

Auckland City Centre Resident's Group

**Meeting AGENDA 6 October 2021
ZOOM Meeting commencing 6.00 p.m.**

This meeting has been agreed with the help of Auckland Council who will host the evening on their ZOOM facility. To join the meeting click the link below

<https://us02web.zoom.us/j/86971523152?pwd=eFZBcVo2Zm1kNC9ManJLUGoxT2NCdz09>

The focus of the evening will be Waihorotiu/Queen Street Valley and the proposals for the upgrade programme will be hosted by Natalie Donze, Stellar Project Delivery and supported by James Buckley, Auckland Council Development Programme Office Project Manager, Pete Moth, Auckland Transport Service Network Development Planner, Lisa Dunshea, Auckland Council Urban Design Unit.

In terms of implementing the CCMP, the approach is transitional. The Wai Horotiu Queen Street Project is temporary, done to a really high quality, but the CCMP is the vision that the project is headed towards. There are some external parameters in place that the project is responding to, and unknowns on the Light Rail project implementation. The tools proposed to achieve a detuned Queen Street are what is seen in the design – the essential vehicle lane is part of that. Buses are part of that journey too, but the numbers will change once CRL is open and the proportion of electric increases again.

The Auckland City Centre Advisory Board has discussed this project for the past two years, despite earlier concerns, are generally supportive of this latest project.

CCRG have also supported these latest proposals EXCEPT the plan to block off an entire section of W/QSV for use as a bus depot/facility. While CCRG does not support general traffic on W/QSV we do support the centre running public transport as stated in the CCMP under Transformational Move 3 together with the essential service/delivery vehicles that are required to keep every city centre functioning.

More specifically, A4E was developed to accommodate Light Rail in the city centre and the original proposal was for travel along W/QSV. Had that programme got underway, as the government had tried to do, there would be no buses on any section of W/QSV – let alone a bus depot between Wellesley Street and Wakefield Street.

Current proposals for Light Rail also consider Symonds Street as a suitable route, and particularly for the many students that use public transport. CCRG have supported that suggestion in our submissions on LR. However, if that does become the eventual route, we still do not support buses, other than an electric centre running shuttle on W/QSVB and from Queens Wharf to Karangahape Road on W/QSV.

The CCRG Committee recently considered the W/QSV current proposals and resolved –

That CCRG recommends to Auckland Council and the Waitemata Local Board that no works be permitted on W/QSV that do not contribute, to a measurable extent, the delivery of Transformational Move 3 from the City Centre Master Plan as adopted by the Planning Committee on 5 March 2020.

That the only traffic permitted on the entire length of W/QSV are service, delivery and mobility vehicles plus centre running electric public transport buses as specified in Transformational Move 3 of the CCMP.

We expect that all members of the Auckland Council family, including Auckland Transport, will respect the CCMP and deliver projects that are in accord with what the public have demonstrably stated that they want, and which the Planning Committee have adopted.

From information provided by Auckland Transport recently the following figures are of interest –

Daily bus passengers alighting in the city centre pre Covid	45,000
Daily bus passengers alighting in the city centre post Covid	26,000
Daily bus PAX on W/QSV pre Covid	9,200
Dail bus PAX on W/QSV post Covid	5,500
Historic number of buses per day on W/QSV	450
Historic PAX per bus on W/QSV	20.4
Daily buses on Queen Street during CRL construction today	620
Current PAX per bus on W/QSV	8.87

Note – these figures include the Red Link Bus.

This information confirms to us that there is no need for any buses, other than the Red Link Shuttle Bus, to be on W/QSV and that we can now focus our energies on developing W/QSV in accordance with the CCMP. The City Centre Bus Plan needs to ensure that it accommodates these requirements in order to give effect to the CCMP requirements.

Lorne/Rutland Streets

As part of the proposal to block off the Wellesley to Wakefield portion of W/QSV, Auckland Transport are proposing to also block access from Lorne Street to Wellesley Street and from Queen Street to Rutland.

The result of such a proposal are two fold – Four apartment buildings, an AUT building, the St James development, the central library and 300 Queen Street will have one vehicles access point into the area – the Rutland Street slip lane from Mayoral Drive, and one vehicle access out of the area – Wakefield Street.

The Rutland Street slip lane is often blocked by buses waiting on Mayoral Drive to drive onto Wellesley Street so traffic back up along Mayoral Drive, thus blocking yet more buses. Access onto Wakefield is currently very difficult at peak time because Wakefield is filled with buses. This backs traffic up along both Rutland and Lorne streets so many drive along to Wellesley Street in order to exit the area. If that is closed the whole area will be shambolic and most service/delivery vehicles will refuse to service the buildings in that area.

The proposal to turn Lorne Street in front of the library into a pedestrian mall creates exactly the same situation as currently exists on St. Patricks Square. If Auckland Transport cannot manage that Pedestrian Mall, how will they do so on Lorne Street?

Next Meeting : 1 November 6.00 – 8.00 p.m. Ellen Melville Centre (hopefully).

Both Eke Panuku and Auckland Unlimited have confirmed that they are available to present to us at this meeting.

The topic matter is Waterfront developments including Queens Wharf and the spaces requiring repurposing following the AM36 event. CCRG reps have had on on-line meeting with Panuku and are pleased with the developments to date and the proposals for the AM36 spaces plus the wonderful large park on Wynyard wharf. It is very pleasing to note that all structures have now been removed from this space so work can get started quite soon on the new public space developments.

Meeting Closed: