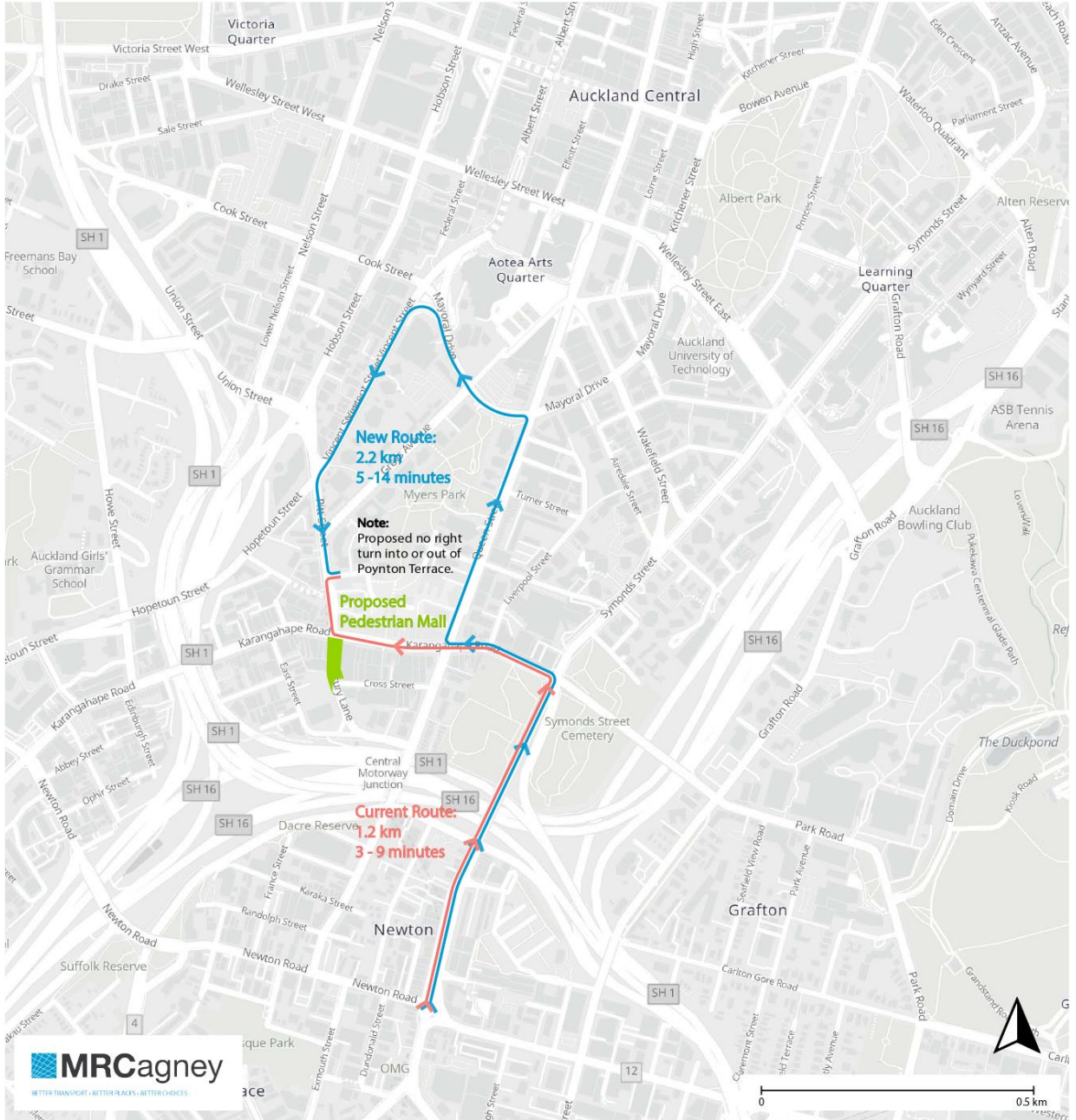




### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Newton Road to Poynton Terrace

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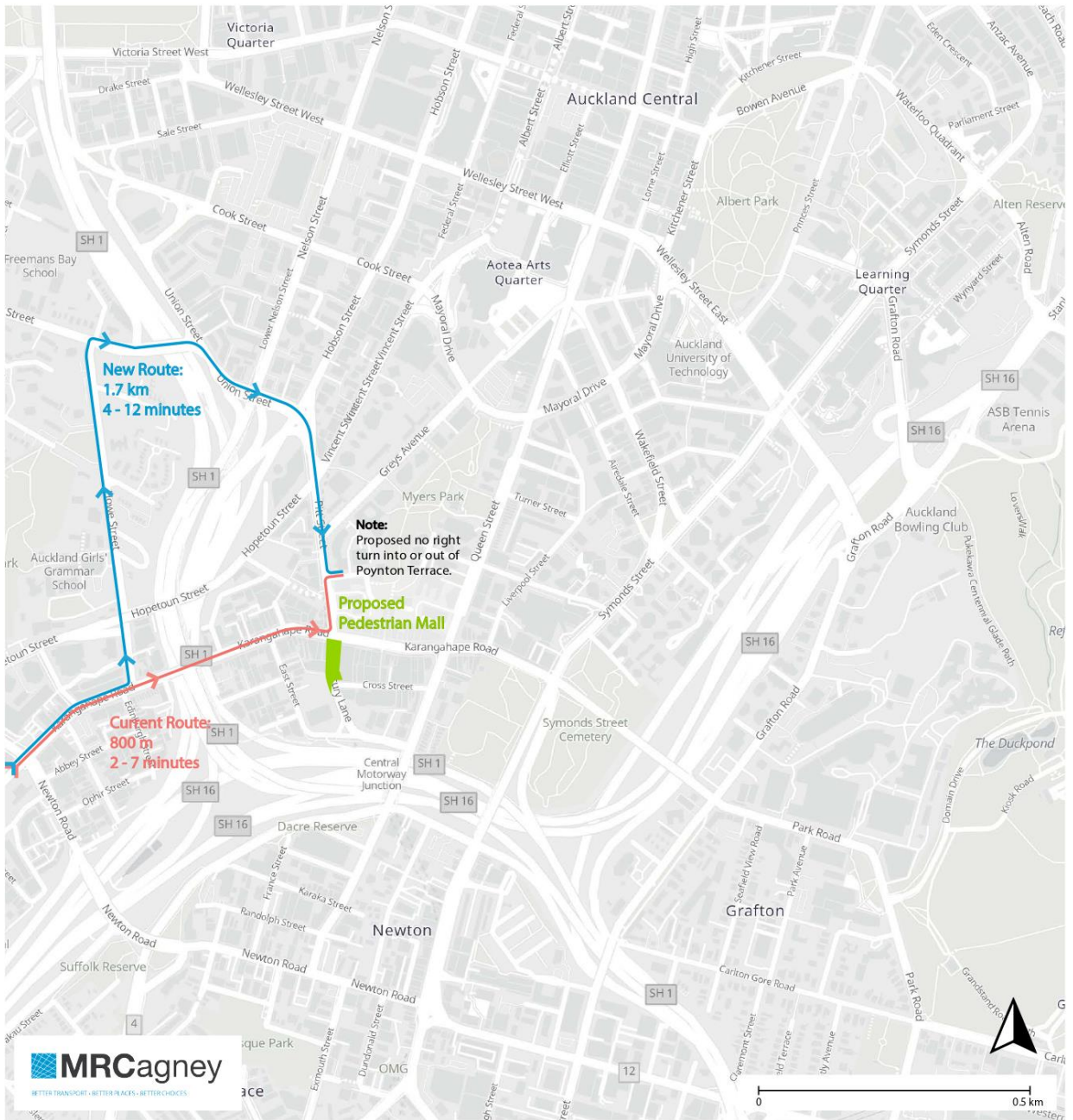
### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Great North Road to Poynton Terrace

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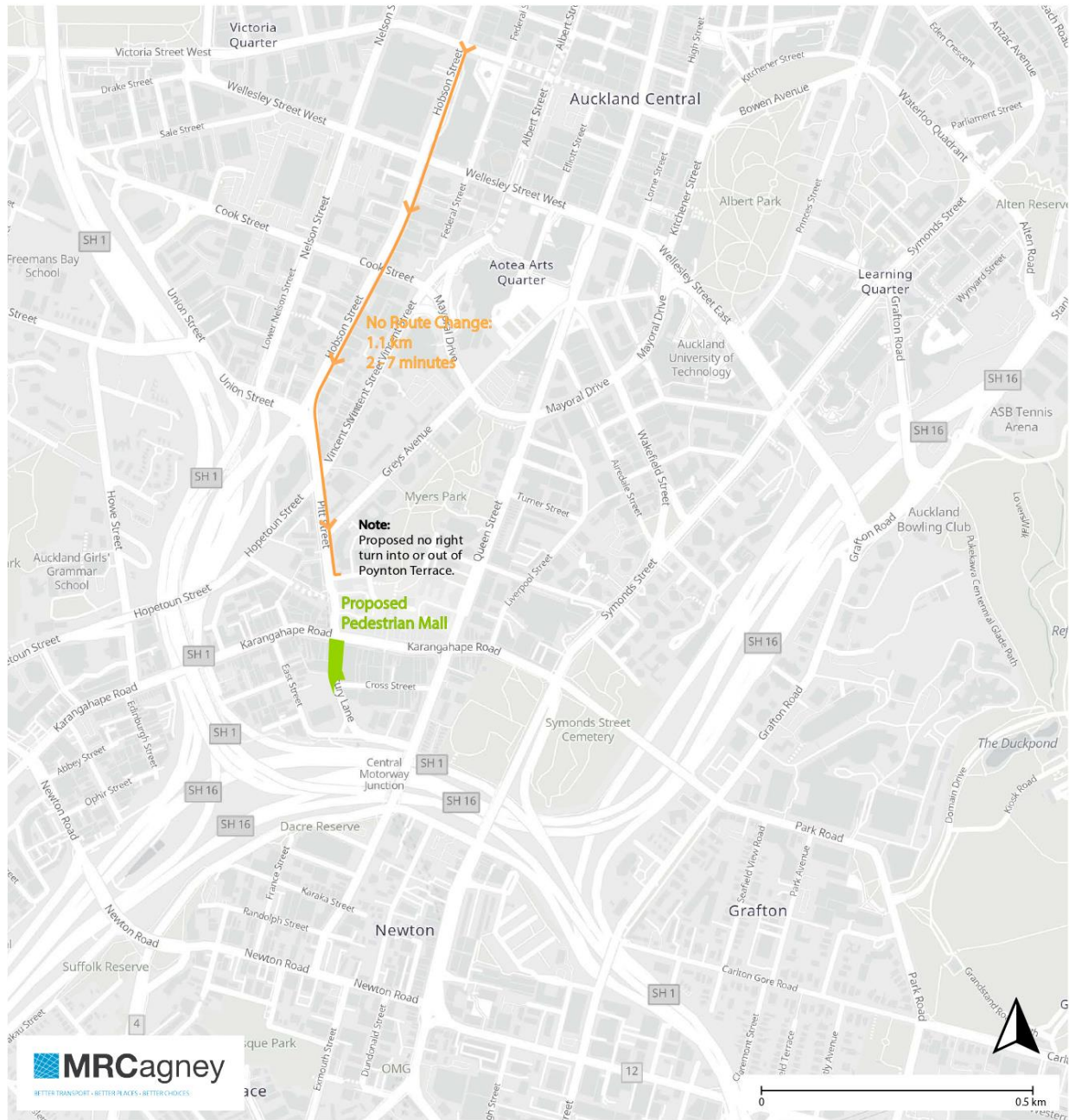
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### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Hobson Street to Poynton Terrace

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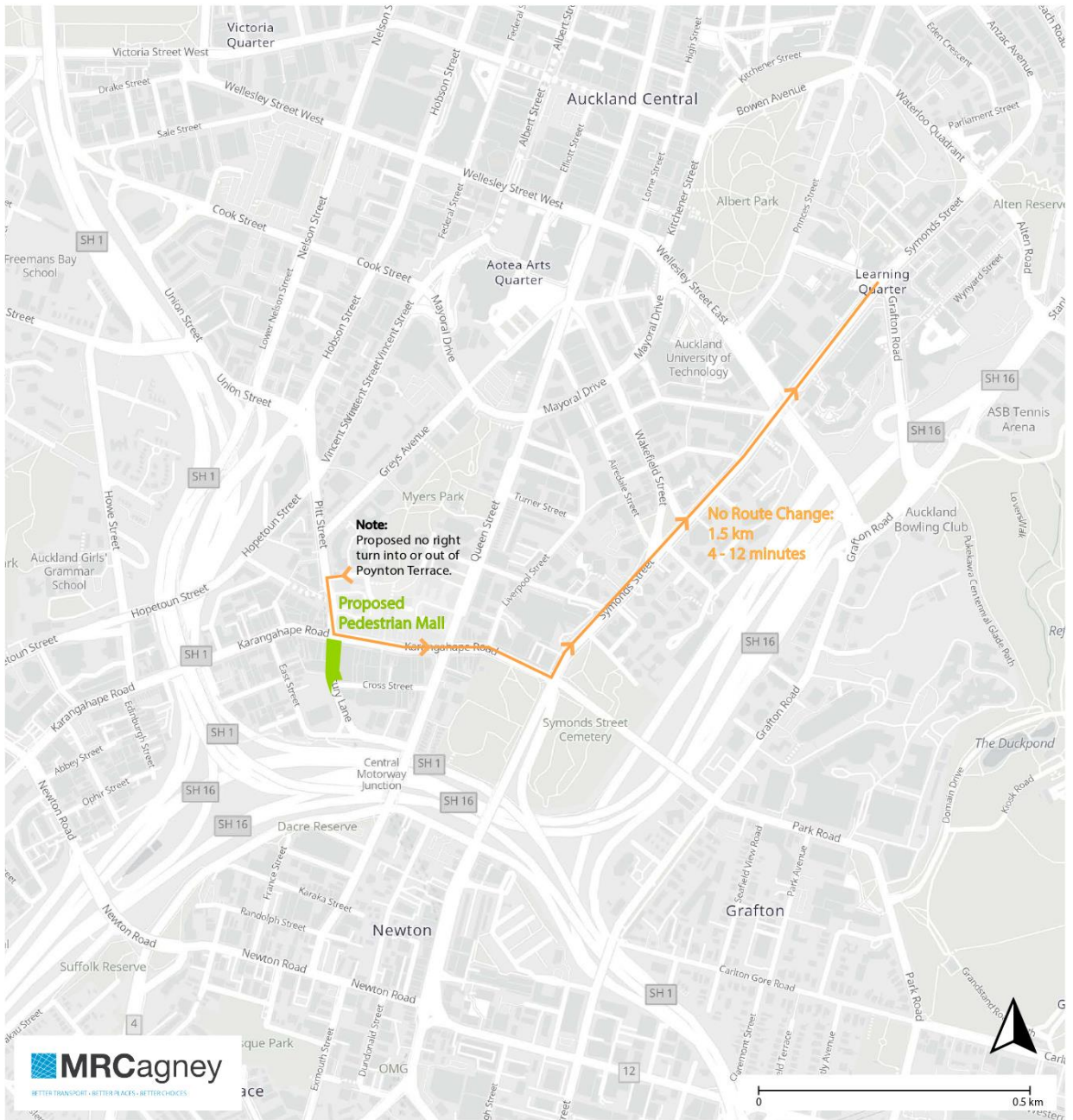
Karanga a Hape Station Neighbourhood Network Improvements

Light Vehicle Travel Routes – Poynton Terrace to Symonds Street

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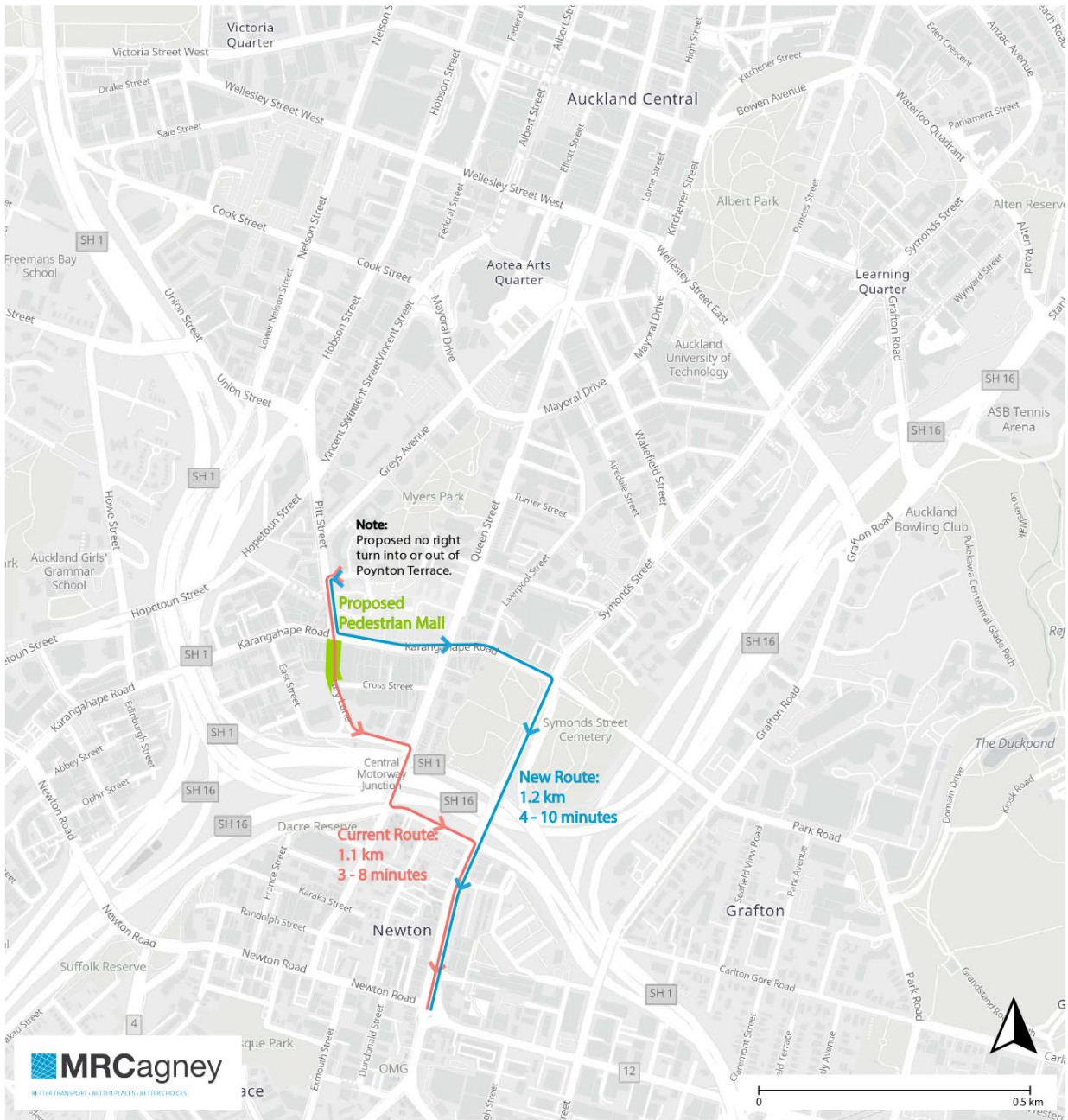
### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Poynton Terrace to Newton Road

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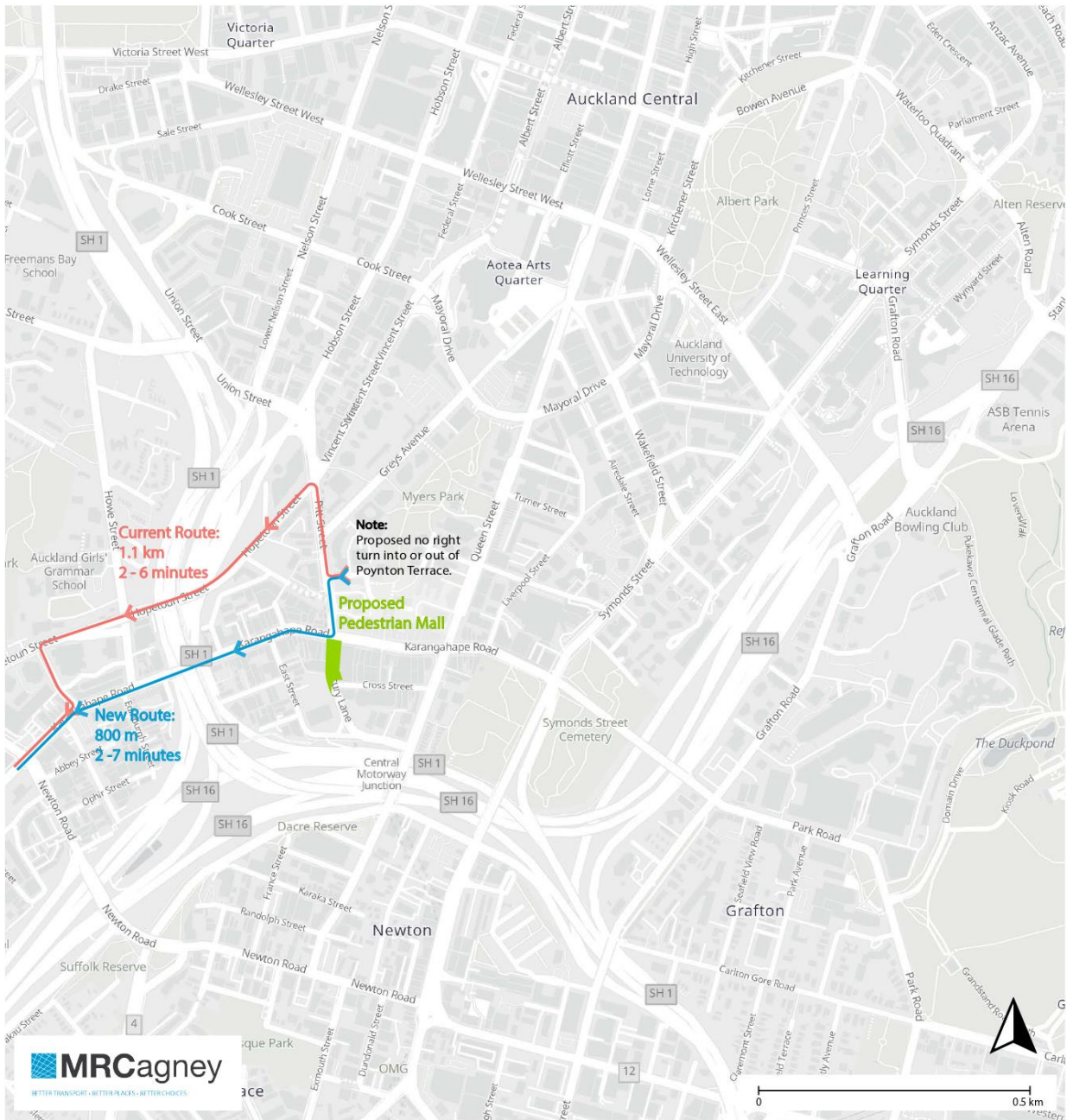
### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Poynton Terrace to Great North Road

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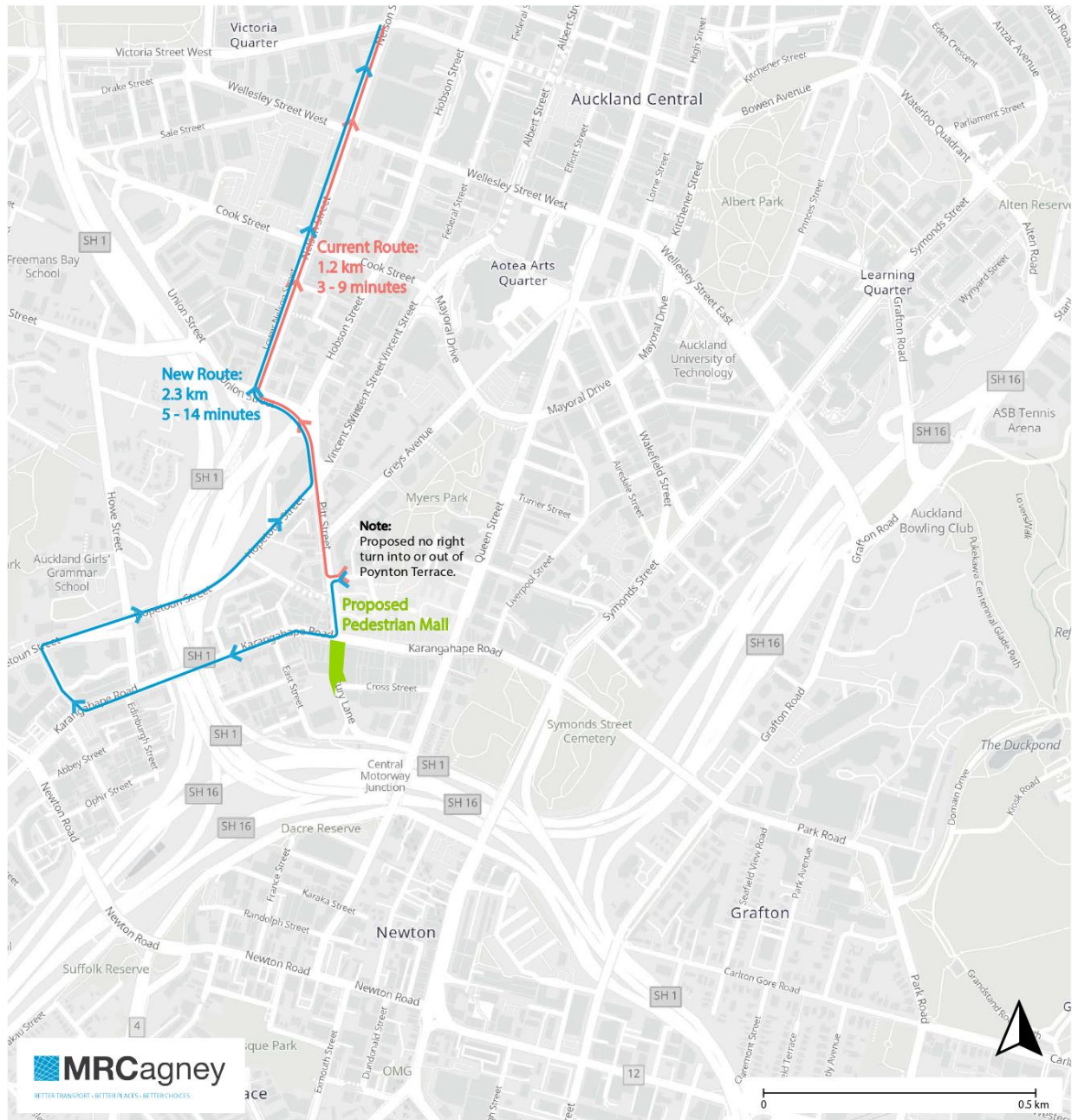
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### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Poynton Terrace to Nelson Street

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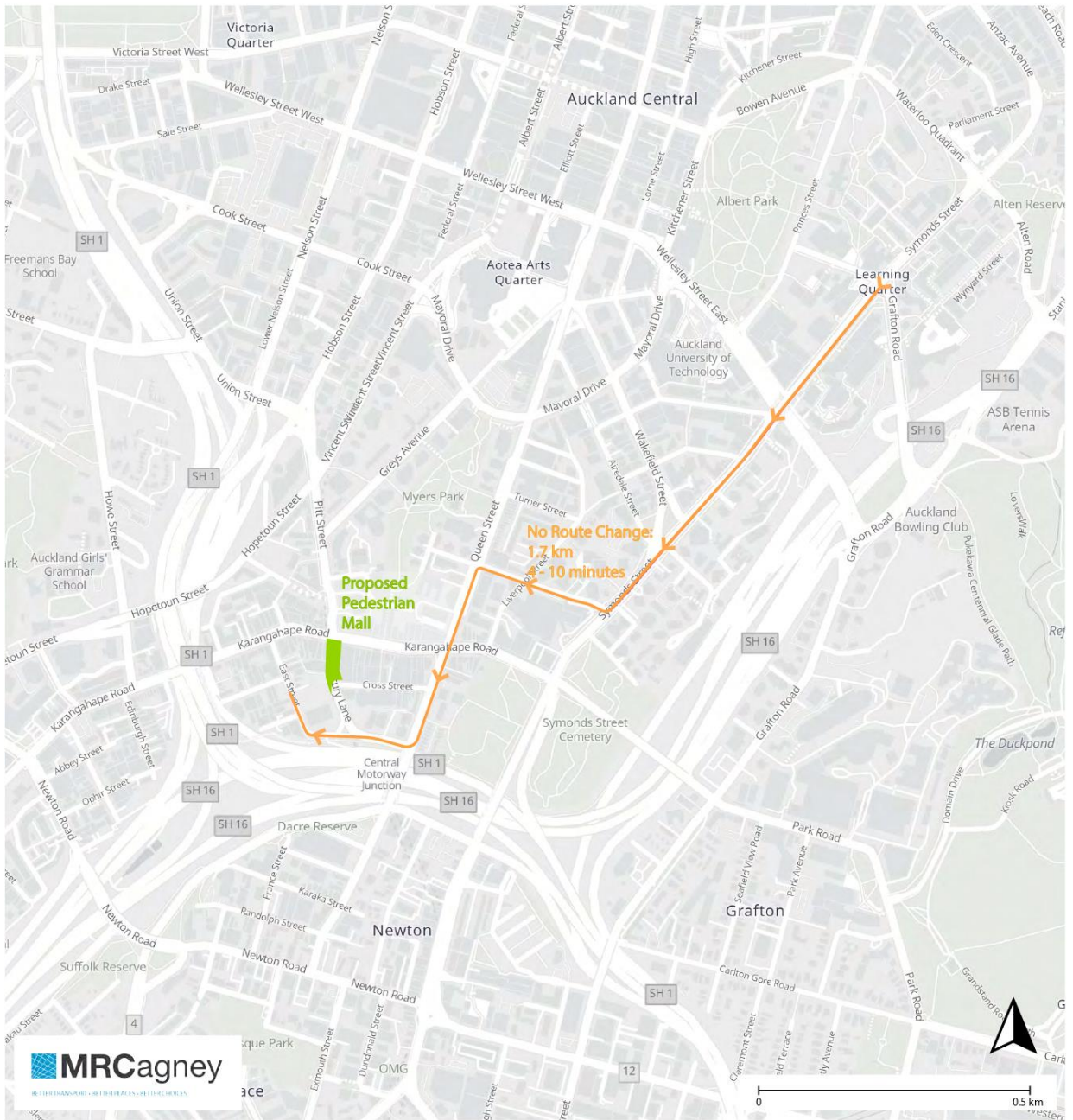
### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Symonds Street to East Street

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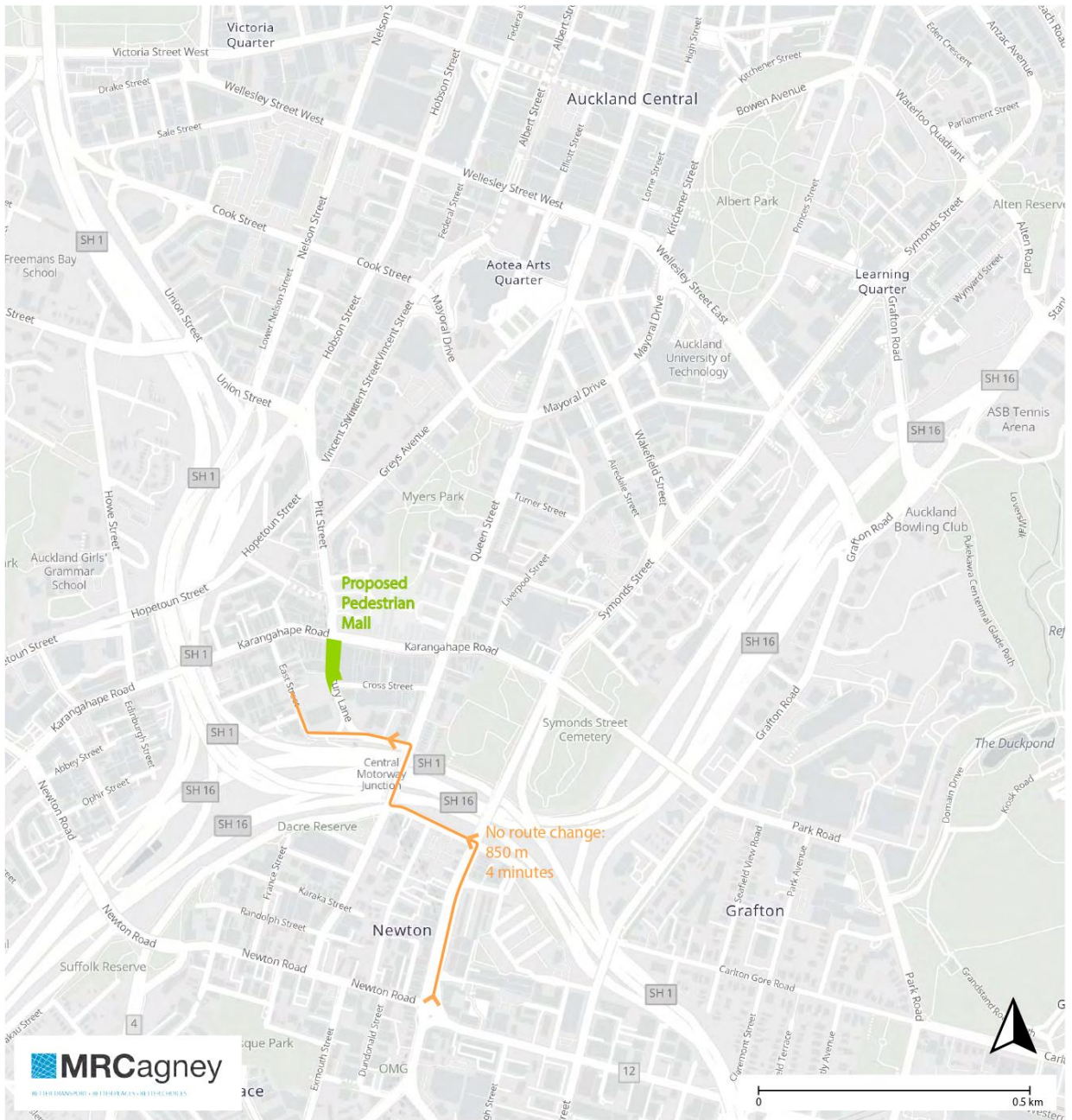




### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Newton Road to East Street

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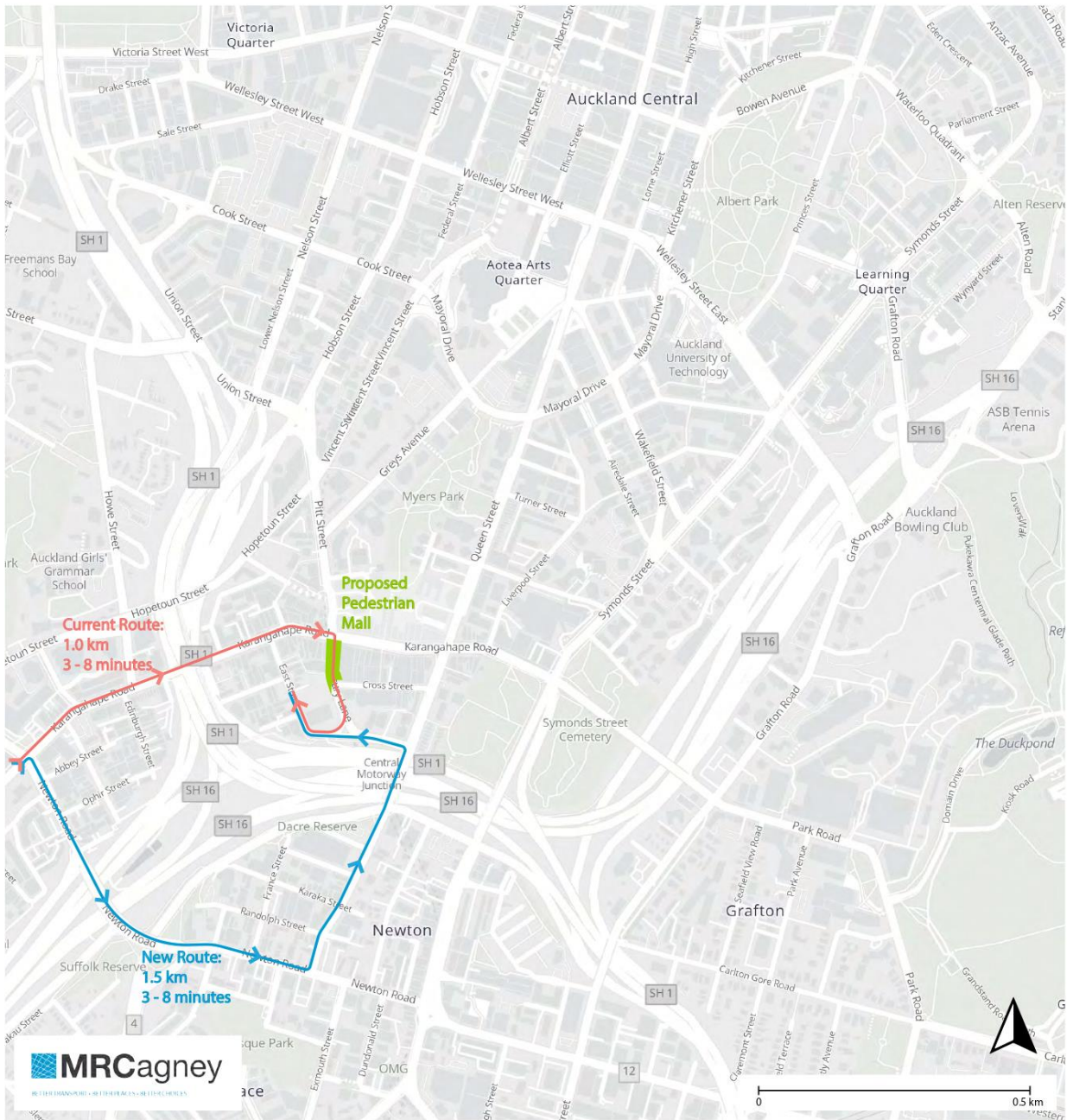
Karanga a Hape Station Neighbourhood Network Improvements

Light Vehicle Travel Routes – Great North Road to East Street

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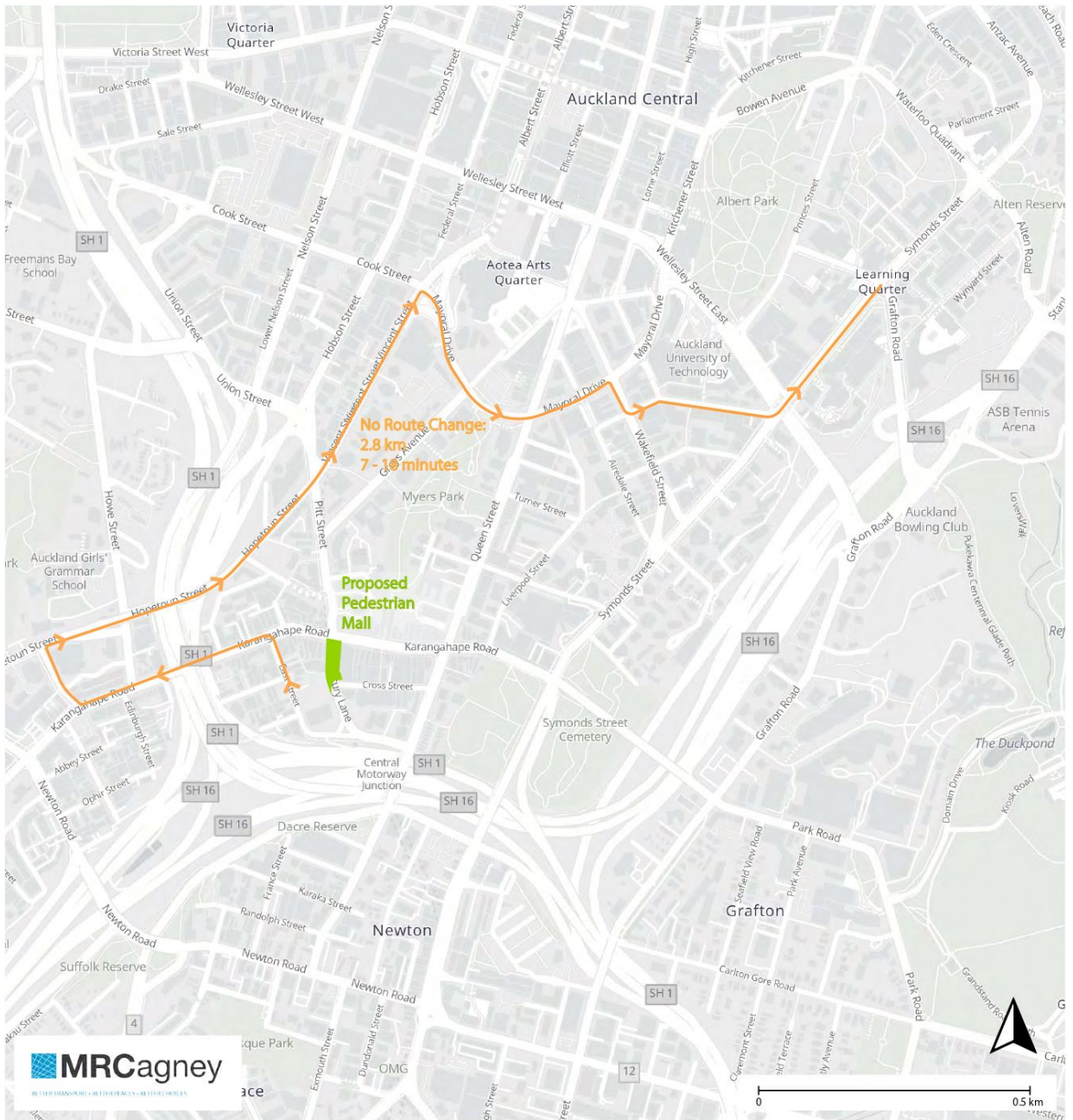
Karanga a Hape Station Neighbourhood Network Improvements

Light Vehicle Travel Routes – East Street to Symonds Street

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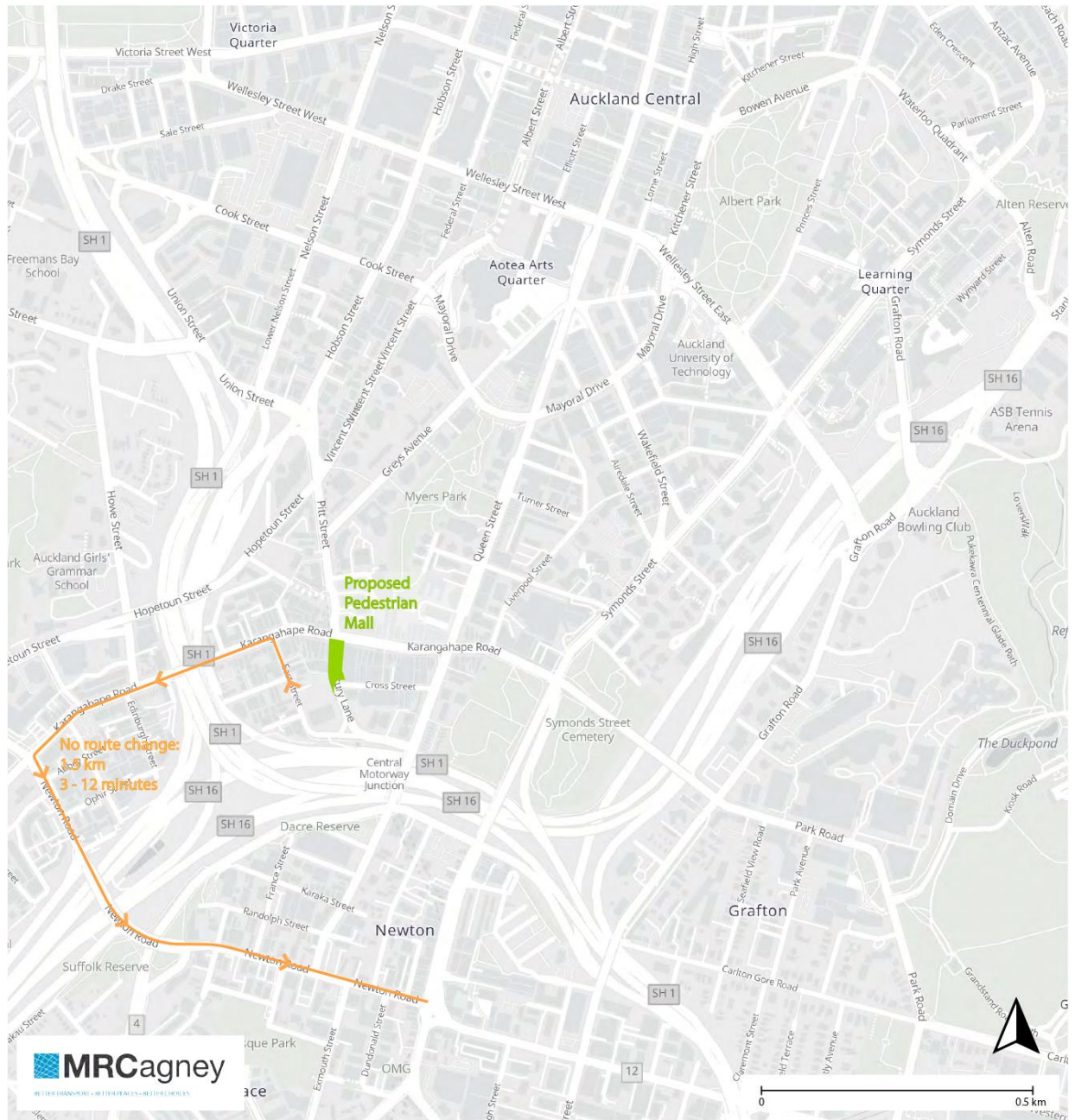
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### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – East Street to Newton Road

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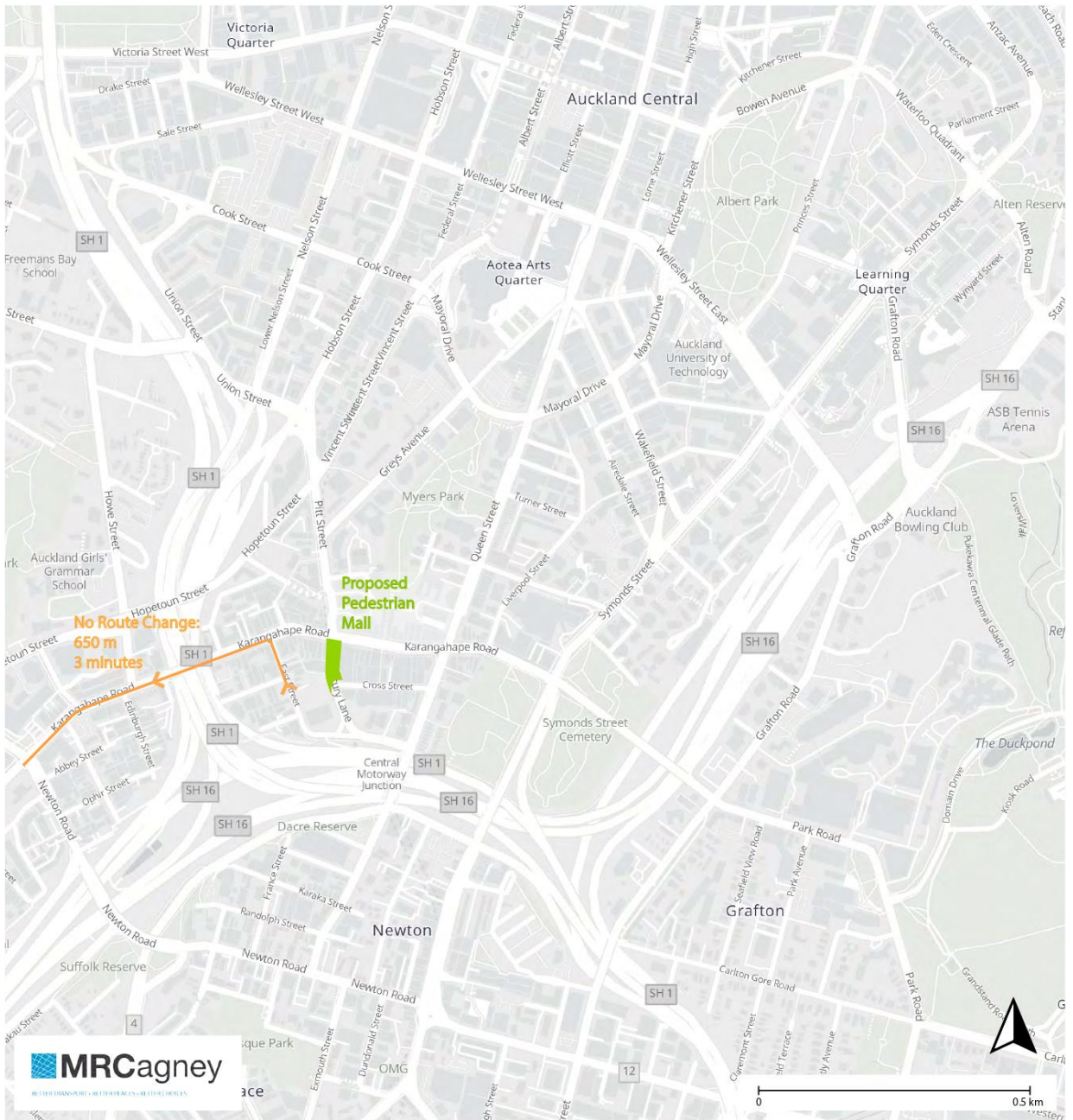
### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – East Street to Great North Road

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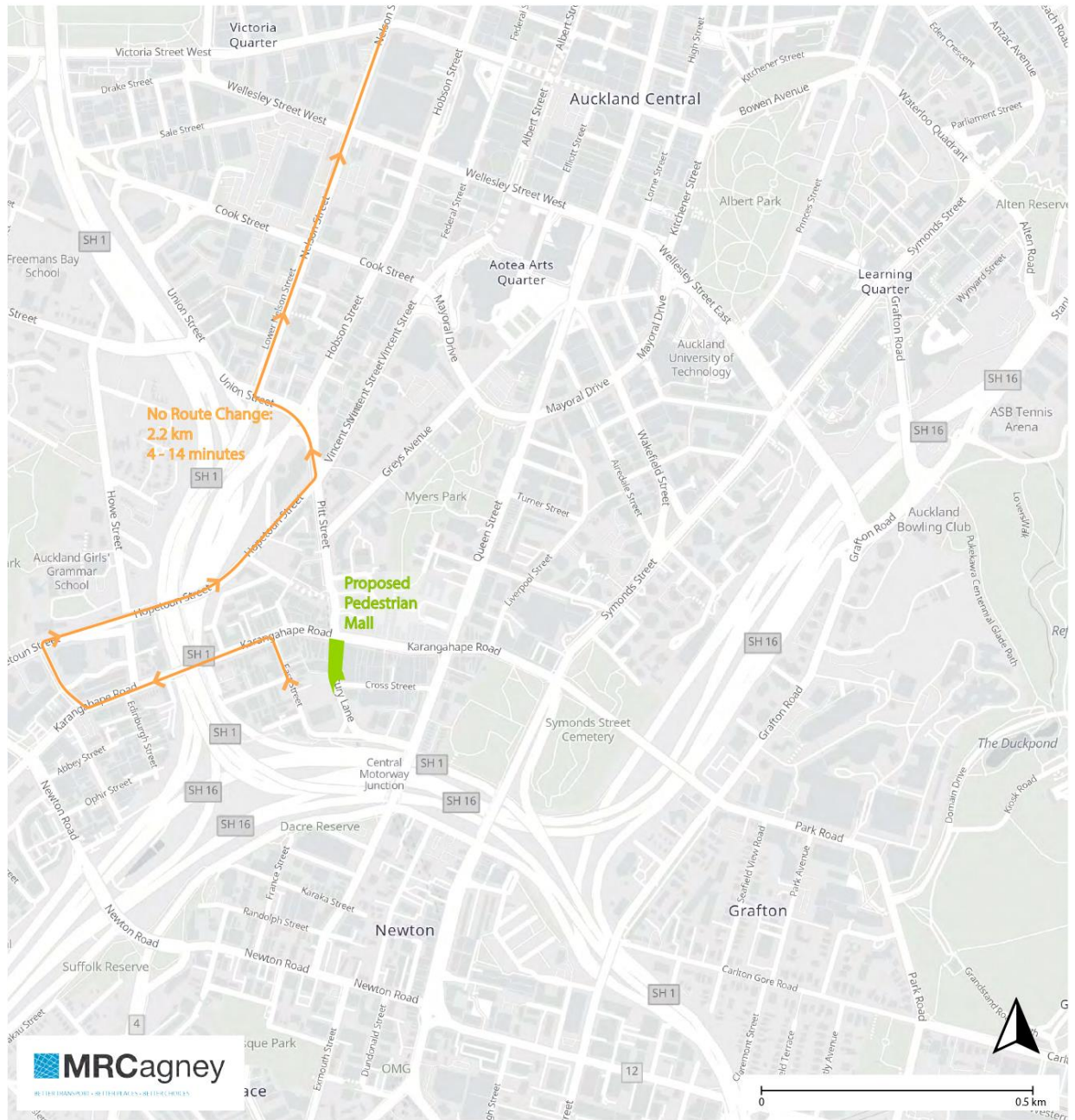


**MRCagney**

### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – East Street to Nelson Street

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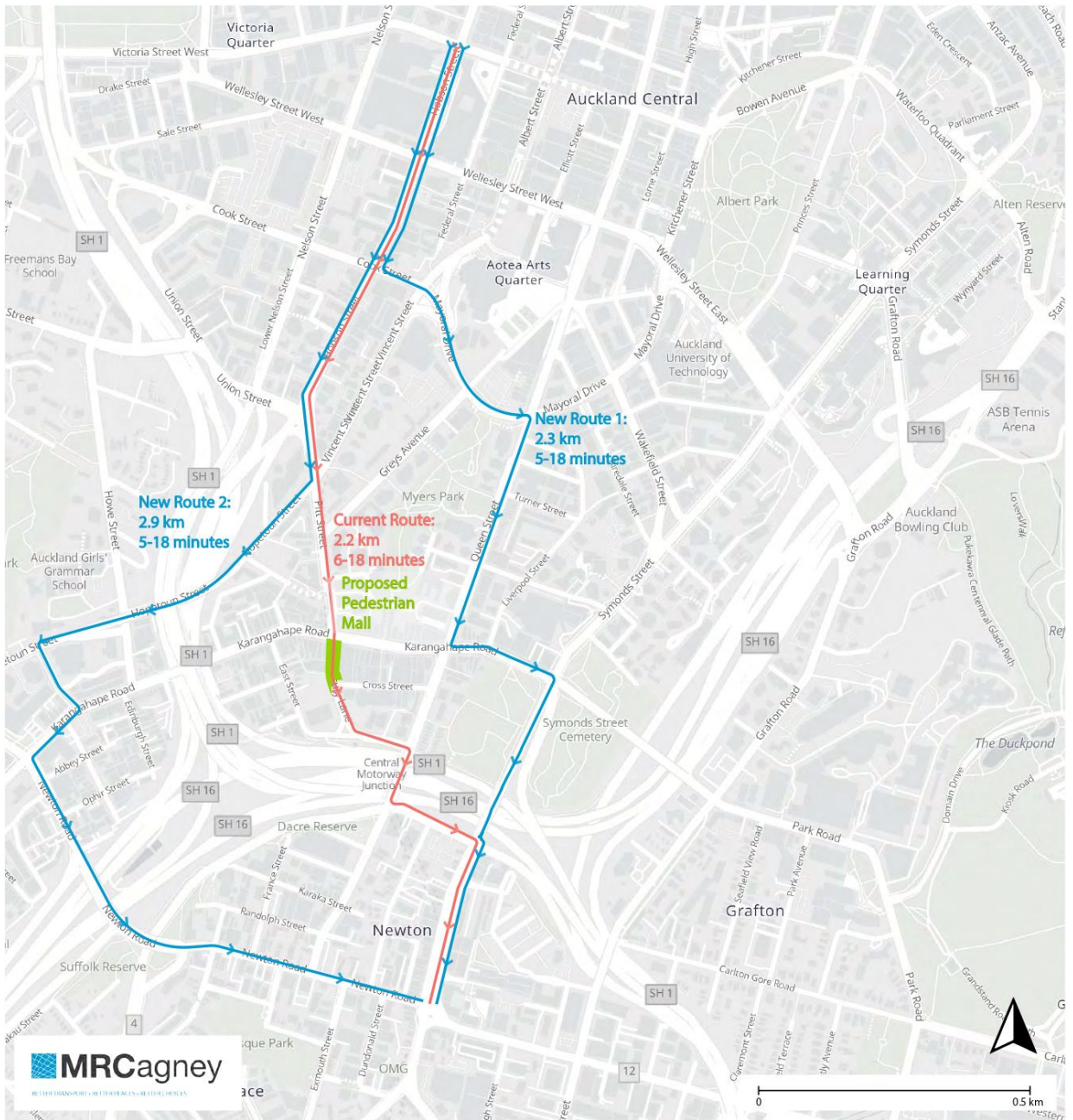
### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Hobson Street to Newton Road

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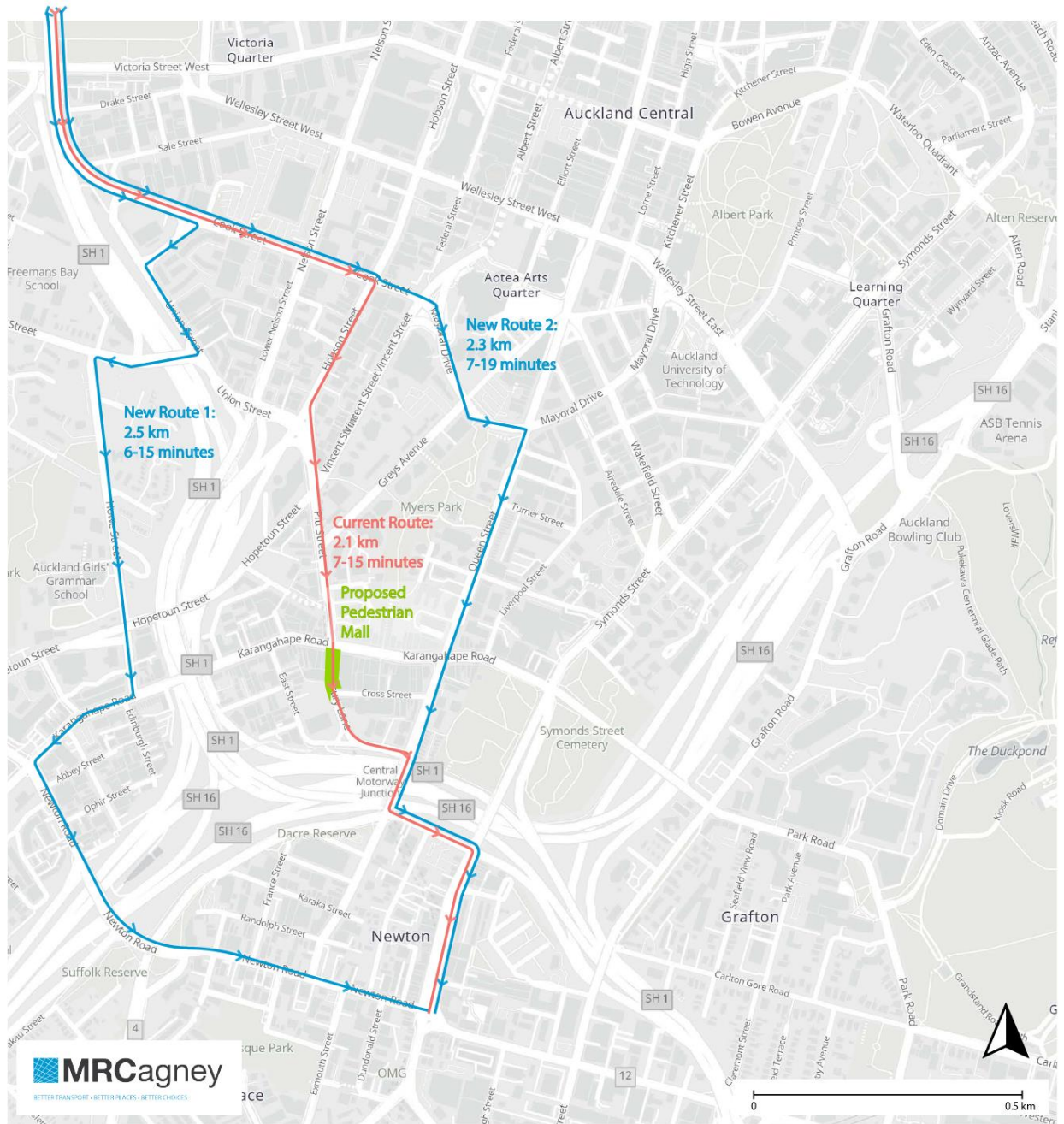




### Karanga a Hape Station Neighbourhood Network Improvements

## Light Vehicle Travel Routes – Cook Street Offramp to Newton Road

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### Karanga a Hape Station Neighbourhood Network Improvements

## FENZ and St John Travel Route - Pitt Street to Newton Road

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